

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.

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.¹

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:

¹ For more information on the Old Town Master Plan, go to:

<http://www.townofbluffton.com/new/link.php?link=otmptransportation>

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.



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 46.¹
 - 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.

¹ For more information on this subject, visit the Federal Highway Commission's website at: http://www.fhwa.dot.gov/realestate/cp_local.htm

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.¹

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.²
 2. Adopt the Comprehensive Planning Manual for Local Governments.

¹ For more information on Context Sensitive Solutions, see APPENDIX "A" or visit the website <http://www.contextsensitivesolutions.org/>

² A copy of the Comprehensive Planning Manual is available at: <http://www.bcgov.net/Planning>

3. Adopt the Southern Beaufort County Regional Plan.¹
- 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.²

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).³
- 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.⁴

¹ A copy of the Southern Beaufort County Regional Plan is available at:

http://www.bcgov.net/Planning/Southern_Regional_Plan/Introduction.asp

² For case studies recommendations and become recognized by the Federal Highway Administration, go to: <http://safety.fhwa.dot.gov/safetealu/toc.htm>

³ Highway Safety Improvement Program (HSIP) is viewable at:

<http://safety.fhwa.dot.gov/safetealu/toc.htm> Strategic Highway Safety Plans

⁴ For more on "Safe Schools" initiative, go to:

<http://safety.fhwa.dot.gov/saferoutes/index.htm>

Chapter X Transportation Recommendations

OPPORTUNITY FOR FUNDING PATHWAYS AND GREENWAYS FROM SRTS PROGRAM*



*Safe Routes to School (SRTS) Program*¹

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.

¹The above excerpt was taken from <http://safety.fhwa.dot.gov/saferoutes/>

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.