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Public Comments and Input

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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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- 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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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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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>

To: <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, [Spencerdebby](#)
CC: [Karen56](#), dkim2341@davtv.com, 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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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

From: 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

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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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

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