

# CORRIDOR MANAGEMENT PLAN FOR SC 46



## Bluffton, South Carolina

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**FOREWORD**

In Beaufort County, SC 46 from the Jasper County Line in South Carolina to Hwy 278 in Bluffton was designated a state scenic byway in 1987. To maintain its status, a corridor management plan (CMP) had to be developed and adopted by the community, the goal being to develop a CMP that provided a comprehensive understanding of the route and the local community's plan to enhance and preserve it.

In the Fall of 2005, the Firm of "We Make Things Happen" (WMTH) Corporation was hired by the Town of Bluffton to work with the community and stakeholders in preparing a corridor management plan for SC 46 and, in the process, apply for National Scenic Byway designation.

**Becoming a National Scenic Byway****What is a Scenic Byway?**

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. Since 1992, there have been nearly 1500 state and nationally designated byway projects in 48 states. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and/or scenic qualities.

**The vision of the National Scenic Byways Program is to create a distinctive collection of American roads, their stories and treasured places.**

**The purpose of the program is to recognize and protect roads that have outstanding scenic, historic, cultural, natural, recreational and archaeological qualities, and to support state scenic byway initiatives.**

The definition of "scenic" reaches beyond breathtaking vistas. All of America's Byways® are "scenic", representing the depth and breadth of scenery in America-- natural and man-made panoramas; electrifying neon landscapes; ancient and modern history coming alive; native arts and culture; and scenes of friends, families and strangers sharing their stories. All of that qualifies.

**Requirements for designation**

- I. Can be no less than 8 miles
  - a. Staying with the original State SC 46 Scenic Byway Route from the county line to Hwy 278 is no longer possible. One section of SC 46 is now four-lane. Four-lane roads do not qualify for scenic byway designation.
  - b. Working with planners, DOT and interested citizens, a route was determined which starts at the Jasper/Beaufort County Line and continues east then turns south onto Calhoun Street, east on Bridge Street, north on Boundary Street to the four-way stop at the corner of Bruin and SC 46. Travelers will then be directed to turn right (east) onto Bruin Street, ending at the intersection of Burnt Church Road.

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## FOREWORD

More details of what one will find when one travels on Calhoun Street, and Boundary Street are included below and further addressed in Chapter III:

- i. .5 miles south on Calhoun Street, also known as “Artisan’s Row” past numerous shops and historic homes including Church of the Cross, ca. 1893 to the public dock.



*“Artisan’s Row”*



*Church of the Cross*



*Fishing off the public dock*

- ii. At the corner of Boundary and Bridge Street is the historic Heyward House which serves as both a museum and visitor center for the downtown area. Continuing north .5 miles on Boundary Street takes one past a few shops, a few historic churches and the art gallery.



*Heyward House, ca. 1840  
Museum/Visitor Center*



*Two of the historic churches on Boundary Street*

- c. At the corner of SC 46 and Boundary Street, SC 46 turns sharply and heads north to SC 278. It is our recommendation to turn right and continue east on Bruin Street for 1 mile which takes one past a new commercial/ residential development and a number of smaller restaurants and shops, ending the route at Burnt Church Road.
- d. One “must see” side trip includes traveling:
  - i. .5 miles south on Wharf Street to Historic Bluffton Oyster Company, one of the few remaining Oyster-shucking companies in South Carolina.



*One of the few remaining Oyster-shucking companies*

2. Must have at least two intrinsic qualities
  - a. SC 46 features all six.  
*See Chapter VII for list of **intrinsic qualities** along the route*
3. Must only be two lanes (turning lanes are allowed).
4. Must develop an inventory of resources found in every ½ mile segment on each side of the proposed route.  
*See Chapter VI for **complete inventory***
5. The community must work together with Transportation Planners and Engineers, City and County Planners, City and County Officials, Legislators and Federal Government to:

- a. Develop and adopt a Corridor Management Plan for SC 46.

*See Chapter III for a few of the **opportunities** which may result from developing and implementing a Corridor Management Plan.*

- b. Assist and support alternative options for traffic flow because the traffic must go somewhere.
      - i. Currently work is underway to complete the Bluffton Parkway which will serve as an alternative east/west route as well as widen the existing US 278.

**SC 46 meets the following criteria of a National Scenic Byway.**

**CHECKLIST FROM SC DOT FOR DESIGNATION  
AS A SOUTH CAROLINA SCENIC HIGHWAY  
AND EVENTUALLY A NATIONAL SCENIC BYWAY**

- Must be a SC Highway, not a city street or county roadway; with legal public access.  
*See Chapter II for description of road.*
- Highway must be of a design that preserves and protects the natural beauty or scenery of the area and reflects positively on the State of South Carolina.  
*See Chapter II for history of road.*
- The Highway should accommodate two wheel (motorcycle and bicycle), four wheel cars, vans and touring buses safely.  
*See Chapter IX for goal, objectives, strategies.*
- The Highway must be a minimum length of eight (8) miles.  
*The proposed route meets this requirement.*
- The Highway must have significant natural or aesthetic features visible from and adjacent to the highway such as: outstanding vegetation, notable geographic characteristics, vistas of marshes, rivers, lakes, shorelines, forest and agricultural land.  
*See Chapter VII for list of intrinsic qualities.*

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## **FOREWORD**

- The Highway should have significant historical, cultural or recreational resources that are visible from and adjacent to the highway.  
*See Chapter VII for list of intrinsic qualities.*
- The Highway preferably provides linkage and access to significant scenic, historical, cultural and recreational points of interest.  
*See Chapter VII for list of intrinsic qualities.*
- The Highway preferably provides a minimum of hospitality resources such as: route markers, accommodations, dining facilities, tasteful signage and other tourism related services and facilities.  
*See Chapter VII for list of tourism-related intrinsic qualities.*
- The Highway preferably bypasses major roads or provides opportunity to leave high speed routes for variety and leisure motoring.  
*See Chapter IX for goals, objectives and strategies.*
- The Highway preferably provides access in a close vicinity to attractions and entertainment opportunities.  
*See Chapter VII for list of intrinsic qualities.*
- The Highway preferably avoids areas of distraction such as: heavy industrial sites, commercial strip development, lumbering scars, mining operations, utility line corridors, dilapidated buildings, large and inappropriate signage, junk yards, landfills, storage yards and tanks, trailer parks, non landscaped major parking lots, heavy traffic and polluted air and water.  
*See Chapter II for a list of current detractors and Chapter IX for goals, objectives and strategies of how each will be addressed.*
- There is a demonstration and evidences of strong local support for designation by local government, civic groups, environmental organizations, chambers of commerce, convention and visitor bureaus, business, industry and individuals.  
*Copies of letters of support and petitions are available upon request.*
- Designation of a highway as a scenic highway shall not be construed to require any modification in local land use regulations, require any change in commercial or agricultural activity, or affect future highway rehabilitation, development, or the need to maintain or improve the roads.  
*See Chapter III for Corridor Management Plan.*
- The proposed highway must have a minimum evaluation score of +0.01 as rated by the SC Scenic Highways Committee in order to be considered for SC Scenic Byway designation.  
*See Chapter IX for goals, objectives and strategies.*
- Only two lane highways can be considered for SC Scenic Byway designation.  
*See Chapter II for description of road.*

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## FOREWORD

The following chapters show SC 46 deserves to be designated a national scenic byway and that, through the adoption and implementation of the following Corridor Management Plan, the community is ready and willing to accept the responsibility.



*Just a few of the scenic views along SC 46*

**CORRIDOR MANAGEMENT PLAN  
FOR SC 46**



**TABLE OF CONTENTS**

EXECUTIVE SUMMARY.....	i - iv
Chapter I           What is a Corridor Management Plan? .....	1-5
Chapter II           Description and Significance of Area .....	6-9
Chapter III          Situational Analysis .....	10-23
Chapter IV          Community Participation Program .....	24-42
Chapter V           Public Comments .....	43-53
Chapter VI          Inventory .....	54-77
Chapter VII         Intrinsic Qualities .....	78-94
Chapter VIII        Vision Statement .....	95-95
Chapter IX          Goals, Objectives, Strategies .....	96-126
Chapter X           Transportation Recommendations .....	127-137
Chapter XI          Action Plan .....	138-142
Chapter XII         Funding Opportunities .....	143-144
Appendices include information on the following:	
"A" - Conservation Options for Landowners .....	145-146
"B" - Model Tree Protection Ordinance .....	147-149
"C" - Billboard Model Ordinance .....	150-152
"D" - Scenic Easements .....	153-155
"E" - Biking and Pathways .....	156-158
"F" - Principles of Context Sensitive Design .....	159-160
"G" - Underground Utilities .....	161-162
"H" - Archaeological Protection .....	163
"I" - Levels of Service Standard .....	164

### EXECUTIVE SUMMARY

In the Fall of 2005, WMTH Corporation was selected by the Town of Bluffton to work with Town Staff and the community to develop a corridor management plan for SC 46. SC 46 was designated as a state scenic byway in 1987, but without an adopted corridor management plan, the route was at risk of being de-designated. A corridor management plan (CMP) is a document developed and supported by those who have an interest in protecting and preserving a particular section of road. This particular Corridor Management Plan would be unique in that it had to meet the fourteen (14) requirements set forth by the Federal Highway Administration which oversees the National Scenic Byway program since one of the goals of the Town of Bluffton was to apply for National Scenic Byway designation for SC 46 in 2007.

In January 2006, WMTH Corporation signed a contract with the Town of Bluffton and attended the Old Town Master Plan charettes which specifically focused on transportation and tourism. This helped to determine what might have relevance in the big picture of developing a plan for the rest of SC 46.

In March, WMTH met with Town and County Planners, Department of Transportation, Heritage Council, and key leaders in the community and held the first of five town meetings in which nearly 50 citizens were in attendance. During that time, an analysis of the road was conducted as well as an inventory of resources found along the route to determine if SC 46 had the intrinsic qualities required to be designated a national scenic byway. To qualify as a national scenic byway, a road system must include at least one of six intrinsic qualities. It was determined that SC 46 possessed all six intrinsic qualities with tourism being recognized as a seventh quality.

In May, two more town meetings were held and goals were set. The five primary goals of the CMP are listed on the following page.

## EXECUTIVE SUMMARY

- Goal 1: Conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.
- Goal 2: Preserve and protect archaeological, cultural and historic qualities of the region that reflect the way of life.
- Goal 3: Maintain and improve services and facilities, for residents and visitors, that are consistent with small town, rural character and local values.
- Goal 4: Improve safety along the Scenic Byway for all users without jeopardizing intrinsic qualities.
- Goal 5: Continue to build partnerships and foster cooperation among agencies and organizations to ensure that the goals of the Scenic Byway are in harmony with existing programs that protect and enhance the intrinsic qualities along the roadway.

Specific objectives and strategies were developed to achieve the five goals. These are included in Chapter 9 of this document.

On July 24<sup>th</sup>, 2006, a fourth town meeting was held in which interested citizens came to discuss final details of the Corridor Management Plan and offer their support. Over 400 signatures on petitions in support of SC 46 becoming a scenic byway and the recommendations and goals set forth in the corridor management plan were submitted.

On July 26<sup>th</sup>, a final meeting was held with representatives from the Town of Bluffton Planning Commission in which WMTH Corporation presented a PowerPoint highlighting many of the recommendations included in the CMP. An overview of the primary goals and objectives included in the CMP are provided on the following pages.

**OVERVIEW OF PRIMARY GOALS AND OBJECTIVES**

**Goal #1**

**Conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.**

Objectives:

- 1:1 Protect the trees of note along the Scenic Byway. Develop an overall planting program for all areas along the route, not just those under development. Encourage native species and focus on those plantings that will also serve as food plots for wildlife.
- 1:2 Protect the wildlife and natural habitat along the Scenic Byway, especially unique riparian habitat, marshes, forests and grasslands and the flora and fauna they support.
- 1:3 Protect the watershed and enhance the water quality with a focus on streams, swamps and riparian areas along the Scenic Byway and throughout the area.
- 1:4 Protect the beautiful vistas and open spaces experienced along the Scenic Byway, and minimize those areas and activities that detract from the area's beauty and natural character.

**Goal #2**

**Preserve and protect archaeological, cultural and historic qualities of the region that reflect the way of life.**

Objectives:

- 2:1 Continue to identify, map, and protect archaeological sites along the Scenic Byway.
- 2:2 Identify, map, preserve and interpret the historical features along or near the Scenic Byway.
- 2:3. Preserve the Bluffton Oyster Company in Bluffton, it is one of the last oyster shucking factories in South Carolina. This tradition needs to continue.

**Goal #3**

**Maintain and improve services and facilities, for residents and visitors, that are consistent with the small town, southern character of Bluffton and local values.**

Objectives:

- 3:1 Emphasize an economic base that focuses on resource conservation and clean industry.
- 3:2 Promote cultural and recreational activities for residents and visitors that associate with community values.
- 3:3 Develop "educational" opportunities along the scenic byway to better educate the public (both local and visitors) of what lies

- along its corridor and in the area.
- 3:4 Protect and promote access to existing recreational areas and establish more public parks and green space along SC 46, providing areas to walk, hike and bike.
  - 3:5 Create functional and welcoming opportunities for experiencing the prioritized intrinsic qualities along the SC 46 National Scenic Byway.
  - 3:6 Improve “gateways” (entranceways) onto SC 46 Scenic Byway.
  - 3:7 Promote the “park and ride” concept at both visitor centers as an alternative to originating trips by private vehicles.
  - 3:8 Encourage historic preservation.
  - 3:9 Create a marketing plan the focuses on attracting those interested and appreciative of outdoor recreation, eco-tourism and/or the “arts”.
  - 3:10 Improve and expand recreational opportunities.
  - 3:11 Expand water sport activities.

### **Goal #4**

#### **Improve safety along the Scenic Byway for all users without jeopardizing intrinsic qualities.**

##### Objectives:

- 4:1 Provide better safety conditions for bicyclists and pedestrians.
- 4:2 Reduce the number of through trucks and vehicles.
- 4:3 Balance roadway safety with roadway aesthetics and community values.
- 4:4 Discourage vandalism and littering and provide protection for those sensitive areas and features worth preserving.
- 4:5 Lower speed limit considerably along the Scenic Byway
- 4:6 Encourage appropriate signage along the Scenic Byway.

### **Goal #5**

#### **Continue to build partnerships and foster cooperation among agencies and organizations to ensure that the goals of the Scenic Byway are in harmony with existing programs that protect and enhance the intrinsic qualities along the roadway.**

##### Objectives:

- 5:1 Increase public awareness of the Scenic Byway as a valuable asset to the community, the region and to agencies.
- 5:2 Work with agencies and other planning organizations to ensure the goals, objectives, and strategies of this CMP are included in future planning documents and projects.

**CHAPTER I:**  
**What is a Corridor Management Plan (CMP)?**

Initiated by the Federal Scenic Byways Program, corridor management planning is a process by which a community gains a thorough understanding of a designated scenic byway. The Corridor Management Plan (CMP) itself is the resulting document. It records the route's existing conditions and the intrinsic qualities that draw residents and visitors to the corridor. It describes strategies to preserve and enhance those qualities.

The CMP for SC 46 Bluffton Scenic Byway will be a tool that can help communities along the route meet serious challenges. The qualities that make the road and corridor unique are at risk in several ways. A comprehensive CMP with clear goals will be better equipped to find ways to allow economic growth and development in a manner that protects and enhances the intrinsic qualities of their corridor.

*Protection and enhancement of the intrinsic qualities along SC 46 is the primary purpose for the Corridor Management Plan.*

The purpose of the Corridor Management Plan, as required under SC Scenic Byways Legislation and for qualification of a road system as a national scenic byway, is to provide for the conservation and enhancement of the routes intrinsic qualities, as well as the promotion of tourism and economic development. The Corridor Management Plan (CMP) provides a comprehensive understanding of the route and the local community's plan to enhance and preserve it.

The CMP is a written document where the goals, strategies, and responsibilities are addressed. The document is a combination of a realistic view of the present, a dream of what should happen in the future, and a commitment to doing what needs to be done to get there.

The primary focus of the plan should be the preservation and enhancement of the intrinsic resources along the corridor, while at the same time balancing factors like development and tourism in the corridor.

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## **Chapter I**

### **Corridor Management Plan**

Below are a few preliminary steps for developing a corridor management plan for SC 46 and a timetable for obtaining the ultimate goal which is to submit a proposal to designate this highway as a national scenic byway by the Spring of 2007.

#### **PRELIMINARY CORRIDOR MANAGEMENT PLAN FOR SC46**

1. Establish a public participation process by March 2006. This process will allow for concerned citizens to come together for the purpose of providing input to develop a plan to protect and enhance the corridor.
  - a. Goal of public participation – to provide input to the process of corridor management planning for proposed SC 46 Scenic Byway.
    - i. First step: Develop the Vision Statement, goals and objectives which will guide the group throughout the process toward implementation keeping in mind that the Bluffton Scenic Byway will become the gateway entrance to historic Town of Bluffton.
2. Components and timetable towards creating corridor management plan:
  - a. Prepare the Intrinsic Quality Inventory – March 2006
  - b. Prepare an analysis of existing conditions in the corridor – March 2006
  - c. Work with local communities and road and resource managers to establish clear goals and assign responsibilities for the management of the scenic byway. Goals should be broad. – March 2006.
  - d. Formulate measurable objectives that describe desired outcomes
    - i. Obtain State Scenic Byway Designation – Completed 1987
    - ii. Complete Corridor Management Plan and seek adoption– Fall 2006.
    - iii. Apply for Scenic Byway Corridor Management Seed Grant to begin implementing plan- Winter 2007.
    - iv. Apply for and obtain Federal Scenic Byway or All-American Road Designation – Spring 2007
    - v. Apply for TEA-21 Funds to implement specific recommendations from the Corridor Management Plan - Winter 2007 or Spring 2007.

- vi. Develop a marketing strategy focusing on ecotourism and nature.
- e. Develop specific strategies and activities to achieve the goals and objectives – Spring 2006
- f. Create and begin implementing an action plan that prioritizes strategies for implementation – Summer 2006
  - i. Include responsible agency and/or individual – contact information, primary contact.



*Rich Heritage*



*Unique Natural Beauty*



*Historical Significance*

## **FEDERAL REQUIREMENTS FOR CORRIDOR MANAGEMENT PLANS** **Federal Highway Administration's 14-points**

The Federal Highway Administration (FHWA) lists 14 components that must be in any CMP included in a byway's application for national recognition. The CMP will help your byway group envision future changes and address issues before they become a problem.

*The FHWA requirements\* for a CMP are:*

1. *A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. U. S. Geological Survey maps of your corridor region are ideal and inexpensive base maps for your corridor management planning group.*
2. *An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. A community visual assessment is an ideal way to involve a large number of local residents in evaluating the byway's resources. *O Say Can You See: A Visual Awareness Toolkit for Communities*, available from Scenic America, is a good way to start.*
3. *A strategy for maintaining and enhancing each of the byway's intrinsic qualities. Ask what you want the byway corridor to look like in 10-15 years and develop goals and strategies to help you get there.*

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## **Chapter I**

### **Corridor Management Plan**

4. *A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. Be sure to include a description of each individual's responsibilities and a schedule of when and how you will review their progress.*
5. *A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. Many communities have long-term land use plans that can be adapted for this purpose.*
6. *A plan for on-going public participation. This might include forming a CMP steering committee made up of local citizens, a schedule of regular public meetings, or a byway management planning forum.*
7. *A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context-sensitive highway design practices that accommodate safety needs while preserving the road's character.*
8. *A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. Some CMP's incorporate plans to apply for Federal Transportation Enhancement funds to pay for the installation of special bicycle lanes along the byway or the creation of hiking trails.*
9. *A listing and discussion of efforts to minimize intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the byway.*
10. *Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. Your CMP should also address the continuous designation of the road to ensure that billboard companies will not be able to find a loophole in your byway designation that would allow them to erect billboards along the corridor.*
11. *A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non-interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction.*
12. *Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character.*

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## Chapter I Corridor Management Plan

13. *Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context-sensitive design takes into account the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation.*
  
14. *A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. In this category, creativity makes a big difference.*

*\*Adapted from: "National Scenic Byways Program". Federal Register. Vol. 60, No. 96. Thursday, May 18, 1995.*

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*One of the scenic vistas along the proposed route  
of Bluffton Scenic Byway*

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## **Chapter II**

### **Description and Significance of the Area**

#### **CHAPTER II**

#### **Description and Significance of the Area**

Daniel Payne (an anthropologist working on his thesis studying the plant life in Bluffton) and his assistant Francisco Javier Dominguez-Roblero describe the area along SC 46 Bluffton Scenic Byway and its uniqueness best in their Bluffton Critical Resource Study completed in December 2004\*:

*Bluffton was originally settled as a summer community where planters came to escape the heat, malaria, and worries of the plantations. Ever since, it has continued to serve as a refuge for people. Now, the challenge for Blufftonians is to determine how to enjoy the benefits of economic growth\* while preserving the special "state of mind" that drew them and their ancestors here...*

*...Bluffton still feels like a small southern town. It still contains many elements of its unique natural heritage. Numerous small streams cut through the high bluff on which the Town was founded. These form Bluffton's famous coves. Bluffton's May River is so clean that oysters are still harvested from its water. This varied terrain supports a wide variety of forest and woodland types. The New River, the only freshwater river in Southern Beaufort County, forms part of the eastern border of Town. The remains of rice fields line the lower limits of the New River, and cypress-tupelo swamps line the upper reaches.*

#### **As noted at the Beaufort County Planning Session in March of 2006**

The county is experiencing an explosive time of growth especially in the southern portion of the county and although the region has made great efforts to protect its natural assets, *"more regional cooperation and planning is needed to better protect these assets in light of future population growth"*. In regards to transportation, *"if no capital improvements are made, over the next 15 to 20 years, most of Southern Beaufort County's regional road network will have a level of service of E or F."*

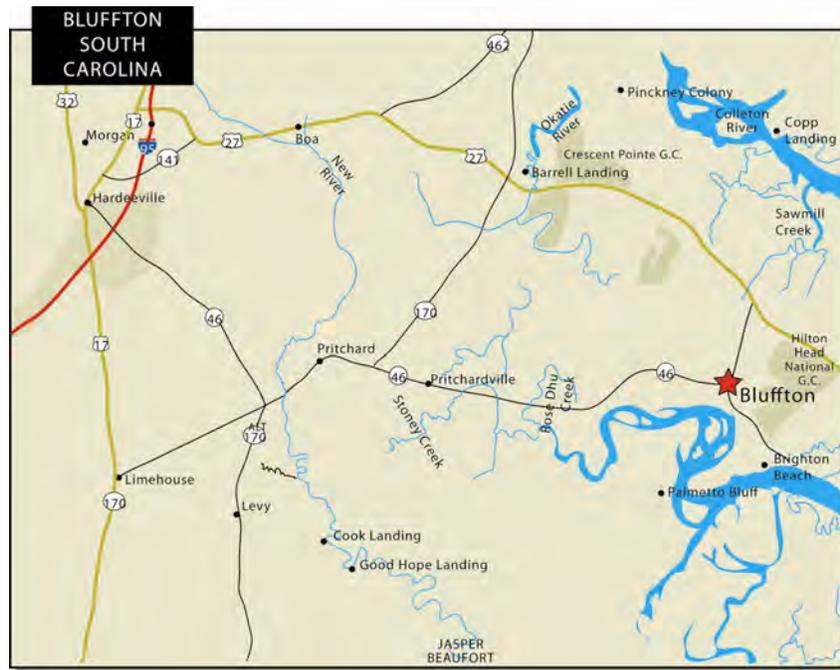
*\*Please Note: The Town of Bluffton, through annexing, has expanded to nearly 54 square miles within the past six years and has the potential to grow in population tenfold in approximately that same amount of time. This greatly concerns the citizens of Bluffton especially those living along SC46 who see change happening too quickly and would like to*

## Chapter II Description and Significance of the Area

protect and preserve that which they have before it is too late. See Chapter II – Current Situation for more information on this subject.

### **As noted in the Old Town Master Plan developed in the Spring of 2006**

*...Nestled along the banks of the May River, the Old Town of Bluffton is treasured by residents and visitors alike for its natural beauty and unique physical character. Once a summer retreat, Bluffton has truly come into its own as a well-established community with a storied past. During the past five years, the Town of Bluffton has experienced tremendous growth and prosperity, having expanded its territory from one square mile to approximately 50 square miles through the annexation of large parcels of undeveloped land. The Town strives to achieve economic vitality through development and redevelopment while ensuring that Bluffton's community character and historical heritage are preserved.*



*The Town of Bluffton is located in Beaufort County, the southernmost coastal county in South Carolina. It is situated on a high bluff overlooking the May River, a pristine waterway that has strongly contributed to the Town's history and continued success. Bluffton is located just twelve miles west of Hilton Head Island, SC and approximately twenty miles northeast of Savannah GA. In 1852, the Town of Bluffton, comprised of approximately one square mile, was officially incorporated by an act of the South Carolina General Assembly. This original one square mile of Bluffton is referred to as*

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## Chapter II **Description and Significance of the Area**

*Old Town which was granted National Historic Register District designation in 1996.*

To qualify for national scenic byway designation, a route must include at least one qualifying intrinsic quality. The route must be scenic, historic, natural, have archaeological or cultural significance, and/or provide recreational or tourism opportunities. SC 46 and the Town of Bluffton actually are blessed to possess all seven. An overview of just a few of the qualifying intrinsic qualities are summarized below. A more detailed look at each of these qualities is provided in Chapter VII.

### Natural

- Environmental includes:
  - a. Marshland
  - b. Lagoon
  - c. River Access
  - d. Bay/Estuary
  - e. Lakes/Ponds
  - f. Streams/Rivers
  - g. Forested Wetlands
  - h. Abundance of plant and animal life

### Scenic

- Scenic Vistas
- Scenic Beauty
  - a. Large Trees, Canopies

### Recreational

- Walking Trails:
  - a. 3 ½ mile Rails to Trails walking trail from the New River north along the Jones estate which connects to 170 near the Bluffton Parkway.
- Historic Downtown Walking Tour
- Parks and Picnic Areas:
  - a. There is the planned 40 acre park in the New Riverside Tract along the New River Trail.
  - b. The Buckwalter Regional Park
  - c. Three parks within the Town of Bluffton with a new park being developed near the Oyster Factory.
- Fishing on the pier and public boat dock.
- Golf
  - a. Numerous existing and proposed golf courses in close proximity.

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## Chapter II Description and Significance of the Area

- Boating on the New River
- Kayaking / Ecotourism tours
- Bicycle Route
  - a. The entire SC 46 Corridor from US 170 to the downtown area has been designated a bicycle route with a 4 foot paved shoulder on both sides of the road used by both pedestrians and bicyclists.

### Historic

- Historic Homes and Churches within the Old Town.
- History Museum within a home built prior to the Civil War.
- There are many other treasures along SC 46 including:
  - a. The old cannery building, the old post office and a number of historic homes actually visible when driving down SC 46.

### Cultural

- Artisans and Crafters
- Artists Guild
- Theater
- Other
  - a. Praise House, churches and more.

### Archeological

- Other thirty significant sites recorded along SC 46 with over 120 sites documented within 200 ft.

### Other

- Architectural Significance especially within the Old Town
- Tourism offerings
  - a. Welcome Center
  - b. Restaurants
  - c. Lodging
  - d. Shopping
  - e. Eco-tourism guided tours

**CHAPTER III**  
**Situation Analysis**  
**Overview of Existing Conditions**

SC 46 National Scenic Byway corridor description:

SC 46 was designated a state scenic byway in 1987 by the South Carolina General Assembly. The state scenic route was from the Jasper County line at the New River to the intersection of SC 46 with US 278 in Bluffton. This application for National Scenic Byway designation of 10.5 miles of SC 46 incorporates all but one segment of the state scenic route as follows:



*The proposed route starts at the county line and goes 10.5 miles west on SC 46.*

The corridor that is being proposed as a National Scenic Byway follows the designated State Scenic Byway corridor from the Jasper County line to Bluffton's Old Town. Then, at the intersection of SC 46 with Calhoun Street the proposed National Scenic Byway will turn south to Bridge Street; and, thence continue one block east; and thence north on Boundary Street to the intersection of SC 46 with Boundary Street/Bruin.

The segment of the SC 46 state scenic byway from Boundary Street/Bruin Street in "Old Town" Bluffton to US 278 is not included in this application, as it is now not eligible for consideration under the National Scenic Byway because roadway is being constructed as a four lane highway and draws people away from the community. Instead, at the corner of SC 46 and Boundary Street, travelers will be directed to turn right (east) onto Bruin Street, ending at the intersection of Burnt Church Road.

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## Chapter III Situation Analysis

### CURRENT ROADWAY CHARACTERISTICS:

#### Functional classification-

- SC 46 has a functional classification of a minor arterial as designated by SCDOT. The segment through “Old Town” Bluffton is classified as a (major collector). The roadway follows terrain that is both flat and rural, which is typical of the South Carolina coastal area.



*Three views along SC 46 within the ten mile route.*

#### Pavement-

- SC 46 is a two lane bituminous pavement roadway with driving lane widths of 11 feet along that segment from the Jasper County line to US 170, a distance of two miles.



*Intersection of US 170 & SC 46*

- The roadway then widens to 15 feet at the Town of Bluffton. The traveled width along the rural corridor is between 22 feet and 30 feet. That segment proposed as a National Scenic Byway along city streets through “Old Town” Bluffton (Calhoun and Bridge Street) will adhere to the Transportation Plan of the Old Town Master Plan.

## Chapter III Situation Analysis

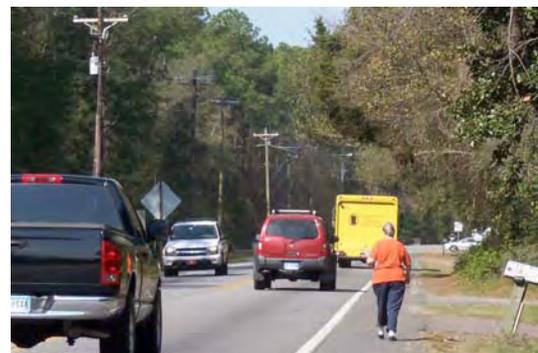


*Intersection of SC 46 and Calhoun Street*

Please note:

*In the conceptual plans for the May River /Bruin Streetscape Project, travel lanes will be narrowed to 10 feet to calm traffic. Narrow road design, two-sided parallel parking, curb extensions and other measures will discourage truck and through traffic.*

- There are no raised medians along the route; however, entrances to major developments are facilitated by deceleration right turn lanes.
- The roadway has 4 feet paved shoulders on each direction of travel. Beginning at the intersection of US 170 and SC 46, there are nonstandard bike routes on both sides which are being used by both bicyclists and pedestrians. A standard bike route is a minimum of five feet wide preferably with a buffer between bicyclists/pedestrians and motorists. The wide shoulders on SC 46 make the roadway safer for motorists and provide a place for experienced adult cyclists to ride if they must use SC 46. But due to the high speed and high volume of traffic, the Greater Bluffton Pathways, an advocacy group for safe bicycle routes in Bluffton, does not recommend this route for families or inexperienced riders.



*Both bicyclists and pedestrians use the shoulder as a pathway.*

## Chapter III Situation Analysis



*Just past the intersection of US 170 headed east.*

*Such bike routes are considered “shared” since there is no segregation between vehicular traffic and bicycle traffic within the paved 4 foot margin of the shoulder but do pose a safety issue.*

- Pedestrian traffic is accommodated within the paved shoulders, which also function as a “shared bikeway”. This design creates potentially unsafe situations that contribute to head-on accidents as well pedestrian accidents. Also, this type of situation is typical when considering the “sense of space” between vehicles and the roadway’s environment as a factor in the qualitative analysis of the roadway’s level of service (LOS)\*. Notice in the photograph below how the vehicle moves toward the center of SC 46 when pedestrians are in close proximity of the traveled width.

*Safety Issue:*  
*Motorists have a tendency to “hug” center lane when passing bicyclists or pedestrians walking on the shoulder of the road.*



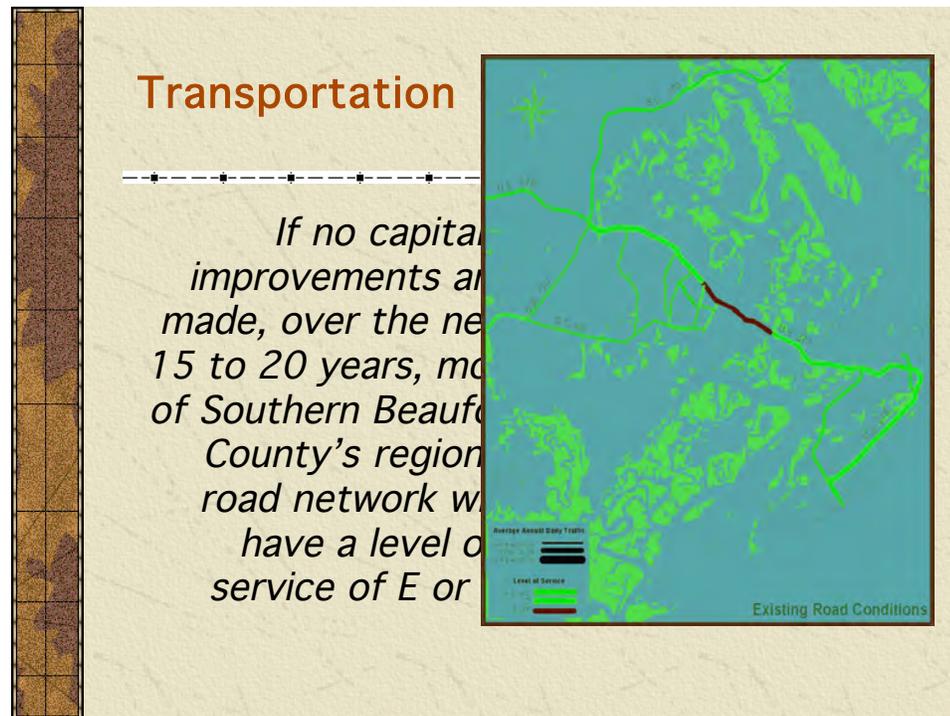
*Corner of SC 46 & Gilbert Road at Pritchardville.*

*\*Level of Service Standards (LOS) - considers factors in equations that measure traffic conditions such as speed and travel time, traffic volume, freedom to maneuver, traffic interruptions, comfort, convenience and safety. These rating can become the forecast for future roadway conditions, given the current roadway characteristics. LOS are rated A through F, best to worst, based on the models in the AASTHO Highway Capacity Manual (1985, revised 1994). Physical improvements to SC 46, such as the turnabout, signalized intersection, turn lanes etc will affect the LOS.*

*To learn more information, visit the website <http://www.nap.edu/catalog/6340.html#toc>*

Level of Service standards-

- SC 46 is currently operating at an acceptable Level of Service Standard (LOS) between "B" and "C" along the rural segment.



*Existing road conditions of SC 46 is currently an acceptable "B" and "C" level as noted in **green**.*

*Slide from Regional Planning Summit held 3/2/06\**

Please note: Sections of SC 278 have already reached an "E and F" level of service (LOS) which is a very undesirable level, a level SC 46 should try to avoid.

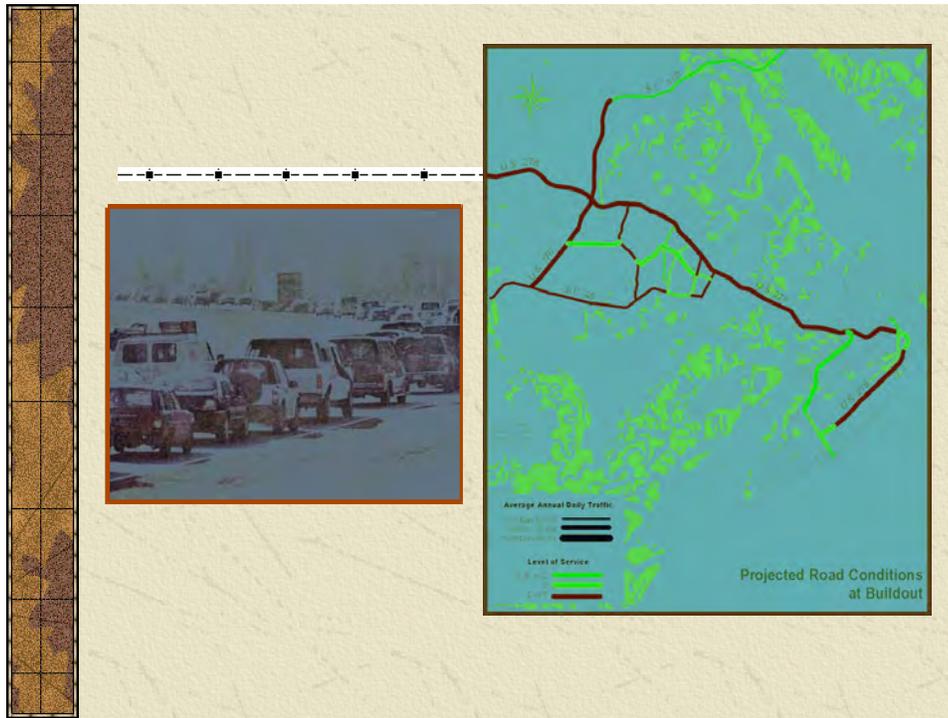
- Traffic Impact Analysis studies that are required by SCDOT and Beaufort County for new residential and commercial developments indicate that the LOS along SC46 will fall to "D" and "E". The LOS correlates to the proximity of other principal roadways, such as Buckwalter Parkway and Buck Island Road, as well as the mitigated roadway improvements, such as additional turn lanes. The LOS along the segment of SC 46 that is West of Bluffton is expected to reach an unacceptable level of "F" with the build-out of the these new developments by 2025.

*\*To view powerpoint presentation in its entirety, please visit:*

[http://www.bcgov.net/Public\\_Info\\_Officer/2006\\_News/Regional%20Planning%20Summit%203-2-06.ppt](http://www.bcgov.net/Public_Info_Officer/2006_News/Regional%20Planning%20Summit%203-2-06.ppt)

## Chapter III Situation Analysis

### PROJECTED ROAD CONDITIONS AT BUILDOUT



*Without extensive transportation improvements over the next 20 year, Hwy 170, Hwy 278 and SC 46 will all reach levels of service of "F".  
Slide from Regional Planning Summit held 3/2/06*

#### Speed limits-

- The posted speed limits for the roadway ranges from 55 mph in the rural section of SC 46 and 30 mph in the Town of Bluffton.



*Downtown 30 mph*



*Near Palmetto Bluff - 45 mph*



*Increases to 55 mph*

The high volume of traffic, which is anticipated to increase significantly over the next few years, and the speed in which motorists are traveling have become two major concerns along SC 46.

Access Controls-

- Currently, there is only one signalized intersection along the rural segment of SC 46 located at the intersection of SC 46 with Buckwalter Parkway. The intersection of SC 46 and Boundary Street in "Old Town" Bluffton is a four-way stop.



*Four-way stop at Boundary*



*Two views of traffic light at Buckwalter Parkway*



- Access points along SC 46 are a combination of private driveways, town, county and state roads. There are numerous driveways from various land uses that access SC 46 that are not controlled by stop signs on the minor approaching roadways.

*A few of the "hidden" driveways accessing SC 46*



Accesses to SC 46 from permitted, private developments are however controlled by stop signs. All town, county and state county roads are controlled by stop signs on the minor approaching roadways. Ingress and egress points for new access nodes are addressed by the SCDOT.

## Chapter III Situation Analysis

### Fixed structures-

1. Bridge crossing New River
  - a. Bridge No. 074004600100
  - b. Milepost: .02
  - c. Length: 201 ft Width 44 ft
  - d. Status: Structurally Deficient  
*under construction*
  - e. Open: No restrictions



*Bridge over New River*



2. Bridge over abandoned Seaboard Coast Line Railroad
  - a. Bridge No. 074004600200
  - b. Milepost: 1.01
  - c. Length: 138 ft Width 44 ft
  - d. Status: Functionally obsolete
  - e. Open: No restrictions

*Bridge over abandoned railroad\**

*\*Note: Railroad track has been removed and it is in the process of being converted into a 3 ½ mile walking trail through the Rails to Trails Federal Program.*

3. Bridge over Stoney Creek
  - a. Bridge No. 074004600300
  - b. Milepost: 4.59
  - c. Length: 76 ft Width: 32 ft
  - d. Status: Structurally Deficient



*Stoney Creek Bridge*



*Rose Dhu Bridge*

4. Bridge over Rose Dhu

*Information on bridge not available*

Traffic Volumes-

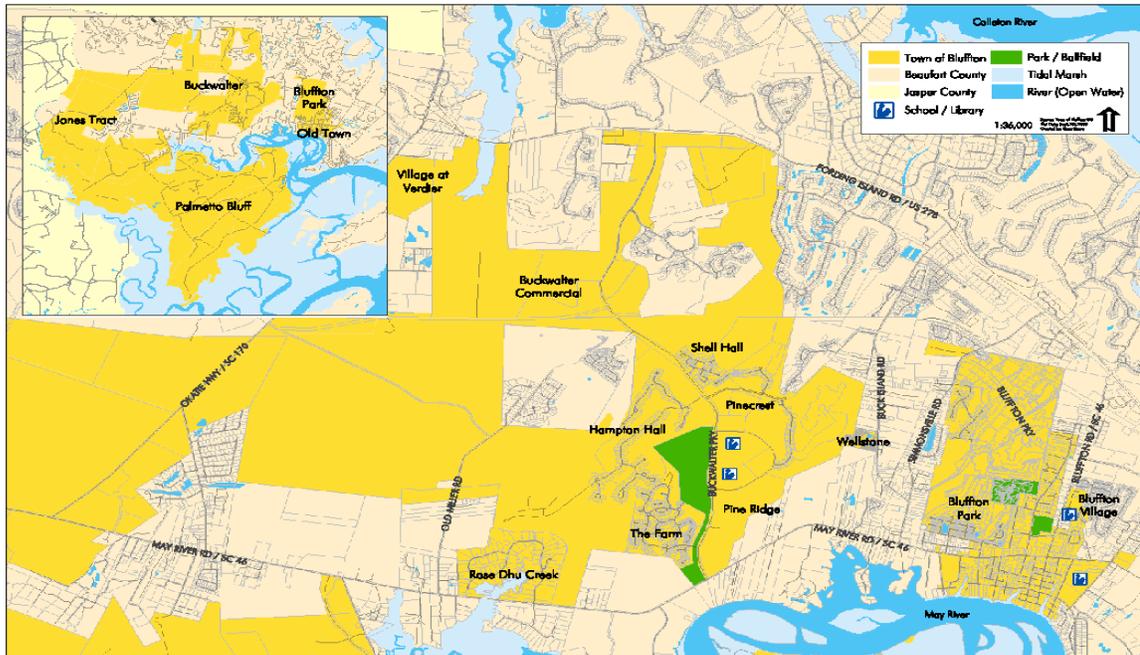
- SC 46 is a critical transportation network with traffic volumes resulting from two distinctly separate traffic generators in particular. One traffic generator is that SC 46 parallels US 278 as east-west alternate route from Savannah (via I-95 or SC 170) to Hilton Head Island and consequently has significant 'pass through' trips.
- The other consideration that generates vehicle trips along the corridor is that SC 46 must also service the transportation needs of recent high growth from mixed use developments in Southern Beaufort County, which also injects construction traffic on the roadway.
- The Town of Bluffton has expanded its corporate city limits from one square mile to approximately 54 square miles with a corresponding population increase of more than 3,000 and greater than 2,000 total housing units in the previous five years.
- A projected build out over the next 25 to 30 years could increase the total residential units to more than 20,000. For more information on Bluffton's sudden growth, read *Bluffton Annexation Study – The Town's Recent History of Annexation* at <http://www.townofbluffton.com/new/pdf/annex.pdf>.
- Although not all of the new development is adjacent to SC 46 or has ingress/egress on SC 46, the direct impact on the resulting traffic volume is being realized since it is the only east-west connector that access principal north-south roadways serving many of the larger new developments.
- The map on the following page depicts the build out of permitted developments along the SC 46 corridor. It is apparent that traffic generated by developments along the western and central segments of the roadway will have the greatest impact on future traffic volumes and the LOS.
- Trips that both originate from these developments and subsequently have a destination will peak in the AM and PM respectfully, thereby challenging the opportunity of those motorists who desire to travel the National Scenic Byway as well as the general citizenry.

## Chapter III Situation Analysis

### BUILD OUT OF PERMITTED DEVELOPMENT



TOWN OF BLUFFTON  
Development Map



<http://www.townofbluffton.com/new/pdf/development%20map.pdf>

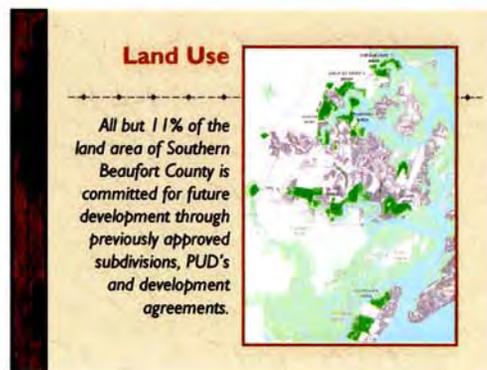
- The impact of new growth on SC 46 will generate traffic volumes beyond its design capability unless there is a concerted effort to both eliminate unnecessary trips and also mitigate those which are relevant to development. Traffic volumes must be contained in order to help ensure the preservation and furtherance of the quality of the public's experience with those intrinsic qualities along the SC 46 corridor.

Examples could include but should not be limited to:

- Completion of the Bluffton Parkway;
  - Widening of US 278;
  - Diligent traffic monitoring to preempt trends in the transportation network;
  - Dynamic partnerships that have the authority to coordinate planning efforts between county and state entities including schools;
  - Greater public emphasis on mass transit alternatives;
  - Strict reduction of the incongruent traffic mix between trucks, construction traffic and passenger vehicles;
- And completion of the proposed Greenways/bike paths.

**Chapter III**  
**Situation Analysis**

- And completion of the proposed Greenways/bikepaths.
- Annualized projections of traffic volumes along SC 46, without build-out, are expected to increase by at least 2.5% over background; however, given the rapid growth rate in Southern Beaufort County, the anticipated increase in annualized traffic is projected to increase to near 20,000 from the Pritchardville area to the vicinity of Buckwalter Parkway by 2025.
- A traffic study for the Jones and Buckwalter tracts completed in April 2005 by Thomas & Hutton Engineering concluded that greater than 74,000 total trips from the combined developments would be generated. Not all of the traffic volumes generated by these permitted developments would directly impact the SC 46 corridor, but it could be anticipated that as much as 25%, or a combined total of about 18,000 trips, would have directional traffic flows within the immediate study area.



- Traffic counts from 1993 to 1998 ranged between 7,800 and 7,900 average annual daily traffic (AADT). The most recent traffic volume data available counts is given in the chart below:

**Average Annual Daily Traffic**

Station	Route #	2000	2004	Location
153	S.C. 46	12,200	12,400	Jasper Co. Line TO S.C. 170
155	S.C. 46	7,900	8,500	S.C. 170 TO S-29 (Buck Island Rd)
157	S.C. 46	8,900	12,300	S-29 TO Rd-13 (Boundary St)
	S.C. 46		10,600	S-13 TO US 278
	S.C. 46		5,200	S-46 to S-163 (Burnt Church Rd)

**Chapter III**  
**Situation Analysis**

- There have been numerous accidents on SC 46 over the past few years. In the charts below, the number of crashes between 2001 and 2005 are noted as well as the types of crash, location, weather conditions and month those crashes occurred.

**NUMBER OF CRASHES ON SC 46\***  
*(from Jasper County Line to S-31 just inside Bluffton Town Limits)*  
Beaufort County  
2001-2005

Year	type			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
2001	2	13	37	52	2	17
2002	0	21	35	56	0	26
2003	1	18	49	68	1	30
2004	2	32	78	112	3	46
2005	1	29	52	82	1	40
<b>TOTAL</b>	<b>6</b>	<b>113</b>	<b>251</b>	<b>370</b>	<b>7</b>	<b>159</b>

**TYPES OF CRASHES ON SC 46\***  
*(from Jasper County Line to S-31 just inside Bluffton Town Limits)*  
2001-2005  
Beaufort County

Manner of Collision	TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
.	0	1	0	1	0	2
NOT COLLISION W/MVT	3	28	74	105	4	33
REAR END	1	34	96	131	1	44
HEAD-ON	2	6	10	18	2	17
REAR-TO-REAR	0	0	1	1	0	0
ANGLE	0	36	50	86	0	55
SIDESWIPE-SAME DIRECTION	0	5	8	13	0	5
SIDWSWIPE-OPPOSITE DIRECTION	0	3	10	13	0	3
UNKNOWN	0	0	2	2	0	0
<b>TOTAL</b>	<b>6</b>	<b>113</b>	<b>251</b>	<b>370</b>	<b>7</b>	<b>159</b>

\*Data provided by SC DOT July 17<sup>th</sup>, 2006

**Chapter III**  
**Situation Analysis**

**LOCATION OF CRASHES ON SC 46\***  
*(from Jasper County Line to S-31 just inside Bluffton Town Limits)*  
2001-2005  
Beaufort County

Base Route	TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
0720017	0	1	1	2	0	1
0730034	0	0	1	1	0	0
0730046	0	2	10	12	0	4
0730170	4	20	53	77	5	36
0740013	0	3	6	9	0	3
0740023	0	0	1	1	0	0
0740024	0	0	1	1	0	0
0740029	0	20	68	88	0	25
0740031	0	5	3	8	0	7
0740034	0	12	22	34	0	14
0740035	2	10	31	43	2	18
0740074	0	2	0	2	0	2
0740121	0	0	1	1	0	0
0740122	0	2	3	5	0	2
0740163	0	0	1	1	0	0
0740170	0	1	0	1	0	1
0740278	0	0	1	1	0	0
0740474	0	5	6	11	0	6
0740583	0	0	4	4	0	0
0740731	0	0	1	1	0	0
0740753	0	2	7	9	0	2
0740813	0	0	2	2	0	0
0750000	0	22	22	44	0	31
0760000	0	6	6	12	0	7
<b>BASE ROUTE</b>						
	<b>FATAL</b>	<b>INJURY</b>	<b>PROPERTY DAMAGE ONLY</b>	<b>TOTAL</b>	<b>PERSONS KILLED</b>	<b>PERSONS INJURED</b>
<b>TOTAL</b>	6	113	251	370	7	159

\*Data provided by SC DOT July 17<sup>th</sup>, 2006

**Chapter III**  
**Situation Analysis**

**WEATHER AT THE TIME OF THE CRASH ON SC 46\***  
(from Jasper County Line to S-31 just inside Bluffton Town Limits)  
2001-2005  
Beaufort County

weather	TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
CLEAR	5	88	200	293	5	127
RAIN	0	16	31	47	0	21
CLOUDY	1	7	19	27	2	9
FOG, SMOG	0	2	1	3	0	2
<b>TOTAL</b>	<b>6</b>	<b>113</b>	<b>251</b>	<b>370</b>	<b>7</b>	<b>159</b>

**MONTH OF CRASHES ON SC 46\***  
(from Jasper County Line to S-31 just inside Bluffton Town Limits)  
2001-2005  
Beaufort County

Month	TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	FATAL	INJURY	PROPERTY DAMAGE ONLY			
JANUARY	0	12	17	29	0	14
FEBRUARY	1	4	14	19	1	7
MARCH	0	6	18	24	0	9
APRIL	0	11	21	32	0	18
MAY	2	4	25	31	3	9
JUNE	1	8	19	28	1	12
JULY	0	11	17	28	0	16
AUGUST	1	11	22	34	1	14
SEPTEMBER	0	9	25	34	0	9
OCTOBER	0	13	31	44	0	16
NOVEMBER	0	17	22	39	0	21
DECEMBER	1	7	20	28	1	14
<b>TOTAL</b>	<b>6</b>	<b>113</b>	<b>251</b>	<b>370</b>	<b>7</b>	<b>159</b>

\*Data provided by SC DOT July 17<sup>th</sup>, 2006

**CHAPTER IV**  
**Community Participation Program**

Community Participation is vital to developing an effective CMP

The development of the Corridor Management Plan (CMP) for the SC 46 Bluffton Scenic Byway is a grassroots effort that involves many individuals, groups, organizations and agencies. In order to make the CMP an effective management tool, it is important to understand what local residents and business owners think about the road and what qualities they want to protect and enhance. It is also important to let those who live and work in the area express opinions and affect decisions about the goals, objectives and strategies outlined in the CMP. Grassroots development of management strategies ensures the continued interest of local individuals, groups, organizations and agencies in their implementation. The different methods for including community stakeholders in the development and implementation of the CMP are outlined in this chapter.

Community Involvement Strategies

- Public meetings
- Site visits with stakeholders
- Explanatory newspaper articles
- Networking via e-mail
- Inviting public participation through mailings
- Updating information through both press releases and the internet
- Meeting individually with corridor stakeholders, agencies, organizations and concerned citizens

Even before WMTH Corporation was hired and the first public meeting held, the local newspapers helped create an awareness of the many unique and important features along the corridor and how truly at risk they were of irreversible changes occurring through explosive population growth of the area. *See end of Chapter for copies of articles.*

Corridor Management Plan Schedule

In January 2006, WMTH Corporation signed a contract with the Town of Bluffton and attended the Old Town Master Plan charettes which specifically focused on transportation and tourism. This helped to determine what might have relevance in the big picture of developing a plan for the rest of SC 46.\*

*\*Please Note: During this same time period, Dover, Kohl and Partners of Coral Gables, Florida were hired to assist the community in developing the Old Town Master Plan for the downtown area of Bluffton, much of which lies along the scenic byway route. Recommendations from the Old Town Master Plan were considered when developing this plan.*

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## **Chapter IV** **Community Participation Program**

During this trip, a preliminary review of the proposed route was assessed and a strategy developed to best accomplish the goals set forth in the contract with the city.

### **Public Participation**

#### **Phase I:**

The initiative “kicked off” in March of 2006 with two meetings. The first was held on March 3<sup>rd</sup>. Those in attendance included Town and government officials, state transportation representatives, heritage council and a few concerned citizens.

#### **First Public Meeting - March 6<sup>th</sup> 2006**

The first public meeting was held on March 6<sup>th</sup>. Over 3,000 invitations were sent from a list provided by the Town of Bluffton. Posters were also distributed throughout the community and there were two notices in the local papers. Over 50 people attended.



Attendees at that meeting included landowners, government officials, civic group members, business owners, developers, political leaders, historians, residents along the corridor and interested citizens. *List of attendees is available upon request.* Community members were asked to share favorite features and discuss major issues and concerns associated with the road. They listed the following priorities:

- Slow down the traffic.
- Make this a pleasure drive.
- Save the trees and canopies.
- Make entranceways to development aesthetically pleasing.
- Add a bicycle path.
- Preserve the scenic beauty of the route.

At this first meeting, saving the live oak trees was the primary concern of many in the audience. Bill Hodgins, a noted arborist stated it best when he said, *“Live Oaks spend their first 100 years growing and the next 100 years dying”*, making the point that a tree maintenance plan was greatly needed for the corridor.

The group listed **protection** and **enhancement** as the two primary reasons for establishing SC 46 as a national scenic byway and developing a plan to manage it. They then listed a few of the outcomes they would like to see for their efforts as well as the current problems and detractors along the route.

Anticipated Outcomes as listed by the group:

1. Slow down the traffic. Make this a pleasure drive.

Advantages

- a. Reduces safety concerns for motorists, bicyclists as well as pedestrians when one gets downtown.
- b. Will reduce pass thru traffic and trucks.
- c. Might allow future developments not to have such long deceleration lanes.

Disadvantage

- a. Takes longer to get anywhere. Is the public willing to abide by this? How slow? 45 miles? 35 miles per hour and 25 downtown?

1. Could deter travelers from coming through Bluffton.

2. Develop parks and pull-offs and provide picnic areas.

3. Provide interpretive information at each of the parks and pull-offs along the corridor itself creating a greater awareness of its important features and reasons to preserve and protect it.

4. Slow down the traffic and encourage people to take the route, not as a pass thru to get someplace else, but as a destination in itself.

5. Require esthetically appealing entranceways into new developments.

- a. The entrance way to these developments should be showplaces in themselves.

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## Chapter IV Community Participation Program

### What takes away from the scenic drive on SC 46?

Below is a list of what those in the group perceived as detractors along the route.

1. Major Development – 8 new developments on about 4 miles of the road
2. Clear cutting in areas
3. Billboards
4. Traffic and congestion
5. Cluttered areas.
6. Litter
7. High speed of Traffic
8. Erosion
9. Safety issues
10. Needed road repair
11. Heavy construction trucks using the roads

### Action Plan developed in first town meeting:

1. A request was made to help expand the list of citizens that want to be kept informed of what is happening along Hwy 46 in regards to the scenic byway and, more importantly, would like to provide oversight and input as an inventory is compiled and recommendations for the corridor management plan are developed.
2. A preliminary inventory list was provided of the current assets along SC 46 that made it eligible for National Scenic Byway designation. A request was made for all in attendance to review the list and add to it features or offerings along SC 46 that may or may not be visible by those passing by.
3. A request for ideas of what this Scenic Byway should be called, suggestions for a logo and recommendations for what should be included in a vision statement which best captured the ultimate goal of the group's intent.



#### MEMORABLE QUOTE FROM FIRST MEETING

*“Live Oaks spend their first 100 years growing and the next 100 years dying.”*

Following the meeting, the team of WMTH Corporation toured the route with two town planners, one county planner and a developer and discussed the proposed development along the corridor, current transportation issues and proposed changes to the road system. What became evidently clear was the explosive growth taking place within the community, resulting in a need for the SC 46 CMP. *See Chapter III - Situation Analysis* for more on this.

The following day, a driving tour of the corridor was conducted by both a historian and a long time resident of Bluffton with one of the team members of WMTH to note and document significant historic sites along the corridor.

**Phase II:**

A second public meeting was held on May 1<sup>st</sup> and a follow-up meeting on May 4<sup>th</sup>. Invitations were sent out to those who attended the first meetings as well as through e-mail and notices were again placed in the local newspapers.

The purpose of these two meetings was to review the inventory along the corridor to determine what might have been missed or overlooked as well as to involve the public in the:

- Development and ranking of goals, objectives and strategies,
- Creating a logo for the Scenic Byway,
- Determining a vision statement,
- Describing SC 46 Bluffton Scenic Byway

**Second Public Meeting - May 1<sup>st</sup> 2006**

Nearly 30 people were in attendance at this meeting. A PowerPoint was presented featuring the inventory of the corridor highlighting every ½ mile along both sides of the road for the entire length of the proposed route. A hard copy was provided to each person in attendance and they were asked to provide comments by the next meeting of anything forgotten or overlooked.

A second handout was provided to all in attendance with ideas and suggestions for the logo, vision statement, goals and tagline which they were to review and come up with suggestions and ideas by the next meeting. *A copy of the handout is provided at the end of this chapter.*

Below is an overview of the variety of issues discussed at the second meeting on May 1st:

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## **Chapter IV**

### **Community Participation Program**

- A recommendation for greater mixed use roadways which would encourage and promote more active lifestyles especially for children who could ride their bikes to school and adults who could walk to school.
- A recommendation was made by the consultant to create a visitor information center for the Scenic Byway within the Promenade Development, currently under construction and strategically located at the eastern end of the proposed route. A second location for a visitor center was suggested within the proposed commercial tract at the corner of Hwy 170 and SC 46 between the New River Development and Palmetto Bluff on the western end.
  - Concern was expressed that there already was a visitor center for the community located in the Heyward House, a house museum in the heart of Old Town. Relocation of the welcome center could cause substantial financial strain to the organization.
- One resident strongly encouraged that the voice of the residents who lived along SC 46 was heard. She made a very good point for consideration of the residents on 46. Many of them are elderly and that is their home. *"They should have as much say if not more because they have to literally live with those decisions."*

Other comments included:

- Let them stop but send them home at night.
- Police on the corner to slow people down and redirect those who are just using this as a pass through to Hilton.
- Why change Old Town? We don't need more visitors.
- Alljoy has nothing to gain with people coming through there.
- That a bike trail is great but some people are using it as a turn around.
- Create a sense of rush them through, show it off, then send them home.
- We are not interested in attracting tour buses. This is a small Town.
- Concern for litter.
- Funding opportunities available by becoming a scenic byway.
- Nonstop traffic through.
- What we are looking at is changing the quantity and the quality of the traffic coming through.

**Important Lesson from the 2<sup>nd</sup> meeting...**  
**Don't forget the residents.**



*One of the homes located right on SC 46*



*The homeowner invites the consultant in for a visit.*

**Third Public Meeting – May 4<sup>th</sup> 2006**

At the May 4<sup>th</sup> meeting, the group revisited some of their comments from the previous meeting and stated they were not opposed to visitors. They just did not want to become a tourist community. They wanted visitors to come who respected the area. All agreed they wanted the focus to be on nature and ecotourism and to try to attract those visitors who are interested and respectful of the environment. These comment helped direct what eventually became their mission statement.

The following was decided by those in attendance and then mailed to those who had attended the first and/or second meeting as well as placed on a website and available in written form in the Bluffton Town Hall for others to review and critique.

Below is an overview of the outcome of the second and third public meeting, a copy of which was provided to each of the individuals who attended the meetings as well as being featured on the SC 46 website.

**Designating SC 46 as a National Scenic Byway**

Outcome of Second and Third Public Meetings held May 1<sup>st</sup> & 4<sup>th</sup> 2006

The purpose of the two meetings this week was to decide on the following which are a few of the requirements for National Scenic Byway designation.

- Determining a name for the scenic byway
- Developing a tagline

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## **Chapter IV**

### **Community Participation Program**

- Creating a logo
- And deciding on a vision statement

The following are the recommendations of those in attendance:

#### **Recommendation for a Name for the Scenic Byway**

Suggestions included:

- SC 46 Scenic Byway,
- Bluffton Scenic Byway,
- State of Mind Scenic Byway,
- May River Scenic Byway
- Bluffton SC 46 Scenic Byway,
- Bluffton's State of Mind Scenic Byway.

#### **Final Recommendation of those in attendance:**

*Bluffton Scenic Byway*

#### **Tagline for Scenic Byway**

Suggestions included:

- Adopting the existing tagline for Bluffton is "Bluffton is a State of Mind"
- New idea: "A Privilege to Visit"

#### **Final Recommendation of those in attendance:**

Bluffton is a State of Mind...  
A place to protect and a privilege to visit.

#### **Suggestions for Logo:**

A few suggestions for Logo drew from the existing logo for the Town of Bluffton:



*Existing Logo for the Town of Bluffton*



*Concept 1*



*Concept 2*



*Concept 3*



*Concept 4*

**Final Recommendation for Logo:**



*There were some discussions whether or not to change the date of establishment from 1825 to the date in which it actually becomes a national scenic byway but this was tabled for another day.*

**Two Examples of A Vision Statement:**

- *“To protect the Corridor’s scenic, experiential, and natural qualities; to support the crossroad community plan; to safeguard the community’s sense of small town character; and to manage existing and potential threats along the Corridor.”*
  
- *“To work together to create a plan which will truly make a difference in protecting and enhancing the Corridor’s scenic quality, natural environment (including birds & butterflies); its historic, small town atmosphere; and the peace, serenity, and quiet of its open, rolling grasslands and riparian areas; also including a means to appropriately address potential threats, such as traffic, development, utilities, and herbicides.”*

**Final Recommendation for Vision Statement:**

*“To protect and enhance the Corridor’s natural, scenic, and experiential qualities; to safeguard the community’s sense of small town southern charm and unique character; and to manage existing and potential threats along the Corridor... Always remembering Bluffton as a state of mind and a privilege to visit.”*

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## **Chapter IV**

### **Community Participation Program**

#### **Recommendation for Goals:**

- Goal 1: Conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.
- Goal 2: Protect cultural and historic qualities of the region that reflect the way of life.
- Goal 3: Maintain and improve services and facilities, for residents and visitors, that are consistent with small town, rural character and local values.
- Goal 4: Improve safety along the Scenic Byway for all users without jeopardizing intrinsic qualities.
- Goal 5: Continue to build partnerships and foster cooperation among agencies and organizations to ensure that the goals of the Scenic Byway are in harmony with existing programs that protect and enhance the intrinsic qualities along the roadway.

While in the community, WMTH representatives met with individuals, groups and government officials on specific areas of interest and concern. *A list of those who attended the meetings is included in the appendix.*



A third document was e-mailed as well as mailed to all who had expressed an interest in the initiative. Included in it were the five primary goals with objectives under each one and strategies by which to obtain both.

**Fourth Public Meeting and Final Presentation**

On July 24<sup>th</sup>, 2006, a fourth town meeting was held in which interested citizens came to discuss final details of the Corridor Management Plan and offer their support. Over 400 signatures on petitions in support of SC 46 becoming a scenic byway and the recommendations and goals set forth in the corridor management plan were submitted.



On July 26<sup>th</sup>, a final meeting was held with representatives from the Town of Bluffton Planning Board in which WMTH Corporation presented a PowerPoint highlighting many of the recommendations included in the CMP. Following the presentation, a vote was taken to accept the primary goals and recommendations of the corridor management plan and submit it to the Town of Bluffton for final approval and adoption upon completion of final revisions.

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## Chapter IV Community Participation Program

The public was kept informed and engaged throughout the entire process through a variety of media sources. Examples of each are provided on the following pages.

### NEWSPAPER ARTICLES

## **S.C. 46 could become scenic byway**

BY JUSTIN PAPROCKI, *The Island Packet*  
Published Thursday, February 23, 2006



Photo: A school bus lets out a student along S.C. 46 in Bluffton on Wednesday afternoon. Some in the town hope to have the roadway declared a scenic highway to preserve what's left of its beauty. *Jay Karr/The Island Packet*

BLUFFTON -- Bluffton leaders are beginning on the long road to protect the what's left of the natural look along S.C. 46.

Consultant WMTH Corp. of Bowling Green, Ky., will tour the highway in early March. They'll also meet with town leaders and residents to develop a plan that could lead to the designation of the highway as a national scenic byway. With development creeping further west, the town is focused on getting the designation as a means to save the oak canopy and other natural features on the highway from U.S. 278 to the Jasper County line. Receiving the designation could open up federal-grant opportunities for various purposes, including protecting or improving the scenic quality along the road, heightening safety or establishing more directional signs.

Overall, town leaders say it gives local jurisdictions a greater handle on the future of the road. "It will give us more control over the highway," said planning commission chairman Don Blair. The designation won't give the town or county power over state Department of Transportation decisions to widen areas of the road, as safety always will be the top priority, said Bluffton community development director Marc Orlando. What it can do is give more leeway for how those improvements are made. For example, a safety railing placed roadside could be required to be made of something more aesthetically pleasing than the standard metal look.

To determine what can be done along the road, WMTH will meet with transportation, county, town and community representatives starting March 8. On March 13, a public-input session is planned. The U.S. Department of Transportation's Federal Highway Administration determines the designation, requiring the highway to have historical, cultural, natural, scenic, recreational or archeological value.

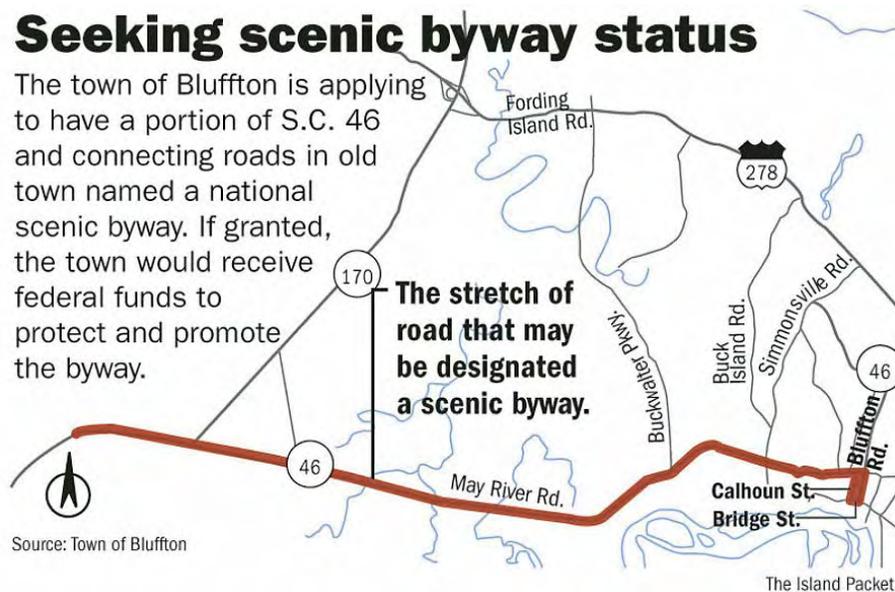
As a requirement for the scenic-byway designation, the town must submit a plan detailing a vision for the highway. The process is similar to what was done in the recent old town master planning sessions, where ideal development was mapped. Orlando said he's unsure when the highway plan will be complete.

The town hired WMTH for \$29,000. Orlando said the consultant was hired specifically for its expertise in getting highways the scenic-byway designation.

More Newspaper Articles...

## Seeking scenic byway status

The town of Bluffton is applying to have a portion of S.C. 46 and connecting roads in old town named a national scenic byway. If granted, the town would receive federal funds to protect and promote the byway.



Founded 1970  
25¢

MARCH 14, 2006      Southern Beaufort County's Newspaper      www.islandpacket.com

## S.C. 46 is scenic byway material, consultants say

Tree canopies, buildings give route an edge

**BY JUSTIN PAPROCKI**  
THE ISLAND PACKET

BLUFFTON — S.C. 46 has the right qualities to become a national scenic byway, according to consultants hired to develop an application for the designation.

Representatives from WMTH Corp. told residents Monday evening that they like the chances of the route qualifying for the federal program, which would make it eligible for federal money to help preserve its scenic qualities.

WMTH wrapped up its first visit to the area in what will be a months-long process to map the qualities and develop a vision for the route, which are required for the designation. Nothing is certain at this point, but the route's tree canopies and historic buildings give it an edge.

"I believe it would qualify at this point," said Debby Spencer, president of business and tourism development for WMTH.

The U.S. Department of Transportation's Federal Highway Administration determines the designation, requiring the highway have historical, cultural, natural, scenic, recreational or archeological value.

That means consultants have to develop an inventory of each historic house, each oak canopy and each scenic quality that makes it unique, Spencer said.

Consultants are considering including Boundary and Calhoun streets and other adjoining roads as part of the byway to make it long enough for the designation. Scenic byways have to be at least eight miles long.

The byway would not include the portion of S.C. 46 extending from U.S. 278 to May River Road because scenic byways cannot contain four lanes.

Consultants are looking for community feedback to learn the history behind the routes. And showing that residents are interested in the designation is crucial for it to happen, Spencer said.

"Perhaps what's most important is community involvement," she said "(Judges) need to see that the community is passionate."

The designation would open an array of funding possibilities, including money to protect the scenic quality along the road or heighten safety.

The next round of nominations begins in early 2007 with designation decided in 2008.

Because only a portion of the road is within Bluffton limits, Beaufort County also is involved in the process, as well as state transportation officials.

The town paid WMTH \$29,000 to develop the designation application.

### Get involved

- **Want to contribute?**  
To offer feedback for the plan, contact town planner David Jirousek at 706-4510 or e-mail at [djirousek@townofbluffton.com](mailto:djirousek@townofbluffton.com).
- **On the Web:**
  - [www.wmthcorp.com](http://www.wmthcorp.com)
  - [www.townofbluffton.com](http://www.townofbluffton.com)

## Chapter IV Community Participation Program

More Newspaper Articles...

### Comments on S.C. 46 scenic plan requested

Copies available online or at Bluffton Town Hall.

BY RICHARD BROOKS  
BLUFFTON TODAY

Bluffton officials and consultants are looking for public comments on a draft copy of the S.C. 46 corridor management plan.

Comments need to be submitted by July 14 to be included in the second draft, according to Debby Spencer, president of WMTH Corp.

A presentation and discussion of the draft plan is scheduled for July 24 at the Bluffton Town Hall, according to David Jirousek, the town's long range planner.

The last three chapters of the plan are the most important for the public to review because they contain recommendations for action, Spencer said.

The ninth chapter covers goals, objectives and strategies. Chapter

#### Review the plan

To review the S.C. 46 corridor management plan, click on [www.trailsrus.com/sc46](http://www.trailsrus.com/sc46). If you are unable to download the plan, contact David Jirousek at the Bluffton Community Development Department, 706-4510, ext. 14, and he will provide a copy.

To comment on the federal scenic byway designation for S.C. 46, contact Jirousek or Debby Spencer, WMTH Corp. president, at (270) 781-6858 or click on [www.wmthcorp.com](http://www.wmthcorp.com)

10 is about transportation recommendations. The 11th chapter contains the action plan.

The corridor management plan drafted by WMTH Corp. of Bowling Green, Ky., is a prerequisite for the town to apply for federal scenic byway status for S.C. 46.

The consultants met with Bluffton residents in March and again the first week of May to draft a list of goals, objectives and strategies such as slowing traffic, saving the tree canopy, adding pathways, making development entrances attractive and preserving the route's scenic beauty.

The firm also compiled an inventory of significant natural or man-made scenic sites along the S.C. 46 route.

The Town Council approved a \$29,000 contract with WMTH Corp. on Jan. 18.

The National Scenic Byway designation would make S.C. 46 eligible for a share of \$25 million in grant funding under the National Scenic Byway Program, according to Jirousek.

The funding could be used to strengthen the town's economy through heritage and ecological tourism, he said.

Contact reporter **Richard Brooks** by phone at 815-0818 or e-mail at [richard.brooks@blufftontoday.com](mailto:richard.brooks@blufftontoday.com)

**THE ISLAND PACKET**  
Founded 1970  
25¢  
MAY 3, 2006 Southern Beaufort County's Newspaper [www.islandpacket.com](http://www.islandpacket.com)

## Byway plan detours into old town

BY JUSTIN PAPROCKI  
THE ISLAND PACKET

### Seeking scenic byway status

The town of Bluffton is applying for a portion of S.C. 46 and connecting roads in old town to be named as a national scenic byway. If granted, the town would receive federal funds to protect and promote the byway.

Source: Town of Bluffton

the Old Town Bluffton Merchants Society sees the designation as a means to draw more people to old-town businesses, said executive director Sarah Bergin. Combined with the development of a master plan for future development, the byway designation could work to promote old town as the heart of Bluffton, she said.

The proposed route would be along S.C. 46 from the Jasper County line east until it turns north at Bluffton Road. The route then would loop down Boundary Street across Bridge Street and along Calhoun Street.

The consultant proposed including All Joy Road as part of the designation but scrapped the plan after residents said they didn't want to bring attention to their neighborhood.

Spencer said she has faith the route will be approved.

"I don't perceive any problem at all," she said. "I think it's a wonderful drive."

### If you go

A meeting to get public input on the national scenic byway designation for S.C. 46 will be held at 6 p.m. Thursday at Town Hall, 20 Bridge St. For more information, call town planner David Jirousek at 706-4510 or consultant Debby Spencer at (270) 792-5300.

The Federal Highway Administration makes the designation based on historic, cultural, scenic, recreational or archeological value. The next round of nominations begins in early 2007 with a final decision in 2008.

A meeting will be held at 6 p.m. Thursday to garner more public input about the route.

Contact Justin Paprocki at 706-8143 or [jpaprocki@islandpacket.com](mailto:jpaprocki@islandpacket.com). To comment on this story, please go to [islandpacket.com](http://islandpacket.com).

### ON THE WEB

**WMTH Corp.**

- [www.wmthcorp.com](http://www.wmthcorp.com)

**Town of Bluffton**

- [www.townofbluffton.com](http://www.townofbluffton.com)

**INFORMATIONAL BROCHURE**

<div style="text-align: center;"> <p><b>SOUTH CAROLINA</b></p> <hr style="border-top: 1px dotted black;"/> <p><b>SCENIC BYWAY</b></p>  <p><b>SC 46</b></p> <p>Bluffton Scenic Byway 20 Bridge Street Bluffton, SC 29910 (843) 706-4510 ext 14</p> <hr style="border-top: 1px dotted black;"/> <p><a href="http://www.trailsrus.com/sc46">www.trailsrus.com/sc46</a></p> </div>	<p style="text-align: center;"><b>National Scenic Byway Designation</b></p> <p>The purpose of the National Scenic Byway Program is to recognize and protect roads that have outstanding scenic, historic, cultural, natural, recreational and archaeological qualities.</p> <p><b>SC 46</b> from the Jasper County line in South Carolina to Hwy 278 was designated a state scenic byway in 1987. It is the goal of those within the Bluffton area to establish SC 46 now as a national scenic byway and develop a corridor management that provides a comprehensive understanding of the route and the local community's plan to enhance and preserve it.</p> <p style="text-align: center;"><b>Immediate Action to Take</b></p> <ul style="list-style-type: none"> <li>Start a petition that includes a list of everyone who desires for SC 46 to become a 2-lane scenic byway. Include names, addresses, phone numbers and email addresses if available.</li> <li>Write a letter stating why you want SC 46 to be designated a National Scenic Byway and the importance of adopting a corridor management plan to protect &amp; enhance it.</li> </ul>	<p style="text-align: center;"><b>Recommendations for SC 46</b></p> <p><b>Goal 1:</b> Conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.</p> <p><b>Goal 2:</b> Protect cultural and historic qualities of the region that reflect the way of life.</p> <p><b>Goal 3:</b> Maintain and improve services and facilities, for residents and visitors, that are consistent with small town, rural character and local values.</p> <p><b>Goal 4:</b> Improve safety along the Scenic Byway for all users without jeopardizing intrinsic qualities.</p> <p><b>Goal 5:</b> Continue to build partnerships and foster cooperation among agencies and organizations to ensure that the goals of the Scenic Byway are in harmony with the existing programs that protect and enhance the intrinsic qualities along the roadway.</p> <div style="text-align: center;"> <p>See Website at <a href="http://www.trailsrus.com/sc46">www.trailsrus.com/sc46</a> for details.</p>  </div> <p style="text-align: center;"><b>The Vision</b></p> <p><i>"To protect and enhance the Corridor's natural, scenic, and experiential qualities; to safeguard the community's sense of small town southern charm and unique character; and to manage existing and potential threats along the Corridor..."</i></p> <p style="text-align: center;"><i>Always remembering Bluffton as a state of mind and a privilege to visit."</i></p>
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**Some of the Sights Along the Way**

 Historic Bruin House	 Post Office	 Welcoming Face	 Egg N' Tricillies Shop
 Bluffton Oyster Company	 Squat & Gobble Restaurant	 Historic Church	 Live Oak Canopy
 Wetland Area	 The Cannery	 Heyward House Museum	 Fritchardville Merchandise

In the Fall of 2005, the firm of **"We Make Things Happen" (WMTH) Corporation** was hired by the Town of Bluffton to work with the community and stakeholders in developing an application for National Scenic Byway designation of SC 46 and, in the process, preparing a corridor management plan for the route.

**Get Involved!**

Bluffton Scenic Byway  
20 Bridge Street  
Bluffton SC 29910  
Dave Sproule (843) 706-4510 (Ext. 14)  
djsroule@townofbluffton.com

"We Make Things Happen" Corporation  
P.O. Box 91153  
Bowling Green, KY 42102  
Deby Spencer (270) 781-6558  
spencerdeby@aol.com

# Chapter IV Community Participation Program

## PRESS RELEASES



"We Make Things Happen"



**PRESS RELEASE**

**For Immediate Release:** April 27, 2006  
**WMTH Corporation:** Debby Spencer  
Office (270) 781-6858  
Cell (270) 792-5300  
Fax (270) 781-2949

**COMMUNITY MEETING REGARDING SC 46 MASTER PLAN FOR NATIONAL SCENIC BYWAY DESIGNATION**

WMTH Corporation of Bowling Green, Kentucky, will hold a second meeting with the citizens of Bluffton on Monday, May 1, 2006 at 6pm at the Town of Bluffton's Town Hall to review what has been compiled thus far for developing a Master Plan for SC 46 and designating it a National Scenic Byway. At this meeting questions will be asked that require public input. Monday morning, Tuesday, Wednesday and Thursday will be dedicated to meeting with individuals who have specific interests and concerns along the route.

A follow-up meeting will be held on Thursday, May 4 at 6pm to gather additional input, final comments and suggestions. A final report will be developed from the information received and presented at a meeting in the near future.

A successful Scenic Byway requires public input and support. To this end, the public and media are invited and encouraged to attend both meetings. For more information contact David Jirousek, Community Development at (843) 706-4510, ext 14 or Debby Spencer, WMTH Corporation at (270) 792-5300.



P.O. BOX 51153 BOWLING GREEN, KENTUCKY 42102  
270.781.6858 | 270.781.2949 FAX  
www.wmthcorp.com



"We Make Things Happen"



**PRESS RELEASE**

**For Immediate Release:** July 17<sup>th</sup>, 2006  
WMTH Corporation Debby Spencer (270)781-6858 work (270)792-5300 cell  
Town of Bluffton Dave Jirousek, Long Range Planner (843)706-4510 ext 14

**Town Meeting on SC 46 Corridor Management Plan  
Next Monday**

Mark your calendars! On Monday, July 24<sup>th</sup> at 6:00 pm, a town meeting will be held in the Town Hall to discuss the corridor management plan for SC 46 and make final changes in the document before presenting the plan to the Planning Commission on July 26<sup>th</sup>. It is very important that all interested citizens attend. A preferred route for the scenic byway will also be determined at the meeting on the 24<sup>th</sup>.

The SC 46 Corridor Management Plan in its entirety is available for review at <http://www.trailsrus.com/sc46/> or contact David Jirousek, Long Range Planner for the Town of Bluffton by e-mail [djirousek@townofbluffton.com](mailto:djirousek@townofbluffton.com), phone (843)706-4510, ext 14 or visit Town Hall and he will provide a copy to you.

On Wednesday, July 26<sup>th</sup> at 5:30 pm, a 30-minute overview of the Corridor Management Plan will be presented prior to the scheduled Planning Commission Meeting.



P.O. BOX 51153 BOWLING GREEN, KENTUCKY 42102  
270.781.6858 | 270.781.2949 FAX  
www.wmthcorp.com



"We Make Things Happen"



**PRESS RELEASE**

**For Immediate Release:** June 30<sup>th</sup>, 2006  
WMTH Corporation Debby Spencer (270)781-6858 work (270)792-5300 cell  
Town of Bluffton Dave Jirousek, Long Range Planner (843)706-4510 ext 14

**CORRIDOR MANAGEMENT PLAN FOR SC46  
AVAILABLE FOR COMMENT ONLINE**

WMTH Corporation has submitted to the Town of Bluffton the first draft of the Corridor Management Plan for SC 46, one of the requirements for National Scenic Byway designation. The Corridor Management Plan is available for review at <http://www.trailsrus.com/sc46/>. It is important that everyone review the document and provide their comments, suggestions and recommendations.

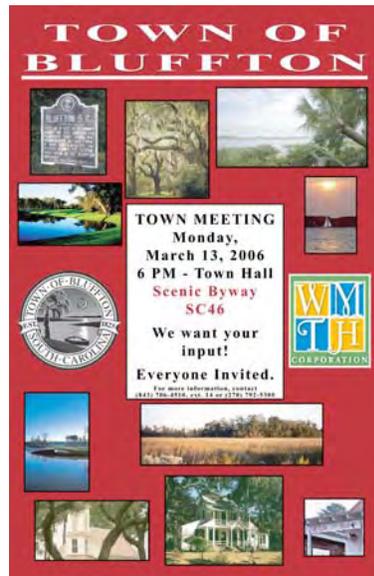
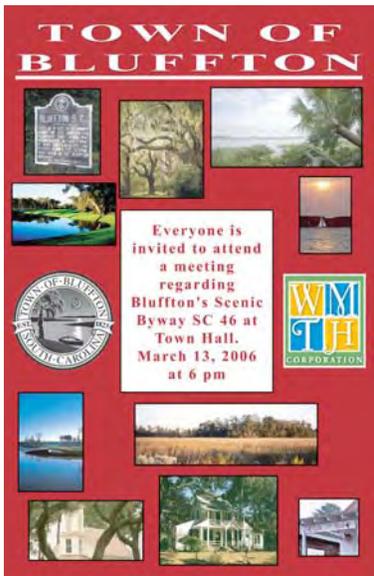
If for any reason, you are unable to download the Corridor Management Plan, please contact David Jirousek, Long Range Planner for the Town of Bluffton by e-mail [djirousek@townofbluffton.com](mailto:djirousek@townofbluffton.com), phone (843)706-4510, ext 14 or visit Town Hall and he will provide a copy to you.

On July 24<sup>th</sup>, a town meeting will be held in the Town Hall to further discuss the Plan, and finalize on the route and what will be presented to the Planning Commission on July 26<sup>th</sup>. If you want your comments and suggestions to be included in the document, please submit them by July 14<sup>th</sup>.

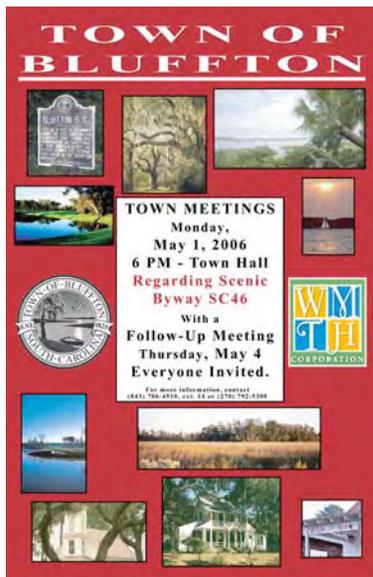


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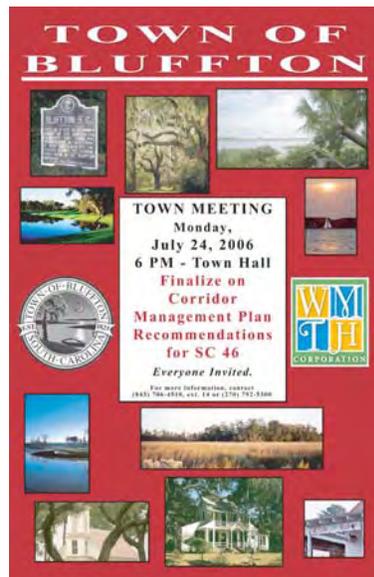
POSTERS



*Posters for March Town Meeting*



*May Town Meeting*

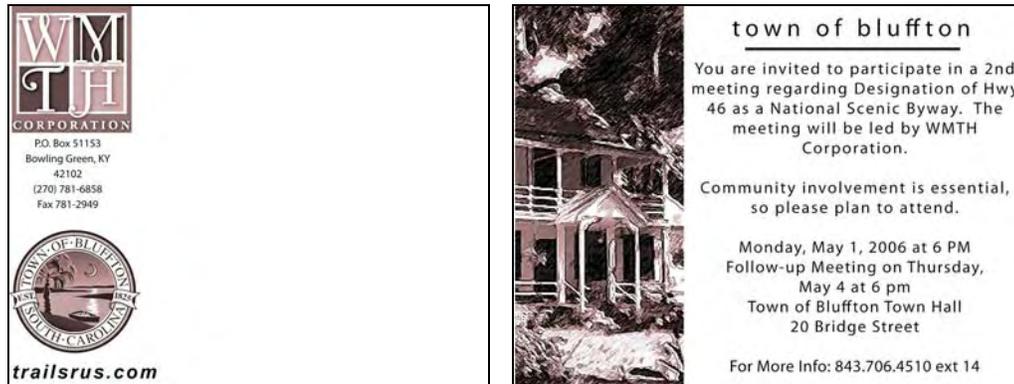


*July Town Meeting*

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## Chapter IV Community Participation Program

### INVITATIONS



*Sample of Invitation sent to interested citizens inviting them to attend the second meeting.*

Invitations similar to the ones pictured above were mailed out to over 3,000 residents prior to the first meeting from a master list provided by the Town of Bluffton. For the remaining meetings, only those who either attended a meeting or requested to be added to the master mailing list, were sent an invitation.

Prior to each meeting, news releases were sent to local papers and posted in public places along with posters stating the date and locations of the meetings as well as the purpose.

### On-going involvement after the CMP is adopted

Many entities are responsible for managing resources and providing services along the corridor. But most important is continued public participation in the implementation of the strategies of the CMP so that the original goals and objectives are not forgotten. The establishment of both a SC 46 Scenic Byway Advisory Group (which could eventually become an established "Friends of SC 46 Scenic Byway) and the SC 46 Scenic Byway Advisory Committee are recommended. See Chapter XI – Action Plan for more information on how to form both of these organizations.

Continued community participation can also be invited through a variety of activities such as:

- Scenic Byway Day – a fun-filled annual event can highlight the ways the Scenic Byway benefits the community.
- Education and Media Relations – Education campaigns at schools and in the community can improve awareness of roadway safety and create interest in resources and appreciation of the resources along the road. Newspapers and radio stations can be encouraged to do stories occasionally on how the Scenic Byway benefits the overall quality of life, the rich history, and the fragile eco system along its route.
- Newsletter and Website – A newsletter and/or website can heighten community awareness of the goals of the Scenic Byway program and assist in implementing the Corridor Management Plan and both monitoring and changing it as needed as elements occur that may or may not have been an issue at the time the plan was written.

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## **Chapter V**

### **Public Comments and Input**

#### **CHAPTER V**

#### **Public Comments and Input**

During the entire process, the public was encouraged to provide feedback. A website dedicated specifically to the initiative was set up to help keep the public informed and engaged during the entire process. For those individuals without internet access, information was available in hard copy. Copies of the first draft were mailed to anyone who provided their mailing address.

Both the first draft and final drafts of the CMP were posted on the website in their entirety and hard copies were available upon request. E-mail addresses and phone numbers of primary planners on the project were provided with David Jirousek, Long-Range Planner for the Town of Bluffton serving as the local contact. Below is an overview of the public's comments followed by copies of correspondence sent to the consultant:

1. We support SC 46 becoming a national scenic byway and will help to sustain its integrity
  - a. Over 400 petitions and letters of support have been collected.
2. May River Neighborhood – 1 acre per unit density 100 ft buffer, no commercial zoning within neighborhood, encourage conservation easements, and no-wake zone from Collins to Trousdale property.
  - a. These are recommendations primarily for a specific community. All neighborhoods should be looking at developing their own ordinances to provide protection and control.
  - b. As communities are being built, access to public lands and to water is being cut off. Conservation easements are definitely needed. More greenspace and public parks need to be designated.
  - c. Every development should be required to provide both easements, access and public parks. Gated communities are wonderful for those who live in them but not necessarily are the best for the community without some kind of public access.
3. Eliminate billboards – 6 responded

- a. As noted also on #15, it is highly recommended to develop a strong sign ordinance now before more billboards are added.
4. Do not widen 46 to more than 2-lane - 27 people responded
5. Leave the option to widen SC 46 if needed in the future – 1 responded
  - a. There must be alternative routes to Hilton Head and other locations. Bluffton Parkway is a good start. But there must be more access roads to relieve the traffic problem.
  - b. Beaufort and Hunting Island are growing and have the potential to become another Hilton Head and yet the primary road people use is Hwy 170 which connects to SC 46 which has the potential of becoming another 278. Plan now to prevent this problem.
6. Do not add rumble strips on the shoulder of SC 46.
  - a. Rumble strips are rough pavement on the shoulder of roads to let people know they are not on the road. These are often used on long stretches of road where people tend to get sleepy and doze off. The rumble strips makes the car bounce and makes a loud noise as your tire hits them. Adding rumble strips prohibits bicyclists the option of riding on the shoulder. SC 46 does not need rumble strips. This recommendation has been removed.
7. Increase access to waterways and tributaries. Where feasible, request easement access.
  - a. There needs to be more easements and public access. As developments are occurring, this needs to be a requirement and there needs to be a watch group to make sure the developers are providing them.
8. Need a traffic light at Buck Island/Simmons ville Road.
  - a. Recommendation is to put a roundabout at Buckwalter Parkway and move the traffic light to Buck Island/Simmons ville Road. This is an excellent idea and definitely needed as more and more people are using Simmons ville Road off 278 to get to SC 46.
9. Avoid putting in too many signals.

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## **Chapter V**

### **Public Comments and Input**

- a. A recommendation was made to add roundabouts rather than traffic lights.
  - b. It was noted that a roundabout is going in at 170.
  - c. It was also noted by one of the individuals in attendance that permission has been given to add up to four lights within the 1 mile section of road between the Jasper County Line and Hwy 170.
10. Suggest some type of paver on the sidewalks for a ped-friendly community.
11. Encourage an immediate inventory of rare plant life along SC 46 and take action to protect them before there are none left.
  - a. This needs to happen immediately! The amount of rare plants already destroyed along the route is astounding. Many could have been saved and/or moved to another location.
12. If roundabouts are proposed anywhere please ensure that the Fire Department has an opportunity to review the proposed construction plans to make sure the emergency vehicles will have no problems.
  - a. Excellent idea and something the transportation planners should make note of.
13. Motorist safety should be made the priority along SC 46.
  - a. The recommendation to lower the speed limit and to add calming features along the route will help considerably. If this is truly going to be a scenic byway, then people will have to anticipate slower traffic and people stopping along the way at designated scenic vistas and pulloffs.
14. The most appealing sections of our highways are where there are no power line easements along the road right-a-ways. Move the lines 50 feet off SC 46 right-a-way or bury the lines if feasible.
  - a. The time is now to do this while all the development is taking place.
15. Develop a sign ordinance and uniform sign program.
  - a. Once again, adopt a strong sign ordinance.

16. Corridor review committee should keep construction acceptable to the senses.
17. There should be ordinances established to keep junk out of sight or mandate fences and/or vegetation up to 6 feet to hide unsightly areas.
  - a. There definitely needs to be an ordinance on this that is enforceable.
18. Limit turning lanes to minimum lengths depending on estimated traffic use and highway speeds.
  - a. This is currently being addressed.
19. Provide awards for plantings along highway.
  - a. Emphasis should be placed on using native plants and not exotics whenever possible. One of the things that makes this area unique is your plant life. If you have the same plants as say Chicago or Kentucky where I am from, then what makes you special or unique.

The remaining section of this chapter provides copies of the written correspondence sent to the consultant during the process of developing the corridor management plan.

### May River Neighborhood

The following residents who own property fronting SC 46 do not want it to ever become a 4-lane highway and are in firm support of it being designated a scenic byway. Many are okay with 1 acre per unit density although most would prefer between a 2.75 and 3 acres per unit requirement, 100 ft. buffer off SC 46, no commercial zoning within their neighborhood, and to encourage conservation easements and a no-wake zone from Collins to the Trousdale property.

The following families located within the May River Neighborhood are in support of SC 46 being designated a national scenic byway and remaining a two-lane highway:

Einar Trostdal	P. Jones
Lewis Little	Peter Scardino
Charles Sparkman	McGraw
Ria Sparkman	Wilbert Roller
Dr. Bill Miller	Brandon Waring

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## **Chapter V**

### **Public Comments and Input**

Ann Miller  
Michael Reeves  
Jerry Reeves  
Wes Jones  
Sylvia Coker

Andrew Labrot  
Margaret Collins  
Al Inglis  
Jimmy McIntire  
Sue McIntire

*\* Road frontage on SC 46 approximately from mile marker 6.8 to 7.3*

1. Wes Jones is content with the current 1 unit per acre. He wants no commercial development on Highway 46 and does not want 46 to be widened.
2. Nathan Belzer, speaking for Barrie Scardino, says they are content with the 1 unit per acre. They would like for some limitation on the amount of river frontage needed for each unit. Ideally 100 feet per unit. There should be some sort of family compound exception to the 100 feet on the water. Therefore, the 100 feet of water frontage would apply to separate lots owned by separate parties.
3. Brandon Waring wants the neighborhood zoned non-commercial with a limit of 1 house per 3 acres. He wants Highway 46 to be a scenic highway, the speed limit lowered, and big trucks to take another route. He wants our part of the May River to be a no-wake zone. He also suggests outside lighting be shaded so the ground is lighted and not the sky. He also wants an effort made to protect our wildlife.
4. Jerry Reeves believes we should push hard to have SC 46 designated a scenic highway. We should influence neighbors north and south of 46 to keep allowable density and refrain from commercial development. He wants assurance that the government adheres to 1 unit per acre. He also said the May River neighborhood should look into creating a PUD or restricted area, such as All-Joy has done. Each family should create a preservation agreement. If there is a family need/crisis, have SC 46 frontage zoned "rather restrictive" so land could be sold if needed. Make water frontage "restrictive". Look at possibly adopting similar covenants as Palmetto Bluff from Trousdale to Collins. Make it a felony to cut any live oaks along the highway and require 10 trees be planted for every tree cut. First priority is protection of the river's cleanliness for crabs, shrimp and oysters.

Other recommendations specifically along SC 46 include:

- The most appealing sections of our highways are where there are no power line easements along the road right-of-ways. Move the lines 50 feet off SC 46 right-of-way or bury the lines if feasible.
- Eliminate billboards. Develop a sign ordinance and uniform sign program.
- Corridor review committee should keep construction acceptable to the senses.
- There should be ordinances established to keep junk out of sight or mandate fences and/or vegetation up to 6 feet to hide unsightly areas.
- Limit turning lanes to minimum lengths depending on estimated traffic use and highway speeds.
- Provide awards for plantings along highway

5. Lewis Little feels there should not be a service road south of 46 and that now is not the time to consider annexation in the Town of Bluffton. The Little's have four different lots and density could vary but 1 unit to 2 acres is the highest density he would consider although his preference would be 3-4 acres. He does not want commercial or multi-family usage. And they would prefer a 100 foot buffer along 46.
6. Helen and Al Inglis feel you can't fight the tide and that there will be great pressure to make 46 a major highway. They would like to see our area remain as is as long as possible. They are willing to work toward firm codes to hold individually owned large units and hope not to have to spend more than \$3,000.00 in legal fees.
7. Ann and Bill Miller want further growth on 46 limited. They are already working with an attorney to create a conservation easement on their land. The plan would allow a total of 5 residences on their 24.5 acres, no new docks, no roads only driveways and nothing commercial. They want density set at 1 unit for each 3 acres and a no-wake zone.
8. Margaret Collins does not want to be annexed. She wants to maintain low density and is looking into conservation easements. Commercial development should be limited. Development on the northern side of 46 should also be limited.

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## Chapter V

### Public Comments and Input

9. McIntire/Hartridge want density limited to 1 unit per 2.75 acres and a no-wake zone. They wish for SC 46 to be designated a scenic highway and that there should be no further development on *either side of 46*.
  
10. The Labrot family would like to see Highway 46 become a federal scenic highway. From Trosdale to Collins, building should be limited to one residence per 100 ft of river front with set backs of 100 feet or the same set back requirements as imposed at Palmetto Bluff. On our property, this would result in one unit per 5 acres approximately. The upper May River, past the last navigation aid, should become a no wake zone to help preserve the shore line and safety of families using the sand bars. The concept of a PUT is acceptable as long as density is limited. There should be no additional docks built. The area from Trosdal to Collins should not be annexed. There should be no commercial activity on either side of SC 46.

#### ***Recommendations from a representative with Greater Bluffton Pathways:***

**Subject:** SC 46 bike pathways  
**Date:** 5/12/2006 9:05:58 AM Central Standard Time  
**From:** [Karen56](#)  
**To:** [Spencerdebby](#)

**EXCELLENT! Well done! Just a couple of places to make wording more specific.**

**Karen**

- a. Develop a **paved multi-use pathway** from the Town of Bluffton to Hwy 170 and onward to the Jasper County Line i.

Recommendation: A minimum 10' width on one side of the road, not both, with cross walks at primary road accesses such as Buckwalter Road, Pritchardville, and at the proposed roundabout onto Highway 170.

1. Place **pathway** either to the inside of utility wires and /or a minimum of 50 ft to 100 ft off right-of-way creating a buffer between road and path.

Please note: *Utility wires are to the south of SC 46 from the cemetery within the Old Town up to*

*Hwy 170 then crosses the road and stays on the north side of SC 46 to the county line.*

2. Work with land owners to place **pathway** behind fences where possible.
  - a. Interest in doing so has been expressed by land owners in the May River Neighborhood between mile marker 6.8 and 7.5
3. Encourage tree-planting and landscaping design to create a greater visual barrier between road and path.

**Subject:** traffic in Bluffton

**Date:** Thu, 29 Jun 2006 17:30:59 -0400

**From:** Judy Heilman <[JHeilman@corabettthomas.com](mailto:JHeilman@corabettthomas.com)>

**To:** <[webmaster@trailsrus.com](mailto:webmaster@trailsrus.com)>

I'm sure you've already heard from others about the traffic at the intersection of the end of Simmonsville Road and Hwy 46. In the morning, traffic from the Savannah area uses 46 as a way to avoid 278. When you're coming down Simmonsville Road and trying to turn left onto 46, the traffic turning left onto Simmonsville is extremely hazardous! They cut you off and cut the turn short. There needs to be a light installed there asap.

A light being installed at that intersection would also give people turning on 46 to various businesses, a break in traffic. Check it out some Monday (especially bad on Mondays).

Thank you for giving me a chance to voice my opinion.  
- Judy Heilman

**Subject:** SC 46 Corridor Management Plan  
**Date:** 7/1/2006 9:23:46 AM Central Standard Time  
**From:** [Karen56](#)  
**To:** [DJirousek@TownofBluffton.com](mailto:DJirousek@TownofBluffton.com), [Spencerdebby](#)  
**CC:** [Karen56](#), [dkim2341@davtv.com](mailto:dkim2341@davtv.com), [lbailey@townofbluffton.com](mailto:lbailey@townofbluffton.com)

Dear Debby and Dave,

I have spent about 30 minutes scanning the "Plan" and found it quite good. Just one thing jumped out at me so much that I scared my cat when I yelled "NO!!!" Chapter X Item 3 B on page 88. Please eliminate the section on putting in rumble strips. They are terrible for cyclists.

If you were watching the newspapers recently and followed our four Sun City Cyclists who were riding across the USA for Cancer Awareness, Pat O'Neil fell and broke her leg when she encountered rumble strips on a road just south of Memphis. This ended their cross country journey 700 miles short.

Putting rumble strips on the shoulder would ruin it for road cyclists who are training (riding fast) These types of 'A' riders do not belong on Multi-Use pathways,

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## **Chapter V**

### **Public Comments and Input**

unless the pathway is 12-14 feet wide and intersects with very few driveways or cross streets. South Carolina has been pretty good about not using rumble strips on their roadways and we want to keep it that way! As far as I know we have not had problems with people dozing off at the wheel along this area of SC 46.

Thanks, Dave and Debby!

Karen

Karen Heitman, President, Greater Bluffton Pathways  
7 Fenwick Dr.  
Bluffton, SC 29909 (843) 705-3378  
www.greaterblufftonpathways.org

**To:** [Spencerdebby@aol.com](mailto:Spencerdebby@aol.com)

**From:** [genetann@davtv.com](mailto:genetann@davtv.com)

**Sent:** Friday, July 07, 2006 2:00:34 PM

**Subject:** Re: (no subject)

Please do not widen SC 46. Doing so will destroy the natural adjacent beauty. Do not consent to declassify it. The part that caused me concern was the statement that some time in the future there might be a declassification and a widening of highway 46---certain portions, that is.... And yes, I support SC 46 being designated a national scenic byway.

Bill Tanner  
24 Sunflower Lane  
Bluffton, SC 29909

From: "Don Kimball" <beachnest@hargray.com>

To: [webmaster@trailsrus.com](mailto:webmaster@trailsrus.com)

Subject: Bluffton,SC Route 46

Date: Fri, 7 Jul 2006 20:58:44 -0400

Two overriding concerns prompt me to identify them to you. Both should be emphasized at the next public meeting and should receive wide spread consideration by all residents and stake-holders.

- The town should immediately legislate all billboards out of existence. Eliminate existing billboards and prohibit all future billboards in the entire town. The public good is not served by billboards and there is no economic necessity for them.
- Do not obtain any special status for Route 46 which restricts in any way the towns ability to modify the present alignment, width and use. Considering the already approved development along this route, Route 170 and the Jasper County plan for a major seaport terminal along with other residential/commercial development, the town must control the option for an expanded use to serve these competing pressures in the future. It is entirely possible that Route 46 will, of

necessity, need to be widened to 4 lanes from the old town limits to Jasper County. Alignment must be coordinated with Jasper County prior to final decision for obvious reasons.

Thanks for considering these comments,

Don Kimball

***Recommendation from owner and operator of an eco-tour kayak business in Bluffton:***

Increase access to waterways and tributaries. Where feasible, request easement access.

**From:** david russo [mailto:hobe16@hargray.com]  
**Sent:** Friday, July 07, 2006 1:26 PM  
**To:** David Jirousek  
**Subject:** comments about Rt. 46

Hi, David,

I just moved into Bluffton two months ago and am a retired Supervising Engineer for the New Jersey Department of Transportation. I worked in our Local Government Services offices, and as such was responsible for these types of projects with counties and local governments and in getting funding for them. I am familiar with CSD, the enhancements program and its requirements, etc.

I'm not trying to butt in, just want to know if you have a draft plan that shows what is to be proposed for SC 46. I read the report and realize that the ADTs have gone way up in the past few years, mostly because of all of us transplants! But while I also want to help ensure that Bluffton stays scenic I would like to ensure motorists' safety, too. I know all the there are tons of Federal regs when doing this type of project with any Federal funds and am hope that AASHTO is being utilized as well as ITE regs for traffic calming measures. If roundabouts are proposed anywhere please ensure that the Fire Department has an opportunity to review the proposed construction plans to make sure the emergency vehicles will have no problems. I also hope that we don't become over-signalized, although it may be inevitable in downtown Bluffton, especially to provide ped signals. I don't know if you ever use anything but span-wire in South Carolina, but if mast-arms and poles were used they could be painted black and would fit into the downtown area very nicely. We have used them in a number of our historic districts in NJ, such as Princeton, and everyone was very happy with them.

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## **Chapter V**

### **Public Comments and Input**

Also, I think if it's to become a ped-friendly town the use of some type of paver could be considered for the sidewalks. But if Federal \$\$ are used the State Historic Preservation Office will have to review that type of thing for accuracy.

Thank you for your time

Lynn Russo

**Subject:** RE: SC Corridor Management Plan is ready for review  
**Date:** 7/13/2006 7:08:01 AM Central Standard Time  
**From:** [RiceCP@dot.state.sc.us](mailto:RiceCP@dot.state.sc.us)

I just finished looking over the CMP. I feel you have covered the requirements and Good Job!!

Thanks and good luck!

Cathy Rice  
State Scenic Byway Coordinator  
South Carolina Department of Transportation

**CHAPTER VI**  
**Inventory of Route**

In January 2006, a WMTH team member visited the Town of Bluffton and conducted a road analysis of the entire route. Road conditions, speed along the corridor, number of traffic lights, need for maintenance, blind driveways, and entranceways into major developments were noted. A photo library of the road itself was created.



*\* See enlarged map at end of this chapter.*

In March, the Team of WMTH spent four days in the area hosting public meetings and inventorying not just the road itself but also all that was located along both sides of SC 46 every ½ mile as required for scenic byway designation. The detailed map above was created and an extensive photo inventory of sites was compiled into a Power Point presentation.

A copy of two Power Point presentations of intrinsic qualities highlighting features every ½ mile along both sides of SC 46 is included on the following pages.

**Chapter VI**  
**Inventory of Route**

**WHAT ONE SEES TRAVELING EAST ON SC 46**

Come take the scenic byway through the Historic Town of Bluffton South Carolina.



*It is just 10 miles long but within those 10 miles there is so much to see and do!*



- Visit a historic house museum.
- Take a walking tour through the Village and view over 20 historic homes and churches.
- Discover some great places to eat.
- Come shopping down Calhoun Street where the eclectic meets the quirky.
- Stop at the wharf for a few fresh oysters.
- Go fishing off a dock, or
- Just take a leisurely walk down to the pier.

And this is just what you will see at the end...



The beginning takes you through wonderful marshlands, rivers, streams, lakes and wetlands, under canopies of live oaks and Spanish moss cascading over the road creating tunnels, scenic vistas, wonderful parks, historic sites and so much more.

There is even a 3 1/2 mile walking tour (Rails to Trails) through the old rice fields and along the New River and all along the byway, there is a 4 foot bike path on both sides of the road and a number of public parks.




Step One toward completing an application for scenic byway designation....

- Inventory everything there is to see and do every 1/2 mile on each side of the road.

CREATING THE INVENTORY....

We will start this particular trip at the Jasper/Beaufort County Line, highlighting everything on the south side of SC 46 and ending in the Village of Bluffton

Then we will turn around and head back to the county line. But this time, we will look at everything on the north side of the road.

Are you ready? Let's get started!

Our trip starts as one crosses the May River into Beaufort County on SC 46



Starting at the Jasper County/Beaufort County line and heading east to Bluffton, SC 46 Scenic Byway crosses the New River.

Mile Marker 0' - Jasper/Beaufort Co. Line  
(Just crossed bridge over May River - a fresh water stream that flows into Savannah)

First of three entrances to the new development called "New Riverside".

The developers have been approved to have up to four entrances onto SC 46 which could include stoplights along a 1 mile stretch if needed.



\*Please Note:  
"New Riverside" - 4,731 units on 3,641 acres with 190 acres for commercial and a 200 acre business park.




Mile Marker 0.5 to 1.0  
from Jasper/Beaufort Co. Line  
(South Side of Road - Heading East)



Construction is occurring for the next 1 1/2 miles except between mile markers .4 to .8 where there will be the first of three public parks actually located on SC 46. Continued....



Mile Marker 0.5 to 1.0  
from Jasper/Beaufort Co. Line  
(South Side of Road - Heading East)

**PUBLIC PARK** (Mile Marker .4 - .8)  
Jones Tract Public Park and Wetlands Area is one of three public parks located along SC 46.

(Information)

**WALKING TRAIL** - at Mile Marker .8  
There is a 3 1/2 mile "trails to trails" walking trail following the old rail tracks through rice fields and wetlands which intersects SC 46. The section to the south travels along the eastern edge of the Jones Tract Public Park, through the western portion of "New Riverside" Development and ends at the New River.




Mile Marker 1.0 to 1.4  
from Jasper/Beaufort Co. Line  
(South Side of Road - Heading East)

Mile Marker 1.0 - Just past Pritchard  
Description: Wooded marshlands  
(History of Pritchard?)

Mile Marker 1.1 - Another Proposed Entranceway to New Riverside Development  
A stoplight is proposed to allow traffic to enter SC 46 from both the "New Riverside" development to the south and the "Jones Estate" to the north.



February 2006



Mile Marker 1.5 to 1.9  
from Jasper/Beaufort Co. Line  
(South Side of Road - Heading East)

St. Matthews Baptist Church with cemetery set back and to the left of the structure (1.5)



Historical Significance:



Mile Marker 2.0 to 2.4  
from Jasper/Beaufort Co. Line  
(South Side of Road - Heading East)

Mile Marker 2 - Intersection of SC 170  
Describe: Woodlands

Currently there is a turning lane onto SC 170 at mile marker 2.0

Developers propose to move this intersection east .1 miles and develop a roundabout to access SC 170 from the new "Palmetto Bluff Development".

**Recommendation:**  
Close off access to SC 170 from the north side for only foot or bicycle traffic. Develop a park for picnicking. Excellent example of tree canopy.



Tree Canopy on SC 170

# Chapter VI Inventory of Route

**Mile Marker 2.0 to 2.4**  
from Jasper/Beaufort Co. Line  
(South Side of Road – Heading East)

A roundabout will be built just .1 miles east of the current SC 170 for both "Jones Tract" Development on the north side of SC 46 and "Palmetto Bluff Development" to access from the south.



View from Roundabout into the west entrance of Palmetto Bluff Development on New Riverside Road

The roundabout will help slow down traffic on SC 46 as well as redirect both commercial and pass-through traffic off of SC 46 and onto SC 278 and the proposed Bluffton Parkway. (See next page for details.)

*\*Please Note: "Palmetto Bluff Development" is 2,917 units on 20,660 acres with 180 acres zoned commercial continued...*

**Mile Marker 2.0 to 2.4 continued**  
from Jasper/Beaufort Co. Line  
(South Side of Road – Heading East)



A large commercial area (noted in orange) at the corner of SC 46 and "New Riverside" Road to the south of the Roundabout has been approved.

**Recommendation:** Include a visitor welcome center at this site to educate those traveling along SC 46 of its importance and significance.

Also approved is the development of a "New Riverside" road which circles the entire "Palmetto Bluff" Development and connects with Palmetto Bluff Road which accesses SC 46 two miles to the east. This new road will redirect traffic off SC 46, allowing those within both the New Riverside Development and the Palmetto Bluff Development to access or exit SC 46 at Palmetto Bluff Road two miles to the east or access both the proposed Bluffton Parkway and SC 278 without ever having to travel on SC 46.

**Mile Marker 2.0 to 2.4 continued**  
from Jasper/Beaufort Co. Line  
(South Side of Road – Heading East)

Please note:

There is a 3 foot shoulder on both sides of SC 46 from SC 170 into the Village of Bluffton which is often used by both bicyclists and pedestrians.



This is looking east down SC 46 just past the main entrance to Palmetto Bluff Development

**Recommendation:** Expand the existing shoulder on both sides of SC 46 for a true Bicycle path

**Mile Marker 2.0 to 2.4 continued**  
(South Side of SC 46 – Heading East)



**Mile Marker 2.0 to 2.4 continued**  
(South Side of SC 46 – Heading East)

**Recommendation**

Preservation efforts be taken to save the remaining live oaks along the route but also to plant new ones to take the place of those that die



At mile marker 2.4 next to Meadow Drive, a very large live oak creates a canopy over the road.

**Mile Marker 2.5 to 2.9**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)

Describe

Large tree located next to Solomon Lane (2.5)  
Canopy of trees created (2.6) near Whittle Ln.

There is a nice overhang at Howell Road and another one just past it. (2.7)

Set back from the road is an abandoned old house or school on Whittle Lane. Unless historical significance can be determined, the structure is scheduled to be demolished in the near future. (2.7)



**Mile Marker 2.5 to 2.9 continued**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



At Midway Farms Plantation on Stillwell Lane, a proposed "Stillwell Development" is currently being reviewed by the Design Review Team.

**Note:**  
May require a deceleration lane if current engineering calculations are used.  
Anticipated size of development?



Entrance to Midway Farms Plantation

**Mile Marker 2.5 to 2.9 continued**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



Between Howell Road and Pritchard Farms Road is a firehouse (2.8) and a home (2.9). A billboard is located just east of the house.



**Mile Marker 3.0 to 3.4**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



The Community of PRITCHARDVILLE



On the east corner of King George Road is the Pritchardville Mercantile



On the west corner of King George Road and SC 46 at mile marker 3.1 at Verdier View is an old abandoned small church.



In front of the Mercantile is a large oak that cascades over SC 46



The bike route goes around this tree at mile marker 5.4

**Mile Marker 3.5 to 3.6**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



At mile marker 3.5, there is a billboard and another billboard at mile marker 3.6.



There is a small canopy created by a large oak just west of Mammy Grant Rd and a small abandoned church.



Consideration should be given to preserving both and providing interpretive information at the site.

**Recommendation:**  
No more billboards be allowed along SC 46 and, where possible, remove the ones that currently exist and replace them with a uniform signage program. /See proposed sign program.

Continued...

**Mile Marker 3.5 to 3.9 continued**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



On the east side of Mammy Grant Road are three trailers (3.8). A fourth trailer is located a mile to the east.



A billboard promoting a downtown business is located just east of the trailers.



**Recommendation:**  
In the future, trailers and mobile homes along scenic SC 46 should be discouraged. Also a uniform signage program should be implemented.

# Chapter VI Inventory of Route

**Mile Marker 3.5 to 3.9 continued**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



At mile marker 3.9 the Johnson House, a historic home (ca. 1930) still reflects a different era and has many of the original outbuildings still in use.



*This historic home had had extensive remodeling over the years but still retains its charm of years past.*

*A few of the outbuildings*

**Recommendation:**  
Interpretive signage or inclusion in a brochure would be recommended for some of the outbuildings but this type of fencing along SC 46 should be discouraged in the future.

**Mile Marker 4.0 to 4.4**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



Within this .4 mile stretch of road, the terrain changes from open fields to partially wooded, then marsh.

A new entrance road to Palmetto Bluff Development has been built and will eventually connect with the proposed New Riverside Road creating one road around the Palmetto Bluff Development allowing residents to exit at the roundabout at SC 170.



**Keep in mind, this development could eventually have 2,917 homes plus commercial business.**

continued... *View of SC 46 heading east at Palmetto Bluff's second entrance*

**Mile Marker 4.0 to 4.4 continued**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



**Recommendation:** A signage program should be adopted that would discourage billboards in the future and promote uniform signage.



*Three billboards in a row at mile markers 4.1, 4.2 and 4.5.*



Beautiful scenic vista of marshlands at Stoney Creek (mile marker 4.4)

Fauna and Flora described here..... Open fields and marshlands

**Mile Marker 4.5 to 4.9**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



Within this .4 mile stretch of road, the terrain changes to wooded forestland

At mile marker 4.5 between May River Point and Windy Knoll Lane there are a couple of homes set back from the road behind a white fence.



There is a beautiful oak marking the entrance to one of the homes which creates a canopy across SC 46. Bike route goes around the tree.

*Live oaks form a canopy over SC 46*

continued...

**Mile Marker 5.0 to 5.4**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



Within this .4 mile stretch of road, the terrain changes from open fields to partially wooded, then marsh.

Near Windy Knoll Lane, the white fence with two rails continues for about .3 miles with large oaks on both sides of SC 46 creating a canopy



Beautiful scenic vista to the south overlooking Rosa Dhu Creek and marshlands



continued...

**Continuing on Mile Marker 5.0 to 5.4**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 – Heading East)



The combination of white fence, palm trees and canopy of oaks make for a very scenic backdrop as one drives east on SC 46



*A canopy of five oak is created over SC 46 just past Beach Road at Mile Marker 5.1*

**Mile Marker 5.5 to 5.9**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

Description: Wooded area. The canopy of trees continues until one comes upon May River Plantation Development at which time the oak trees are set back from the road by a powerline.

At Mile Marker 5.5 is the main entrance to May River Plantation (directly across from the main entrance to Rose Dhu Development)



May River Plantation is a 30 year old residential development. This subdivision is very established and, except for entrance, is not visible from SC 46.

Main Entrance to May River Plantation

**Mile Marker 6.0 to 6.4**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)



At mile marker 6.4 is the Gascoigne Bluff Development which is a 15 year old residential development with 3 to 5 acre lots.

Large live oaks and pine mark the entrance.

Entrance to Gascoigne Bluff Development

**Mile Marker 6.5 to 6.9**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)



**Mile Marker 7.0 to 7.4**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

Description of area: Wooded with large oaks



At mile marker 7.1 is Beach Road with a two rail white fence.

A canopy is created at mile marker 7.2 to 7.3 primarily by live oaks marking the entrance to three homes. Note: The bike route goes around the trees.

The first of these trees is noted as the W.W. Jones Tree.

**Mile Marker 7.5 to 7.9**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

Description: Partially wooded with a canopy of trees over road at mile marker 7.5

At mile marker 7.7 there is a new development called New Plantation development on 45 acres off Linden Plantation Road between Big Bluff Road and Fallow Road.

Anticipate 3 acre lot sizes resulting in as many as 15 or so new homes.



Nice row of trees between 7.7 and 7.8 creating a partial canopy over the road.

New Plantation Development  
Lots available continued...

**Mile Marker 8.0 to 8.4**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

Description: This stretch of road is primarily wooded with a number of live oaks.

Along this 4 mile stretch is a number of canopies created by the live oaks starting at Haigler Blvd (mile marker 8.0).

Buck Point Road has a nice canopy and there is a large oak tree at Lazy J Road.

Now residential area has been approved between Lazy J Lane and Doe Island Road.



This canopy of Spanish Moss and Live Oaks is just past Buck Point Road at mile marker 6.2

Recommendation: Action be taken to preserve the live oaks along this section of SC 46 as new development occurs

# Chapter VI Inventory of Route

**Mile Marker 8.4 continued**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

There is a black cemetery at mile marker 8.4 which becomes a white cemetery at mile marker 8.5.

Interesting fact:  
All citizens of the Town of Bluffton are promised a burial spot when they die. Does this promise only hold if they still live in Bluffton when they die? Just wondering...

**Mile Marker 8.7 to 8.8**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

Description: Partially wooded merging into commercial area and historic Town of Bluffton.

Cemetery continues.

Photo of riding stable



Bluffton Town Limits at mile marker 8.6

At JC's Grove (8.7) there is a private riding stable visible from SC 46.

**Mile Marker 8.8**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

Description: Partially wooded merging into commercial area and historic Town of Bluffton.

Between Verti Cove Road and Stock Farm Road the area has been approved for commercial development in the front and residential development in the back.

Acres and number of lots approved?

*New Development approved*

**Mile Marker 9.0 to 9.4**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

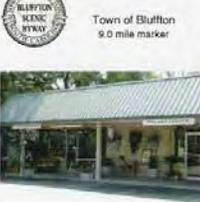
Description: Town of Bluffton on SC 46 at mile marker 9.0

Just before Thomas Heyward Street, Coastal Realty Group and The Bluffton Jewel Box are located in buildings over 50 years old.




*The Bluffton Jewel Box*                      *Coastal Realty Group*

**Town of Bluffton 9.0 mile marker**





Just past Heyward Street is a strip of stores which includes a flower shop, an art shop and a delicatessen.

**Mile Marker 9.0 to 9.4 continued**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

Description: Town of Bluffton - Mile Marker 9.1

Wharf Street takes one to the Bluffton Oyster Factory which is still in operation today.

There is also a public park being developed at the end of Wharf St. near the water's edge.

Need more info....



 **Mile Marker 9.0 to 9.4 continued**  
from Jasper/Beaufort Co. Line  
(South Side of SC 46 - Heading East)

Description: Town of Bluffton - Mile Marker 9.1



*Looking east down SC 46 from Wharf Street*

**Recommendation:**  
In the Village and along SC 46, put all electrical wires underground

 Description: Town of Bluffton on SC 46 at mile marker 9.2  
(South Side of Road - Heading East)



Old City Hall and Jail

This building used to be the old city hall and jail which has been converted into a self-help, food pantry and thrift shop.

 Description:  
Town of Bluffton at mile marker 9.3 on SC 46



Next door to a charming real estate office at mile marker 7.3 is a lot for sale commercially zoned for buildings of 10,000 feet.

 Description: Town of Bluffton on SC 46 at mile marker 9.3  
(South Side of Road - Heading East)



Two new commercial buildings on SR 46

Legacy Commons Building is located at mile marker 9.3

 Town of Bluffton on SC 46 at mile marker 9.3  
(South Side of Road - Heading East)




On the corner of Dubois Street is the old liquor store which would make an excellent location for a sandwich shop and information center for the Village of Bluffton.

**Recommendation:** Great location for information on shops downtown

 Town of Bluffton on SC 46 at mile marker 9.3  
(South Side of Road - Heading East)

Historic Praise House

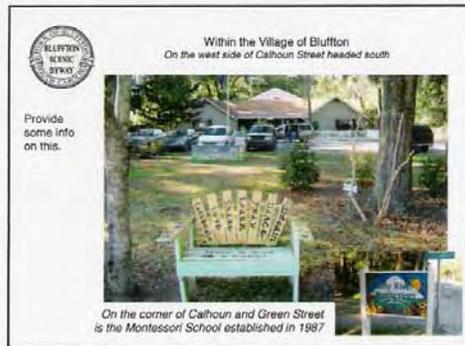
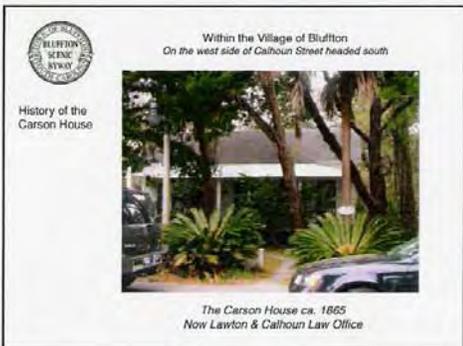
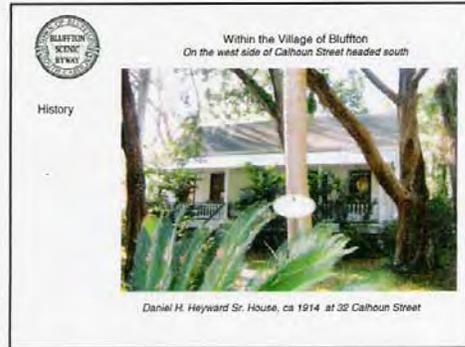
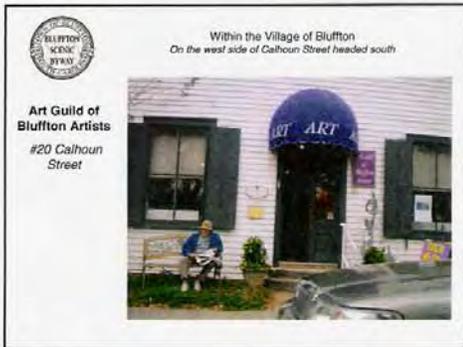
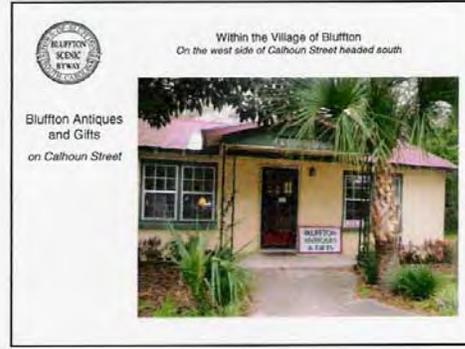
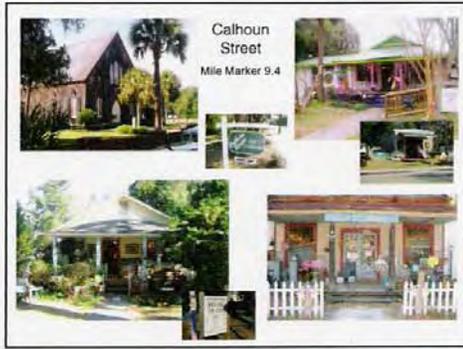
These smaller churches were also called "Chapel of Ease" because it saved people from having to drive long distances to attend a main church.

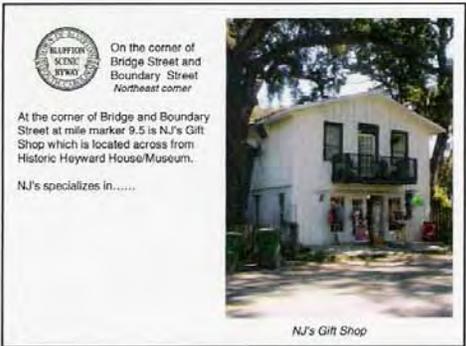
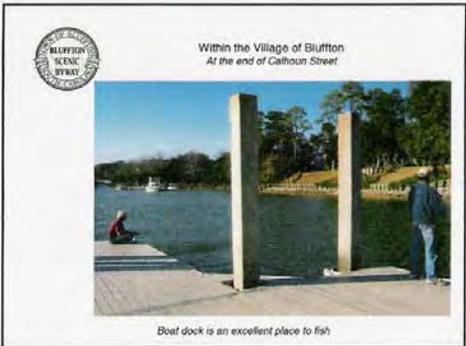
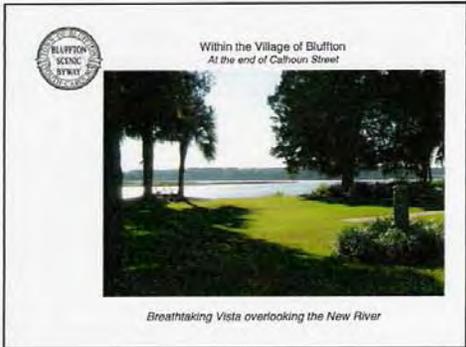
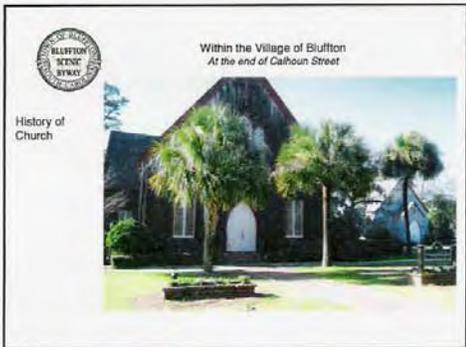
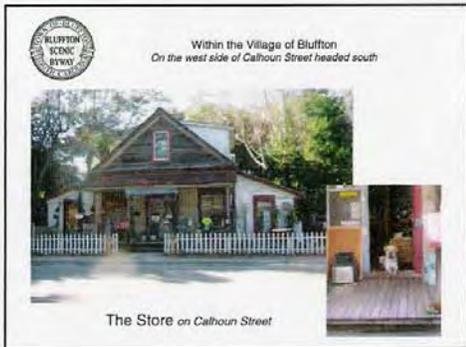


Turn right onto Calhoun Street which is also known as "Artisan's Row" and includes many shops, historic homes and churches as well as access to the public dock and breathtaking view of the May River (9.4)

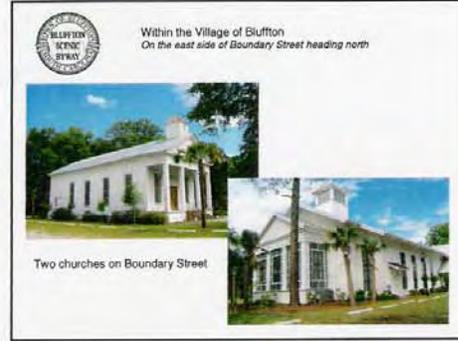


## Chapter VI Inventory of Route

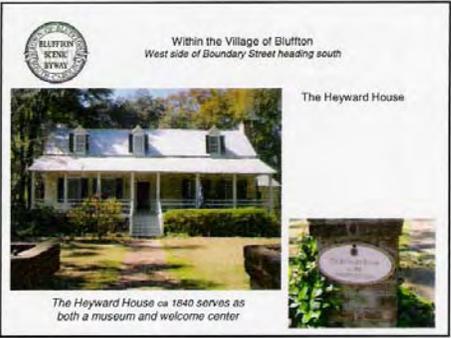
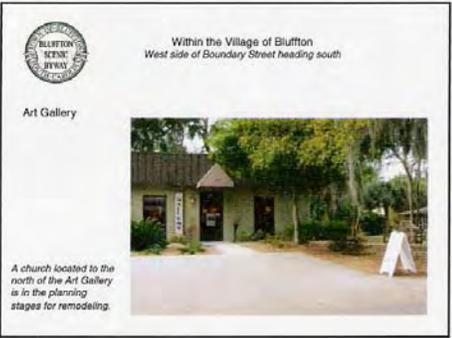
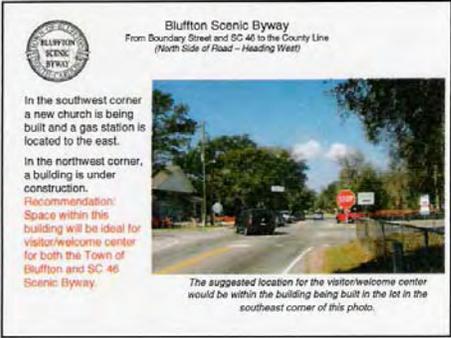
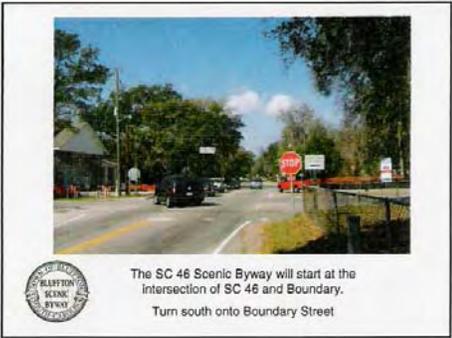
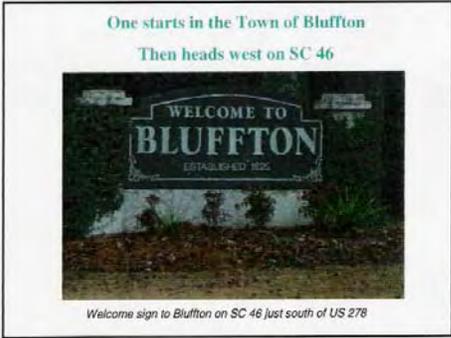




## Chapter VI Inventory of Route



**WHAT ONE SEES TRAVELING WEST ON SC 46**



## Chapter VI Inventory of Route

 Take a historic walking tour through the Village of Bluffton



The Fripp-Loden House (ca. 1909) and Seven Oaks (ca. 1850) are just a few of the buildings on the historic walking tour.

*Maps for the walking tour are available at the Heyward House Museum / Welcome Center*

 Within the Village of Bluffton

Turn west on Bridge Street which brings you to Calhoun Street  
Also known as "Artisan's Row"



 Within the Village of Bluffton  
East side of Calhoun Street heading North



One never knows what one might find at Eggs'n' trinkets, one of the shops on Calhoun Street.

 Within the Village of Bluffton  
East side of Calhoun Street heading North

Red Stripe Gallery  
69 Calhoun Street



 Within the Village of Bluffton  
East side of Calhoun Street heading east



Fun quirky signage in the "Eclectic" Town of Bluffton

 Within the Village of Bluffton  
East side of Calhoun Street heading north

Coastal Chic  
specializing in fine furnishings



**Chapter VI**  
**Inventory of Route**


 Within the Village of Bluffton  
 East side of Calhoun Street heading north



Calhoun Street Art Gallery


 Within the Village of Bluffton  
 East side of Calhoun Street heading north

Red Heifer  
 Gallery  
 at 418 Calhoun  
 Street  
 for handmade art,  
 craft, pottery,  
 stained glass and  
 jewelry



Shop apart from the rest of the Herd


 Within the Village of Bluffton  
 East side of Calhoun Street heading north



Antiques & the Garden  
on Calhoun Street


 Within the Village of Bluffton  
 East side of Calhoun Street heading north



Coming soon...  
Next door to  
Milan Concepts  
will be a coffee  
house

Malian Concepts Interior Design  
on the corner of Calhoun and Church Street


 Within the Village of Bluffton  
 East side of Calhoun Street heading north

Sassy Girl

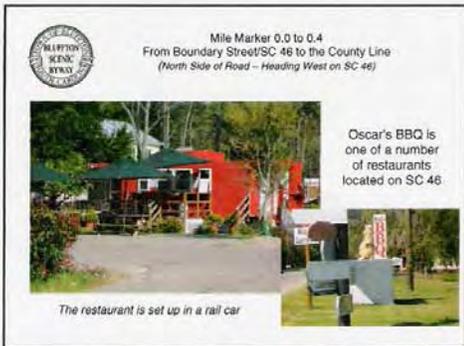
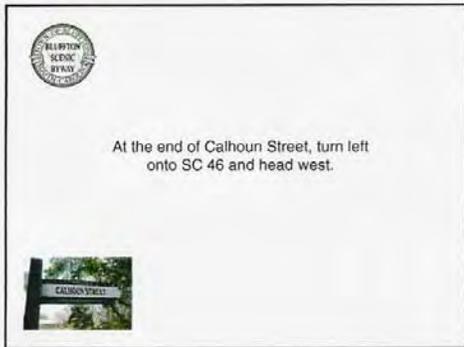
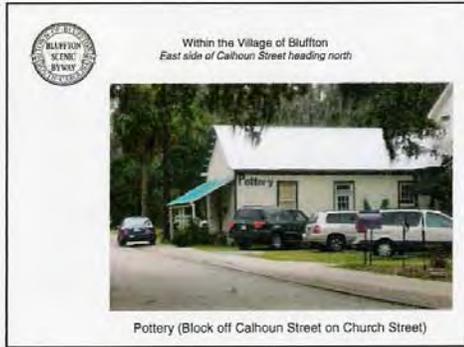



 Within the Village of Bluffton  
 East side of Calhoun Street heading north



Pluff Mudd for Fine  
Art, Framing etc.  
27 Calhoun Street

# Chapter VI Inventory of Route



**Chapter VI**  
**Inventory of Route**

 Mile Marker 0.0 to 0.4  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



A closer look at the canopy

Looking west from the Chevron Station, one can see the canopy of trees over the road in the background.

 Mile Marker 0.0 to 0.4  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

Stock Farm Antiques and Bess' of Bluffton Delicatessen are located just past Shults Street at mile marker .2



Need photo of Bess

Stock Farm Antiques

Next door is the old state health clinic which is being turned into a police substation.

 Mile Marker 0.0 to 0.4  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



Looking west down SC 46 at mile marker .2

 Mile Marker 0.0- .04  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



Looking west past Pepper's Porch Restaurant is a wonderful canopy  
Mile Marker .04

 Mile Marker 0.5 to 0.9  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

A combination of live oaks and palm trees are just a few of the interesting flora along the byway.



 Mile Marker 0.5 to 0.9  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



Historic home converted into a law office. Oak Tree in front creates a canopy over SC 46.

# Chapter VI Inventory of Route

**Mile Marker 0.5 – 0.9**  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



Squat'n Gobble  
Local Flavor Restaurant

**Mile Marker .05 - .09**  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

A suggestion was made to turn this building into an artisan's center



Piggly Wiggly Grocery Store is located next door to the Squat and Gobble. They are proposing to move and the building will be available.

Mile Marker .06

**Scenic Bicycle Route**



There is a three to four foot shoulder which runs nearly the entire length of SC 46 on both sides of the road (from Boundary Street to SC 170)

This is looking down SC 46 east just before the BP Station

A 7 mile section from the village to SC 170 has been designated a bike route

**Mile Marker 1.0 – 1.4**  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

The seven miles of 3 foot shoulder is used by both pedestrians and bicyclists.

But the speed of the traffic and narrowness of the shoulder makes this "greenway space" unsafe.

**Recommendation:**  
Add a regulation bike/pedestrian path on both sides of SC 46



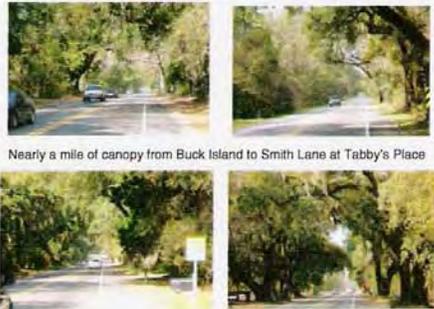
This is looking down SC 46 east just before the BP Station

**Mile Marker 1.0**  
North Side of SC 46  
Heading West



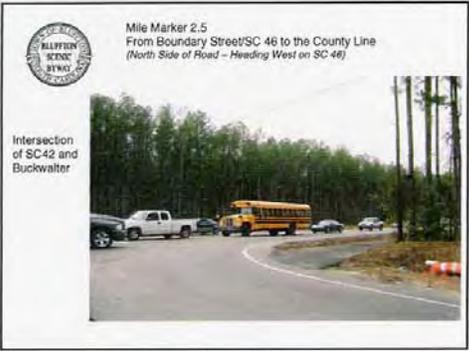
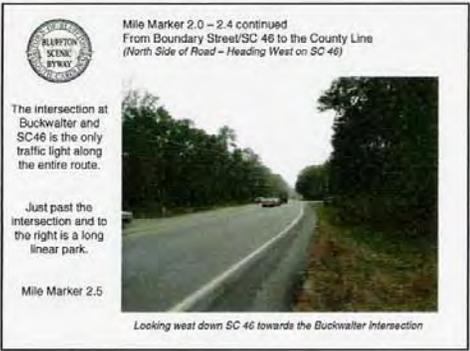
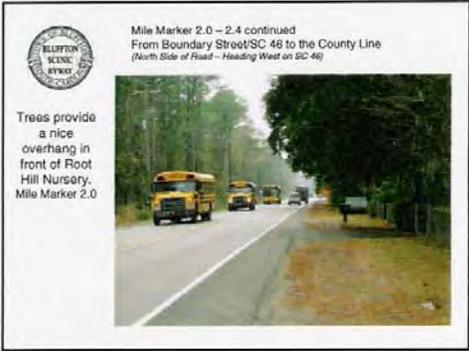
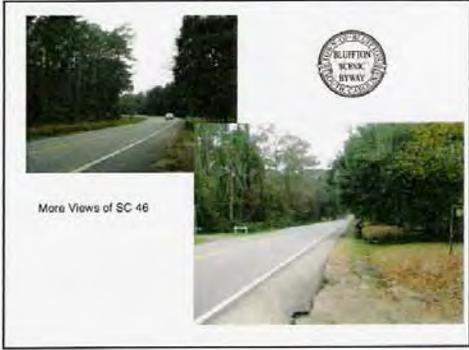
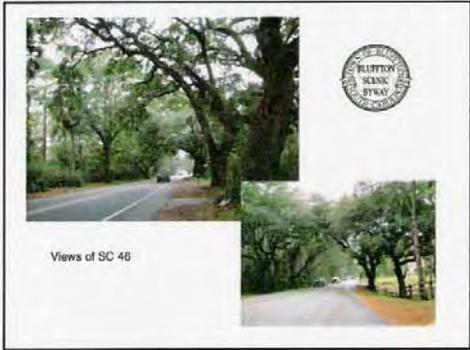
Two views of SC 46 heading west

Nearly a mile of canopy from Buck Island to Smith Lane at Tabby's Place

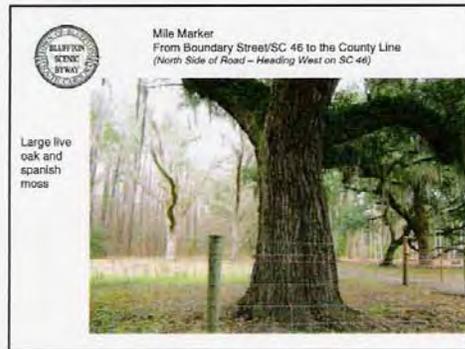


Mile marker 1.1 – 1.9

**Chapter VI**  
**Inventory of Route**



## Chapter VI Inventory of Route



**Chapter VI**  
**Inventory of Route**

 Mile Marker 4.5 – 4.9  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

Construction Entrance to  
Rose Dhur Creek (4.7)



A Gated  
Equestrian  
Community

 Mile Marker 5.0 – 5.5  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

Another canopy  
of Live Oaks is  
located just  
west of Old  
Miller Road at  
mile marker 5.0



Old Miller Road is at mile marker 4.9 on SC 46

 Mile Marker 5.5 – 5.9  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



Stoney Creek Area

 Mile Marker 5.5 – 5.9  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

Stoney Crest  
Campground on  
Courtland Lane



 Mile Marker 5.5 – 5.9  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

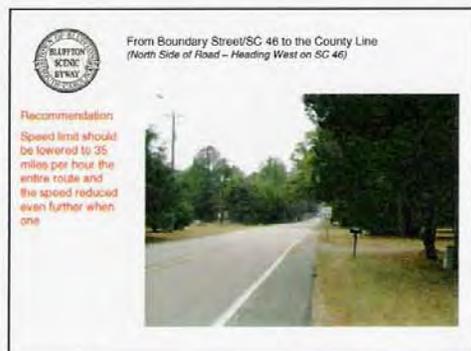
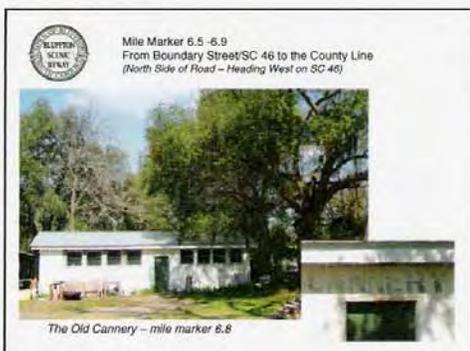
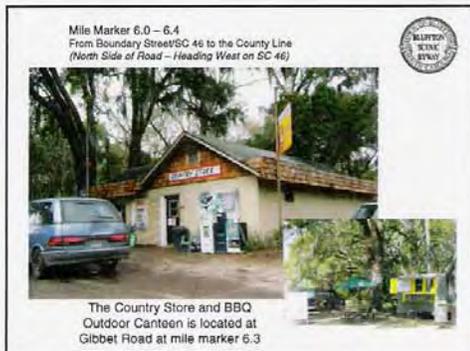
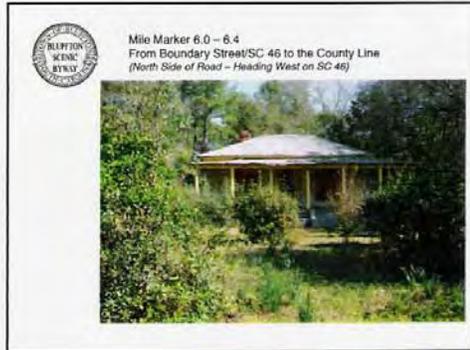


Historic Home at mile  
marker 5.6 from east

 Mile Marker 5.5 – 5.9  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



## Chapter VI Inventory of Route



 Mile Marker 6.5 – 6.9 continued  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

Cedar Lake Development  
(mile marker 6.9)



 Mile Marker 7.0 – 7.4  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



 Mile Marker 7.0 – 7.4  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)

SCE&G  
Mile Marker  
7.0



Continued...

 Mile Marker 7.5 to 7.9  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



SC 170 is going to come in just east of its current location via a roundabout to help with the traffic coming out of the New Riverside Road being developed

**Recommendation:**  
It is strongly encouraged that the canopy of trees on the first mile of SC 170 become a park area

 Jones Development Tract

On the right side of the road is the Jones Tract of 4,403 acres.



This development has been approved for 2,844 units, 240 acres of commercial and a 40 acre park and golf course.

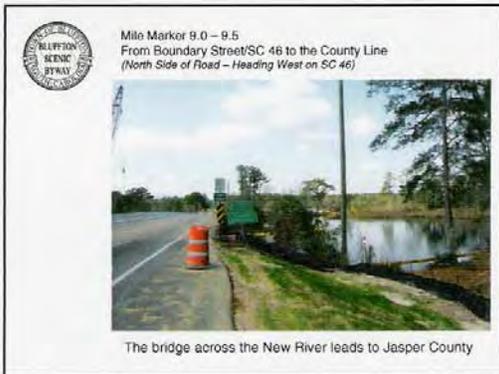
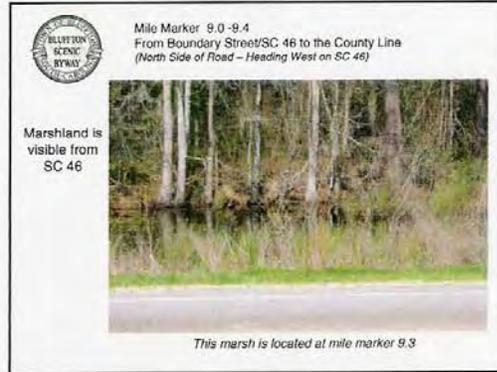
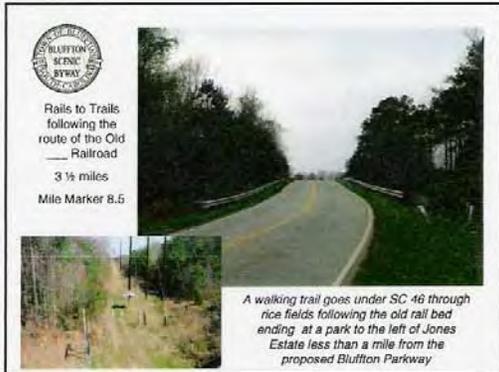
Mile Markers 7.9 to 8.5

 Mile Marker 8.0 – 8.4  
From Boundary Street/SC 46 to the County Line  
(North Side of Road – Heading West on SC 46)



OKATIE area

## Chapter VI Inventory of Route



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**Chapter VII**  
**Intrinsic Qualities**

**CHAPTER VII**  
**Intrinsic Qualities**

To receive scenic byway designation at the state or federal level, a corridor is evaluated in terms of its intrinsic qualities, which are divided into seven categories: archaeological, cultural, historic, natural, recreational, tourism and scenic. Each intrinsic quality is measured by features or resources that are considered representative, unique, irreplaceable or distinctly characteristic of the region. A road must have significant resources in at least one of the seven categories to qualify as a Scenic Byway, and a minimum of two or more to qualify as an All-American Road.

Does SC 46 have enough intrinsic qualities to qualify?

The proposed scenic byway route (from the Jasper County Line to the Old Town of Bluffton into the Village) actually has significant characteristics in all six categories. This chapter describes the significant resources inventoried to establish the quality of each.



Cultural



Scenic



Historic



Natural



Recreational



Tourism

And over 150 known Archaeological sites within 200 yards of SC 46.

**Natural Qualities**

The natural quality of a region is evaluated by ecological features that have suffered minimal human disturbance. Traveling along SC 46 allows the visitor to see numerous diverse ecosystems including marshlands, cypress-tupelo swamps, forested areas, what were once rice fields, tributaries, and rivers (both fresh and saltwater), all rich in both fauna and flora. Canopies and tunnels are created by the live oak and Spanish moss growing along the roadside and periodically, one might see a palm tree and a forest of pines. In fact the only things one might not experience within this 10 mile stretch are deserts and mountains. All others appear to be represented.

This is an area “where sea water and fresh water from local rivers mix to form a complex environmental home for plants, animals, and sea life. The waters are filled with shrimp, crabs, oysters, clams and fish” as noted by Ben Turner who offers ecotours by kayak of the local marshes, creeks, estuaries, and rivers including the May and the New River

But it is not just the waters that make this area so rich. It is also the plant life, animals and trees. In 2000, a survey of all trees along the corridor was conducted.<sup>1</sup> A few of the notables included 200 year old live oaks along the route. A variety of species of birds, salamanders as well as minks, eagles, and otters are just a few of the many notable animals in this area.



Marshlands



Live Oaks



Wildlife



Once Rice Fields



Rivers



Spanish Moss on the tree

<sup>1</sup> Payne, D. & Dominques-Roblero, F.J., *Bluffton's Tree Inventory*, December, 2000.

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## Chapter VII

### Intrinsic Qualities

The excerpt below is copied from a study on Bluffton's Critical Resources of Plant Life<sup>1</sup> conducted in December, 2004 by Daniel Payne and Francisco Javier Dominques-Roblero with their expressed permission. It best shows how unique this area is and the reason a corridor management plan is so needed which includes the development of a plant management plan and why the scenic byway designation is so deserved.

The Critical Resources Survey is the beginning of a process to document, describe, and explain the importance of some of the natural features that make Bluffton a unique and desirable place to live. Threats to the health of these systems and species will be noted. Recommendation on how to preserve and enhance these features will be given. The hope of the authors of this document is that public awareness will be raised and policy changes be implemented so that future generations will be able to enjoy what has made Bluffton such a special place to live and visit.

The critical resources map and survey began with a request for the following items:<sup>1</sup>

- Survey and list the flora of Bluffton's three central "coves" (Verdier, Huger, and Heyward) and the Bluffton Oyster Factory
- Pin-point the locations of rare plants encountered in this study and
- Delineate the border between the hardwood and pine forests in Old Town.

Beyond the original scope of work, the authors also assisted with other vegetation surveys in Bluffton. The New River Trail Study was completed in 2003. The Tabby Roads site was surveyed in September 2004. A walkthrough was conducted of the Bluffton Townhomes site in October 2004. The Environmental Assessment of the Buckwalter Park began in October 2004. While in transit to other sites, Mr. Payne and his assistants have spot-surveyed many areas where rare plants were observed. Although not part of the scope of this study, the authors have included much of this data in their study to bring greater understanding to Bluffton's unique and critical resources.

#### Vegetation

The areas below mean high tide in the coves contain saltwater vegetation. Lower reaches are dominated by *Spartina alternifolia* (Saltmarsh Cordgrass). Upper reaches that are less frequently flooded are dominated by a mixture of the following species:

*Bacopa monnieri*  
*Borrichia frutescens*  
*Suaeda linearis*  
*Iva frutescens* and  
*Juncus roemerianus*.

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<sup>1</sup> Payne, D. & Dominques-Roblero, F.J., Bluffton's Critical Resources of Plant Life, December, 2004.

Some of the freshwater wetland species observed along the streambeds include the following species:

*Itea virginica*  
*Leucothoe axillaris*  
*Sambucus canadensis*  
*Osmunda cinnamomea*  
*Nyssa biflora*  
*Woodwardia virginica*  
*Woodwardia areolata*  
*Saururus cernuus.*

As expected many calcicoles, or calcium loving species, were encountered near the coves especially closest to the May River. These include the following species:

*Polymnia uvedalia*  
*Cornus florida*  
*Cocculus carolinus*  
*Morus rubra*  
*Yucca aloifolia*  
*Bumelia tenax*  
*Hexastylis arifolia*  
*Fagus grandifolia*  
*Callicarpa americana*

The Oyster Factory Property contained all of these calcicoles except *Hexastylis*. Several other calcicoles occur at the Oyster Factory as well. They include *Ipomoea macrorhiza*, *Cercis canadensis*, and *Juglans nigra*.

Surprisingly many acid-loving fire dependent pineland species were found growing near these calcicoles. They normally were growing slightly further from the streambed than the calcicoles. As expected, acid-loving species became more abundant along the northern stretches of the streambeds. These included the following species:

*Magnolia virginiana*  
*Gordonia lasianthus*  
*Ilex glabra*  
*Lyonia lucida*  
*Clethra alnifolia*  
*Vaccinium myrsinites*  
*Vaccinium stamineum*

This indicates that slash and/or longleaf pine woodlands historically began just outside of the streambeds. For more information about plant occurrences see the accompanying spreadsheet and shapefile.

### **Invasive Exotics**

A great number of exotics were encountered growing in the Coves and on the Oyster Factory property. Most of these have escaped from local gardens. Many of these species are now out of horticultural fashion, but have continued to thrive in open spaces. *Pueraria lobata* (Kudzu) was seen in several locations. Rarely seen in the outer coastal plain, these are undoubtedly the result of past attempts to control erosion or use as an ornamental.

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## Chapter VII

### Intrinsic Qualities

A species of “Wandering Jew” is a common component of the coves. However, it is not listed in Radford or Weakley as occurring in Georgia or South Carolina. Some invasive exotics are growing just at the edge of gardens and pose little threat to the native vegetation. Other species are spreading through the coves and displacing native species. A list of some of the more problematic species encountered are as follows:

*Ligustrum sinense*  
*Ligustrum lucidum*  
*Elaeagnus pungens*  
*Phyllostachys aurea*  
*Thelypteris dentata*  
*Hedera helix*  
*Commelinaceae* (White-flowered Wandering Jew)  
*Alternanthera philoxeroides*  
*Broussonetia papyrifera*  
*Lonicera japonica*  
*Melia azederach*  
*Nandina domestica*  
*Firmiana simplex*  
*Wisteria sinense*  
*Morus alba*



*Samples of the variety of plant life along the proposed route of Bluffton Scenic Byway*



### **Recreational Qualities**

Recreational uses of the Scenic Byway include walking, jogging, biking, picnics in one of the many parks along or near the corridor, sightseeing, hiking and direct access to recreational sites such as lakes and campgrounds as noted in the Bluffton Critical Resource Study<sup>1</sup>. The lower reaches of the coves provide excellent opportunities for kayaking and canoeing during high tides and rainy periods. They also provide excellent opportunities for fishing, crabbing, and shrimping. Exploring the coves by foot is also a wonderful experience. Due to the many flowering species, something is always blooming along the coves. Excellent opportunities exist for bird and butterfly watching by water or by foot.

Other recreational opportunities include:

#### Bicycling

Bicycling is a very popular activity which the Bluffton area has not taken full advantage of even though a major portion of SC46 has been designated a bike route and the area is basically flat which makes for pleasant, enjoyable rides. But due to the speed of traffic along this route, those who do ride are at risk and the 4 foot shoulder on either side of the road, although helpful, is not wide enough to truly offer a satisfying and safe riding experience.

#### Fishing and Boating

A public dock at the end of Calhoun Street as well as boat access at the end of Wharf Street offer opportunities to fish, boat or enjoy the view of the May River.

#### Kayaking/Canoeing

Kayaking is quite popular in this area with approximately 90% Kayaks and 10% canoes. Eco tours are available through local outfitters.<sup>2</sup>

#### Hiking

There are numerous areas to hike and walk including a 3 ½ mile walking trail near the western end of the scenic byway. This future multi-use trail will follow the old train tracks as a part of rails to trails initiative across old rice fields, through marshlands and the proposed 40 acre Park at New Riverside.

<sup>1</sup> Payne, D. & Dominques-Roblero, F.J., Bluffton's Critical Resources of Plant Life, December, 2004.

<sup>2</sup> See [www.nativeguidetours.com](http://www.nativeguidetours.com) for more information.

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## **Chapter VII**

### **Intrinsic Qualities**

#### Birding, Butterfly and Wildlife Viewing

Due to Bluffton's diverse ecosystem which includes marshes, forest, tributaries, lakes, rivers and more, the area is rich in both flora and fauna. A public fishing dock, public pier, numerous parks and wonderful overlooks provide opportunities for one to enjoy nature.

#### Horseback Riding

A private stable just off Lazy J road, Dhu Rose equestrian gated community, and more recently, a polo match are three indicators that horseback riding is a popular activity in the area although primarily done on private lands by those who own their own horses.

#### Camping

Stoney Crest area offers both tent and RV camping, and there are numerous parks either developed or in the process of being developed that provide opportunities for both picnicking and wildlife viewing.

#### Golf

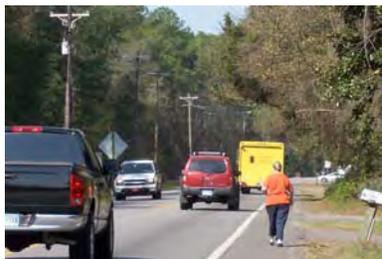
Golf is one of the most popular recreational activities in the area with over 20 golf courses within a 40 mile radius with a new golf course recently approved for development at the western end of the scenic byway.

#### Taking a Drive

SC46 Scenic Byway offers breathtaking overlooks, canopies and tunnels of live oak and Spanish moss, historic structures, a few remaining historic communities, and such a diverse ecosystem that within the 10 mile drive one will see evidence of marshes, tributaries, lakes, rivers, forest land, and more. If traffic was indeed slowed down, the drive from the Jasper County line into the Town of Bluffton could actually become a scenic pleasure trip.



Bicycling



Walking



Camping

**Historic Qualities**

Historic qualities embodies human-made, physical elements of the landscape that are of such historic significance that they educate the viewer and stir an appreciation for the past. Historic elements along the SC 46 Bluffton Scenic Byway tell the story of days past when plantations were plentiful; oyster and lumber were major industries; rice and cotton were major crops, and railroad was a mode of transportation.

Still visible along the scenic byway are historical structures as reminders of days gone by such as praise homes, African American and white cemeteries, historic homes and churches, a cannery, an old post office, and other buildings of note.



Abandoned Home



Abandoned Church



Old Post Office



The Cannery



Railroad  
*(Future Rails to Trails)*



Historic Homes / Churches

At the eastern end of the Scenic Byway lies the original one square mile of Bluffton referred to as Old Town. There is a small area within the core of Old town containing the most historic properties along the May River and north of Calhoun Street that has been designated a National Historic District. In an effort to protect the historic integrity of this District, the Town of Bluffton created a Historic Preservation Overlay District encompassing the National District.

Twelve structures within the National Historic District are considered to be antebellum. Another 68 remaining structures were estimated to have been constructed prior to 1930.

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## Chapter VII

### Intrinsic Qualities



Historic Walking Tour



Historic Churches and Homes



The Heyward House

This historic home located on Boundary Street was one of the few structures still standing within the community after the Civil War. Known as the Heyward House, it currently serves as a House Museum and Bluffton's Official Welcome Center.

**Archaeological Qualities**

Archaeological quality is determined by evaluating features that provide visual evidence of the unique customs, traditions, folklore, or rituals of human groups that no longer exist.

There are over 30 documented archaeological sites along SC 46 and another 120 within 200 yards of the route according to University of South Carolina's Archaeological Department. One such site is the Heyward Plantation in Bluffton. Partial funding from South Carolina Department of Natural Resources and a generous gift from the seller has helped to preserve this area as an historic site with a portion used as a passive park to be opened this spring.

As of yet, none of the other sites have been developed for viewing by the general public because the evidence of our human past is both fragile and irreplaceable and must be properly preserved. In order to protect such nonrenewable resources, this document will not reveal the location of these important sites although there has been found significant documentation of evidence of prehistoric, plantations, Civil War, and other important times in history.

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## Chapter VII Intrinsic Qualities

### Cultural Qualities

Cultural quality encompasses the visual evidence of unique customs, traditions, folklore or rituals of a currently existing human group.

This is the quality that most sets SC 46 apart from other roads and scenic byways. The Town of Bluffton can best be described as “quirky”, “fun”, “eclectic” and not at all afraid to be a bit eccentric.



“Sassy Girl”



“The Store”



“The Red Stripe Gallery”

For example, each year they have a parade. The “drill” team happens to be the women in town parading down the road with Black & Decker drills in hand. Everything about the town gives you the feeling that the residents don’t mind poking a bit of fun at both themselves and the visitors who come through. It has the charm of a small historic community mixed with a wonderful sense of humor.



“Eggs’n tricities” is just one of the local businesses with a fun, quirky sense of humor

The Local Flavor of the Town of Bluffton



Unique name



Unique building



Unique name

A local restaurant is called the "Squat and Gobble", Bluffton Barbecue is located in a caboose and one of the resident artists in town comes up with "tongue and cheek" displays to boggle the mind each month which makes one step back and smile. Even the unique signage in town provides its own "quirky" fun message.



Unique Directional Signage

And then we have the artists and there are many of them, especially on Calhoun Street. Within the Village of Bluffton, one can find a pottery shop, two art galleries, an art guild, numerous craft shops and much, much more! The talent is amazing!



"Tallest Potter's" Shop



Art Gallery on Boundary St.



Art Gallery on Calhoun St.



Guild of Bluffton Artists

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## Chapter VII

### Intrinsic Qualities

#### South Carolina's Oyster Industry

And one very unique cultural feature of this area is the Bluffton Oyster Company, one of the last remaining oyster-shucking factories in South Carolina.

#### *Bluffton Oyster Company*



*\$2.5 million total purchase price, funded by the Beaufort County Rural and Critical Land Preservation Program in cooperation with the Beaufort County Open Land Trust and Town of Bluffton, to preserve and protect the property around one of the signature industries of the South.*

The community appears to appreciate and value this industry's rich heritage and are taking efforts to preserve it. Five acres fronting Wharf Street next to the Bluffton Oyster Company is being developed into a Beaufort County passive park which will provide interpretive information about this business and the history it represents. Bluffton Oyster Factory Park also provides access to and views of the May River.

**Scenic Qualities**

Scenic quality means beautiful views, whether natural or human-made. The quality of the view is measured by how memorable, distinctive, uninterrupted and unified it is. The scenes that unfold along SC 46 and within the Town of Bluffton represent one of its most significant features and inspire many efforts to preserve the unique landscape, including the development of this Corridor Management Plan.

As one starts the scenic byway at the Jasper/Beaufort county line, one overlooks the New River. Crossing the bridge one finds marshes on each side of the road. A bit further up the road is stands of forest pines. There is a breathtaking view of the marshlands at Stoney Creek bridge and another one just past Rose Dhu development. As one enters the town of Bluffton, live oaks are more prevalent often creating both canopies and tunnels. A drive down Calhoun Street brings one to the Church of the Cross in a picturesque setting with a beautiful view from its yard of the May River and a view of Bluffton Oyster Company from the public boat dock. One can also take a side trip to the pier, less than a mile to the east, for another breathtaking view of the river.

*Below are a few examples of the variety of scenic view sheds along the proposed route of the Bluffton Scenic Byway:*



Breathtaking Views



Scenic Drives



Marshes



Piers



Natural Canopies



Wharf

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**Chapter VII**  
**Intrinsic Qualities**



Bird, Butterfly, Flora and Wildlife Viewing

**Tourism Qualities**

A seventh quality, *not included in the original six specified in the Federal application for Scenic Byway designation but now recognized as a contributing quality*, is tourism. Bluffton has much to offer in this area, many of which are included as cultural, historic and recreation intrinsic qualities. A few such qualities are eco-tours by kayaks, historic walking tour, shopping, and antiquing. As noted, the Heyward House is a wonderful House Museum which also serves as a visitor welcome center within the Town of Bluffton and includes outbuildings of days gone by. There are also many unique dining opportunities including Squat and Gobble, Sippin Cow, Myrtle's, Bluffton Barbecue, and Pepper's Porch, just to name a few.

The area commonly referred to as the "Old Town" located within the Town of Bluffton offers art galleries, craft shops, and a performing arts theater. And it is not uncommon to see artists working on any given day. Although limited along the scenic byway itself, there are a number of lodging opportunities nearby.



Museum/Visitor Center



"Artisan's Row"



Historic Walking Tour



Unique Dining Experiences throughout the community

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## **Chapter VII**

### **Intrinsic Qualities**

There is a historic walking tour within the Old Town which could be expanded to include both a self-guided driving tour of the entire scenic byway as well as a “park and ride” guided tour with possible pick up points at both the recommended visitor center near US 170 and one at the Promenade once it is built. And there is so much more that could be done in the area of birdwatching and wildlife viewing. The eco-tourism potential for the area is huge and fits with the vision the community has for the area.

**CHAPTER VIII**  
**Vision Statement, Logo, and Tagline**

A vision statement puts into words the collective ideas a group has about what they want the future to look like and the work they are willing to do to make that future happen. At the very first meeting, words such as “protect”, “save”, “small town”, “state of mind”, “natural”, “scenic”, “unique” were mentioned when people described their community and what they wanted to see happen along the corridor.

At the second meeting, other vision statements were reviewed that used similar words. From this, the group was able to come up with the following vision statement:

*“To protect and enhance the Corridor’s natural, scenic, and experiential qualities; to safeguard the community’s sense of small town southern charm and unique character; and to manage existing and potential threats along the Corridor... Always remembering Bluffton as a State of Mind and a privilege to visit.”*



**Bluffton is a State of Mind...**  
**A place to protect and a privilege to visit.**

**CHAPTER IX**  
**Goals, Objectives, Strategies**

At the first Scenic Byway meeting held in March 2006, the following were listed as what people wanted to see happen along SC 46.

- Priorities
  - Slow down the traffic
  - Make this a pleasure drive
  - Save the trees and canopies
  - Make entranceways to development aesthetically pleasing
  - Add a bicycle path
  - Preserve the scenic beauty of the route

From the list above, the following goals were developed and reviewed at the public meeting held on May 1st, 2006 and finalized on May 4<sup>th</sup>. This will become a part of the corridor management plan we are developing for SC 46 which is a requirement for scenic byway designation.

**Recommendation for Goals:**

- Goal 1: Conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.
- Goal 2: Protect cultural and historic qualities of the region that reflect the way of life.
- Goal 3: Maintain and improve services and facilities, for residents and visitors, that are consistent with small town, rural character and local values.
- Goal 4: Improve safety along the Scenic Byway for all users without jeopardizing intrinsic qualities.
- Goal 5: Continue to build partnerships and foster cooperation among agencies and organizations to ensure that the goals of the Scenic Byway are in harmony with existing programs that protect and enhance the intrinsic qualities along the roadway.

From each of the goals above, objectives were developed as well as strategies in which to achieve them. Goals, objectives and strategies to obtain them are listed on the following pages.

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## **Chapter IX**

### **Goals, Objectives, Strategies**

#### **Goal #1**

**Conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.**

The first and primary goal of the SC46 Bluffton Scenic Byway is to “conserve and enhance the natural and scenic resources that make this area such an important place to protect and a privilege to visit.” In order to achieve this goal, the natural and scenic resources along the Scenic Byway must be protected through specific management strategies and practices. The following list was compiled from those who attended one of the town meetings and a primary goal determined from those suggestions.

*What do you want to conserve and enhance along the corridor?*

*Preserve and protect:*

- *Live Oaks, Tree Canopies, and other trees of note*
- *Native Flora and Fauna*
- *Marshlands, riparian habitat*
- *Streams, Rivers, Waterways*
- *Birds and Wildlife*
- *Existing natural and scenic view sheds*

Below is listed the objectives one desires to obtain under this goal, and specific strategies for the management of those natural and scenic resources to obtain those objectives.

#### **Objectives:**

- 1:1 Protect the trees of note along the Scenic Byway Develop an overall planting program for all areas along the route, not just those under development. Encourage native species and focus on those plantings that will also serve as food plots for wildlife.

#### **Strategies to achieve objectives and reach goals:**

- A. Where possible, save live oaks and trees of note and work with local experts and interested parties to develop a tree planting program to replace those trees that are lost due to natural causes and/or development as well as add new sections of live oaks and trees for future generations to enjoy because trees (even live oaks) do not live forever.
- i. Prioritize areas replanting of live oaks in specific areas. For example: Along the sections of SC 46 where

**Chapter IX**  
**Goals, Objectives, Strategies**

powerlines now exist if, or better yet, when the community is successful in putting the powerlines underground.

*See Goal 3:7 for more on burying utility wires.*

- ii. Develop a memorial Live Oak program in which live oaks are planted in memory of someone. What better way to memorialize a person than by planting a tree that has a life expectancy of a hundred years or more.
- iii. The community should continue encouraging participation in the tree fund they have established and encourage tree plantings by developers as part of mitigations.
- iv. Impose a significant and improved replacement policy for those who cut any significant tree (as defined by the Bluffton Landscape Ordinance<sup>0</sup> within the buffers and view shed of SC 46.
  - 1. Recommendation: Require 10 trees of six inch diameter or more be planted for every tree cut to be placed in areas recommended by the proposed tree management plan which may not necessarily be at the location the tree was removed.

Notable quote from the first meeting...

*“Live Oaks spend their first 100 years growing and the next 100 years dying”.*



*Canopy within Old Town*



*Tunnel effect near Tabby's Place  
(From mm 1.1 to 1.9)*



*Live Oak (at mm 2.3)*

- 1:2 Protect the wildlife and natural habitat along the Scenic Byway, especially unique riparian habitat, marshes, forests and grasslands and the flora and fauna they support.

Strategies to achieve objectives and reach goals:

- A. Form a local volunteer citizen organization to work with resource people in Fish & Wildlife to provide food plots and natural

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## Chapter IX

### Goals, Objectives, Strategies

- shelters for animals in the area including fish and birds encouraging proper growth.
- B. Develop strategic locations for wildlife where their natural habit will be protected and even improved.
    - i. Work with State and Federal agencies to establish wildlife refuges and management areas along the Byway and within the areas.
  - C. Encourage additional greenspace on both publicly accessible and private lands. *See Appendix A – Conservation Easements and Appendix D – Scenic Easements.*
    - i. Publicly recognize individuals and groups for their activities to improve the area for wildlife and enhance corridor features.
    - ii. Encourage conservation easements that allow public access for wildlife viewing and river access.
      - 1. Add access points for nonmotorized boats at strategic locations along both the May River and New River
        - a. Suggested location:  
Provide river access at the Bridge near Jones Tract Public Park
  - D. Provide opportunities for residents and visitors to view wildlife without disturbing them by providing viewing stands and educating people to stay on designated nature walk areas.
  - E. Offer classes for individuals to learn how best to attract more butterflies, specific fish, bird and animal species as well as protect and manage them.
  - F. Work with local experts and interested parties to develop a comprehensive vegetation management plan for the Scenic Byway that includes businesses and private landowners in both its planning and adoption. The plan will include educating residents about the use of native plants, exotic plant eradication, and use of appropriate seed for the region, area and habitat.
    - i. Provide a copy of the plan to both state and local government agencies as guidance for policy decisions related to transportation improvement, land development and vegetation maintenance.

1. Continually update the plan.

*As noted in Payne's [Critical Resource Survey Study](#), the document developed "should be regarded as a living document. As new data is collected and processed, it should be added to databases and maps of critical features".*

- ii. Develop nature parks and green space that educate individuals of different species by marking each with a name and that encourage and provide working examples of recommended and best practices for those wanting to set up similar areas on their own properties.
- iii. Develop local volunteer citizen organizations to help in vegetation management, trash removal and other beautification programs along the Scenic Road.

1. *Suggestion: Discuss with the Sun City Garden Club to see if they might be interested in developing a beautification plan for the section of SC 46 from the Jasper County Line to Pritchardville. Also see if there is a garden club in the Old Town, see if they might assist in their area and if there are other garden clubs who might be interested in developing possible gardens from Pritchardville up to the Old Town area.*
2. *There are better alternatives to being recognized than putting up signs. If it is determined that signs will be used, try to develop ones that are low to the ground and do not take away from the view shed.*



*Typical signage*



*Less obtrusive, eye-pleasing signage that is low to the ground*

- iv. Publicly recognize individuals and groups for their activities to conserve and enhance corridor features for flora and fauna.
- v. Develop and enforce strict litter and protection laws.

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## Chapter IX

### Goals, Objectives, Strategies



*Recommendation:*

*Establish and enforce penalties but refrain from putting up these types of signs which, in themselves, become an eyesore and take away from the view shed.*

- 1:3 Protect the watershed and enhance the water quality with a focus on streams, swamps and riparian areas along the Scenic Byway and throughout the area.

Strategies to achieve objectives and reach goals:

- A. Adopt an ordinance to protect the wetlands and waterways.<sup>1</sup>
- B. Work with representatives from Beaufort County Pride Week, a division of the Great American Cleanup, to continue to have periodic river clean-ups and extend this to other waterways within the Bluffton area.
  - i. Encourage participation at the annual May River clean-up in April and work with local media to receive the promotion as well as the recognition for those who participate.
  - ii. Extend this activity to other riparian areas.



*Continue river clean up and protection of the May River*



*Encourage river clean up on the New River and other watersheds*



*Protect all water sources and encourage practices that improve water quality.*

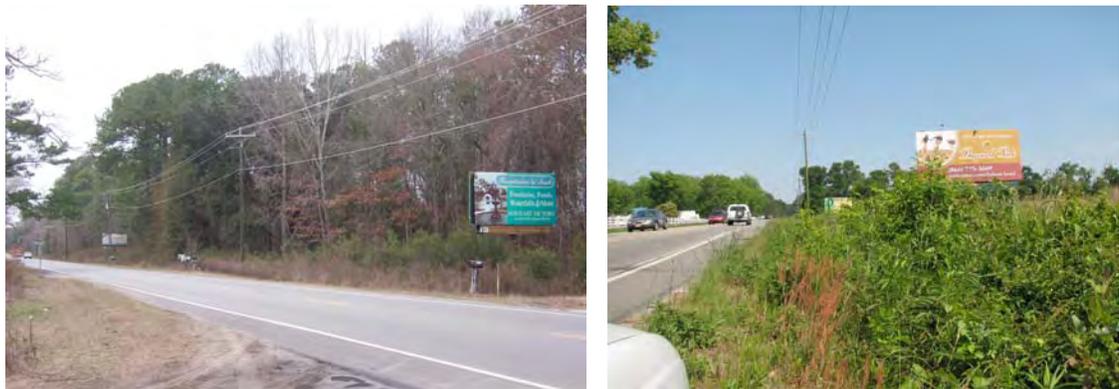
<sup>1</sup>A model wetlands protection ordinance is viewable at [http://www.angelfire.com/in4/earthpages/georgia\\_ord.html](http://www.angelfire.com/in4/earthpages/georgia_ord.html)

- 1:4 Protect the beautiful vistas and open spaces experienced along the Scenic Byway, and minimize those areas and activities that detract from the area's beauty and natural character.

Strategies to achieve objectives and reach goals:

- A. Provide incentives to clean up areas along the scenic driven including existing unsightly areas.
  - i. Let people in the community be recognized for their clean-up efforts by the Chamber, beautification committee, and/or merchants association as well as through the local newspapers and other publications. Have them submit "before" and "after" photos and compete among each other. Ask local businesses to offer prizes to those selected. At the end of the year, recognize each one again and then select among them the "Best of the Best" for further recognition.
- B. Prohibit new billboards along the corridor which take away from the view shed and remove existing billboards if possible. Otherwise, only allow existing billboards as existing non-conforming uses.

*See APPENDIX C - Addressing the Billboard Issue and Model Ordinance.*



*Discourage billboards which tend to take away from the view shed*

- C. Develop a uniform sign program along the corridor itself.
  - i. Consider coordination with the Old Town Way Finding System.
  - ii. Strengthen sign consistency in the Town's Highway Corridor Overlay District.

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**Chapter IX**  
**Goals, Objectives, Strategies**

- D. Adopt ordinances that keep unsightly areas out of view through stricter codes and steeper penalties.



*These three areas located within the view shed of SC 46 would not be considered very "scenic".*

- E. Discourage mobile home parks and encourage only residential construction on foundations by providing incentives and opportunities for low income permanent housing.



*Encourage foundation-based homes*

**Goal #2**

**Preserve and protect archaeological, cultural and historic qualities of the region that reflect the way of life.**

The second goal of SC46 Bluffton Scenic Byway is to protect the archaeological, cultural and historic qualities of the region that reflect the small town southern charm of the community and its cultural heritage. The following list was compiled from those who attended one of the town meetings and a primary goal determined from those suggestions.

*What archaeological, cultural and historic qualities along the corridor do you want to preserve and protect?*

- There are some wonderful historic homes and structures along the proposed route.
- There are approximately 30 known archaeological sites located along SC 46 and over 120 if one goes over 200 yards. Are these areas being protected as development occurs?
- The Bluffton Oyster Company is one of the few remaining oyster-shucking companies still operating.

Objectives:

2:1 Continue to identify, map, and protect archaeological sites along the Scenic Byway.

Strategies to achieve objectives and reach goals:

- A. Find a balance between advertising the sites to residents and visitors who would be responsible and appreciative while discouraging vandals and scavengers.
  - i. Install real time cams at the visitor's center at sensitive areas along the route for both interpretive purposes and for protection of the site.
- B. Work with the archaeologists at the University of South Carolina and in the area to protect and preserve sensitive areas.
  - ii. Adopt an archeological protection ordinance and enforce it. See Appendix "H" – Zoning Ordinance for Archaeological Resources Protection.

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## **Chapter IX**

### **Goals, Objectives, Strategies**

1. Require archeological site survey of new development, along with a plant and tree inventory and wetlands report.
    - iii. Notify authorities for support if archaeological artifacts are discovered.
      1. Contact the Savannah River Archaeological Research Program (803)725-3623
  - C. As development occurs along SC 46, make sure sensitive areas are protected.
    - i. Contact the University and provide them with specific site location where land will be disturbed before any development receives final approval.
- 2:2 Identify, map and protect the historical features along or near the Scenic Byway.

#### Strategies to achieve objectives and reach goals:

- A. Inventory of all significant historic sites along the entire corridor.
  - i. The Town of Bluffton has an inventory of the National Register District and the contributing properties within the Overlay District. Currently, only the Church of the Cross has been listed on the National Register of Historic Places although others may qualify.
  - ii. Funds should be sought to inventory all historic buildings along SC 46 including, but not limited to, the Cannery and the old Post Office, noting those at risk, and where applicable, apply for funding or seek benefactors to save the structures for future generations.
  - iii. Promote nomination of eligible structures or sites for National Register. There is greater access to funding once they are included in the National Register.
- B. Develop a self-guided driving tour along the entire Scenic Byway similar to the walking tour within Old Town Bluffton.
  - i. Develop a brochure that compliments the existing Old Town Walking Tour.

- ii. Add, where possible, historic markers, interpretive signs, and wayside exhibits.
- 2:3 Preserve the Bluffton Oyster Company in Bluffton, it is one of the last oyster shucking factories in South Carolina. This tradition needs to continue.

Strategies to achieve objectives and reach goals:

- A. Assist the oyster industry in Bluffton to remain viable for years to come.
  - i. Create a greater public awareness and appreciation for this industry and its importance to the community and to the state.
  - ii. Encourage local restaurants to use Bluffton Oyster Factory oysters.
  - iii. Hold periodic Oyster Roasts in the newly developed park

**A Cultural Landmark in Bluffton, South Carolina**



*Bluffton Oyster Company – One of the last remaining oyster-shucking factories in South Carolina*

*Preservation efforts underway:*

\$2.5 million dollars\* funded by Rural Critical Land Preservation Program in cooperation with Beaufort County Open Land Trust and the Town of Bluffton has been appropriated for developing a five acre passive park fronting on Wharf Street to help preserve and protect the land surrounding the Bluffton Oyster Company. A portion of these funds come from the \$40 million bond initiative approved by the voters in 2000.

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## Chapter IX

### Goals, Objectives, Strategies

#### Goal #3

**Maintain and improve services and facilities, for residents and visitors, that are consistent with the small town, southern character of Bluffton and local values.**

*What do you want to accomplish?*

- *Wish to retain the small town southern charm of the community.*
- *Generate enough funds to sustain the existing businesses.*
- *Provide services and facilities to meet first and foremost the needs of the residents.*

#### Objectives:

- 3:1 Emphasize an economic base that focuses on resource conservation and clean industry.

#### Strategies to achieve objectives and reach goals:

- A. Encourage and provide incentives for artisans and crafters to come to the area.
- B. Continue to encourage B&B's, wineries, coffee shops, tea rooms, and other non-franchise businesses that "fit" with the Old Town's unique visitor experience that sets it apart from other major destination such as Hilton Head, Beaufort, and Savannah.
- C. Support and work with local Chamber of Commerce, Merchant's Association, other business associations, lending agencies and both Town and county governments to identify and attract businesses that will support the Scenic Byways goals and objectives.
  - i. Establish a list of those businesses which "fit" the area and those that do not, and actively "go after" those businesses that do.
    1. Refer to Cultural Economic Development; a practical guide for communities, by Neeta Delaney, 2004. It is an excellent resource on ideas and funding strategies for this type of development.<sup>1</sup>

<sup>1</sup> A copy of the guide is available at: <http://macaa.com/pdffiles/Neeta's%20article.doc>

2. Research the City of Paducah Kentucky. It is an excellent case study on establishing an artist relocation program that works.<sup>1</sup>
- D. Support affordable housing for employees.
    - i. Establish a goal to “keep housing affordable for the current socio-economic mix” by supporting density/walkability/socialness of town and allowing infill densification to occur naturally.
  - E. Focus advertising, marketing and tourist development efforts on visitors that respect the environment.
  - F. Highlight in visitor information sources local businesses such as restaurants, art galleries, craft shops, antique shops and encourage new business development by first stimulating growth of local businesses. In other words, create a need for new businesses which complement those businesses already in the area.
  - G. Attract businesses that will further educate both residents and visitors on the “richness of the area” and the need to protect it. Pontoon boats, paddleboats, kayak guided eco-tours. Established guided or self-guided walking and driving tours should be encouraged.

### ECOTOURISM

**Responsible travel to natural areas which conserves the environment and improves the welfare of the local people.**

- i. New businesses: Bicycle rental and guided eco-tours such as birdwatching, wild plant tours, etc.
- ii. As this eco-tourism clientel begins to grow, a few of the restaurants might wish to offer earlier breakfasts and healthier fare for birders and recreationalists.

<sup>1</sup> For more information on this successful incentive program, visit:  
<http://paducaharts.com/about.php>

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## Chapter IX

### Goals, Objectives, Strategies

3:2 Promote cultural and recreational activities for residents and visitors that associate with community values.

Strategies to achieve objectives and reach goals:

- A. Educate the Beaufort County/Hilton Head Chamber of Commerce and the South Carolina Tourism as to community values, tourism expectations, available services along the Scenic Byway and within the Town of Bluffton.
  - i. Make sure the community is involved in their outreach efforts.
- B. Develop a “newcomers guide” that includes the vision of the Scenic Byway as well as information on the importance of preserving and protecting the environment, recommended plantings to encourage wildlife in areas desired, and an invitation for them to become a part of “Friends of the Scenic Byway”.
- C. Promote “eco-tourism” that attracts those visitors interested in birding, wildlife viewing, day trips, bicycling, hiking and kayaking.
- D. Offer more fishing opportunities including techniques such as drift fishing and kayak fishing on the flats.
- E. Promote special events that highlight the Scenic Byway’s intrinsic qualities such as a Bike-the-Byway Day, harbor tours, oyster roasts, community picnics at one of the many parks in the area, etc.
- F. Develop a brochure and website that focuses on these activities and provides a strong message that those who come to Bluffton have come to a special place that feels strongly about protection and preservation.
- G. Continue to market existing festivals and local attractions that bring the types of visitors to the area that you want to attract. Some of the events that come to mind are art shows, wine tastings, crafts day, a walk in the park, etc.

- 3:3 Develop “educational” opportunities along the scenic byway to better educate the public (both local and visitors) of what lies along its corridor and in the area.

Strategies to achieve objectives and reach goals:

- A. At every pull-off or suggested stop, establish historical, educational and/or cultural interpretation.
  - i. Develop interpretative signs for birding and wildlife viewing also noting natural areas such as marshlands, lagoons, estuaries, swamps, etc as well as noteworthy historic sites along the way.
- B. Create both greenways and blueways along the corridor providing opportunities for eco-tourism in natural settings.
  - i. Blueways are similar to greenways except that they access and trails on waterways rather than land. One excellent location for a river “trailhead” on the New River would be at or near the Jones Tract Park.

- 3:4 Protect and promote access to existing recreational areas and establish more public parks and green space along SC 46, providing areas to walk, hike and bike.

Strategies to achieve objectives and reach goals:

- A. Provide pull-offs and/or parking for those wishing to access public trails to scenic overlooks and interesting features which may or may not be visible from the road.
  - i. All pull-offs for vehicular traffic should be outside the margins of the highway.
    - 1. Obtain right-of-way easements from individual property owners or dedications within permitted developments at locations. Each ‘pull-off’ should facilitate passenger vehicles to safely exit the traveled roadway of SC 46, allowing travelers to experience scenic vistas, historic buildings or cultural amenities that have been identified as intrinsic qualities.

## Chapter IX Goals, Objectives, Strategies

2. Include interpretative signage and/or wayside exhibits at each site for greater understanding and interpretation.

*Photos taken from <http://www.pinyondesign.com/projects/woodbridge/wdbridge.html>*



*Paved paths allow visitors to wander through a man-made meadow and along native riparian woodlands, observing nature.*



*Interpretive signs describe flora and fauna and invite visitors to make specific observations.*

- B. Erect uniform signage along SC 46 directing passenger vehicles to public areas with view sheds or points of interest for greater public understanding and appreciation.
  - i. For interpretive purposes, use wayside exhibits and/or uniform sign concept and simplistic number system that correlates with either a brochure, audio-tape, CD or radio-transmitted system. *(Similar in size to mile markers)*



*Numbers correspond with interpretive information*

- 3:5. Create functional and welcoming opportunities for experiencing the prioritized intrinsic qualities along the SC 46 National Scenic Byway.

Strategies to achieve objectives and reach goals:

- A. Include trash receptacles, bicycle racks and benches where needed.
  - i. Recommendation is to use ones similar to those selected for the May River Road/Bruin Road Streetscape Project for continuity and uniformity.<sup>1</sup>
  - ii. Personalize trash bins by adding the scenic byway logo on each one.
- B. Talk with local developers about providing public access to some of the scenic areas, areas not conducive to development and/or within the conservation protection districts.
- C. Work with agencies on a protection and monitoring strategy for possible hiking areas.
- D. Partner with the local and national bird and wildlife groups to promote birding and wildlife viewing activities for the area.
  - i. These groups might even assist with funding for both publications and interpretative signage as well as help in the purchase of additional lands for public use.

- 3:6. Improve “gateways” (entranceways) onto SC 46 Scenic Byway.

Strategies to achieve objectives and obtain goals:

- A. Work with DOT to develop a strong sense of entrance to a pristine and sensitive area, and a safe and comfortable environment for bicycles and pedestrians, with the destination being the Town of Bluffton.
  - i. Eliminate existing metal DOT issued guardrails and replace with more aesthetic and natural guardrails.

<sup>1</sup> Plan in its entirety is available at:  
<http://www.townofbluffton.com/new/link.php?link=main>  
then click on “Old Town Master Plan”.

## Chapter IX Goals, Objectives, Strategies



*Metal DOT issued guardrails are functional yet not aesthetically appealing not eco-friendly.*

- B. Pursue state and federal funds for landscaping and streetscaping along the entire Scenic Byway following a consistent theme with signage etc.
- C. Whenever possible, encourage all utility wires to be placed underground. *See APPENDIX "G" – Benefits of Relocating Utilities.*



*Above ground utilities take away from view shed (as do billboards).*



- D. Develop visitor centers at either end of the Scenic Byway.
- i. The primary purpose of both will be to let visitors know they are entering a special place that has a lot to see and do and tells them what they can expect to see along the route.
    1. Both locations will also offer bicycles for rent and encourage this alternative mode of travel.
      - a. The Visitor Center at the west end of the Scenic Byway will focus primarily on eco-tourism.
  - ii. The uniqueness of the area as a coastal wetlands that includes marshes, swamps, both salt and freshwater rivers, estuaries, lagoons and the difference of each.
    1. The variety of plant and wildlife and the fragile ecosystem and the community's desire to protect and preserve and keep the area pristine.
    2. Informs the traveling public that the destination of this Scenic Byway is the Town of Bluffton and that it is a slow and scenic road designed specifically for pleasure driving.
    3. Also provide information on the Town of Bluffton and what it has to offer within the Old Town area.



*Recommended location for the west visitor center is on New Riverside Access Road into Palmetto Bluff at the roundabout on the corner of US 170 and SC 46.*

- E. The Visitor Center at the east end of the Scenic Byway (intersection of SC 46 and Boundary Street) will focus primarily on those activities within the Town of Bluffton such as Heyward House, the shops, Artisan's Row, the historic walking tour, unique dining opportunities, the history of the area, the Oyster Company and the customs and uniqueness of the people who live here.

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## Chapter IX

### Goals, Objectives, Strategies



*Recommended location for the east Visitor Center would be at the corner of SC 46 and Boundary Street within the Promenade*

- 3:7 Promote the “park and ride” concept at both visitor centers as an alternative to originating trips by private vehicles.

Strategies to achieve objectives and reach goals:

- A. The visitor centers should also include ample parking to accommodate those trips originating by mass transit trolleys. The trolley would operate between designated transfer or destination points, as opposed to a trolley for sight-seeing or tours.

- 3:8 Encourage historic preservation.

Strategies to achieve objectives and reach goals:

- A. There are currently a number of historical structures “at risk” along the Scenic Byway and within the Town of Bluffton. Efforts should be made to preserve these before they are lost forever.
- i. Implement recommendations of the Old Town Master Plan.

- 3:9 Create a marketing plan the focuses on attracting those interested and appreciative of outdoor recreation, eco-tourism and/or the “arts”.

Strategies to achieve objectives and reach goals:

- A. Develop marketing and interpretation materials for the Scenic Byway that includes a focus towards informing the general public that they have come to a special, unique place that has small town southern charm and a strong respect for the environment.

- B. Create a brochure and map for visitors that highlights the entire Scenic Byway and includes a list of all offerings of interest to the visitor (lodging, restaurants, shops, museums, historic sites, as well as activities such as hiking, nature and historic walks, boating and fishing opportunities, etc.)
  - i. Develop a Scenic Byway website and companion brochure on information on both the historical and the natural significance of the area which can be used to educate school children, the residents and potential visitors on birding, plants, historic sites, trees, etc.
  - ii. Use the website to educate the public of what to anticipate before they travel the route.
    - 1. Include a section on the website will familiarize the traveler with the route and introduce them to the signage system and what they might expect up ahead. It would also allow them to do further internet research of sites along the route of specific interest to them prior to visiting.
    - 2. Install kiosks at the visitor centers that permit visitors to 'query' specific locations of particular interest via the webpage developed in conjunction with the SC 46 Corridor Management Plan.
      - a. The "kiosk" could be as simple and cost efficient as having computer(s) accessible at the visitor centers and bookmarked to the Bluffton website.

3:10 Improve and expand recreational opportunities

Strategies to achieve objectives and obtain goals:

- A. Develop greenways on SC 46 which include a bicycle path separated from the main road. *See Goal #4, Objective 1 for more details.*
- B. Encourage or provide incentives for a business to open that would rent both bikes and scooters. Three potential locations might be the Promenade, the commercial area being developed on the south corner of US 170/New River Road as well as the old Red Dot liquor store near Calhoun Street.

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## Chapter IX

### Goals, Objectives, Strategies

- C. Consider the possibility of adding a scooter business as well which are low noise yet a little less strenuous activity.

#### 3:11 Expand water sport activities

##### Strategies to achieve objectives and obtain goals:

- A. Expand awareness of existing canoeing, kayaking and boat rental. Encourage the expansion or development of similar businesses.
- B. Consider other ways a visitor might access the marshes and tributaries. Most access through private properties.
  - i. Establish easement agreements with property owners for public access to these areas.
- C. Develop opportunities for a visitor to experience fishing, crabbing and/or shrimping.



Fishing/Boating off the Public Dock or Pier



Hiking  
(Future 3 ½ mile Rails to Trails)

**Goal #4**

**Improve safety along the Scenic Byway for all users without jeopardizing intrinsic qualities.**

*What would you like to see happen along SC 46 in regards to transportation and the road itself?*

- *Slow traffic down.*
- *Reduce traffic.*
- *Discourage trucks and pass-through travelers.*
- *Make the Scenic Byway safer for all modes of travel.*
- *Improve Bicycle/Pedestrian Corridor*

The fourth goal of the SC 46 Scenic Byway is to “Improve safety along the Scenic Road for all users without jeopardizing intrinsic qualities”. In order to achieve this goal, a balance need to be achieved between commercial transport requirements, traffic safety, preservation of the corridor’s intrinsic qualities, and small town values.

**Please Note:** Completing the Bluffton Parkway and straightening its proposed route is a **PRIORITY**. Until this is done, there is limited options for drivers wanting to get to and from Hilton Head. Until the Bluffton Parkway is completed, SC 46 will continue to be a major thoroughfare for pass-thru traffic and trucks.

Below lays out the strategy that relate to transportation and traffic safety as it pertains to the Scenic Byway while preserving the intrinsic qualities along the corridor. This section is addressed more thoroughly in Chapter X – Transportation Recommendations.

Objectives:

4:1 Provide better safety conditions for bicyclists and pedestrians.

Strategies to achieve objectives and reach goals:

- A. Develop a paved multi-use pathway from the Old Town to Hwy 170 and onward to the Jasper County Line.

## Chapter IX Goals, Objectives, Strategies



*A 10' multi-use pathway was recently constructed on the east side of Buckwalter Parkway.*

- i. Recommendation: A minimum 10' width on one side of the road, not both, with cross walks at primary road accesses such as Buckwalter Parkway, Pritchardville, and at the proposed roundabout onto US 170.
  1. Place pathway either to the inside of utility wires and /or a minimum of 50 ft to 100 ft off right-of-way creating a buffer between road and path.

Please note: *Utility wires are to the south of SC 46 from the cemetery within the Old Town up to US 170 then crosses the road and stays on the north side of SC 46 to the county line.*
  2. Work with land owners to place pathway behind fences where possible.
    - a. Interest in doing so has been expressed by land owners in the May River Plantation between mile marker 6.8 and 7.5
  3. Encourage tree-planting and landscaping design to create a greater visual barrier between road and path.
  4. Require landowners on the south side of SC 46 annexing into the Town of Bluffton to donate a land easement for the multi-use pathway.
  5. Carry out a joint-effort between the County and the Town to establish multi-use pathways.



*Photo by Paul Niehoff*

- B. Develop better pedestrian crossings and/or sidewalks in the Old Town of Bluffton (see *Recommendations from the Old Town Masterplan*), and periodically along the route especially in areas where there are schools, parks, commercial areas directly across from each other and/or areas in which the proposed bicycle pathways cross over to the other side of the byway.



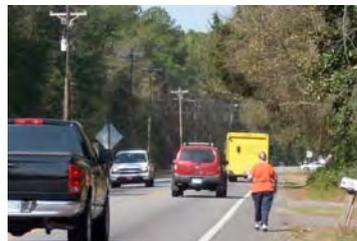
*These children crossed traffic to get to the country store at Pritchardville.*

*A crosswalk at this area would definitely be recommended.*

*Note how the driver tends to move towards the center lane to avoid the pedestrians. This could cause accidents. Definitely need a better bicycle/pedestrian pathway*



- C. Develop intermodal safety education programs.
- D. Distribute information to increase safety awareness among drivers and encourage sharing of the Scenic Byway, with non-motorized vehicles.



*A four-foot shoulder is being used by both pedestrians and bicyclists.*

- 4:2 Reduce the number of through trucks and vehicles.

Strategies to achieve objectives and reach goals:

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## Chapter IX

### Goals, Objectives, Strategies

- A. Discourage pass-through traffic and make SC 46 a destination route into the Old Town of Bluffton rather than “an alternative route to Hilton Head”.
  - B. Work with DOT to discourage truck and pass-through traffic by noting “narrow road”, “low clearance due to canopies” and “slow traffic warning” on maps and in publications (i.e. AAA and other motor services). Include “Truck Traffic” or “Truck Route” signs directing trucks North on US 170.
    - i. Notify travelers that this is not the “alternative route” to Hilton Head but a slow, leisurely trip to Historic Downtown Bluffton.
      - 1. If allowed, add a sign that says “No thru traffic”.
    - ii. Where feasible, add planted median to further slow traffic and create a more scenic drive.
    - iii. While construction is going on (and that will be going on for a long while) only those trucks with business along SC 46 should be allowed on the road.
      - 1. Work to open communications with truckers and trucking companies to encourage the use of US 170, US 278 and Bluffton Parkway.
      - 2. Use of flyers and brochures, post notifications on bulletin boards and websites.
      - 3. Work with Rand-McNally and AAA to discourage travel on SC 46 unless specifically coming to Bluffton.
    - iv. Work with law enforcement in enforcing speed limits on the Scenic Byway. The more speed limits are enforced, the more truckers and those just driving through may reroute their route.
    - v. Encourage travelers “to slow down and enjoy a scenic drive” through media and publications.
- 4:3 Balance roadway safety with roadway aesthetics and community values.

#### Strategies to achieve objectives and reach goals:

- A. Work with DOT to ensure that the Scenic Byway remains a maximum of two lanes, except where left-turn lanes are needed.
- 4:4 Discourage vandalism and littering and provide protection for those sensitive areas and features worth preserving.

Strategies to achieve objectives and reach goals:

- A. Put in place strict enforceable laws for those who tend harm to the area.
- 4:5 Lower speed limit considerably along the Scenic Byway

Strategies to achieve objectives and reach goals:

- A. Lower speed limit from 55 to 45 from US 170 to Barton's Run then 35 to Buck Island Road, then drop to 25 or lower as one goes through the Old Town of Bluffton. This speed is also recommended in the Old Town Master Plan.
  - B. Keep lane width to the minimum 10 foot in the Old Town section and 12 foot along the remaining route. Widening beyond 12 feet may encourage faster driving.
- 4:6 Encourage appropriate signage along the Scenic Byway.

Strategies to achieve objectives and reach goals:

- A. Discourage billboards and proliferation of signs.
  - i. Encourage the community to adopt policies and measures to minimize or eliminate outdoor advertising except at the business itself.
  - ii. Develop ordinances that limit sign proliferation, size and type, particularly in view shed areas.
- B. Work with DOT to develop a uniform signage program.
  - i. Include safety signs as needed.
- C. Determine location of individual interpretive signs along the Scenic Byway.

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**Chapter IX**  
**Goals, Objectives, Strategies**

- D. Develop guidelines for consistent sizes and graphic features of interpretive signs and wayside exhibits along the entire corridor.

*Two of the sites which could possibly use pull offs and interpretive signs along the Scenic Byway*



*The Cannery*



*The Old Post Office*

- E. Develop designated pull-offs near scenic vistas and areas of interest to allow travelers to pull completely off the road for a safer, more enjoyable experience.



*Two suggested designated "photo ops" should be overlooking Stoney Creek and Rose Dhu Creek*

- F. Through signage, encourage people to stop at proposed designated visitor information centers to learn about the Scenic Byway and its uniqueness and educate them of the importance of preserving and protecting it through proper use.

**Goal #5**

**Continue to build partnerships and foster cooperation among agencies and organizations to ensure that the goals of the Scenic Byway are in harmony with existing programs that protect and enhance the intrinsic qualities along the roadway.**

*What do you want the CMP to accomplish?*

- *Traffic control*
- *Tool to protect the environment*
- *Guide the growth in such a way as to preserve those qualities that make SC 46 unique and scenic.*
- *Set priorities and regulations to protect and enhance those qualities.*
- *Develop a strategy to work with the County, Town, DOT and others to strive toward protection, preservation and aesthetics to create an enjoyable and safe driving experience.*

Objectives:

- 5:1 Increase public awareness of the Scenic Byway as a valuable asset to the community, the region and to agencies.

Strategies to achieve objectives and reach goals:

- A. Monitor local planning boards, commissions, historical groups, conservation commissions, and land trusts to insure that they exercise responsibility in acting to safeguard resources along the Scenic Byway.
- B. Encourage education in the Bluffton area schools. Encourage the incorporation of curricula designed to illustrate the importance of local natural resources.
- C. Attend agency and other organizations' meetings to discuss progress in corridor management plan implementation such as City Planning, County Planning, Historical Society meetings, etc.
- D. Encourage Fish & Wildlife, possibly Forest Service, Bureau of Land Management, and other state and federal agencies to distribute Scenic Byway information through informational displays and educational brochures at their offices, visitor center and on their websites.

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## Chapter IX

### Goals, Objectives, Strategies

- E. Work with DOT to develop a vegetation maintenance plan that addresses concerns for aesthetic beauty and natural growth along the corridor.
  - F. Work with the Natural Resources Conservation Service in promoting conservation easements.
  - G. Keep local media (newspapers, radio, public TV) informed of Corridor Management progress.
    - i. Start a public awareness campaign in partnership with the media to educate everyone on the importance of protecting and preserving these area.
  - H. Staff a booth at local festivals to educate both community members and visitor about the Scenic Byway.
  - I. Develop and distribute educational brochures encouraging protection and preservation.
  - J. Begin working with others to protect and preserve those areas that are highly sensitive or at risk of being destroyed or just deteriorate over time without preservation efforts.
- 5:2 Work with agencies and other planning organizations to ensure the goals, objectives, and strategies of this CMP are included in future planning documents and projects.

#### Strategies to achieve objectives and obtain goals:

- A. Work with agencies and organizations, to include the SC 46 Corridor Plan in the county comprehensive plan.
- B. Work with other agencies on management strategies along the roadway that focus on preservation of biotic communities.
- C. Write proposals and grants with agencies and organizations for such things as interpretive signage along the Scenic Byway. Proposals become stronger if more entities are involved.
- D. Make sure Town and county are familiar with the Corridor Management Plan, understand its purpose and goals.

- i. Work towards receiving adoption of CMP by both entities.
- E. Initiate contact with developers along the Scenic Byway. Present them with a copy of the Corridor Management Plan and encourage their participation and support for implementing recommendations especially in those areas of screening and setbacks.
- F. Assess and revise Town and County Corridor Overlay Districts. Corridor Overlay Districts have been created by the Town and the County which set forth standards for architecture, landscaping, signage and lighting.
  - i. The Corridor Overlay Districts can be effective tools for ensuring that new development along the SC 46 Corridor is in keeping with the character of the existing built environment.
  - ii. The Corridor Overlay Districts also require landscaped buffers along the highway, and have the potential to control the proliferation and quality of signage.
  - iii. The County and the Town should coordinate to evaluate their Corridor Overlay District standards and require, if necessary, more stringent standards for the SC 46 Corridor to meet the goals of the Corridor Management Plan. Such requirements might include wider buffers and more stringent tree protection.
- G. Undertake a joint land use planning effort in southern Beaufort County during the Town and County's Comprehensive Plan updates.
  - i. Town and County planners should coordinate to recognize the potential adverse impacts that decisions to upzone along SC 46 could have on the desired character of the corridor.
  - ii. There is still undeveloped acreage along the SC 46 Corridor that remains in the unincorporated county and is zoned rural. The future development of these uncommitted parcels still has the potential to greatly affect the character of the highway.

**CHAPTER X**  
**Transportation Recommendations**

The transportation specific goals set forth in the Corridor Management Plan for SC 46 are intended to be dynamic triggers for enhancing both the roadway's operational characteristics and the unique qualities that make it worthy of being listed as a National Scenic Byway. Existing roadway conditions along SC 46 are the baseline for recommending these future transportation specific goals.

The design standards and associated right-of-way of a two lane highway dictates its overall functional capabilities such as posted speed limits, traffic volumes, weight limits for trucks, and passing distance. The National Scenic Byway designation of SC 46 must take into consideration the dual objective of the highway to 'move' commercial and vehicular traffic, while also accommodating a greater percentage of nonmotorized traffic, pedestrians, and visitors who will be included in the transportation corridor because of their desire to experience the intrinsic qualities prioritized within the Corridor Management Plan (CMP).

The CMP for SC 46 will assist the local community and policy makers to identify solutions to emerging transportation issues. It is imperative that these issues, and any others as identified by consensus of the CMP Steering Committee, be addressed. If left unchecked, the existing conditions along SC 46 that are now prevalent due to development demands on the transportation network will only increase and result in a greater disparity between the two objectives of 'moving' traffic' and 'experiencing' the intrinsic qualities along the corridor.

**GOAL 1: To improve highway safety and multimodal utilization along the SC 46 National Scenic Corridor in such a way that preserves the intrinsic qualities while enabling the desired level-of-service for commercial and residential utilization of the highway corridor.**

Future highway design considerations of SC 46 should incorporate appropriate safety measures for vehicular and nonmotorized, multi-modal traffic that are consistent with FHWA and National Scenic Byway standards. Traffic impacts fees or development credits could be used to implement many of these recommendations.

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## Chapter X

### Transportation Recommendations

#### Objectives:

- I. Reduce the number of curb-cuts and “hidden” driveways.

#### Strategies to achieve objectives and reach goal:

- A. Develop an access management plan specifically for SC 46 National Scenic Byway.
    1. Allow for the option to “grandfather in” existing private (individual homeowner) until such time as the property is rezoned, sold, or exceeds damage and costs thresholds recognized by FEMA.
  - B. New requests for ingress/egress points along SC 46 that are the result of future developments should better utilize existing side streets, which currently have access to SC 46 and that are adjacent to the new developments will help to improve the safety of the drive.
- II. Redesign SC 46 for improved visibility.

#### Strategies to achieve objectives and reach goal:

- A. Retro-reflective (nighttime visibility) signs and pavement markings should be installed in the rural section from the Jasper County line to Buckwalter Parkway for greater visibility at night and during inclement weather conditions.
- B. Extend the shoulders of SC 46, where feasible within the existing right-of-way in those locations where a grouping of private driveways occurs. This will ensure greater sight distance and turning radiuses.
- C. Eliminate nuisance vegetation within the right-of-way.
  1. Incorporate within the current landscape ordinance provisions that require more frequent mowing along the entire corridor of SC 46 National Scenic Byway.
  2. Incorporate within the current landscape ordinance incentives for the planting of low growing,

native plantings, which could also reduce the monetary costs associated with mowing.

3. Tree planting and functional, decorative fencing will create a unique means to experience the intrinsic qualities while greatly improving safety along SC 46 National Scenic Byway.

III. Incorporate ‘traffic calming’ measures along SC 46.

Strategies to achieve objectives and reach goal:

- A. Future roadway design considerations should incorporate measures that act as “silent policemen”. One example is the Roundabout at the entrance of New Riverside, east of the intersection of US 170 with SC 46. This design all but eliminates turning conflicts since all turning movement are right turns.

IV. Maintain the integrity of the two lanes of traveled width along SC 46 National Scenic Byway.

Strategies to achieve objectives and reach goal:

- A. The utilization of deceleration lanes and right or left turn lanes, as necessarily required for highway safety, will allow the two-lane, rural segment of SC 46 to function at an acceptable LOS. Critical intersections with permitted developments and other major roadways are more limiting to the functional capability of the route.
- B. The urban section within the Town of Bluffton proper should incorporate the design standards given in the Old Town Master Plan.<sup>1</sup>

V. Construct bikeways and pedestrian paths adjacent to but outside the traveled width (including shoulders) of SC 46.

*See Chapter IX, Goal #3 for more on this subject.*

Strategies to achieve objectives and reach goal:

<sup>1</sup> For more information on the Old Town Master Plan, go to:

<http://www.townofbluffton.com/new/link.php?link=otmptransportation>

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## Chapter X Transportation Recommendations

- A. Private landowners and permitted developments should be encouraged to dedicate easements for the construction of a bikeway or greenway along SC 46.
- B. The preferred route should favor existing utility easements or right-of-way where adequate so that there is true separation of vehicular traffic and nonmotorized traffic.
- C. Accessible Pedestrian Signals (audio if deemed necessary for visually impaired pedestrians) give all users of the roadway a more definitive perspective of who has the right of way.

Example of visual pedestrian signal with audio component



- VI. Annexation of land that includes all future new developments should include greater lengths of contiguous roadway frontage with SC 46. Permitted developments that have limited frontage with SC 46, primarily only at the entrances to the development, is not advantageous to the Town of Bluffton.
- VII. Create multiple opportunities for experiencing the prioritized intrinsic qualities along the SC 46 National Scenic Byway.

Strategies to achieve objectives and reach goal:

- A. Develop pull-offs for vehicular traffic outside the margins of the highway.
  - 1. Obtain right-of-way easements from individual property owners or dedications within permitted developments at locations. Each 'pull-off' should facilitate passenger vehicles to safely exit the traveled roadway of SC 46 and experience scenic vistas, interpret historic buildings, or cultural amenities that have been identified as intrinsic qualities.
- VIII. Promote the "park and ride" concept at both visitor centers as an alternative to originating trips by private vehicles.

Strategies to achieve objectives and reach goal:

- A. The visitor centers should include ample parking to accommodate those trips originating by mass transit trolleys. The trolley would operate between designated transfer or destination points, as opposed to a trolley for sight-seeing or tours.
  
- IX. Educate the public of what to anticipate before they travel the route.

Strategies to achieve objectives and reach goal:

- A. Develop an extensive webpage on the scenic byway that will familiarize the traveler with the route and introduce them to the signage system and what they might expect up ahead. It would also allow them to do further internet research of sites along the route of specific interest to them.
  - 1. Install kiosks at the visitor centers that permit visitors to 'query' specific locations of particular interest via the webpage developed in conjunction with the SC 46 CMP.
  
- X. Construct user specific pathways and crosswalks.

Strategies to achieve objectives and reach goal:

- A. Widen the proposed bikeway to be more inclusive than a standard bikeway or crosswalk in areas that will tend to receive greater use due to population numbers in close proximity such as at Buckwalter Parkway where there is a high density of residential housing and a school. Pedestrians who are handicapped, walking with children, or are elderly will be given the capability to better experience this amenity without undue interference from bicyclists or joggers.
  
- B. Interpretive information and directional signage to view sheds and points of interest should also be included along the pathway as well as the roadway.
  
- C. Designated rest stations with benches, as well as periodic public restroom facilities and drinking fountains should be included along the route.



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## Chapter X

### Transportation Recommendations

- XI. Accommodate vehicular trips that are necessary from new development without further reduction of the roadway's LOS and National Scenic Byway standards by diverting pass-through traffic (trips) that are not necessary to reach origins or destinations within the SC 46 National Scenic Byway corridor.

Strategies to achieve objectives and reach goal:

- A. Erect signage along US 278 and US 170 that better informs motorists of the most direct and efficient route for work trips that are outside the corridor of SC 46 National Scenic Byway.
  - B. Adjust the work hours of city employees to 'off-peak' traffic demands. This policy was recently adopted by Beaufort County and could further reduce the congestion along SC 46 if enacted by the Town Of Bluffton.
- XII. Construct transfer points and "park and ride" lots at the principal intersections on SC 46 and within major developments. Unnecessary trip generation (from residence to work) that originates within or in close proximity of the permitted developments should be consolidated.

Strategies to achieve objectives and reach goal:

- A. Construct park and ride lots near major intersections, which can be identified during the planning review for intersection improvements and yet are located outside the view shed of SC 46.
  - B. Construct park and ride lots near the access points of new developments with SC 46 but within the developments as an incentive for transportation credits allowed the developer.
  - C. Construct transfer points off the traveled width of SC 46 on those county roads that are in close proximity to major intersections or permitted developments.
  - D. Designate transfer stations and pick up locations for utilization of mass transit and trolley.
- XIII. Designate a truck route for access to construction sites of new developments. Construction of new roadways within the subdivisions of the permitted developments and construction of

new roadways prioritized in the CMP could divert up to 5,000 trips per day off of SC 46.

Strategies to achieve objectives and reach goal:

- A. Vehicle routing to US 278 via US 170, Bluffton Parkway, Buckwalter Parkway, etc. from permitted development without undo travel or access on SC 46 can be the single most contributing factor to reducing the traffic volumes.
- B. Construction of highway projects identified in the Southern Beaufort County Capital Improvement Plan for Transportation.
- C. Implement a traffic management program to monitor and manage the impact of vehicular traffic from both permitted and existing development along the SC 46 corridor.

Strategies to achieve objectives and reach goal:

- A. Full consideration should be given to a range of corridor management techniques that reduce the number of daily trips from developments. The Federal Highway Commission has released several techniques being used by communities that are applicable to SC 46.<sup>1</sup>
  - 1. Strict adherence to zoning and subdivision requirements since land use is a direct correlation to trip generation on SC 46.
  - 2. Land acquisition techniques such as full title purchase, landowner agreements, developer agreements, and conditions of annexation can be implemented on case by case for new development so long as they are not arbitrarily.
  - 3. Public policy can be adopted that codifies the prioritization of capital improvements for all transportation networks (public and private), developer exactions impacting public services.
- B. Conduct general traffic analysis on a frequent basis.

<sup>1</sup> For more information on this subject, visit the Federal Highway Commission's website at: [http://www.fhwa.dot.gov/realestate/cp\\_local.htm](http://www.fhwa.dot.gov/realestate/cp_local.htm)

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## Chapter X

### Transportation Recommendations

1. Traffic counts should be conducted on a timely and reoccurring basis to monitor the trend of both peak hour traffic and 24 daily traffic demands along SC 46.
  2. Install a real-time traffic monitors east Buckwalter Parkway and west of US 170.
  3. Accident reporting data should be made available to the Steering Committee on an at least quarterly basis that would includes the location, type of accident, and whether the accident is property damage or personal injury or fatality.
- XIV. Coordinate public policy for transportation issues by adopting Context Sensitive Solutions (CSS) as a collaborative, interdisciplinary approach that involves all stakeholders of the SC 46 National Scenic Byway to preserve scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility for all users along the corridor.<sup>1</sup>

#### Strategies to achieve objectives and reach goal:

- A. The SC 46 CMP Steering Advisory Committee will become the means for an effective input by the citizens of Bluffton.
- B. Projects should become priority agenda items of the MPO.
- C. Conduct frequent "town meetings" on issues that have a direct influence related to transportation demand along SC 46 and recommendations related to safety and design.
- D. Collaborative planning must occur along SC 46 to ensure the intrinsic qualities and the roadway are both evaluated.
  1. Adopt the Comprehensive Planning Manual for local Governments.<sup>2</sup>
  2. Adopt the Comprehensive Planning Manual for Local Governments.

<sup>1</sup> For more information on Context Sensitive Solutions, see APPENDIX "A" or visit the website <http://www.contextsensitivesolutions.org/>

<sup>2</sup> A copy of the Comprehensive Planning Manual is available at: <http://www.bcgov.net/Planning>

3. Adopt the Southern Beaufort County Regional Plan.<sup>1</sup>
- XV. SC 46 National Scenic Byway should become a model for multimodal safety by incorporating case studies recommendations and become recognized by the Federal Highway Administration.<sup>2</sup>

Strategies to achieve objectives and reach goal:

- A. Personal property accidents (no personal injury), personal injury, and fatalities along the SC 46 corridor can be prevented.
  1. Those implementing SC 46 National Scenic Byway CMP should always make safety considerations for all users along SC 46 as high a priority as is the quality of the driving experience.
- B. Guidance for federal policy that addresses public safety is a key component of the SC 46 National Scenic Byway.
  1. There should be a full working knowledge of the safety principals set forth by the SCDOT State Highway Safety Plan (SHSP), which is a new Federal requirement of SAFETEA-LU, 23 USC 148, and is a major part of the core Highway Safety Improvement Program (HSIP).<sup>3</sup>
- C. Coordinate and construct transportation objectives along the SC National Scenic Byway corridor that enhance multimodal opportunities related to public schools.
  1. Those involved in the SC 46 National Scenic Byway should create and encourage public participation focused specifically for "Safe Schools" and the associated vehicular and pedestrian movement of school children.<sup>4</sup>

<sup>1</sup> A copy of the Southern Beaufort County Regional Plan is available at:

[http://www.bcgov.net/Planning/Southern\\_Regional\\_Plan/Introduction.asp](http://www.bcgov.net/Planning/Southern_Regional_Plan/Introduction.asp)

<sup>2</sup> For case studies recommendations and become recognized by the Federal Highway Administration, go to: <http://safety.fhwa.dot.gov/safetealu/toc.htm>

<sup>3</sup> Highway Safety Improvement Program (HSIP) is viewable at:

<http://safety.fhwa.dot.gov/safetealu/toc.htm> Strategic Highway Safety Plans

<sup>4</sup> For more on "Safe Schools" initiative, go to:

<http://safety.fhwa.dot.gov/saferoutes/index.htm>

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## Chapter X Transportation Recommendations

### OPPORTUNITY FOR FUNDING PATHWAYS AND GREENWAYS FROM SRTS PROGRAM\*



#### *Safe Routes to School (SRTS) Program<sup>1</sup>*

*Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. A national study suggests that fewer than 15 percent of all school trips within a quarter mile of the school are nonmotorized trips.*

*This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.*

*The purpose of the Federal Safe Routes to School (SRTS) Program is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.*

<sup>1</sup>The above excerpt was taken from <http://safety.fhwa.dot.gov/saferoutes/>

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## Chapter X Transportation Recommendations

\*The SRTS Program is funded at \$612 million and provides Federal-aid highway funds to State Departments of Transportation over five Federal fiscal years (FY 2005 - FY 2009), in accordance with a formula specified in the legislation. FHWA will apportion SRTS funding annually to each State, in conjunction with regular Federal-aid highway apportionments.



*See Chapter XI – For more information on other funding opportunities.*

**CHAPTER XI**  
**Action Plan**

The Action Plan is a prioritized outline of the measures that need to be taken in order to implement the goals of the SC 46 Scenic Byway Corridor Management Plan. Implementation of the CMP begins with the establishment of both a Scenic Byway Advisory Group and a Scenic Byway Advisory Committee. Whereas the Scenic Byway Advisory Group should include everyone who lives or works along the proposed route and/or has an interest in what happens on SC 46 Scenic Byway, the Scenic Byway Advisory Committee will be the one to represent the Advisory Group and help set priorities and coordinate projects along the Scenic Byway. The composition and role of both the advisory group and the advisory committee are outlined in this chapter. Organizational strategies and implementation guidelines are also presented.

**Step 1: Create a Scenic Byway Advisory Group which could eventually evolve into a “Friends of SC 46 Scenic Byway” organization.** As noted above, this group should include any person who lives, works and/or believes in the vision for SC 46 Scenic Byway,

*“To protect and enhance the Corridor’s natural, scenic, and experiential qualities; to safeguard the community’s sense of small town southern charm and unique character; and to manage existing and potential threats along the Corridor...  
Always remembering Bluffton as a state of mind and a privilege to visit.”*

and whom have a desire to help to reach the goals and objectives laid out in the Corridor Management Plan.

**Immediate Action to Take:**

Start a petition that includes a list of everyone who desire for SC 46 to become a 2-lane scenic byway. Include names, address, phone number and e-mail address if available. Also have each person include which development they live and/or work in or if they live or work in the Old Town area. The reason we recommend this information be included is that later, when a Scenic Byway Advisory Committee is created, that there be representation on the committee from each of the “communities” located along the corridor who can speak on behalf of and represent those that live in the same community.

## **Step 2: Create a Scenic Byway Advisory Committee**

### **What is a Scenic Byway Advisory Committee?**

The Scenic Byway Advisory Committee is a group of community members and Scenic Byway stakeholders that will, ultimately, be responsible for the implementation of the Corridor Management Plan. This is the primary organization that will coordinate and make recommendations for the Scenic Byway. It is strongly suggested that both these organizations become permanent and seek 501-C3 status.

The Scenic Byway Advisory Committee will coordinate with the managing agencies, volunteer groups, local landowners, local businesses, schools, interest groups, and government. They will ensure that all local citizen concerns and affected interests are represented. Public agencies and other planning organizations should be represented on the committee to address the goals of resource protection along the Scenic Byway. It is recommended that the Scenic Byway Advisory Committee become a nonprofit organization which may open up more funding opportunities for the Scenic Byway.

A successful advisory committee will have a purpose, dedicated members, essential partnerships with other organizations, businesses and agencies, and a plan and timetable to reach its goals and objectives.

### **Suggestions of who should serve on the Committee**

Primarily the Scenic Byway Advisory Committee should be made up of people who actually live and/or have businesses along SC 46 Scenic Byway. This could be a tremendous number of individuals. That is fine. The important thing is to have the people in which decisions will effect represented.

The Scenic Byway Advisory Committee should also have representation from:

- SC Department of Transportation
- City/County/State Government
- Nature Conservancy group
- City Planners
- County Planners
- Historical Society
- Chamber of Commerce

- Media
- Merchant's Association
- Law enforcement agency
- Arts Council
- State and Federal Fish and Wildlife
- Utility Companies
- Lending Agencies
- Schools
- Youth Groups
- Churches
- Others

And of course, those who live along the route.

Please note: This is just a preliminary list and not to be considered the final list of those who should be represented.

**Actions to take to obtain one's goal of establishing a Scenic Byway Advisory Committee**

- Make sure representatives from public agencies, both county and city planning, historical society, chamber of commerce, merchants association and other organizations, are represented on the Scenic Byway Advisory Committee, along with a wide range of community members (*See section on Scenic Byway Advisory Committee for suggestions*).
  - i. **Strongly suggest those individuals who have homes along the Scenic Byway have representation on the Advisory Committee after all they, more than anyone else, have to "live" with the decisions made.**
  - ii. Establish this group as a 501-C3 that can take donations and receive land grants, etc.
- Set up subcommittees for Advisory Committee, such as funding, interpretation, land use, and historical subcommittees.
- Establish a full or part-time coordinator.
- Conduct quarterly meetings.
- Update the Corridor Management Plan as needed. A minimum of every five years is recommended. With the tremendous growth and development taking place right now in the Town of Bluffton, it would be highly recommended that the Corridor Management Plan be reviewed every two years.

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## **Chapter XI**

### **Action Plan**

#### **Other activities of both the SC 46 Scenic Byway Advisory Group and the Advisory Committee:**

- Develop a strong volunteer program to assist in upkeep and maintenance of the Scenic Byway.
  - i. Start an "Adopt A Highway" program in which individuals and/or organizations are responsible for specific sections of road. Suggest not to include the signs due to the fact that they will detract from the scenic beauty and naturalness of the route. Instead suggest that this information be included in a brochure and periodically in the SC 46 Newsletter as well as in the local newspapers and or radio, recognize those areas that are doing something special for their section of road. For example: cleaning up an area, adding park benches and trash receptacles, developing gardens, having new trees planted, etc.
  - ii. Work with the local garden clubs to provide assistance.
- Create a "Friends of SC 46" who will work together to write grants, start fund raise activities, etc. to implement portions of the CMP which require funding. As mentioned earlier, the SC Scenic Byway Advisory Group could eventually evolve into the "Friends of SC 46".
- Start a "neighborhood" watch for the entire Scenic Byway.

#### **Action Plan Implementation**

Implementation involves four major considerations that relate to the goals of the Corridor Management Plan.

1. Develop priorities for scheduling and implementing projects that conserve and enhance the natural, scenic, cultural, and historic qualities of the Scenic Byway.
2. Adequately market and promote the region as an ecotourism area to protect and a privilege to visit so that people will realize that they have arrived in a special place and that they should treat it with respect.
3. Develop priorities to increase safety along the Scenic Byway that are consistent with resource protection.
4. Coordinate among agencies, organizations, and the Scenic Byway Advisory Committee to ensure that the goals of the Scenic Byway are realized.

Setting priorities for action should begin with the specific strategies identified in Chapters IX and X to fulfill the goals and objectives of the Corridor Management Plan.

**Action Plan Implementation Guidelines**

The strategies outlined in Chapters IX and X require the partnering of community members with various private and public groups and agencies. The inherent political nature of these partnerships necessitates the establishment of guidelines that can direct the implementation process. A process called Content-Sensitive Highway Design, developed over the past decade by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO), provides excellent guidelines for the implementation of projects on the SC 46 Scenic Byway.

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## **Chapter XII**

### **Funding Opportunities**

#### **CHAPTER XII**

#### **Funding Opportunities**

The active pursuit of funding opportunities will be an important function of the Scenic Byway Advisory Committee. Funding sources include grants from government and private organizations and donations from private individuals, either monetary donations or in-kind donations such as computers, printing, or office supplies. The selection of a funding source will depend on the type of project funded. Resources listed in this chapter include federal, state, and foundation sources. Partnering with other local organizations for specific projects can significantly broaden fund-raising opportunities. Formation of a nonprofit organization can also improve the opportunities for funding and provide an organizational structure for fund-raising efforts.

#### **General Resources**

There are many resources available that offer funding resource advice, examples of grant applications, grant search engines, and fundraising ideas. The following websites have “links” pages that list excellent related resources.

- <http://www.byways.org/community/program> Funding advice, examples of grant applications.
- [www.sonoran.org/cat](http://www.sonoran.org/cat) Grant search engines.
- [www.nonprofit.about.com](http://www.nonprofit.about.com) Information about becoming a not-for-profit organization.
- [www.fdncenter.org](http://www.fdncenter.org) Information about foundations.
- [www.enhancements.org](http://www.enhancements.org) Information about transportation enhancements.
- [www.npxpress.com](http://www.npxpress.com) Information for not-for-profit organizations.
- [www.azgrants.com](http://www.azgrants.com) Grant information.
- [www.fund-raising.com](http://www.fund-raising.com) Source for fundraising opportunities.
- [www.fundraising-ideas.com](http://www.fundraising-ideas.com) Fundraising directory.

#### **Funding Partnership Opportunities**

Reviewers of grant applications are often interested in the strength and sustainability of the organization for requesting funds. Partnering with other organizations on projects of mutual interest can improve the chances of receiving grant money. A few of these are listed on the following page.

**The Audubon Society** ([www.audubon.org](http://www.audubon.org)) – Certain types of Scenic Byway projects including roadside native vegetation enhancement, interpretive facilities, and bird-watching facilities may be able to benefit from the expertise and funding sources of the Audubon Society.

**The Trust for Public Lands** (<http://www.tpl.org>) – The national nonprofit TPL helps conserve land for recreation and public benefit. It could be a valuable partner in efforts to purchase scenic easements and open space along the Scenic Byway. The website has valuable links to other similar organizations.

**National Trust for Historic Preservation, Main Street Program** (<http://www.mainst.org/>) – The Main Street Program works with communities to revitalize their historic and traditional commercial areas. This is an excellent source of information and funding for improvements along SC 46 Scenic Byway.

**The Nature Conservancy** – Conservation buyers who receive money from foundations and may be able to reward or act as a steward of any natural corridors.

**AS NOTED IN CHAPTER X: Opportunity for funding pathways and greenways from SRTS Program<sup>1</sup>:**

*The purpose of the Federal Safe Routes to School (SRTS) Program is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.*

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<sup>1</sup>Visit the following website for detailed information on SRTS  
<http://safety.fhwa.dot.gov/saferoutes/index.htm#s1>

## **APPENDIX "A"**

### **Conservation Options for Landowners<sup>1</sup>**

#### **Conservation Easements**

A conservation easement (or conservation restriction) is a legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values. It allows you to continue to own and use your land and to sell it or pass it on to heirs.

Conservation easements offer several advantages:

- Leave the property in the ownership of the landowner, who may continue to live on it, sell it, or pass it on to heirs.
- Can significantly lower estate taxes---sometimes making the difference between heirs being able to keep land in the family and their needing to sell it. In addition, easements can provide the landowner with income tax and, in many cases, property tax benefits.
- Are flexible, and can be written to meet the particular needs of the landowner while protecting the property's resources.
- Are permanent, remaining in force when the land changes hands. A land trust or a government agency ensures the restrictions are followed.
- Do not require public access.
- Prohibit subdivision of the property

When you donate a conservation easement to a land trust, you give up some of the rights associated with the land. For example, you might give up the right to build additional structures, while retaining the right to grow crops. Future owners also will be bound by the easement's terms. The land trust is responsible for making sure the easement's terms are followed.

Conservation easements offer great flexibility. An easement on property containing rare wildlife habitat might prohibit any development, for example, while one on a farm might allow continued farming and the building of additional agricultural structures. An easement may apply to just a portion of the property, and need not require public access.

A landowner sometimes sells a conservation easement, but usually easements are donated. If the donation benefits the public by permanently protecting important conservation resources and meets other federal tax code requirements--it can qualify as a tax-deductible charitable donation. The amount of the donation is the difference between the land's value with the easement and its value without the easement.

Placing an easement on your property may also result in property tax savings.

Perhaps most important, a conservation easement can be essential for passing land on to the next generation. By removing the land's development potential, the easement lowers its market value, which in turn lowers estate tax. Whether the easement is donated during life or by will, it can make a critical difference in the heirs' ability to keep the land intact.

Read more "[Frequently asked Questions](http://www.lta.org/conservation/faq)" about conservation easements at <http://www.lta.org/conservation/easement.htm>

**Beaufort County Open Land Trust**  
PO Box 75  
Beaufort, SC 29901-0075

**Phone:** (843) 521-2175  
**Fax:** (843) 521-1946  
**E-Mail:** [bcolt@islc.net](mailto:bcolt@islc.net)  
**Website:**  
[www.openlandtrust.com](http://www.openlandtrust.com)

**Land Trust Alliance**  
1331 H Street NW, Suite 400  
Washington DC 20005-4734  
**Phone:** 202-638-4725

**E-mail:** [lta@lta.org](mailto:lta@lta.org)

<sup>1</sup> The above article was taken in part from the website of the Land Trust Alliance at <http://www.lta.org/conservation/easement.htm>.

*The Land Trust Alliance promotes voluntary land conservation and strengthens the land trust movement by providing the leadership, information, skills and resources land trusts need to conserve land for the benefit of communities and natural systems.*

**APPENDIX "B"**  
**Model Tree Protection Ordinance\***

**KEY ELEMENTS**

**NOTE:** *Most of the following guidelines are taken from Tree Conservation Ordinances, by Christopher Duerkesen with Suzanne Richman, a publication of Scenic America and the American Planning Association.*

Since every community is different, every ordinance will be different as well. Communities and activists should treat these elements as a guide. Furthermore, every community should seek the advice of its legal advisors to ensure that the ordinance is within the powers granted to communities under state law.

**1. Purpose:** This section should reflect the community's priorities in tree conservation. Does the community want to protect trees in order to protect its watershed, as Fairfax County, Virginia, did in stating that it adopted its ordinance ". . . to alleviate erosion, siltation, and other harmful effects of land-disturbing activities . . ."?<sup>1</sup> Or is it to protect historic trees? From a legal standpoint, it is most important that communities clearly state what they want the ordinance to accomplish. Scenic America strongly urges towns to prominently state the aesthetic benefits they hope to realize with their ordinance. If someone challenges the ordinance in court, the courts will look very closely at this section to determine whether or not subsequent sections serve this purpose.

**2. Authority:** It is also useful to cite the state enabling legislation that allows communities to protect trees. In doing so, the community acknowledges that they have the authority to do so and that they have verified that their ordinance does not exceed that authority.

**3. Definitions:** Depending on the scope of the ordinance, these can range from defining a "tree," which every ordinance should do (for example, does it cover large, woody plants with a height that will exceed ten feet or does it cover understory vegetation?), to defining "a heritage tree" (i.e. trees with some combination of age, historical connotations, etc., that the community finds particularly valuable), to defining more technical terms such as "mitigation," "dripline," and "afforestation." Outstanding sources of definitions include the aforementioned *Tree Conservation Ordinances* and *U.S. Landscape Ordinances: An Annotated Reference Handbook*, by Buck Abbey.

*\* This article, in its entirety, is from the website [http://www.scenic.org/tree/model\\_ordinance](http://www.scenic.org/tree/model_ordinance) by Scenic America. Additional articles on this subject are available at the same site.*

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## **Appendix "B"**

### **Model Tree Protection**

**4. Inventory/Information Requirements:** There are two elements to this section. First, communities can and should, regardless of whether they are developing their first ordinance or refining an existing one, conduct their own inventories of trees, including assessing species, the health of trees, and information about where the trees are in relation to other resources, such as watersheds. Second, where the ordinance protects trees on private property, the ordinance should require developers to perform an on-site tree inventory. Outstanding examples of provisions doing this are found in the ordinances of Austin, Texas<sup>2</sup> and Prince Georges County, Maryland.<sup>3</sup>

**5. Identification of Protected Trees:** This section clearly delineates the characteristics of trees the community wants to protect. Some communities use a simple size measure, protecting only trees, for example, with a diameter at breast height of 30 inches. Others, recognizing that an oak of that size is common while a dogwood that large would be extremely rare, set different size limits for different species. Still others use factors such as age, location and general condition. Some communities also promote the protection of durable or aesthetically pleasing trees while offering less protection to trees unusually prone to breakage during wind or ice storms or trees that drop messy fruit (such as Bradford Pears).

**6. Identification of Who Must Comply with the Ordinance:** This section identifies the activities that trigger the ordinance and who must and must not comply with it. Some communities do not require tree preservation measures if only small parcels are affected or if small numbers of trees are involved. Tampa, Florida, for example, exempts expansion of single and two family dwellings that do not increase the total floor area on a parcel by more than 15 percent or exceed a cost of \$15,000. Gibbsboro, New Jersey, allows individual lot owners to remove fewer than two trees at any one time or six in any one year.

In addition to protecting trees from disturbance during the development process, many communities also protect trees from excessive or improper pruning. Chesapeake, Virginia<sup>4</sup> contains an extensive section on tree preservation and implementation in its ordinance. At the same time, San Juan Capistrano, California targets the practice of "topping," in which tree owners reduce major branches to stubs. Specifically, no property owner in certain zones may have his trees "severely trimmed," which the ordinance defines as "the cutting of the branches and/or trunk of a tree in a manner which will substantially reduce the overall size of the tree area so as to destroy

the existing symmetrical appearance or natural shape of the tree in a manner which results in the removal of main lateral branches, leaving the trunk of the tree in a stub appearance." <sup>5</sup>

**7. Administration:** This section identifies the agency or individual responsible for ensuring compliance with the tree ordinance. Most communities assign the job to one of four types of agencies: planning and zoning; parks and recreation; public works; or environmental resources. Many communities also have shade tree commissions that, in addition to reviewing and updating the ordinance and related guidelines, may also review applications for permits.

At some point or at some level of discussion, communities will need a professional arborist or forester to assess compliance and provide technical expertise. While only the larger and wealthier cities tend to have such a professional on staff, most communities can retain one in their area.

**8. Standards:** Somewhere, either in the ordinance or in related regulations, the community should make some reference to the standards to which they intend to hold developers and property owners. Communities may either adopt comprehensive standards on their own or refer to accepted professional standards. For example, Alachua County, Florida, requires compliance with the National Arborist Association Standards for Pruning of Shade Trees when trimming trees on public or private property except in cases of emergency. [6]

**9. Enforcement:** Ultimately, after all the decisions of what to protect and how to protect it have been made, to be of any value the ordinance must contain some provisions for penalizing violators. Small fines might just be seen as a cost of doing business. However, such measures as linking fines and penalties to the actual value of trees destroyed, considering each tree damaged or removed a separate violation, and invoking penalties for each day the violations persist can have a significant impact on the attitudes of potential violators. [7]

With careful planning, with an ordinance containing all of the above ordinances, and most important of all, with vigorous enforcement and implementation, every community can protect its trees and enjoy the environmental, economic, and aesthetic benefits of tree conservation.

**More information:** <http://www.scenic.org/tree>

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## **Appendix "B"** **Model Tree Protection**

### **REFERENCES**

The best source of information on how to draft a successful tree conservation ordinance remains Tree Conservation Ordinances, by Christopher J. Duerksen with Suzanne Richman, published in 1993 by the American Planning Association and Scenic America. This book can be ordered online.

The most comprehensive review of individual landscaping ordinances is *U.S. Landscape Ordinances: An Annotated Reference Handbook*, by Buck Abbey. This book can be ordered directly from the publisher, John Wiley & Sons, [www.wiley.com](http://www.wiley.com).

Several organizations also concern themselves with community tree preservation and landscaping. National organizations include the American Society of Landscape Architects, the National Arbor Day Foundation, the National Tree Trust, and the Society of Municipal Arborists.

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1 Fairfax County, Virginia, Erosion and Sedimentation Control and Conservation Ordinance, Pt. 3, Ch. 104-1-1.

2 Austin, Texas, City Code, Chapter 13-2A (Zoning) Section 5187.

3 Prince George's County, Series No 9058201522, A Manual for Tree Preservation in Development Areas, c. 1982.

4 Chesapeake, Virginia, Land Use Code, Section 22.20-520.

5 San Juan Capistrano, California, City Code, Section 9-3.625.

6 Alachua County, Florida, Ordinance, 91-14, Section 4 (1991).

7 Duerksen, Christopher J. and Richman, Suzanne, *Tree Conservation Ordinances*, American Planning Association and Scenic America, Washington, DC 1993.

**APPENDIX "C"**  
**Addressing the Billboard Issue\***

**Local Billboard Prohibition Ordinance**

Of the 45 states that allow new billboard construction, 41 allow municipalities to prohibit new billboard construction. Scenic America strongly recommends local prohibitions of new construction as a valid means of stopping billboard blight from getting worse.

The following model ordinance is based on language from a variety of the more than 720 communities throughout America with billboard prohibitions confirmed by Scenic America. The ordinances of places as diverse as Baltimore, Maryland; Richland County, South Carolina; Scottsdale, Arizona; and Fort Worth, Texas offer worthy examples for other communities.

**Ordinance No.**

**City of Any Town, East Dakota, USA**

**Whereas**, the proliferation in number, size, and manner of off-premise outdoor advertising signs unreasonably distracts operators of motor vehicles and promotes confusion with regard to traffic lights, signs or signals and is therefore hazardous to the health and safety of road and highway users; and

**Whereas**, excessive and inadequately controlled off-premise signs endangers the uniqueness and scenic beauty of Any Town, harms the appearance of our neighborhoods, and reduces the property values of neighboring property owners; and

**Whereas**, tourism and trade from both resident and nonresident highway users is an essential part of Any Town's economy; and

**Whereas**, logo signs, well-designed on-premise signs, information centers, and other forms of media in Any Town offer local businesses ample opportunity to promote their goods and services to residents and visitors alike; and

**Whereas**, Section \_\_\_\_\_ of the Code of East Dakota permits local governments to strictly control and prohibit the construction and reconstruction of new off-premise outdoor advertising signs; and

**Whereas**, The City Council of Any Town finds that a complete prohibition of the construction of new outdoor advertising signs advances the public health, safety, and welfare of Any Town;

*\*This article was taken, in its entirety, from [http://www.scenic.org/billboards/model\\_ordinance](http://www.scenic.org/billboards/model_ordinance).*

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## **Appendix "C"**

### **Billboard Model Ordinance**

*Additional information on the subject is available at this same website.*

**Therefore be it ordained** that the following subsections shall be added to Section 12 of the Municipal Zoning Ordinance of Any Town and shall be effective immediately.

#### **Section 12-1. Definitions:**

A. "Official business directional sign" means a sign erected and maintained by the state or an entity authorized by the state to indicate to the traveling public the route and distance to public accommodations or commercial services for the traveling public.

B. "Off-premise sign" means a business sign which directs the attention of the public to a business, activity conducted, or product sold or offered at a location not on the same premises where such business sign is located. For purposes of this article, easements and other appurtenances shall be considered to be outside such platted parcel of land and any sign located or proposed to be located in an easement or other appurtenance shall be considered an off-premise sign.

#### **Section 12-2. Prohibited Signs.**

A. All off-premise signs are prohibited and no permit shall be granted for the construction of any off premise signs on or after the effective date of this subsection.

#### **Section 12-3. Repair and Reconstruction of Signs.**

A. Off-premise signs: Should any sign be damaged by acts of God, weather, unintentional harm or negligence or should any off-premise sign deteriorate due to failure to properly maintain said sign to the point that the cost of repair is greater than 50 percent of its current fair market value, the City shall not grant any permits for the repair or reconstruction of the sign. This prohibition does not apply to signs damaged by vandalism or other criminal acts.

#### **Section 12-4. Protection of First Amendment Rights.**

A. Any sign allowed under this ordinance may contain, in lieu of any other copy, any otherwise lawful noncommercial message that does not direct attention to a business, activity conducted, or product sold or offered at a location not on the same premises where such business sign is located.

#### **Section 12-5. Severability and Conflict.**

A. Severability: This ordinance and its various parts are hereby declared to be severable. If any section, clause, provision or portion of this ordinance is declared invalid or unconstitutional by a court of competent jurisdiction, such decision shall not

affect the validity of either this ordinance as a whole or any parts not declared invalid or unconstitutional.

- B. Conflict: If any part of this ordinance is found to be in conflict with any other ordinance of the City of Any Town, the most restrictive or highest standard shall prevail.

NOTES:

*1. This model ordinance is intended to amend existing sign laws or an existing ordinance. It could also serve as a stand-alone ordinance. As with other model ordinances, Scenic America urges activists and officials to consult with experienced local counsel and modify this ordinance to comply with current state law.*

*2. Four states, Ohio, Pennsylvania, Missouri, and South Dakota do not allow communities to prohibit billboards completely. Pennsylvania law may allow communities that already have billboards in their community to prohibit new billboards, but that question remains unsettled.*

*3. For more information on how to advocate for good state and local billboard controls, see Scenic America's publication *Fighting Billboard Blight*, available in our secure online Bookstore.*

**APPENDIX "D"**  
**Scenic Easement\***

**What is a Scenic Easement?**

When a conservation easement includes the goal of preserving desirable views of an area, it is said to have a scenic conservation purpose. If preservation of scenic resources is the sole purpose of the conservation easement, it may be referred to as a scenic conservation easement or simply a scenic easement.

The precise title and scope, however, can vary depending on the authorizing law of the state in which it is created and the relevance of any particular resource protection program. Regardless of title, the federal Uniform Conservation Easement Act expressly allows conservation easements that retain or protect natural, scenic, or open-space values of real property. As of 2000, the laws of at least 24 states expressly allowed conservation easements that protected scenic values, with many more allowing them as part of common law practice.

**Overlap with Other Conservation Goals: The Mixed-Purpose Easement**

Scenic protection is a popular conservation goal in and of itself. Scenic views and roads were among the conservation values expressly protected by 56 percent of land trusts examined in one recent study. The goal of scenic protection, however, often overlaps with other popular conservation goals such as protection of open space, wildlife habitat, forests, or wetlands. Given the overlap, many conservation easements are drafted not as single-purpose scenic easements but as mixed-purpose easements. This approach has the benefit of ensuring that if a conservation easement fails to qualify for scenic purposes under the Internal Revenue Service's definition, it can still be supported under the definition of another permitted conservation value.

Nevertheless, there are drawbacks to creating a mixed-purpose conservation easement when a sole-purpose scenic easement would suffice. Mixed-purpose easements are often more complex and difficult to understand. The tendency to list every possible applicable value can occasionally lead to an inadequate description of some values. If mixed-purpose conservation easements are viewed as nothing more than a litany of conservation values borrowed from boilerplate language, a reviewing judge may consider some values less

important and interpret a related prohibition accordingly. This problem is exacerbated if the activities prohibited on the property do not logically follow or connect to convincing conservation values. To avoid this danger, it may be advisable to rely on the simplicity of a single-purpose scenic easement when that is, in fact, the sole or primary value the landowner seeks to protect.

### **The Role of Scenic Easements in Comprehensive Scenic Protection Programs**

Scenic easements are one tool among many used by both government and non-governmental organizations to protect the visual environment. The federal government traditionally has been at the forefront of scenic protection, but states and local governments have also enacted many important measures. Since the 1960s, a number of new national programs have authorized and funded a variety of approaches to protect the beauty of designated highways, rivers, trails, and other recreational areas. Many states have created similar programs, often modeled on their federal counterparts. Organizations at both the federal and state level tend to rely on a combination of regulation, land acquisition, and conservation easements to meet their goals.

Local governments, in contrast, generally have much less funding available for land acquisition. Instead, they tend to rely on land use regulations (e.g., zoning) and strategic uses of capital improvements programs to reach their scenic protection goals. For example, a local government might create a zoning overlay district restricting tall buildings in a scenic corridor, or it might withhold extension of public infrastructure into sensitive viewsheds in order to discourage development.

Non-governmental organizations involved in scenic protection, including land trusts, may collaborate to support one or more of these governmental programs, or may choose to work independently by making targeted land acquisitions. The decision by any of these organizations to use scenic easements, as opposed to another approach, is generally made on a case-by-case basis.

*\* The above article was taken, in its entirety, from the website <http://www.scenic.org/easements> by Scenic America. For strategies, case studies as well as information on the Scenic America organization, visit their website at <http://www.scenic.org/>.*

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## **Appendix "D"** **Scenic Easement**

*As noted on the Scenic America website, two books worth reading...*

### **Getting in Right in the Right-of-Way: A Citizen's Guide to Context Sensitive Solutions**

Scenic America has been a leader for many years in promotion context-sensitive highway design. *Getting it Right in the Right-of-Way* includes information on community involvement in transportation planning, advises citizens on planning strategies for working with state highway engineers, provides basics road design vocabulary and information on federal laws that support context sensitive solutions, and gives helpful case studies. Scenic America, 2000. 24 pages.

### **Scenic Easements: A Tool to Conserve America the Beautiful**

Intended to promote scenic conservation by encouraging the routine inclusion of scenic protection in general purpose conservation easements, as well as the establishment of stand-alone scenic easements. With this publication, Scenic America hopes to ensure that the best possible information on scenic protection through easements is available to landowners; land trusts; and federal, state, and local agencies. To this end, the *Scenic Easements Action Guide* provides a history of their use, reviews types of scenic resources currently protected by easements, and discusses special considerations for drafting scenic easements. NOTE: *Scenic Easements: A Tool to Conserve America the Beautiful* is not intended to be a comprehensive guide on technical aspects of conservation easements. Readers who wish to draft any type of easement should consult the *Conservation Easement Handbook* (2nd edition, 2005) and other resources available from the Land Trust Alliance ([www.lta.org](http://www.lta.org)) and the Trust for Public Land ([www.tpl.org](http://www.tpl.org)). Scenic America, 2005. 20 pages.

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## **APPENDIX "E"**

### **Resource Information on Biking and Pathways**

*Below is information provided from the <http://www.greaterblufftonpathways.org/> website on crossing options for pathways. Also included in this section are other excellent resources.*

#### **Grade-Separated Crossings**

#### **Overpasses & Tunnels**

- Beneficial when large numbers of young children must regularly cross a high-speed or high-volume roadway.
- Effectiveness of overpasses and tunnels depends on their perceived ease of accessibility by pedestrians.
- May be necessary where the roadway's cross-section is exceptionally wide, such as freeways and principal arterials.
- Provides crossing where no other pedestrian facility is available.
- Extremely high cost (\$500,000 - \$4 million)
- Need to be easily accessible and convenient to use or they may lose their effectiveness. Pedestrians may be tempted to cross at grade instead of using the overpass or tunnel.
- Overpasses and tunnels should be used as a measure of last resort. It is usually more appropriate to use traffic-calming measures or install a pedestrian-activated signal that is accessible to all pedestrians.

#### **Overpasses**

- Extensive ramping on both ends to accommodate bikes and wheelchairs results in long crossing distances and steep slopes that discourage use.
- Most appropriate over railroads, rivers, high speed highways or natural barriers where topography allows for a structure without ramps.
- Studies show that pedestrians will not use it if they can cross at street level in about the same amount of time.
- Visually intrusive (most designs are not very pretty)

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## Appendix "E" Biking and Pathways

### Tunnels

- Lighting, drainage, graffiti removal, and security are major concerns.
- Tunnels should be designed to let more natural light in and with wide openings to be more inviting to pedestrians.
- To encourage maximum pedestrian use, tunnels should be easy to access and should be as short as possible. Tunnels must be well lit throughout.
- Placing tunnels near places of high activity such as entertainment complexes will discourage crime in and around the tunnel.

See pages 161-162 of Georgia Pedestrian and Streetscape Guide (GA DOT) for drawings/pictures of overpasses/tunnels that might work on Buckwalter Parkway.

[http://walkable.org/download/Georgia\\_ped\\_streetscape\\_guide.pdf](http://walkable.org/download/Georgia_ped_streetscape_guide.pdf)

[greaterblufftonpathways.org](http://greaterblufftonpathways.org)

<http://www.dot.wisconsin.gov/travel/bike-foot/docs/history.pdf>

History of bike trail development in Wisconsin

<http://www.a1trails.com/rail/trailswi.html> Bike Trails in Wisconsin

<http://www.bicyclinginfo.org/de/shared.htm> Specifics on design plans for bike paths

<http://www.americabikes.org/> - Funding opportunities

[www.pccsc.net](http://www.pccsc.net) - **The Palmetto Cycling Coalition** is dedicated to making South Carolina cycling friendly for everyone by providing access for cyclists on South Carolina roads and trails, improving safety for all South Carolina cyclists, and educating all South Carolinians about the value and importance of cycling for healthy lifestyles and communities.

[www.sccppa.org](http://www.sccppa.org) - **The South Carolina Coalition for Promoting Physical Activity** is uniting the efforts of organizations, businesses, schools, and individuals who are concerned with promoting physical activity and health in all populations throughout our state!

[www.bikeleague.org](http://www.bikeleague.org) - **The League of American Bicyclist's** mission is to promote bicycling for fun, fitness and transportation and work through advocacy and education for a bicycle-friendly America (Washington, DC). They do this by representing the interests of the nation's 57 million cyclists. With a current membership of 300,000 affiliated cyclists, including 40,000 individuals and 600 affiliated organizations, the League works to bring better bicycling to your community.

[www.railtrails.org](http://www.railtrails.org) - **Rails to Trails (RTC)** is: Creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

[www.greenway.org](http://www.greenway.org) - **East Coast Greenway** -Walkers, cyclists, and other trail advocates have joined forces around an audacious project, a 2,600 mile traffic-free path linking East Coast cities from Maine to Florida. Launched 14 years ago, this vision for an urban alternative to the highly popular Appalachian Trail is quickly becoming a reality.

[www.walkable.org](http://www.walkable.org) - **Walkable Communities, Inc.** is a non-profit corporation, established in the state of Florida in 1996. It was organized for the express purposes of helping whole communities, whether they are large cities or small towns, or parts of communities, i.e. neighborhoods, business districts, parks, school districts, subdivisions, specific roadway corridors, etc., become more walkable and pedestrian friendly.

[www.bikesbelong.org](http://www.bikesbelong.org) - **Bikes Belong** is a national organization dedicated to putting more people on bicycles more often. We link bicycle manufacturers, suppliers and retailers with broad-based and grassroots efforts to make bicycling safe, convenient and fun.

### Government Websites

[www.bcgov.net](http://www.bcgov.net) - **Beaufort County**

<http://www.dot.state.sc.us> - **South Carolina Department of Transportation** - [Bicycle and Pedestrian Programs.](#)

**APPENDIX "F"**  
**Principles of Context Sensitive Design**



**Thinking Beyond the Pavement "Qualities and Characteristics"**

[History](#) | **Principles**

The following principles were presented at the 1998 workshop, Thinking Beyond the Pavement: A National Workshop on Integrating Highway Development With Communities and the Environment, held in Maryland.

**Qualities of Excellence in Transportation Design**

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

**Characteristics of the Process Contributing to Excellence**

- Communication with all stakeholders is open, honest, early, and continuous.
- A multidisciplinary team is established early, with disciplines based on the needs of the specific project, and with the inclusion of the public.

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## Appendix "F"

### Context Sensitive Design

- A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined, and consensus on the scope is forged before proceeding.
- The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
- A commitment to the process from top agency officials and local leaders is secured.
- The public involvement process, which includes informal meetings, is tailored to the project.
- The landscape, the community, and valued resources are understood before engineering design is started.
- A full range of tools for communication about project alternatives is used (e.g., visualization).



*The above information was taken from the  
Federal Highway Administration website.*

For more information on this subject, visit:

<http://www.fhwa.dot.gov/csd/qualities.htm>

**APPENDIX "G"**  
**Benefits of Relocating Utilities\***



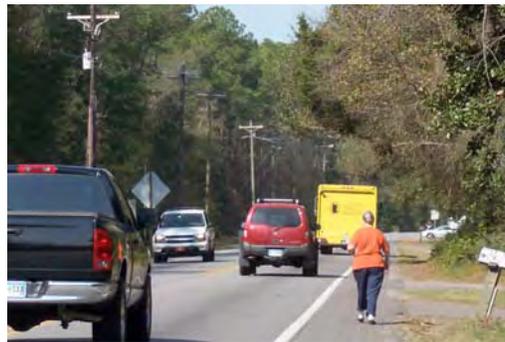
More than three million miles of electrical cables are strung across the country and at least 180 million telephone and cable television lines coexist with above ground power lines. As a result, the aesthetics of our communities and landscapes are often overwhelmed by unsightly utility wires and accessories.

Because of the benefits of undergrounding utilities, 9 out of 10 new subdivisions bury utility lines. In addition, dozens of cities have adopted comprehensive plans to bury or otherwise relocate utility lines, including San Antonio, TX; Colorado Springs, CO; New Castle, DE; Saratoga Springs, NY; Williamsburg, VA; Tacoma, WA; and Frederick, MD.

Together, communities and utility companies can reduce the visual impact of utility lines and poles; saving scenic beauty, improving safety, reducing utility disruptions, and increasing property values.

**Benefits of Relocating Utilities**

Utility wire undergrounding and relocation projects are expensive. Communities need to convince their local officials and utility companies of the benefits of wire relocation or burial.



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## **Appendix "G"**

### **Relocating Utilities**

#### **Aesthetics**

The appearance of an area can be greatly improved by reducing the visual clutter of utility wires. Undergrounding utility wires allows communities to highlight their unique beauty without a maze of poles and wires in the way. Without overhead utilities, communities can more readily undertake improvement projects such as sidewalk widening and tree planting without having to snake around poles or trim vegetation to make way for power lines.

#### **Reduced Maintenance**

Falling tree limbs, high winds, and heavy snows are just a few of the things that frequently cause utility disruptions by destroying overhead lines. Burying lines eliminates weather-related power outages and provides more reliable service to subscribers.

#### **Safety and Community Health**

Burying lines eliminates fire hazards, accidents, and safety risks from power outages due to downed lines. Relocation also reduces possible health risks from electromagnetic radiation and improves road safety by removing or reducing the chance of motorists striking poles.

#### **Economic Development**

Many revitalization experts agree that investing in improving the appearance of traditional commercial areas is one of the best ways to attract new business and stimulate economic development. Beauty benefits business, and minimizing the visual impact of utilities can be a major strategy to beautify and revitalize an area.



*Utility wires along the proposed route of Bluffton Scenic Byway take away from view shed.*

\* This article is from the website [http://www.scenic.org/utility\\_wires](http://www.scenic.org/utility_wires) by Scenic America. Additional articles on this subject are available at the same site.

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**APPENDIX "H"**  
**Zoning Ordinances for Archaeological Resources Protection**

The Archaeological Resources Protection Act was passed in 1979 to "protect archaeological resources on public lands and Indian lands, and for other purposes" and is viewable in its entirety at <http://archnet.asu.edu/Topical/CRM/usdocs/arpa79.html>

And in 2005, standards and guidelines for archaeological inventory was developed by the Council of South Carolina Professional Archaeologists, South Carolina Archives and State Historic Preservation Office and the South Carolina Institute of Archaeology and Anthropology. These standards and guidelines should be considered when developing an ordinance for the area along SC 46. A draft copy of the document in its entirety can be found at <http://www.palmettohistory.org/archaeology/finalReviewDraft102105.pdf> or at <http://www.cas.sc.edu/sciaa/pdfdocs/scs&g.pdf>.

As noted in the document referenced above, Beaufort County added Article 8 to its Zoning & Development Standard Ordinance enabling the county planning director to require a cultural resource survey but does not specifically reference archaeological sites. On the local level, Hilton Head introduced a local ordinance to protect archaeological sites (*ordinance No. 90-10B, proposed ordinance No. 90-16 amending Title 17 of the municipal code 17-2-112*) and Mt Pleasants' zoning codes specify that developers must provide "proof of coordination with the SCDHEC-OCRM" for both cultural and archaeological resources in a development area.

Another zoning ordinance worth noting is one adopted by the City of Alexandria, Virginia under Section 11-411: Archaeology Protection which is viewable in its entirety at:

<http://oha.alexandriava.gov/archaeology/ar-preservation-apc.html>

Other resources:

Kearns, B. and C. Kirkorian (1987) Archaeological Resource Protection Handbook. Hartford: Connecticut Historical Commission/State Historic Preservation Office. A reference copy of the Handbook was distributed to all of the nation's SHPO offices; contact your particular state office in this regard. An article by these same authors "*Protecting Sites at the Local Level: The Responsibility and the Legal Authority Towns have to protect their Archaeological Resources*" is viewable at <http://www.cr.nps.gov/seac/protecting/html/5e-kearns.htm>

**APPENDIX "I"**  
**Levels of Service Standards (LOS)**

Several transportation engineering firms that were referenced in the CMP report have computed the determination of Level of Service Standards for SC 46. There is both a LOS for intersections (signalize and nonsignalized) and the rural and urban sections of the roadway. The capacity of SC 46 to 'flow' traffic is both a quantitative and qualitative measurement of the roadway's operational conditions. For uninterrupted conditions, LOS are assessed using quantitative measures, which describe operational conditions within a traffic stream, and qualitative measures, such as individual motorist and/or passenger perception of those conditions.

*As noted in Chapter III, "A level of service definition considers factors in equations that measure traffic conditions such as speed and travel time, traffic volume, freedom to maneuver, traffic interruptions, comfort, convenience and safety. These rating can become the forecast for future roadway conditions, given the current roadway characteristics. Physical improvements to SC 46, such as the turnabout, signalized intersection, turn lanes etc will effect the LOS."*

*"LOS are rated A through F, best to worst, based on the models in the AASTHO Highway Capacity Manual.1 (1985, revised 1994). This is the "Bible", yet South Carolina DOT may define a LOS for all state roadways that would further take into consideration the "qualitative" measurements. In addition, there is another publication which was sponsored by AASHTO and the Transportation Research Board (Fed) has gained acceptance, particularly for rural and nonsignalized intersections. It was published by the National Cooperative Highway Research Program (NCHRP) and can be read online...but I would strongly advise you to pass this link along for their information and not curl up with the book....very dry reading unless you love transportation models." <http://www.nap.edu/catalog/6340.html#toc>*

Bluffton should first rely on Beaufort County and SC. DOT for the most proper definition given the actual computation that will be required to determine Capacity. Furthermore, SC DOT and/or Beaufort County will have the language for LOS A-F, which appropriate for that particular roadway segment of SC 46.

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## **Appendix "I"**

### **Level of Service Standards**

However, if one only desires a general descriptive definition, the following level of service (LOS) definitions may be used to describe transportation during uninterrupted flow conditions:

LOS A: Describes free flow conditions, with low volumes and high speeds. Freedom to select desired speeds and to maneuver with the traffic systems is extremely high. The general level of comfort and convenience provided to the motorist, passenger or pedestrian is excellent.

LOS B: Is in the range of stable flow but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver with the traffic stream from LOS A.

LOS C: Still in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

LOS D: Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

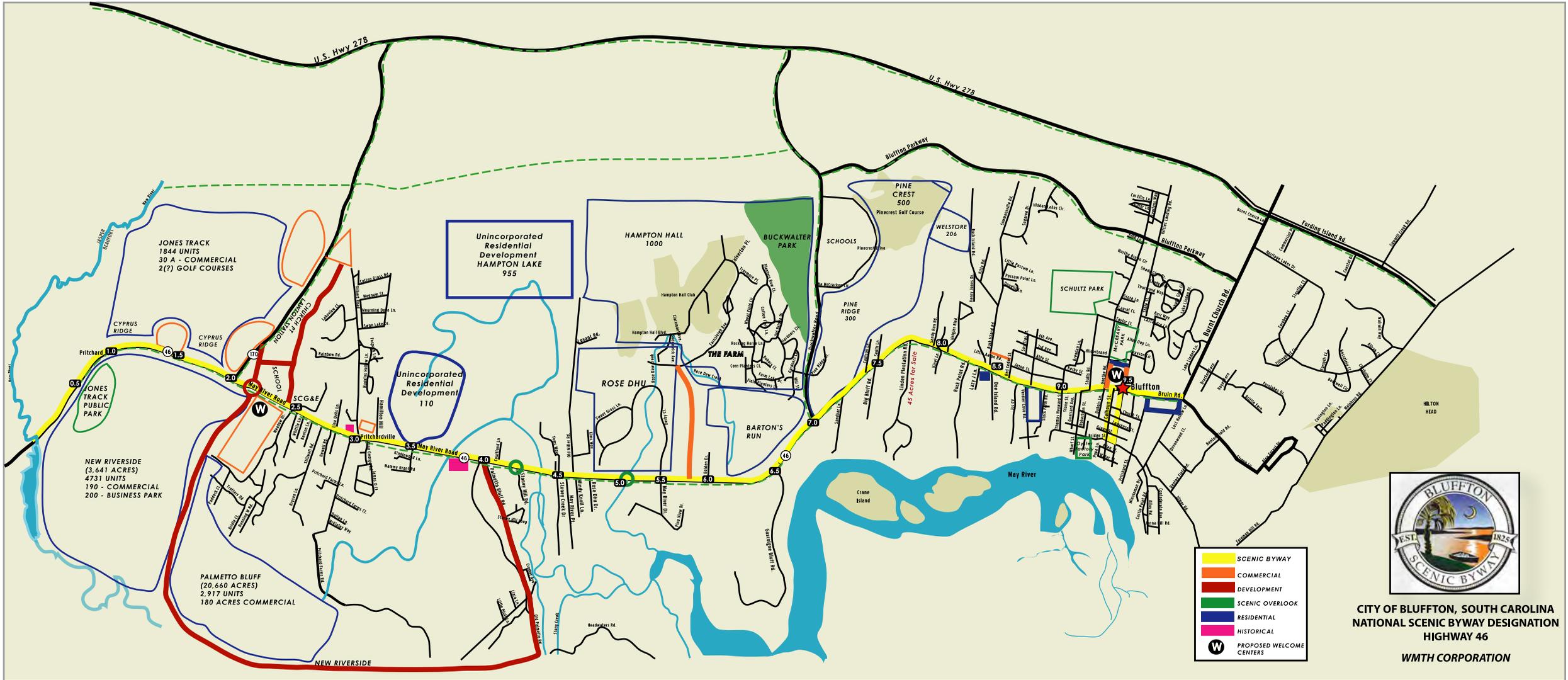
LOS E: Represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

LOS F: Describes forced or breakdown flow. These conditions usually result from queues of vehicles backing up from a restriction downstream. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. It marks the point

where arrival flow exceeds discharge flow. Levels of service for non-signalized intersections are based on a volume to capacity ratio and the resultant periods of delay. Projections take into account land uses in the area surrounding an intersection and how that traffic may affect the level of service of the intersection in the future. Levels of service in non-signalized intersections are expressed in terms of the average total delay per vehicle in seconds as show below in Table 3-4.

Table 3-4  
Level of Service Definitions for Non-Signalized Intersections

LEVEL OF SERVICE: AVERAGE TOTAL DELAY
A < 5 Seconds
B > 5 and < 10 Seconds
C > 10 and < 20 Seconds
D > 20 and < 30 Seconds
E > 30 and < 45 Seconds
F > 45 Seconds



JONES TRACK  
1844 UNITS  
30 A - COMMERCIAL  
2(?) GOLF COURSES

Unincorporated  
Residential  
Development  
HAMPTON LAKE  
955

HAMPTON HALL  
1000

BUCKWALTER  
PARK

Unincorporated  
Residential  
Development  
110

ROSE DHU

BARTON'S  
RUN

SCHULTZ PARK

CYPRUS  
RIDGE

CYPRUS  
RIDGE

JONES TRACK  
PUBLIC  
PARK

NEW RIVERSIDE  
(3,641 ACRES)  
4731 UNITS  
190 - COMMERCIAL  
200 - BUSINESS PARK

PALMETTO BLUFF  
(20,660 ACRES)  
2,917 UNITS  
180 ACRES COMMERCIAL

PINE  
CREST  
500  
Pinecrest Golf Course

PINE  
RIDGE  
300

45 Acres for Sale

Crane  
Island

