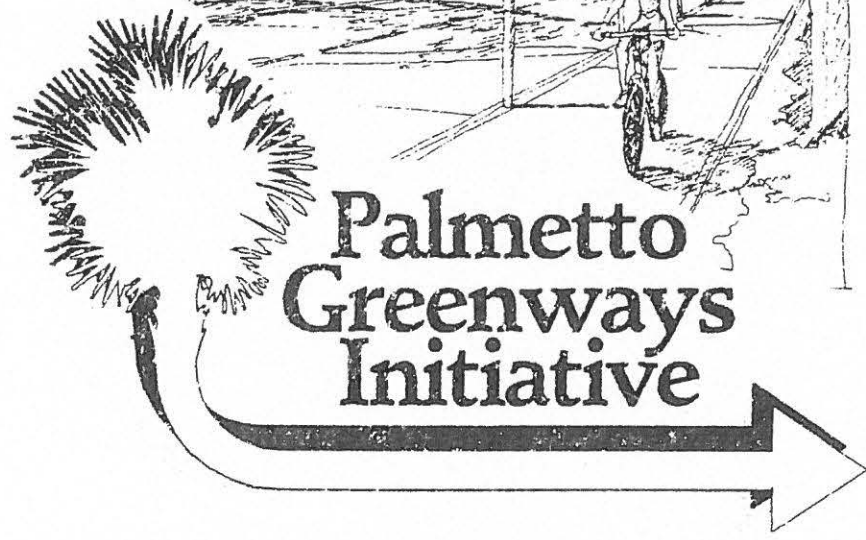
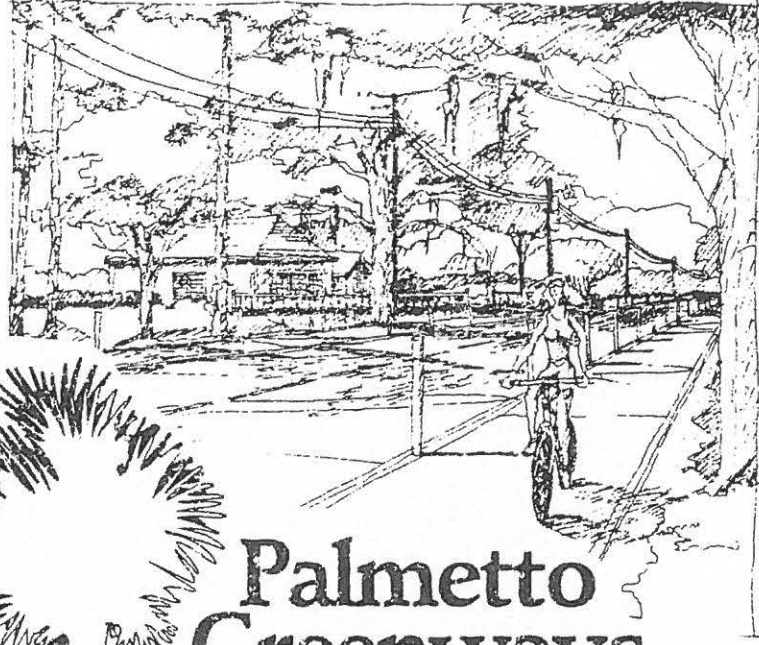


To: Brian F.  
From: Bill Prokop

Beaufort Greenways



**Palmetto  
Greenways  
Initiative**

**Beaufort Greenways Plan**

CITY OF BEAUFORT  
PLANNING DEPARTMENT  
P. O. DRAWER 1167  
BEAUFORT, SC 29901-1167



**Palmetto  
Greenways  
Initiative**

**BEAUFORT, SOUTH CAROLINA**

**April 1997**



**BEAUFORT, SOUTH CAROLINA**

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BEAUFORT, SOUTH CAROLINA

## INTRODUCTION

*"A Greenway is a corridor of protected open space managed for conservation and recreation purposes. Greenways protect natural resources, preserve scenic landscapes and historical resources, offer recreational opportunities, and provide a place for people to walk, bicycle and move from place to place. Greenways often follow natural land or water features and link protected cultural resources with populated areas. Some Greenways are publicly owned, some are privately owned and some are the result of public/private partnerships. Some are open to visitors, others are not. Some appeal to people, others attract wildlife."*

*Palmetto Greenways Initiative*

The Palmetto Greenways Initiative was established in 1995 as an effort to promote greenways in South Carolina. A steering committee was assembled and co-chaired by Anne Springs Close and Senator John E. Courson. The Initiative was sponsored by:

*The Palmetto Conservation Foundation* - a Columbia, S.C. based nonprofit organization interested in conservation, sustainable development, and the wise use of our natural and cultural resources.

*The Conservation Fund* - an Arlington, Va. based nonprofit organization that creates partnerships to protect our outdoor heritage. They are dedicated to integrating economic and environmental goals.

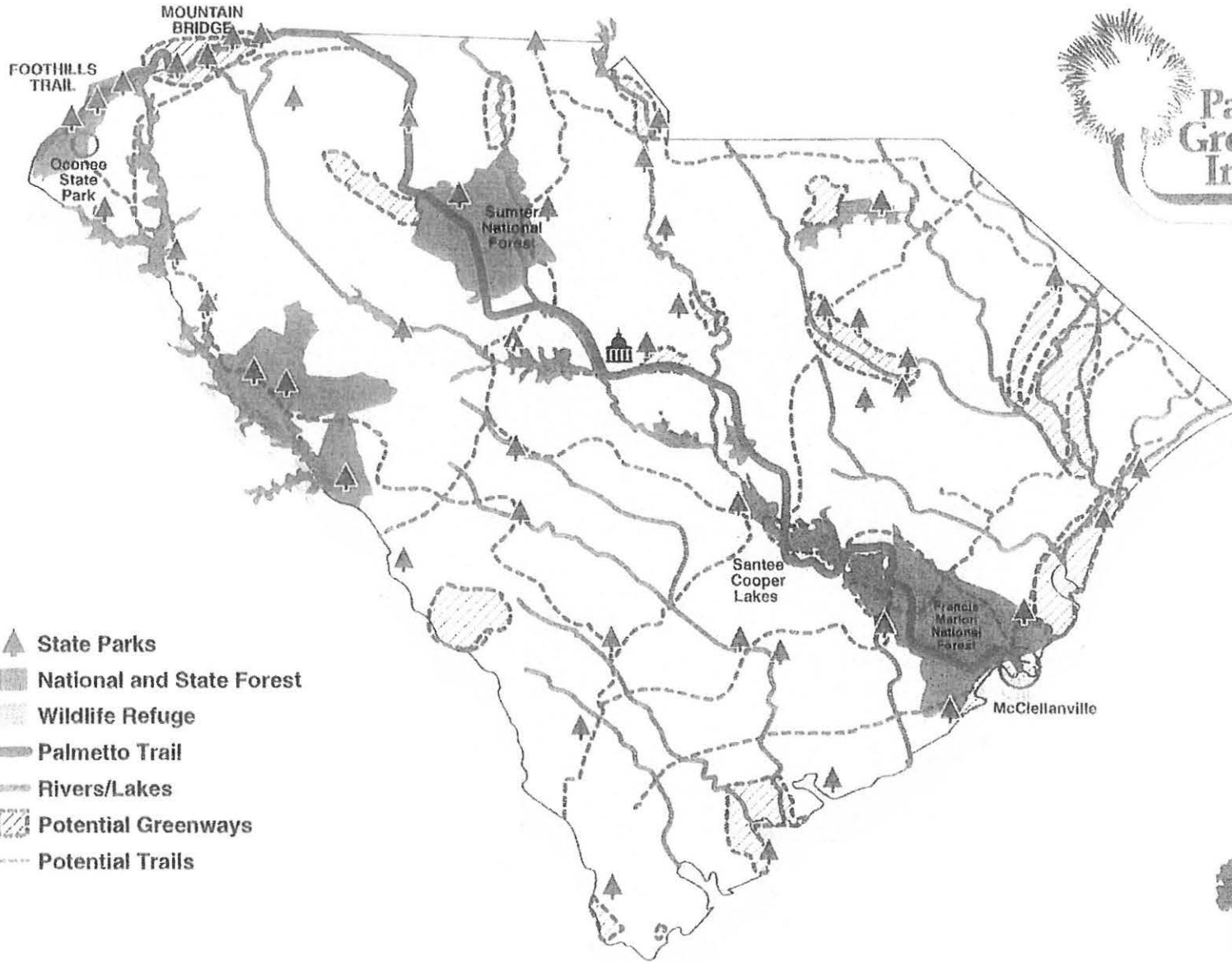
*Palmetto Trails* - a trail and greenway advocacy group based in Columbia, S.C.

*Land Resources* - the division of the S.C. Department of Natural Resources concerned with sustaining and enhancing SC's land related resources.

Funding was provided by the *Gaylord & Dorothy Donnelley Foundation* and the *World Wildlife Fund*

The Beaufort Greenways project, when complete will fulfill a direct goal established by the Strategic Plan. One of the many direct goals set by the Initiative was to stimulate private and public involvement and support for greenways among a broad cross section of South Carolina. The direct objective was to target local governments to encourage greenways programs by preparing a *model* greenways plan for a South Carolina community.

Beaufort was selected as the site for the partnership to develop the model greenway plan for many reasons. The success of the plan will require community support. The Beaufort community has continually supported conservation, preservation and recreational issues, which is essential to the success of greenways. The tourism industry in Beaufort will provide additional support from outsiders, and enable promotional efforts of greenways to be successful. The unprecedented natural beauty of Beaufort will provide a scenic environment for greenways. Of utmost importance is the issue of a threatened environment. Beaufort County is developing at an alarming rate. Development plans already in the permitting process will double the population of Beaufort County. All of these issues support the greenways concept and make the greenway system work.



## **BEAUFORT GREENWAYS PROCESS AND APPROACH FOR DEVELOPING A GREENWAYS CONCEPT**

### **PURPOSE**

The goals of the Palmetto Conservation Foundation and the Palmetto Greenways Initiative are to stimulate public and private interest in preserving and creating greenways in South Carolina.

Greenways are corridors of protected open space for conservation and recreation purposes. They protect natural and historical resources and preserve scenic landscapes. Greenways offer a route for people to move from place to place. All greenways are unique in their community and serve a variety of purposes.

The purpose of the Beaufort Greenways Project is to determine how and where greenways can best serve the Beaufort community. Greenway projects have unique purposes for each community they are developed in. The Beaufort Greenway concept is intended to connect the community with safe routes for people to access the community's resources via walking or cycling, or by other nonmotorized modes. It is also the purpose of the Beaufort Greenways Project to provide the community with access to the many water courses. By providing water access, the community will be able to access their most valuable resource, their waterways.

### **PROCESS**

The following is a summary of the six phases of the study process. This information will provide the framework for the process and aid in the final decision making.

#### **Phase One - ESTABLISHING A COMMITTEE**

It is important that a citizens group be established to provide local assistance with the study. The input of local individuals is invaluable. The committee group will assist with inventory and analysis, design and implementation phases. An advisory committee should consist of an inclusive group of community individuals.

The Beaufort City Council determined which local organizations should be included in the process. Each organization was requested to send a representative to the initial meeting. The following is a list of the committee that was involved in the study process.

#### **Palmetto Conservation Foundation**

(Consultant / Facilitator)

Mr. Ken Driggers

Ms. Laura G. Byington

#### **City of Beaufort**

Mr. Gary Cannon (City Manager)

Ms. Libby Anderson

Ms. Lina Cofresi

Mr. Dennis Haigler

#### **Beaufort City Council**

Mr. Jim Neighbors

#### **Beaufort County School District**

Ms. Donna Sagar

#### **Beaufort County Parks & Leisure Services**

Ms. Mary Ann Payne

#### **Beaufort - Jasper Water & Sewer Authority**

Ms. Terry Murray

**Sierra Club**

Ms. Jennifer Rauch

**SCDHEC - Coastal Resource Management**

Mr. Steve Snyder

**SC Coastal Conservation League**

Ms. Catherine Speth

**Beaufort Chamber of Commerce**

Ms. Lisa McFee

**Lady's Island Business & Professional Assoc.**

Mr. Bernie Kole

**Beaufort County Open Land Trust**

Mr. Bruce McBratney

**Beaufort Running Club**

Mr. Kenny Cowart

**SCDOT**

Mr. Tom Dodds

**Beaufort County Planning Dept**

Ms. Rosetta Radke

**Historic Beaufort Foundation**

Mr. David Schneider

**Citizens at large**

Mr. Bob Stoothoff

Ms. Deanna Workman

Mr. Yan Seiner

**Phase Two - INVENTORY & ANALYSIS**

The Beaufort community has a wealth of natural and cultural resources. It is important for people in the community to have easy access to these resources. These resources must be inventoried to determine the desired destinations of the community.

This phase is divided into several categories of items to inventory. Each resource is then described and analyzed. The analysis should identify the factors contributing to the desirability of incorporating the identified resource into the Greenway Plan. This important information will give validity to the next phase - developing the conceptual Greenway route.

**Phase Three - DEVELOP A CONCEPTUAL ROUTE**

Once the resources have been inventoried and analyzed, it is necessary to link the individual sites together. It is useful to identify several conceptual routes. This will enable the committee to evaluate the alternatives and identify the opportunities and constraints that each presents. Evaluation will be done by developing valid evaluation criteria and a system of weighted values to assess the alternatives. This will enable the determination of the optimum design concept. Evaluation criteria will be based upon feasibility of route including economics in construction, land procurement, neighborhood support, existing amenities and safety. Most likely, the final plan will be a combination of the concepts.

In routing the greenway, it is important to look at rights of way and ownership. Also, identify potential supporters of the effort. Identify existing conflicts such as road and water crossings. Existing safe crossings should be utilized when possible.

#### **Phase Four - THE FINAL PLAN**

A final greenway route is determined from analyzing the alternatives. The routing should address all concerns that have been identified in the previous phases. Once the committee has identified the selected route, document the final greenway on a plan. It is also necessary to tour the route to identify the true onsite issues.

The final Greenway Corridor will be documented in a drawing and book format. Phases of development will be identified and prioritized.

#### **Phase Five - DEVELOPING STANDARDS FOR THE GREENWAY**

Actual design details and guidelines for development will be established to guide construction of surfaces, signage, lighting, and landscaping within the greenway corridor. Overall standards will be developed for the Beaufort Greenway, however, each area may have unique opportunities that need to be addressed.

#### **Phase Six - PROMOTION & IMPLEMENTATION**

The commitment of an ongoing Greenway Project committee is important to ensure that the overall greenway is developed to its fullest potential. This committee should develop a marketing strategy that will identify methods to promote the Greenway Project.

The marketing strategy should also identify local support groups and volunteers that can help build and fund the greenway project. In concert with the marketing strategy a strategy for guiding and monitoring the actual construction of the greenway must be identified. The implementation phase should identify manageable sections of the greenway for implementation. A cost estimate will prove to be useful in prioritizing the phasing of the actual construction.

## **Phase Two - INVENTORY & ANALYSIS**

The Inventory & Analysis phase was broken into categories for concentrated efforts of study. Subcommittees were then able to focus on a defined task. Subcommittees were assigned to study destinations, linkages, issues and development activities.

### **History**

Brief description of the history of the region.

### **Demographics**

Describe the demographic trend of the region.

### **Recreation**

Inventory the public open spaces in the city.

### **Destinations**

Greenways should connect a community by linking individual desired destinations.

Task: Identify *places of interest*, desired destinations, *nodes* for the Greenway System. These will range from neighborhoods, parks, cemeteries and major service centers that promote education, employment, shopping, and recreation.

### **Linkages**

All destinations should be connected with a safe travel route.

Task: Develop patterns of connection and identify *access points* and *service nodes* to provide parking and facilities.

Identify existing corridors or connectors of the city currently being used for alternate modes of transportation and recreation activities.

Identify new routes to develop to link the destinations.

Identify user groups and activities (cyclists, mopeds, in-line skates, walkers, joggers, etc.) on various sections of the greenway.

These may be Rights of Ways, RR Corridors, bridges or water trails.

### **Issues**

Suspicion from landowners generally exists when public access through private land is recommended. Identify issues that citizens may be concerned with. It is important to identify as many issues that may arise before the fact so we will be prepared to address all concerns.

Task: Identify issues of concern (use, attitudes and communication) to landowners. These may include vandalism, tax incentives, liability, etc. Identify the attitude of landowners in the proposed corridor.

### **Development Activity**

New developments can easily incorporate a greenway element.

Task: Identify proposed development activity that may impact the design of the Greenway. Coordinate with the city and county permitting departments, as well as the county's comprehensive plan, and adjoining towns of Port Royal and Lady's Island, and any proposed road improvement projects.

## **BEAUFORT "Queen of the Carolina Sea Islands"**

The charm and heritage of Beaufort has earned this historic seaport the notoriety of being called the "Queen of the Carolina Sea Islands." Beaufort Town was founded in 1711 by English lord proprietors and was officially named for Henry Somerset, Duke of Beaufort.

Beaufort is located in the southeastern tip of South Carolina. Beaufort County is comprised of many islands and stretches for nearly 30 miles along the Atlantic Ocean. The city of Beaufort is located in the center of the county on Port Royal Island. The city is bounded by the Beaufort River, Battery Creek and Albergotti Creek.

Beaufort possesses the Lowcountry character typical of South Carolina coastal towns. The scarves of Spanish moss waving in the breeze and the beauty of the magnolias and live oaks, however, mask the ravages of time that Beaufort has survived. Three wars have been fought on the lands of this Lowcountry South Carolina town. All were destructive and the fact that so many of the beautiful buildings have survived is a miracle.

In the early 1520s the Spaniards came ashore, explored the area and named it Santa Elena. This settlement located on Parris Island existed between 1566 and 1587. In 1562 the French Huguenot leader, Jean Ribaut, founded the colony he called Port Royal. One hundred years later the English colonial ship captain, William Hilton, charted the waters around Hilton Head Island, and in 1670 William Sayle, governor of the colony arrived. By 1674 the Province of South Carolina was divided into four counties, Berkeley, Carteret, Craven and Colleton and the government seat moved to the present site of Charleston in 1679

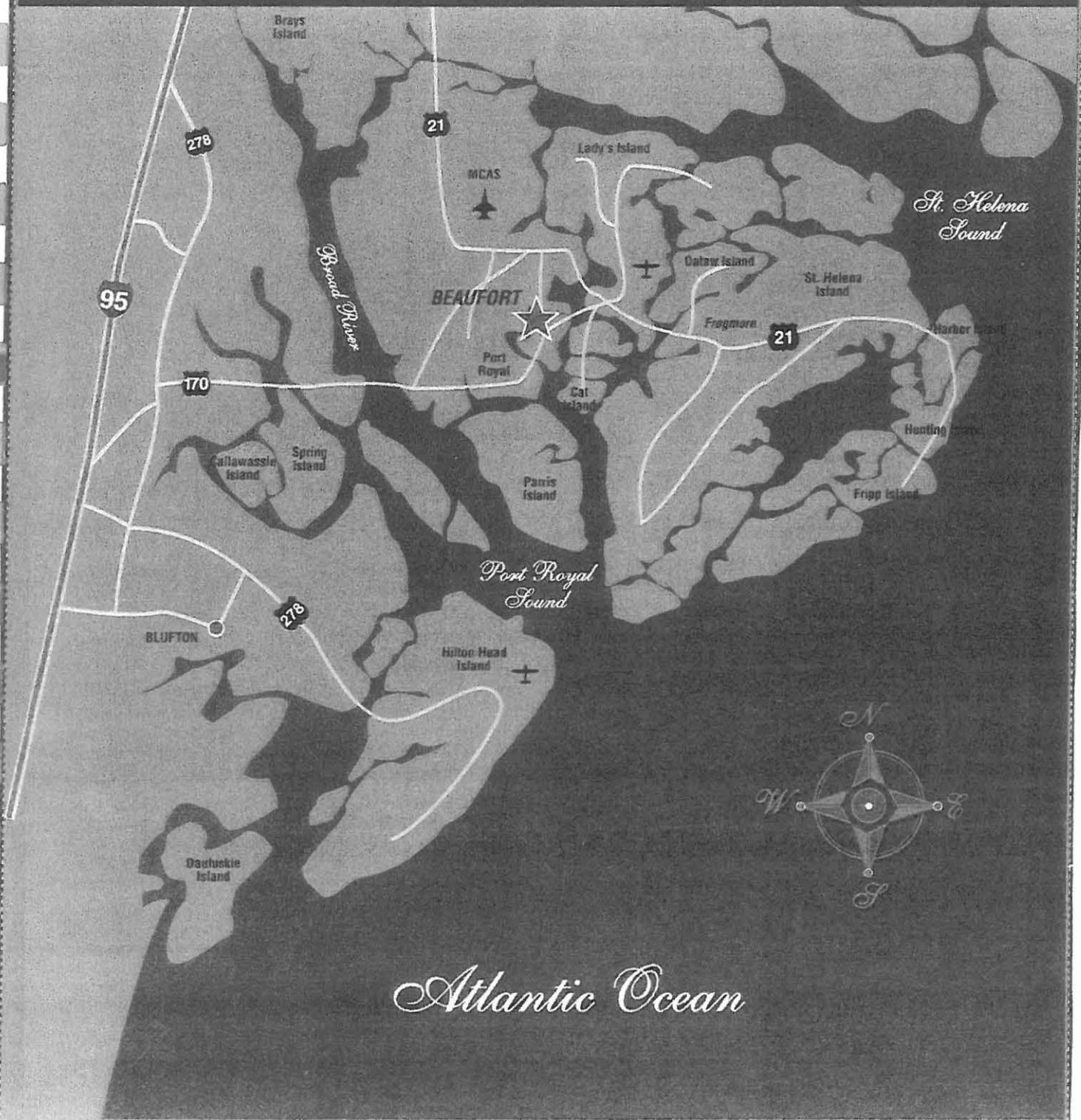
Stuart Town was established in 1684 by 51 Scotch Covenanters, on the bluff about one mile south of what is presently the city of Beaufort. The village was totally destroyed by the Spaniards from St. Augustine 1686.

The frontier settlement designated as Beaufort Town in 1710 was repeatedly threatened by the Spaniards, and was almost destroyed in the early 1700s Indian conflict. In the mid-1700s, indigo and rice plantations brought British investments into the area. Port Royal became the site of a thriving shipbuilding industry serving the British merchants. The Revolutionary War destroyed many of the local plantations. Sea Island cotton, developed after 1790, brought tremendous prosperity to Beaufort. This wealth turned Beaufort into a wealthy and aristocratic town.

As the Civil War approached, the First Ordinance of Secession was drawn up in the Beaufort house that became known as the Secession House. The War Between the States was more sympathetic toward the buildings in Beaufort. The Northern command wanted to use the palatial homes for hospitals and headquarters. Today they are the most interesting assortment of surviving Lowcountry homes from the time of the indigo and rice and cotton plantations.

The quaint town character of Beaufort still exists. Today Beaufort is a thriving, prosperous community, and a desired tourist destination. The film industry has recognized Beaufort's Lowcountry beauty and have utilized it for the natural setting for filming several major motion pictures.

# *Greater* BEAUFORT *Area*



## DEMOGRAPHICS

### GROWTH AND CHANGE

The City of Beaufort is one of the fastest growing communities in South Carolina. Its appeal as a historic seaside port community, with an abundance of scenic and natural recreational opportunities make it a wonderful place to live or visit. It is the challenge of the community to balance this growth with the preservation of the charm that makes Beaufort one of South Carolina gems.

Much of the change in Beaufort results from the steady increase in the number of residents. From 1980 to 1990, the City of Beaufort experienced a 10.9% growth rate, main it South Carolina's 33rd largest incorporated place.

#### BEAUFORT GROWTH RATE

1980	1990	percent change
8,634	9,576	10.91%

The population of Beaufort is expected to expand dramatically. One estimate by he Chamber of Commerce places the number of people in Beaufort by the year 2000 at 14,967. The impact this growth will have on the appeal of the community, from increased traffic to crowded facilities is intense.

Growth in Beaufort County is tremendous as well. From 1980 to 1990, Beaufort County grew from 65,364 to 86,425. Earlier projections anticipated the county population to reach 110,000 by the year 2010. More recent studies project that by the year 2000, the County population is expected to be 125,900. This is a significant increase from earlier studies.

The 1992 Unemployment rate for Beaufort County was 4.7% The largest employers are in the public sector:

Board of Education	1,883
Marine Corps.	836
Beaufort County	760
Naval Hospital	900
Marine Corps. (Civilian)	645

Beaufort is a community of great contrast. There is a significant under class in Beaufort. In 1989, 1,335 or close to 14% of the City's total population was classified as living under the poverty level. This population will benefit from the enhanced economy activity and alternative transportation alternatives of the greenway system.

Tourism is a major component of Beaufort's economy, Its beaches ad historic sites are primary draws to the coastal economy. Beaufort County currently ranks third in South Carolina in accommodation tax collections, a common statistic for gauging the tourism industry.

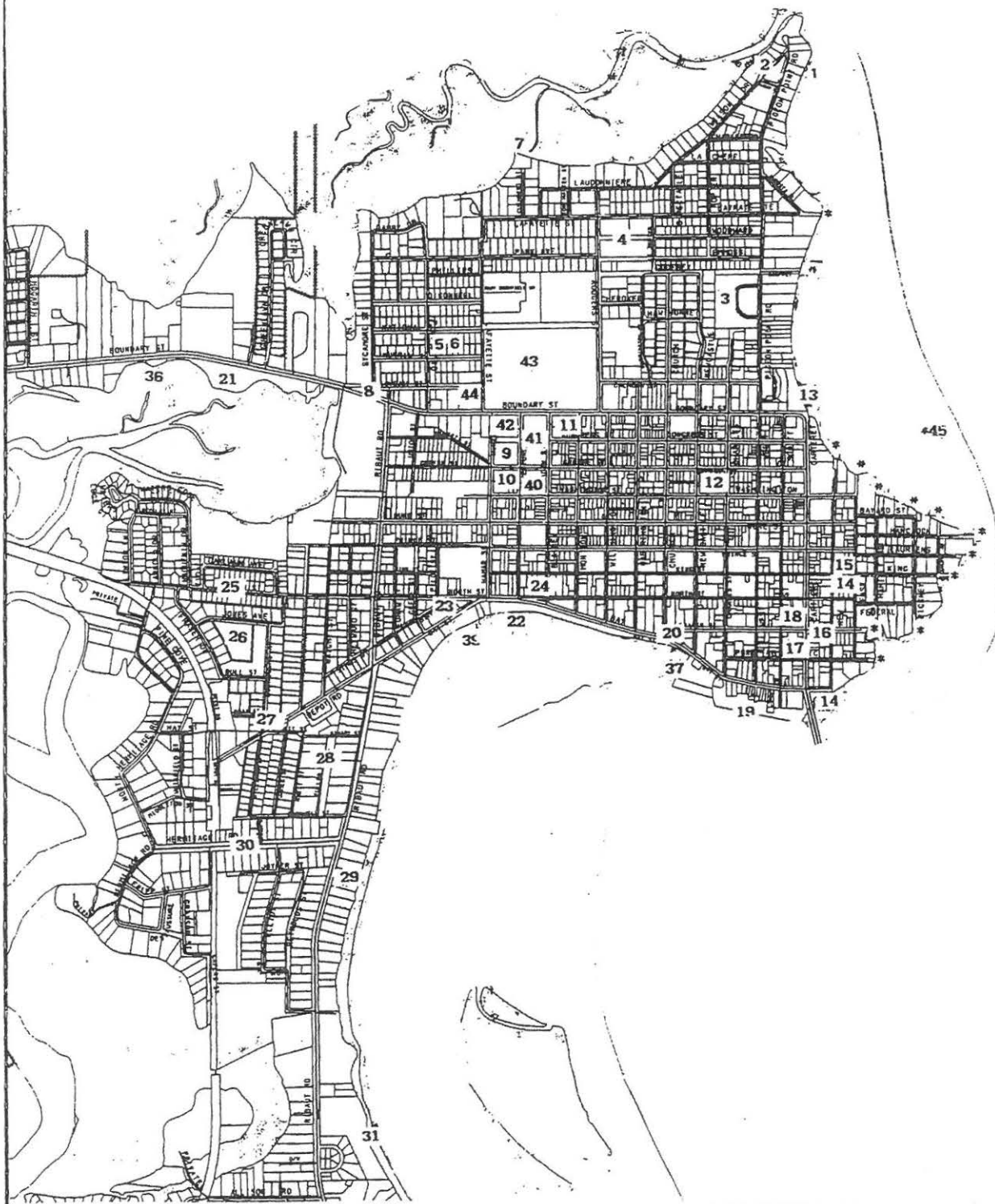
## RECREATION

The city limits of Beaufort are scattered with open spaces. These range in size from a small pocket park or tot lot to an active park with ballfields. Some of these parks are owned and maintained by the city of Beaufort, others are owned and maintained by Beaufort County Parks and Leisure Services Division.

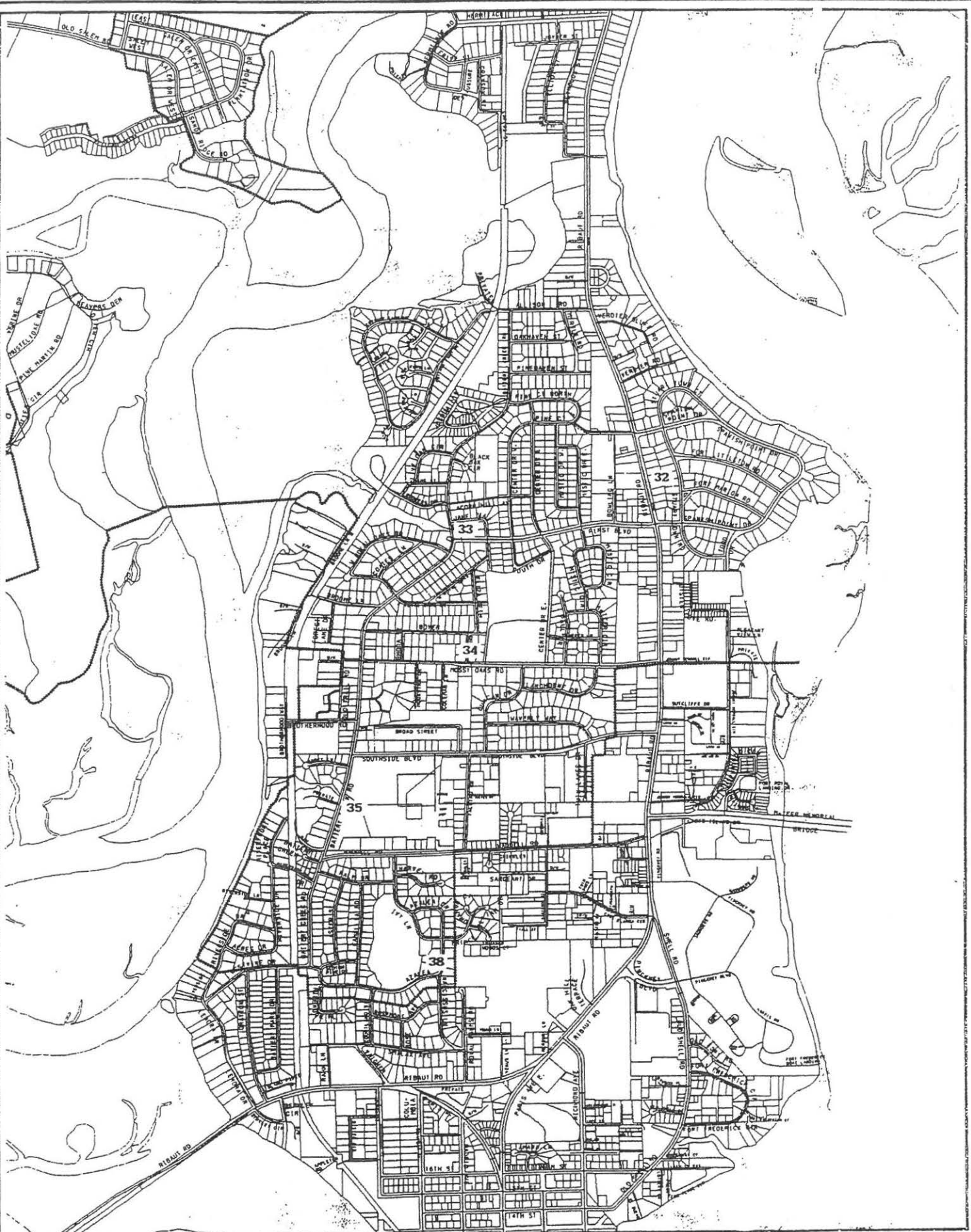
The following is an inventory of Existing Parks and Open Space Areas within the City Limits:

- |                                                                   |                                                                                     |
|-------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 1. Pigeon Point Boat Landing*                                     | 23. Logan Park (Bay at North St.)*                                                  |
| 2. The Commons Park (Albert St./Wilson Dr./<br>Pigeon Point Rd.)* | 24. Horse Trough Park (Bay, Bladen, North)*                                         |
| 3. Pigeon Point Park*                                             | 25. Tic-Tock Playground (North St.)*                                                |
| 4. Basil Greene Sports Complex                                    | 26. Bob Jones Field                                                                 |
| 5. Beaufort Mets Field                                            | 27. Depot Street Park at Pump Station*                                              |
| 6. Annette Bryant Memorial Playground*                            | 28. Fuller Parkway*                                                                 |
| 7. Horse Hole Park (Cuthbert St.)*                                | 29. Wilson Park (Ribaut Rd.)*                                                       |
| 8. Lovejoy Park*                                                  | 30. Hermitage Parkway*                                                              |
| 9. Neighborhood Activities Center                                 | 31. Kate Gleason Memorial Park                                                      |
| 10. Swimming Pool                                                 | 32. Calhoun Thomas Park (Ribaut Rd.)*                                               |
| 11. County Tennis Courts                                          | 33. Dowling Park Pond*                                                              |
| 12. Newcastle Tot Lot*                                            | 34. Mossy Oaks Playground*                                                          |
| 13. Bellamy Curve Park*                                           | 35. Southside Park                                                                  |
| 14. Jewell Park at Point Pond*                                    | 36. Polk Park (Boundary St. at creek marsh)*                                        |
| 15. Little Park (King & East Sts.)*                               | 37. Freedom Park*                                                                   |
| 16. Morrall Park (Craven St.)*                                    | 38. Arthur Horne Nature Park                                                        |
| 17. City Hall Park*                                               | 39. Open Land Trust Property (E & W sides of<br>Ribaut between Simms and Bay Sts.)* |
| 18. Arsenal Courtyard*                                            | 40. Beth Israel Cemetery                                                            |
| 19. Waterfront Park*                                              | 41. Evergreen Cemetery*                                                             |
| 20. Secession Park*                                               | 42. Citizens Cemetery*                                                              |
| 21. Sixteen Gate Cemetery (Boundary St.)                          | 43. National Cemetery                                                               |
| 22. Bay Street Bluff*                                             | 44. Mercy Cemetery                                                                  |
|                                                                   | 45. Street Ends on the Point*                                                       |

\* City-Owned Property



**PARKS AND OPEN SPACES - City of Beaufort - North Quadrant**



**PARKS AND OPEN SPACES - City of Beaufort - South Quadrant**

## **Beaufort Greenways Project Destinations Subcommittee Report**

Each community has unique places of interest and community service districts. Each of these destinations should be interconnected by a safe alternative route.

Originally the committee as a group identified the following places as possible destinations for the Greenway:

- Mossy Oaks Neighborhood
- Pigeon Point Neighborhood
- Hundred Pines Neighborhood
- Lady's Island
- St. Helena Island
- Waterfront Park / Visitor's Center
- Greene Street Gym
- City ballfields and tennis courts
- Port Royal YMCA
- The City Grid / Historic District
- Schools
- Beaufort Memorial Hospital
- Beaufort County Government Center
- USC Beaufort
- Technical College of the Lowcountry
- Open Land Trust Property
- Wal-Mart Plaza

**Beaufort County Open Land Trust** has an interest in the following inventory of properties. Clarification of their interest in the individual properties needs to be made.

- |                                  |                                               |
|----------------------------------|-----------------------------------------------|
| 1802 Bay St.                     | Jericho Rd.                                   |
| Bay Street - Beaufort Elementary | Brickyard Point Rd. / Hwy 72                  |
| 500 Congress St.                 | Magnolia Bluff Area                           |
| Brickyard Creek by N. River Dr.  | Marsh Harbor Area                             |
| Hwy. 21 / Airport Area           | Ribaut at Depot                               |
| Hwy. 21 / Capers Creek           | Ribaut at Bay                                 |
| Hwy. 21 / Factory Creek          | Ribaut near Spanish Point                     |
| Hwy. 21 / United Way             | State Road 77 / St. Helena Is.                |
| Hwy. 21 / Chowan Creek           | Lands End Rd. / across from Chapel<br>of Ease |

**Historic Beaufort Foundation** has an interest in the following list of properties. Clarification of their interest in the individual properties needs to be inventoried.

- 502 Pinckney St. 1 Marsh Land
- Richard Washington House
- John Mark Verdier 801 Bay St.
- George Parson Elliot House 1001 Bay St.
- William Elliot House (easement)
- William Wigg Barnwell House (easement)
- Boombears Shop (easement)
- John Johnson House (easement)
- Aulbrass Plantation (easement)

The Destinations Subcommittee met to further discuss the relative importance of incorporating the original list of destinations into the Greenway Plan. The destinations are natural, cultural, historic, recreational and service resources of the community. Each place was analyzed based on value and importance to the community, as well as numbers of anticipated users and regularity of use. Location and ease of access or remoteness of a destinations were also factors that were discussed.

**Woods Memorial Bridge** - The Woods Memorial Bridge is a principle destination, as the only physical linkage between the Beaufort National Historic Landmark District and Lady's Island and as a primary vantage point for the city of Beaufort.

**Lady's Island and St. Helena Island** - The greenway plan should provide linkage between the city's greenway network and the proposed pedestrian/bikeway along US 21 from the Woods Bridge to St. Helena Island. The following specific sites east of Woods Bridge should be priority destinations:

- Lady's Island "Village Center"
- The boat landing on US 21
- the new high school
- Cat & Cane Islands (secondary) - the route to these islands is particularly scenic and there is a good waterfront vantage at its terminus.

**Parks and cemeteries** - All parks and cemeteries are potential destinations. The following specific parks and cemeteries should have high priority for inclusion as destinations.

- Henry Chambers Waterfront Park
- Pigeon Point Park
- The National Cemetery

**The Historic District** - The district itself is a primary site, although the Greenway Plan may wish to identify specific corridors. Among the individual destinations within the historic district, in addition to Henry C. Chambers Waterfront Park, mentioned above, are:

- The Greene Street gym and pool
- The city tennis courts
- Beaufort Elementary School
- University of South Carolina - Beaufort
- The Beaufort Museum
- The John Mark Verdier House
- The Beaufort County Library
- The Visitor's Center and Marina

**Waterfront vistas** - There are several of these in the city, specifically the land preserved by the Open Land Trust along Bay Street and at the end of the street vistas preserved by the city.

- Permanently protected waterfront vistas
- Other non-protected vistas (secondary)

**Pigeon Point** - The following destinations are located in or near Pigeon Point:

- Beaufort Mets Ballfield
- J. Basil Green Ballfield
- The National Cemetery
- Pigeon Point Park
- Pigeon Point Landing

**Beaufort County Government Center** - A principle destination

- Lovejoy Park - across Hwy. 21 from the Government Center

**Hundred Pines Area** - The following destinations are located in the Hundred Pines Area:

- Bob Jones Ballfield
- Battery Creek Elementary School (secondary)
- The Sports Academy

**Ribaut Road** - The following are destinations along Ribaut Rd.

- Technical College of the Lowcountry
- Beaufort Memorial Hospital
- Kate Gleason Park
- Fuller Parkway (secondary)
- Caldwell Thomas Memorial Park (secondary)

**Mossy Oaks** - The following destinations are located in Mossy Oaks area:

- The existing Beaufort High School with its stadium
- Mossy Oaks Elementary
- Southside Park (secondary)

**Biking Streets** - The following were noted by the subcommittee as great biking streets:

- Hermitage Road (N & S)
- Battery Creek
- Wilson, Laudonierre, Darby St.

**Port Royal's Greenway System** - As with Lady's Island, the city greenway plan should typically address specific greenway proposals within the Town of Port Royal. The city's plan should be designated to provide links between the Beaufort's greenways system and greenway systems designated by surrounding communities. The following specific sites in the Town of Port Royal should be priority destinations:

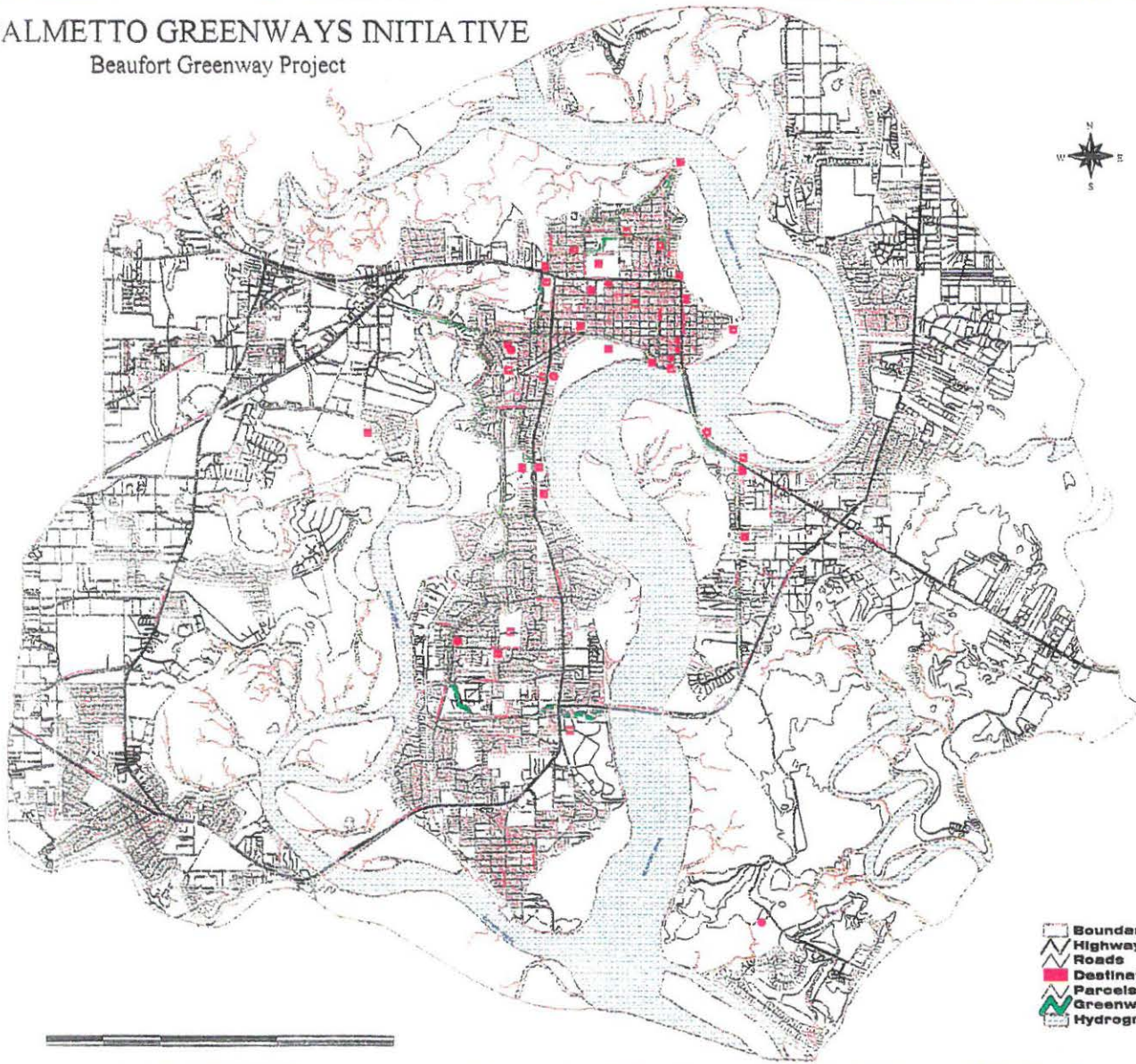
- The waterfront
- Fort Frederick
- US Naval Hospital
- YMCA

**Salem Plantation Area** - The area of the city west of Battery Creek has not yet been extensively developed. There are several existing and planned subdivisions in this area. The committee was not able to identify any specific destinations, other than the subdivisions themselves. However, this is an area of the city that will certainly see future residential development and there may be excellent opportunities to develop a greenway system as this occurs. We recommend that the plan address these opportunities.

**Cross Creek Plaza** - The subcommittee recommends that this be deleted from the destinations list because of its relatively remote location.

# PALMETTO GREENWAYS INITIATIVE

## Beaufort Greenway Project



- Boundary
- Highways
- Roads
- Destinations
- Parcels
- Greenways Corridor
- Hydrography

Id	Name
1	Woods Memorial Bridge
2	Lady's Island "village center"
3	the boat landing on U.S. 21
4	the new Beaufort High School
5	Henry Chambers Waterfront Park
6	Pigeon Point Park
7	The National Cemetery
8	Beaufort Historic District
9	The Greene Street gym & pool
10	The City tennis courts
11	Beaufort Elementary School
12	University of South Carolina - Beaufort
13	The Beaufort Museum
14	The John Mark Verdier House
15	The Beaufort County Library
16	The Visitor's Center and the Marina
17	Waterfront vistas preserved by the Open Land Trust
18	Street and vistas preserved by the city
19	Beaufort Mets ballfield
20	Bas: l Green ballfield
21	Pigeon Point Landing
22	Beaufort County Government Center
23	Lovejoy Park
24	Bob Jones ballfields
25	The Sports Academy
26	Technical College of the Lowcountry
27	Kate Gleason Park & Beaufort Memorial Hospital
28	the existing Beaufort High School with its stadium
29	Mossy Oaks Elementary School
30	Port Royal's Greenway System
31	Salom Plantation Area
1	Cat & Cane Islands
2	Battery Creek Elementary School
3	Fuller Parkway
4	Caldwell Thomas Memorial Park
5	County tennis courts and Park (Mossy Oaks)



## **Beaufort Greenways Project Linkages Subcommittee Report**

Linkages should provide safe access between Historic Beaufort, Pigeon Point, Battery Creek, Mossy Oaks, Port Royal, Lady's Island and the neighborhoods across Battery Creek. This will enable the major residential neighborhoods to access the resources defined by the destinations subcommittee.

Safety is of utmost importance in the Greenway. The linkages subcommittee made general recommendations to improve safety in the greenway corridor.

- traffic signals should be sensitive and have the ability to be actuated by bicyclists
- traffic signal push button actuated devices should be installed for pedestrians
- all RR crossings should be safe
- vertical separators should be installed between bike lanes and motor vehicle lanes where space is limited and/or speed limit is higher

Charles Street could be a major connector between Pigeon Point and Historic Beaufort. The traffic on Charles Street is relatively light, in comparison with other downtown streets. Currently the City has plans for streetscape improvements to Charles Street. The streetscape project include parking, signage, traffic signals, lighting and sidewalk improvements. The plans should be reviewed to identify additional improvements that may be necessary to incorporate into the Greenway Plan.

Meridian Road is a nice scenic stretch of road that connects Lady's Island, Port Royal and Beaufort. This road has a generous shoulder and light traffic which makes it enjoyable for various modes of transportation and recreation. Bicyclists, in-line skates and pedestrians are often seen traveling along Meridian Road. A new high school is planned for Lady's Island. Vehicular access to the high school will not be allowed off Meridian Rd. Once the new high school is constructed, Meridian Road will be a likely alternative for pedestrians and bicyclists to access the school. Meridian Road should be incorporated into the Greenway.

The Beaufort area is rich in natural resources. The islands provide scenic beauty and many recreational opportunities. Lady's Island is a critical element in linking Beaufort to the Atlantic Ocean and the barrier islands. It is critical that Lady's Island be accessed as part of the Greenway. The subcommittee strongly recommends that future greenway studies be conducted to provide a greenway corridor on Lady's Island, St. Helena, Dataw, Harbor, Hunting, Cat and Cane Islands. The Woods Memorial Bridge and the McTeer Bridge are important connectors to Lady's Island. Both of these bridges should be made safe for pedestrian and bicycle use.

The Town of Port Royal has been undergoing planning studies and are experiencing rapid yet quality growth. Their studies have recommended greenway alternatives for the Town and the town has begun implementing some of the plans recommendations. It is important for the Beaufort Greenway Plan to recognize and connect to the Port Royal Greenway System.

The neighborhoods of Hundred Pines, Battery Creek and Mossy Oaks are key residential districts in Beaufort. The residential streets in these neighborhoods will provide a scenic greenway access through them. Battery Creek and Hermitage Roads are extremely scenic and should be a part of the Greenway.

Ribaut Road is a heavily trafficked road and should be avoided. A greenway for pedestrians and bicyclists should be incorporated into Ribaut Road only where other areas are not accessible. Technical College of

the Lowcountry has an existing tunnel that provides access for pedestrians under Ribaut Road. This provides a safe alternative to crossing Ribaut Rd.

The Charleston and Western Carolina Railroad serves Port Royal on a weekly basis. Generally rail traffic is limited to one train per week and travel speed is low. The railroad track traverse Beaufort along Battery Creek and cross Battery Creek on the northwest side of town near Hwy 21. If the rail right of way were accessed, it could provide a safe alternative route for greenway users to travel in a north/south direction. The rail route would also provide a scenic experience along the marshes and the creek. The rail bridge crossing over Battery Creek will provide an essential link between Beaufort and the rapidly developing residential areas along the western side of Battery Creek. The railroad right of way should be modified for safe non motorized public use and incorporated into the greenway plan.

## **Beaufort Greenways Project Issues Subcommittee Report**

It is important to identify issues that may be of concern to neighborhoods and landowners. These issues should be discussed thoroughly with attempts made toward their resolution before the issues are raised. Each community has unique concerns, however they generally deal with maintenance and crime.

- **Maintenance** - Who will maintain the greenway? How will maintenance be performed?
- **Management** - Who will manage the greenway? How will it be managed?
- **Security** - How will safety of greenway users be ensured? Will the greenway be patrolled regularly by public safety officials? Who and how? What will be the hours of operation of the greenway? Will lights be a part of the greenway?
- **Crime and Vandalism** - The perception might exist that the greenway will become "corridors of crime"
- **Liability** - If a property gives or is required to give an easement for the greenway, what is the property owner's liability? If the property is acquired by the city what type of additional liability is the city taking?
- **Cost** - Who will pay for the development of the greenway? Who will pay for operation and maintenance costs of the greenway? How much will it cost? With all other pressing needs in the community (i.e. affordable housing) is it reasonable to use public funds for the greenway?
- **Environmental Issues** - Will the greenway traverse fragile natural areas? How will significant trees and wildlife habitats be protected? Will a paved greenway increase stormwater runoff to sensitive waters?
- **Property Rights** - How will the greenway acquisition occur? Will developers be required to donate greenway easements? Will incentives be used for owners to donate land or easements, or sell at low prices? If developers are required to dedicate land for greenways, will they receive tax incentives?
- **Multiple Users** - Will the greenway be open to all users including skateboarders and in-line skaters? What about horses?
- **Problem sites** - Some nodes and linkages on potential greenway corridors may have problems associated with them due to ownership or neighborhood concerns (example: property owners unsympathetic to municipal issues.)

Information addressing many of these issues can be obtained from groups such as "Rails to Trails" and The Conservation Fund. Many communities have already resolved most of these issues as they have developed their own greenway system. Raleigh, NC has been in the "greenway business" since 1976.

**Things to consider during the planning process:**

- Develop linkages between existing and proposed city, county, Hilton Head and Port Royal greenways.
- Think “Big Picture”; consider trails to Savannah and Charleston - link to the Heritage Corridor. Greenways are an economic development tool.
- Use greenways to strengthen the link between land and water. Many residents of the county do not have access to one of the county’s most important assets - the water. Greenways should provide maximum views to the water and to marsh areas. Boat ramps and access to the water could serve as nodes on the greenway. Boat ramp facilities should be modified to be more friendly to the nonboating public or develop additional water access sites specifically for the nonboating public.
- Make the greenway appeal to a wide constituency of residents. Public input in the planning and implementation process is very important.
- Consider developing “Blueways” trails for canoes and kayaks that would interface with the greenway trails in certain nodes.
- Consider developing different kinds of greenways. In urban areas, trails could generally be paved to facilitate the widest variety of user groups. Horseback riding would be prohibited in these areas. In the more rural areas, trails could be unpaved and horseback riding may be allowed. Some greenways would be exclusively wildlife corridors and not allow human access. Other greenways may be along creeks and waterways and provide needed buffering for water filtration, etc.

## Beaufort Greenways Project Conceptual Plan

The conceptual plan was developed incorporating all of the recommendations of the individual subcommittees. The plan evolved as an 11 mile loop through the community connecting Beaufort, Lady's Island and Port Royal. The plan recognizes ties to outlying areas of the county including the other barrier islands and the western portion of the county.

The greenway originates at the Visitor's Center and encompasses the Waterfront Park, and extends across the Woods Bridge onto Lady's Island. Once on Lady's Island the first major destination is the Boat Landing. This park will provide water access and a resting stop along the greenway. Meridian Road is a major link between Hwys. 21 and 802. Meridian Road is a scenic portion of the greenway with the mature trees and glimpses of the River. The McTeer Bridge (802) is a part of the greenway system and connects Lady's Island with Port Royal. Once across the bridge portions of the greenway near Waddell Road and Ribaut Road are shared jointly between the Port Royal Greenway System and the Beaufort Greenway System.

The Beaufort Greenway extends down Waddell Road to incorporate the city property occupied by the sewer treatment plant and Southside Park on Battery Creek Road. Southside Park is a relatively passive park with picnic areas and tennis courts. Battery Creek Road is a major connector for the greenway system as it winds through Mossy Oaks and Hundred Pines neighborhoods. Battery Creek Road is extremely scenic.

The north end of Battery Creek Rd. terminates at Allison Road. The properties on the north side of Allison Road front on the Battery Creek marsh. The land uses along Allison Rd. are in transition and are changing from residential to professional offices. The western end near Battery Creek is residential and transitions to office and hospital support uses closer to the intersection of Ribaut Rd. This area will become more traveled by vehicles in the future. The greenway plan splits at the intersection of Battery Creek and Allison Road. One route continues along the Charleston and Western Railroad line across the marsh behind Technical College of the Lowcountry. The other route continues along Allison Street. The city should pursue acquiring easements along the marsh parallel to Allison St. This effort should continue along the marsh behind the offices that front on Allison as well as the ones that front on the western side of Ribaut Road. This would enable a marshfront greenway to link with the Technical College of the Lowcountry's western campus.

The area along Ribaut Road near the College and the Hospital is very congested. This area should be studied in detail to make recommendations for traffic improvements as well as to accommodate a safe greenway element for the flow of pedestrians and cyclists through this important service area. Both the Technical College of the Lowcountry and the Beaufort Memorial Hospital have expressed an interest in becoming partners in the greenway project. This will allow the development of a greenway route through their properties. The two service centers can be connected in the greenway plan through use of the existing tunnel under Ribaut Road. The tunnel is currently used by pedestrians on the College linking the western and eastern campuses.

Once north of the hospital and the college the greenway incorporates Reynolds Street. Reynolds Street is a dirt road that connects to Hermitage Road. The divided section of Hermitage Road is very scenic and offers a unique experience for greenway users. Once along Hermitage Road greenway users have several

options. John Mark Verdier Street is a small connecting street between Hermitage and Barnwell. Barnwell connects to Fuller Parkway which connects to Stuart and to Depot. Once at Depot the greenway will connect back to Bay Street and the Visitors Center. An alternate route will extend to connect to Battery Creek Elementary School.

From Hermitage Road an alternate greenway will extend along North Hermitage Road up to North Street. North Street will be utilized to access the Charleston and Western Railroad right of way. If access is allowed on the right of way, the greenway will extend across Battery Creek - retrofitting the existing railroad bridge. This connection will allow the incorporation of the neighborhoods developing along the western side of Battery Creek (Salem Plantation area).

North Street will also be utilized to access the rear of the County Multi Government Center. The county is interested in being a partner in the Beaufort Greenway Plan and allowing access through the center. Across Hwy. 21 at Lovejoy Park the Greenway will connect to the Pigeon Point neighborhood. As the greenway winds through the Pigeon Point community it will connect the various park facilities. Another spur greenway will connect through the exiting National Cemetery and provide safe crossing of Hwy. 21 to allow access to the county park facilities (tennis center, gym and pool).

Pigeon Point Park is a beautiful area. The park contains one of the last remaining live oak groves. The community is actively pursuing efforts to preserve and develop additional recreational activities in the park. This park is a major destination in the Greenway Plan. Along the south end of the park Charles Street is the major greenway connector linking back to Waterfront Park and the Visitor's Center completing the 11-mile loop.



# BEAUFORT GREENWAYS PLAN

Beaufort, South Carolina



## **Beaufort Greenways Project Greenway Connector Routes**

To understand Beaufort Greenways conceptually as a greenway connector, the identified greenway system is divided into routes that serve as “greenway connectors”. These connectors will join the city districts and neighborhoods together. Each route links major portions of the identified destinations and will serve as initial loops that can be implemented and utilized with relatively minor efforts. Each connector route traverses through the project areas that are discussed in detail in the “Project Areas” chapter. The connector routes do not attempt to incorporate all identified projects. They simply join the areas and expose each district to the greenway concept, making the areas accessible for future greenway development.

### PIGEON POINT LOOP

From Waterfront Park through Pigeon Point Park to Pigeon Point Landing down Wilson, Laudonniere and Rogers Streets, through the National Cemetery and across Boundary Street to the Greene Street Gym. Connect the Greene Street Gym to Beaufort Elementary School and to Waterfront Park

2.2 miles

### GOVERNMENT CENTER CONNECTION

Connect the National Cemetery to Lovejoy Park and across Hwy. 21 to the Beaufort County Multi-Government Center and down North Street to Bay Street to Waterfront Park

0.7 miles

### HERMITAGE LOOP

North Street to North Hermitage and Hermitage Roads to Fuller Parkway to Battery Creek Elementary School and loop back to North Street

1.4 miles

### LOWCOUNTRY CONNECTOR

South Hermitage Road to the Technical College of the Lowcountry, through the campus, and loop back to Hermitage Road by way of Rhett Street

0.7 miles

### MEDICAL LOOP

Connect the Beaufort Memorial Hospital to Kate Gleason Park and across Ribaut Road to link with medical offices

0.6 miles

BATTERY CREEK - PORT ROYAL CONNECTION

Battery Creek Road through Southside Park to Waddell Road  
1.4 miles

LADY'S ISLAND CONNECTOR

Across McTeer Bridge to Lady's Island, along Meridian Road to the Hwy. 21 Boat Landing Park and across the Woods Memorial Bridge to Waterfront Park  
2 miles

BLUEWAY CONNECTORS

Blueway Connectors provide public access to the waterways of the Beaufort River. Blueway Connectors will connect Horse Hole Park, Pigeon Point Landing, Waterfront Park, Highway 21 Boat Landing, to the Sands in Port Royal.

## **Beaufort Greenways Project Project Areas**

The Beaufort Greenways Plan was divided into nine manageable project areas. The project areas were further divided into individual projects to study. Each project area has a unique set of issues. These issues must be identified and addressed in the overall greenway plan. Committee members were assigned to various areas to study and identify the specific area issues. The following list defines the project areas and their individual projects.

### **PIGEON POINT**

Bellamy Curve  
Pigeon Point Park, Pigeon Point Road  
Pigeon Point Landing  
J. Basil Green connection to Pigeon Point Park and the Landing  
Horse Hole Park (the Park at Cuthbert St.)  
Beaufort Mets Field and Annette Bryant Park  
National Guard, National Cemetery  
Lovejoy Park

### **HISTORIC BEAUFORT**

Greene Street Gym, City Tennis Courts, Evergreen Cemetery  
Bay Street, Charles St. and Henry Chambers Waterfront Park  
Beaufort Elementary School, North Street, and Battery Creek Elementary

### **BEAUFORT COUNTY MULTI-GOVERNMENT CENTER**

### **HERMITAGE ROAD**

Linton Lane at Charleston & Western Carolina RR  
Charleston & Western Carolina RR bridge over Battery Creek  
North and South Hermitage Roads and Hermitage Road

### **RIBAUT ROAD**

Technical College of the Lowcountry  
Beaufort Memorial Hospital  
Charleston & Western Carolina Railroad

### **BATTERY CREEK / MOSSY OAKS**

Battery Creek Road  
Mossy Oaks High School and Mossy Oaks Elementary School  
Southside Park




### **TOWN OF PORT ROYAL**

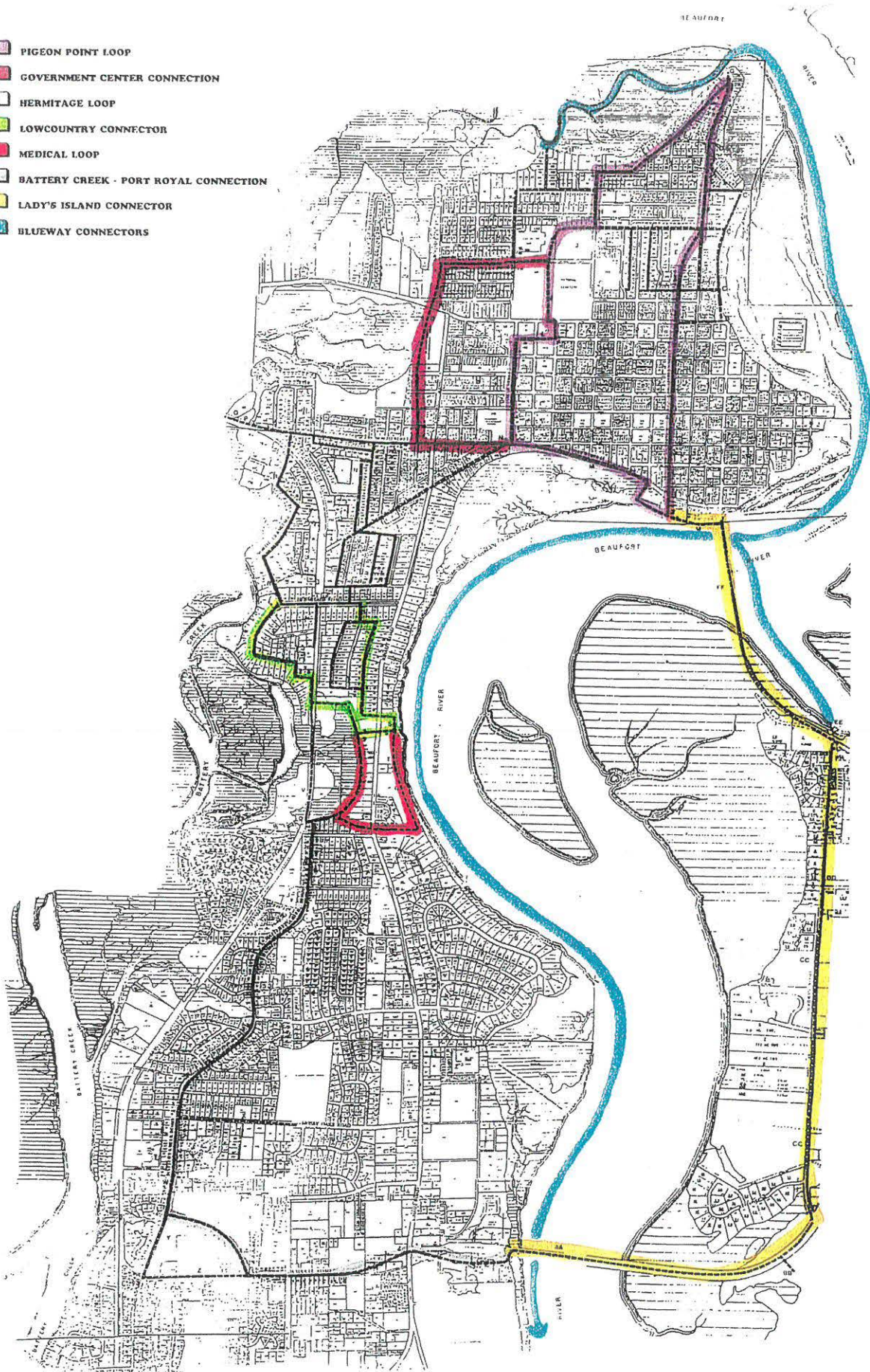
Waddell Road to Ribaut Rd. and to the McTeer Bridge  
McTeer Bridge

### **LADY'S ISLAND**

Connection to Cat and Cane Island  
Meridian Road  
New High School  
Boat Landing at Hwy 21

### **WOODS MEMORIAL BRIDGE**

-  PIGEON POINT LOOP
-  GOVERNMENT CENTER CONNECTION
-  HERMITAGE LOOP
-  LOWCOUNTRY CONNECTOR
-  MEDICAL LOOP
-  BATTERY CREEK - PORT ROYAL CONNECTION
-  LADY'S ISLAND CONNECTOR
-  BLUEWAY CONNECTORS



**Beaufort Greenways Project  
Greenway Connector Routes**

## **Beaufort Greenways Project Project Area Questionnaire**

*The study groups for the project areas were given the following questionnaire to help them discover the true issues of each project.*

### **Pigeon Point Park**

Review the design plans for the park

How can pedestrian and bikeways through the park be provided?

What will be involved in providing pedestrian and bicycle access from the end of Charles Street?

What will be involved in reclaiming Godfrey Street to connect PP Park with Basil Park?

### **Pigeon Point Road**

Develop a "streetscape" theme including bike lanes, sidewalks, street lighting.

Should the path be on both roadsides or one or the other (which can accommodate most economically and safely)? Can a bike lane or a sidewalk easily be accommodated? Or both?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

### **Pigeon Point Landing**

Coordinate with plans being developed for the landing property, incorporate the city owned park land at Albert Street.

Review existing plans. Do they incorporate connection to the greenway concept?

Are adequate provisions made to effectively tie to the blueway - providing water access for greenway users?

The following elements should be provided. Are they?

Bike parking

benches

picnic tables

### **J. Basil Green connection to Pigeon Point Park and the Landing**

Wilson St to Laudonniere St to Rogers and to the J Basil Green Complex.

#### **Wilson Street**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

#### **Laudonniere Street**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

#### **Rogers Street**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

#### **Godfrey Street to the back side of Pigeon Point Park.**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

**Horse Hole Park - the Park at Cuthberth St..**

This area can provide a nice water access park.

What program elements should be a part of the park?

Will improvements need to be made to Cuthberth Street?

**Lafayette Street**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

**Magnolia Street**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

**National Guard Armory and the National Cemetery**

The National Cemetery has plans to expand onto the National Guard property and onto the wooded land behind the two.

Develop a statement consistent with the goals of the Greenway to ensure that the new site plan for the Cemetery incorporates a greenway element.

Prepare a statement to encourage greenway access through existing Cemetery to Boundary St.

**Beaufort Mets Field and Annette Bryant Park**

**National Street**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

**Lovejoy Park**

The Greenway connection between Lovejoy Park and the Mets Field will continue down National Street and Sycamore Street behind the Holiday Inn.

**National Street**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

**Sycamore Street**

Where can pedestrians and bikes be accommodated most economically and safely?

Will crosswalks be necessary?

Are there any vacant or derelict properties that the city should investigate procuring for water access or recreation?

What other improvements should be made to the park?

A Greenway crossing of Hwy 21 at the traffic signal at the Holiday Inn and the County Center will allow safe crossing and give the greenway project exposure on Hwy 21.

What should this look like?

**Beaufort County Multi-Government Center**

Link from Lovejoy Park thru the Center to North Street

What type of crossing on Boundary St.. would provide the most visible and safe greenway crossing?

How can we incorporate access for bikes and pedestrians through the complex?

What are the plans for the parking area in the rear off North Street? Can the Greenway be incorporated?

**Bellamy Curve**

Develop a program for providing a greenway element

- Observation Area
- Path for bikes and walkers
- Picnic Tables
- Benches

Investigate opportunity for connection to Pigeon Point Rd (Godfrey St. ?)

What issues may arise with landowners?

**City Tennis Courts & Greene Street Gym**

Can a safe street crossing be incorporated to connect the National Cemetery to the tennis courts? Note ideas or issues of concern.

How can we connect the tennis facility to the gym?

Will access through Evergreen Cemetery be useful?

What plans does the gym have for improvements? Will additional crossings or connectors be required?

**General Area**

Note which sides of the street would be best to provide safe bike and pedestrian paths?

Will additional sidewalks be necessary?

Would increased widths of existing walks be beneficial? If so, note existing and desired widths?

Can a bike lane be incorporated into the existing street configuration?

Note where crosswalks need to be incorporated.

Note where conflicts with driveways may present problems.

Will major signage need to be incorporated to make the greenway safe and visible? If so, note where. Note any opportunity to sign the greenway for high-visibility promotion.

Will tree and other accent plantings beautify and make the greenway more appealing? If so, note where and type (shade tree, accent tree, shrubs, flowering annuals).

Note any vacant or derelict properties that the city should consider procuring. Why and for what use?

**Charles Street**

Charles Street is a major connector for the greenway.

How can the greenway become a visible element in the new streetscape designed for Charles Street?

Are there additional elements that should be incorporated into the Charles St.. improvements that will help fulfill the mission of the greenway? Sidewalks? Bike lanes? Crosswalks?

**Bay Street**

The western end of Bay St.. near North St.. at the Visitor's Center should reflect the greenways elements. Will any additional elements be required to accommodate the Greenway?

**Waterfront Park**

Waterfront Park is a major connector for the greenway.

What additional improvements need to be made to fulfill the direct mission of the greenway?

How does the "no bikes" issue affect the greenway?

Should another route to Charles St. be developed?

**Linton Park**

Investigate property ownership in the area.

Develop a program for a passive neighborhood park.

**North and South Hermitage Roads and Hermitage Road**

Note which sides of the street would best provide safe bike and pedestrian paths?

Will additional sidewalks be necessary?

Would increased widths of existing walks be beneficial? If so, note existing and desired widths?

Can a bike lane be incorporated into the existing street configuration?

Note where crosswalks need to be incorporated.

Note where conflicts with driveways may present problems.

Will major signage need to be incorporated to make the greenway safe and visible? If so, note where. Note any opportunity to sign the greenway for high-visibility promotion.

Will tree and other accent plantings beautify and make the greenway more appealing? If so, note where and type (shade tree, accent tree, shrubs, flowering annuals).

Note any vacant or derelict properties that the city should consider procuring. Why and for what use?

**Ribaut Road**

**Technical College of the Lowcountry**

**Beaufort Memorial Hospital**

**Battery Creek / Mossy Oaks - Battery Creek Road**

Note which sides of the street would be best to provide safe bike and pedestrian paths?

Will additional sidewalks be necessary?

Would increased widths of existing walks be beneficial? If so, note existing and desired widths?

Can a bike lane be incorporated into the existing street configuration?

Note where crosswalks need to be incorporated.

Note where conflicts with driveways may present problems.

Will major signage need to be incorporated to make the greenway safe and visible? If so, note where. Note any opportunity to sign the greenway for high visibility promotion.

Will tree and other accent plantings beautify and make the greenway more appealing? If so, note where and type (shade tree, accent tree, shrubs, flowering annuals).

Note any vacant or derelict properties that the city should consider procuring. Why and for what purpose?

**Mossy Oaks High School & Elementary**

What are the plans for the high school once the new facility on Meridian Rd. is completed?

Is there a safe route to each school from Battery Creek Rd.?

If so, does it require improvements?

Additional widths?

Bike lane?

Crosswalks?

If not, note issues and areas of concern.

Sidewalks and bike lanes - width?

Where?

Crosswalks?

Will tree and other accent plantings beautify and make the greenway more appealing? If so, note where and type (shade tree, accent tree, shrubs, flowering annuals).

Are there any vacant or derelict properties that the city should consider procuring for the preservation of a delicate resource or for recreation?

**Southside Park**

How can the greenway be incorporated into the existing park?

Are there plans for improvements to the park? If so, how can the greenway element become part of these improvements?

Will tree and other accent plantings beautify and make the greenway more appealing? If so, note where and type (shade tree, accent tree, shrubs, flowering annuals).

**Waddell Street**

What are the plans for the realignment of Waddell Street?

Is an adequate sidewalk provided?

Are bikelanes incorporated?

**Office Complex and Apartments**

Coordinate with the Town of Port Royal

**McTeer Bridge**

How can safe pedestrian and bike paths be incorporated into the existing bridge?

**Road to Cat and Cane Islands**

Note which sides of the street would be best to provide safe bike and pedestrian paths?

Will additional sidewalks be necessary?

Would increased widths of existing walks be beneficial? If so note existing and desired widths?

Can a bike lane be incorporated into the existing street configuration?

Note where crosswalks need to be incorporated.

Note where conflicts with driveways may present problems.

Will major signage need to be incorporated to make the greenway safe and visible? If so, note where. Note any opportunity to sign the greenway for high visibility promotion.

Will tree and other accent plantings beautify and make the greenway more appealing? If so, note where and type (shade tree, accent tree, shrubs, flowering annuals).

Note any vacant or derelict properties that the city should consider procuring and why and for what use.

**Meridian Road**

Note which sides of the street would be best to provide safe bike and pedestrian paths?

Will additional sidewalks be necessary?

Would increased widths of existing walks be beneficial? If so note existing and desired widths?

Can a bike lane be incorporated into the existing street configuration?

Note where crosswalks need to be incorporated.

Note where conflicts with driveways may present problems.

Will major signage need to be incorporated to make the greenway safe and visible? If so note where. Note any opportunity to sign the greenway for high visibility promotion.

Will tree and other accent plantings beautify and make the greenway more appealing? If so note where and type (shade tree, accent tree, shrubs, flowering annuals).

Note any vacant or derelict properties that the city should consider procuring and why and for what use.

**Boat Landing at Hwy. 21**

How can a safe crosswalk be incorporated into the Hwy improvement plans for 21?

Is signage effective in recognizing the park?

What other site furniture would make the park more user friendly?

**Woods Memorial Bridge**

We have discussed many alternatives for incorporating sidewalks into the existing bridge. Review these with SCDOT.

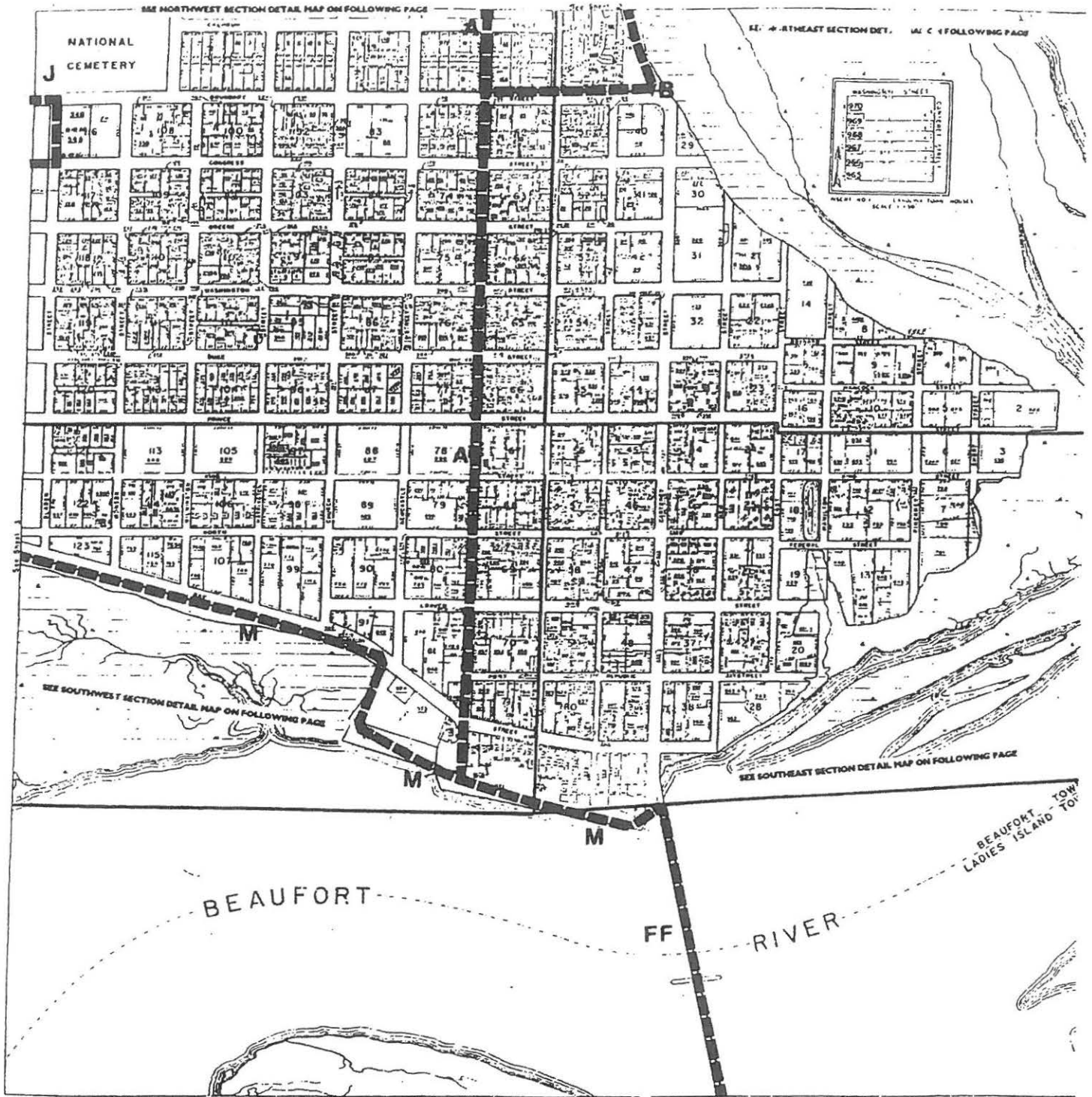
## **Beaufort Greenways Project Project Areas**

The Beaufort Greenways Plan can be clearly divided into nine project areas. Each of these areas contains several "projects." The following briefly describes each area and their projects. Each project has unique issues. These issues must be identified and addressed in the overall Greenways Plan.

### **PIGEON POINT**

**(A) Charles Street** - Charles Street is the main greenway connector between Henry Chambers Waterfront Park and Pigeon Point Park. The city is currently implementing streetscape plans for portions of Charles Street. The greenway committee recommends the extension of the streetscape elements on Charles Street north of Boundary Street. This would involve the installation of decorative light fixtures to Pigeon Point Park. It will also be necessary to incorporate sidewalks and bicycle lanes. These elements will provide a safe connection joining the area with the "historic grid."

**(B) Bellamy Curve** - The city owns a triangular shaped parcel of land between the condos and the marsh. The property fronts on Boundary Street. This project area will give the "Greenway" project visibility on a major city street as well as provide access to the marsh. The high point would provide a nice place for an observation area. An existing street right of way can be reclaimed and connect this property to Pigeon Point Road. The area should incorporate pathways, benches, trash receptacles, site lighting and signage to make the public space useable.



**Beaufort County, S.C.**  
**HISTORIC BEAUFORT**  
 Tax Map No. 4      Scale 1" = 400'

**(C) Pigeon Point Neighborhood Street End Vistas** - The citywide effort to reclaim street end vistas should be continued in the Pigeon Point neighborhood. Godfrey and Lafayette Streets offer potential public access to the Beaufort River and marsh. The city should additionally research the status of property ownership of the old road bed that was once at the water level along the edge of the river. Streetlamps and benches should be provided as well as paths in the street corridor.

**(D) Sewer Lift Station** - The existing sewer lift station along Pigeon Point contains property to the river. A path with amenities should be established on this property to provide access to the river.

**(E) Pigeon Point Park** - The neighborhood group has already begun concept sketches to develop the park. The redesign of the park needs to provide pedestrian and bikeways through the park. One issue is to reclaim pedestrian access from the end of Charles and Godfrey Streets. Access from the closed portion of Godfrey Street will provide easy access linking the park with Basil Green Park. The design should incorporate greenway signage and lighting. Parking areas for bicycles should be included in the design.

**(F) Pigeon Point Road** - Develop a "streetscape" theme including bike lanes, sidewalks, and street lighting. The existing landscape character is adequate with regard to plant material.

**(G) Pigeon Point Landing** - Coordinate with plans being developed for the landing property, incorporate the city owned park land at Albert Street. The Albert Street property can provide nice sitting areas for the neighborhood. Water drinking fountains and bicycle parking racks would be advantageous to include in the design of the park.

**(H) J. Basil Green connection to Pigeon Point Park and the Landing** - Continue bikeway and walks down Wilson Street to Laudonniere Street to Rogers Street and into the J Basil Green Complex. The Greenway should connect through the Basil Complex in the old Godfrey Street right of way and continue down Godfrey to the back side of Pigeon Point Park. Wilson Street, Laudonniere and Rogers Street do not have sidewalks. Pedestrian and cycle areas can be accomplished by the addition of asphalt surface and striping to designate the path.

**(I) Horse Hole Park (The Park at Cuthbert St.)**- The city owns the land at the end of Cuthbert Street. This area can provide a nice water access park. Parking areas should remain gravel with a clear definition and barrier to prevent cars from damaging the large trees. Site furniture elements including lighting should be incorporated. Greenway connections down Cuthbert, Lafayette and Magnolia Streets need to be made. This will involve the addition of asphalt, striping and signage.

**(J) National Guard, National Cemetery, Beaufort Mets Field and Annette Bryant Park** - The National Cemetery has plans to expand onto the National Guard property and onto the wooded land behind the two properties. *A greenway route through the property should be developed to allow access through the new development and connect to the J. Basil Green Complex.* This element should be a requirement in the property transfer between the city and the National Cemetery. The existing connection through the existing cemetery to Boundary Street should be part of the Greenway. The Greenway will also extend down National Street to incorporate the Beaufort Mets Ballfield and the Annette Bryant Park.

**(K) Lovejoy Park** - The Greenway connection between Lovejoy Park and Mets Field will continue down National and Sycamore Streets behind the Holiday Inn. Both streets will require the addition of a striped bike lane and/or sidewalk. Removal of the asphalt paving and installation of curbing has already begun to prevent the unorganized overflow of Holiday Inn parking. Additional backfilling and landscaping may be required. A Greenway crossing of Hwy. 21 at the traffic signal at the Holiday Inn and the county center will allow safe crossing and give the greenway project exposure on Hwy. 21.



**HISTORIC BEAUFORT**

**(L) Greene Street Gym, City Tennis Courts, Evergreen Cemetery** - A safe crossing should be provided across Hwy. 21 at the traffic light near the National Cemetery. Investigate the opportunity to incorporate the greenway into Evergreen Cemetery. This will provide a safe route between the gym and the tennis courts. The greenway should continue down Hamar Street and connect to Beaufort Elementary School.

**(M) Bay Street, Charles Street and Henry Chambers Waterfront Park**

Review existing plans for Bay and Charles Street improvements. Incorporate Greenway signage along both streets and in the park.

**(N) Beaufort Elementary School, North Street, and Battery Creek Elementary**

Open Land Trust has preserved viewsheds along the river in this area. It is important to provide a greenway connector between downtown and the schools. Utilization of this land will help provide the needed connection. Treatment similar to Bellamy Curve should be incorporated into this park like setting along the bluff.

**BEAUFORT COUNTY MULTI GOVERNMENT CENTER**

**(O)** The connector across Hwy. 21 will continue the greenway through the county complex to the rear parking area for the detention center. This will involve signage, benches, additions to existing pavement and striping.

**HERMITAGE ROAD****(P) Linton Lane at Charleston & Western Carolina RR**

Linton Lane ends at the railroad right of way, this area is a nice marsh area. Investigate the opportunity to develop a passive city park. This property is currently under private ownership. The feasibility of this procurement must be determined.

**(Q) Charleston & Western Carolina RR bridge over Battery Creek**

The rail bridge over Battery Creek will provide the needed greenway connection to the rapidly developing residential community west of the creek (Salem Point area, etc.)

Request for permission from the rail company to use this corridor is underway. If access is allowed improvements must be made to provide safe pedestrian access along the corridor and bridge. Signage and benches should be incorporated to take advantage of the marsh vistas.

**(R) North and South Hermitage Roads and Hermitage Road**

Hermitage Roads provide a nice scenic route, however accommodations need to be made to ensure safety for greenway users. Restripe existing roads to incorporate a bike lane and add greenway signage.



## **RIBAUT ROAD**

### **(S) Technical College of the Lowcountry**

Access to and through the college is a very important part of the greenway. A safe greenway path can be incorporated into the existing physical layout of the college. Access under Ribaut Rd. can be achieved through the use of the existing tunnel that connects the eastern and western campus. Additional paths along the marsh would provide nice marsh access. Development of the Greenway on the college property should occur in several phases. The initial phase will connect Hermitage Road to the college. This phase will also include development of paths along the eastern campus marsh. A safe crossing should be installed at the traffic light on Ribaut Road at the college entrance. Future phases will expand the greenway through the campus.

### **(T) Beaufort Memorial Hospital**

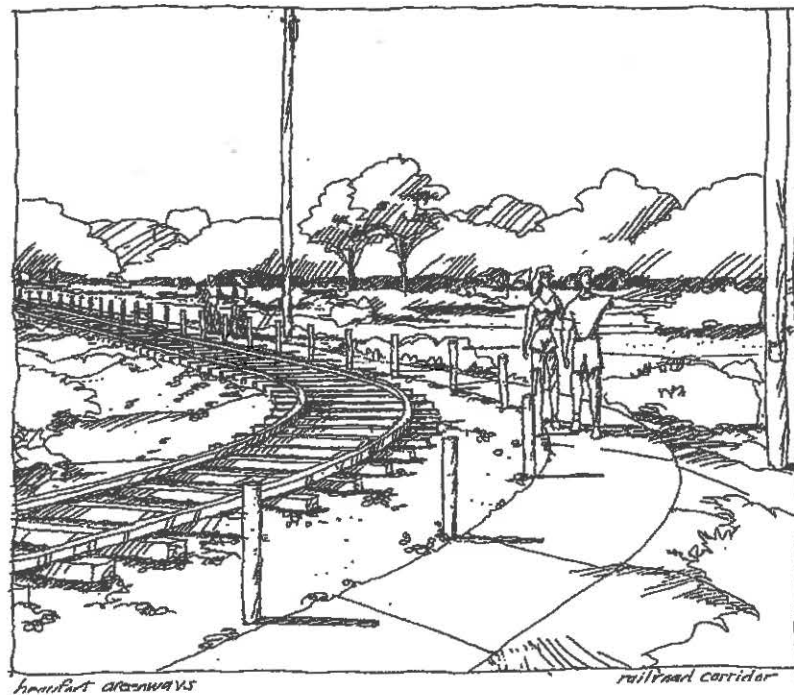
Access to and through the hospital is a very important part of the greenway. Currently the hospital is experiencing rapid growth. New property acquisitions are underway. A greenway connection through the hospital and future acquisitions should be incorporated. The hospital's main concern currently is adequate parking for the facility. The greenway project will be developed through the hospital property in several phases. The initial phase will be to connect the greenway along the Beaufort River Marsh between the college and Kate Gleason Park. This can be accomplished by installing a path along the rear of the hospital property. The connection to the college will require resolving transition between grade and property ownership. Future phases may include development of additional trails through the hospital complex continuing along the marsh and through additional property.

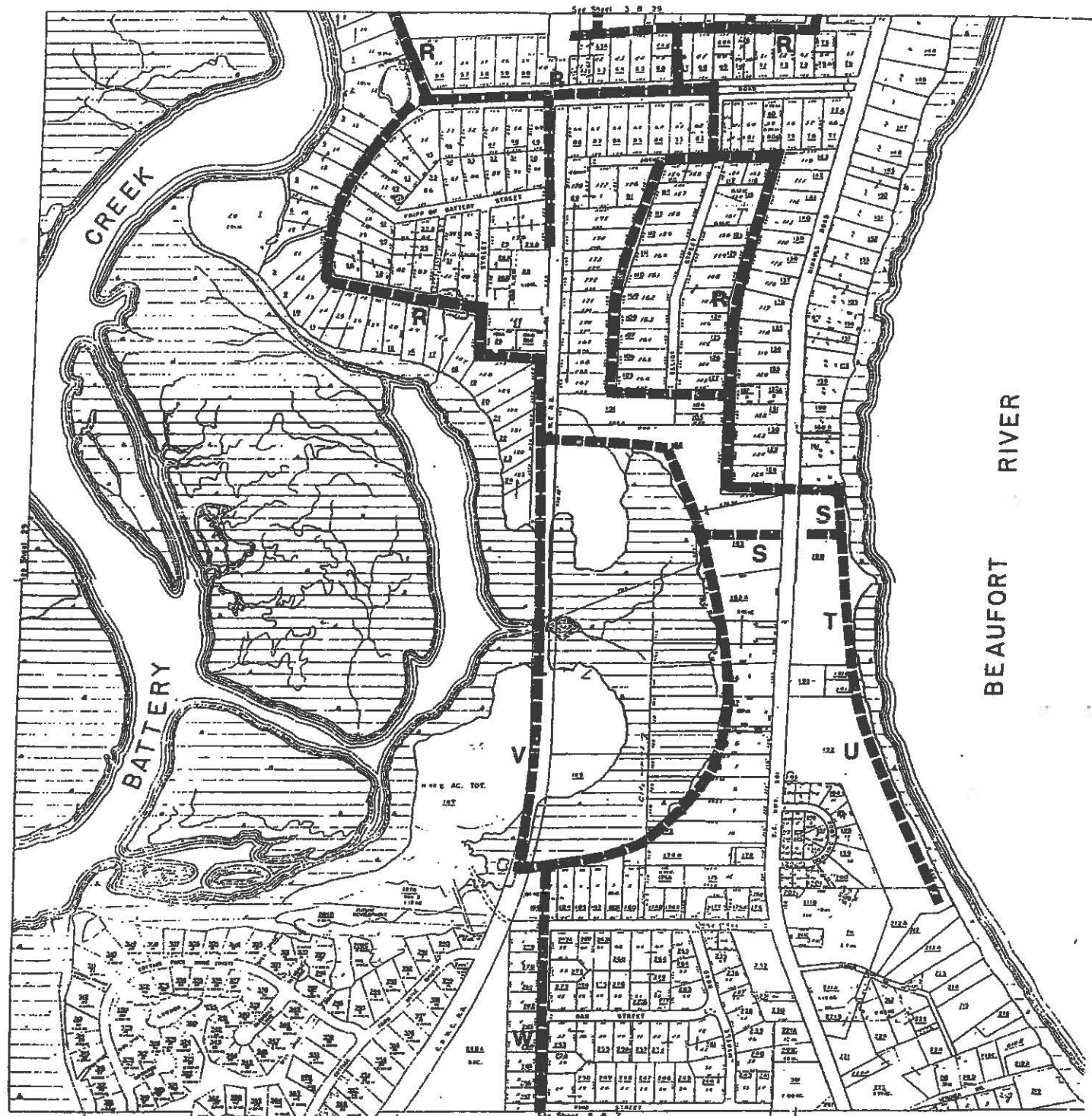
### **(U) Kate Gleason Park**

Access to Kate Gleason Park from the college must go through the hospital property. Paths should be developed through the park for walking, jogging and bicyclists.

### **(V) Charleston & Western Carolina Railroad**

The rail bridge provides access over a marshy area of Battery Creek. This crossing will provide safe access to the Battery Creek Road Area, which is also an important piece of the greenway. Currently permission is being sought to access the rail right of way for cyclists and pedestrians. If access is allowed a safe continuous route can be achieved from Grayson Street behind Technical College of the Lowcountry to Battery Creek Road. This route would avoid the congestive activity along Ribaut Road to the Beaufort Memorial Hospital. The construction of this route would involve installing paths adjacent to the tracks across land and the addition of structural bridges across the marsh areas. Construction would not be inexpensive, however the benefits would be well worth the expenditures.

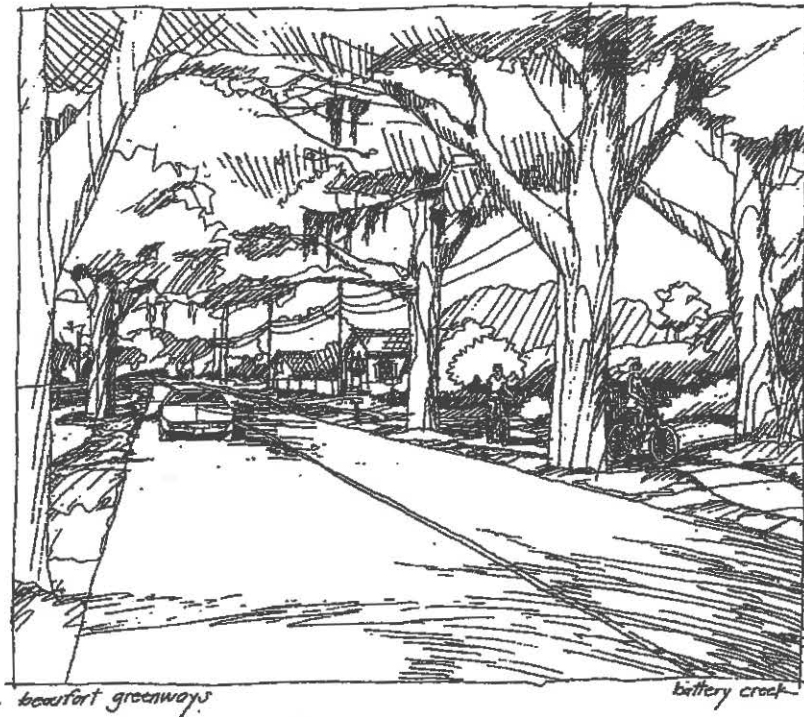




**Beaufort County, S.C.**  
**Technical College of the Lowcountry**  
**Beaufort Memorial Hospital**  
Tax Map No. 5      Scale 1" = 400'

**BATTERY CREEK / MOSSY OAKS****(W) Battery Creek Road**

Battery Creek Road provides a nice scenic route, however accommodations need to be made to ensure safety. Sidewalks have been recently constructed along Battery Creek Road. Some areas could be widened to accommodate additional users. Many areas of the pavement should be restriped to incorporate a bicycle lane.

**(X) Mossy Oaks High School and Mossy Oaks Elementary School**

Access to the schools is a very important part of the greenway. Sidewalks exist along Mossy Oaks. Minor signage should be incorporated to increase safety. Investigate the opportunity of installing bike lanes.

**(Y) Southside Park**

Southside Park is an important destination in the greenway plan, access to and through the park must be provided. Sidewalks exist along Battery Creek Road, however it would be beneficial to greenway users to incorporate additional trails through the park property. The adjacent property is owned by the city sewer authority. This property should be analyzed to investigate the opportunity to install a greenway system through the sewer authority property. This would provide additional trails and easier access further down Waddell Road.



**Beaufort County, S.C.**  
**Battery Creek Road - Mossy Oaks**  
Tax Map No. 6 & 7      Scale 1" = 400'

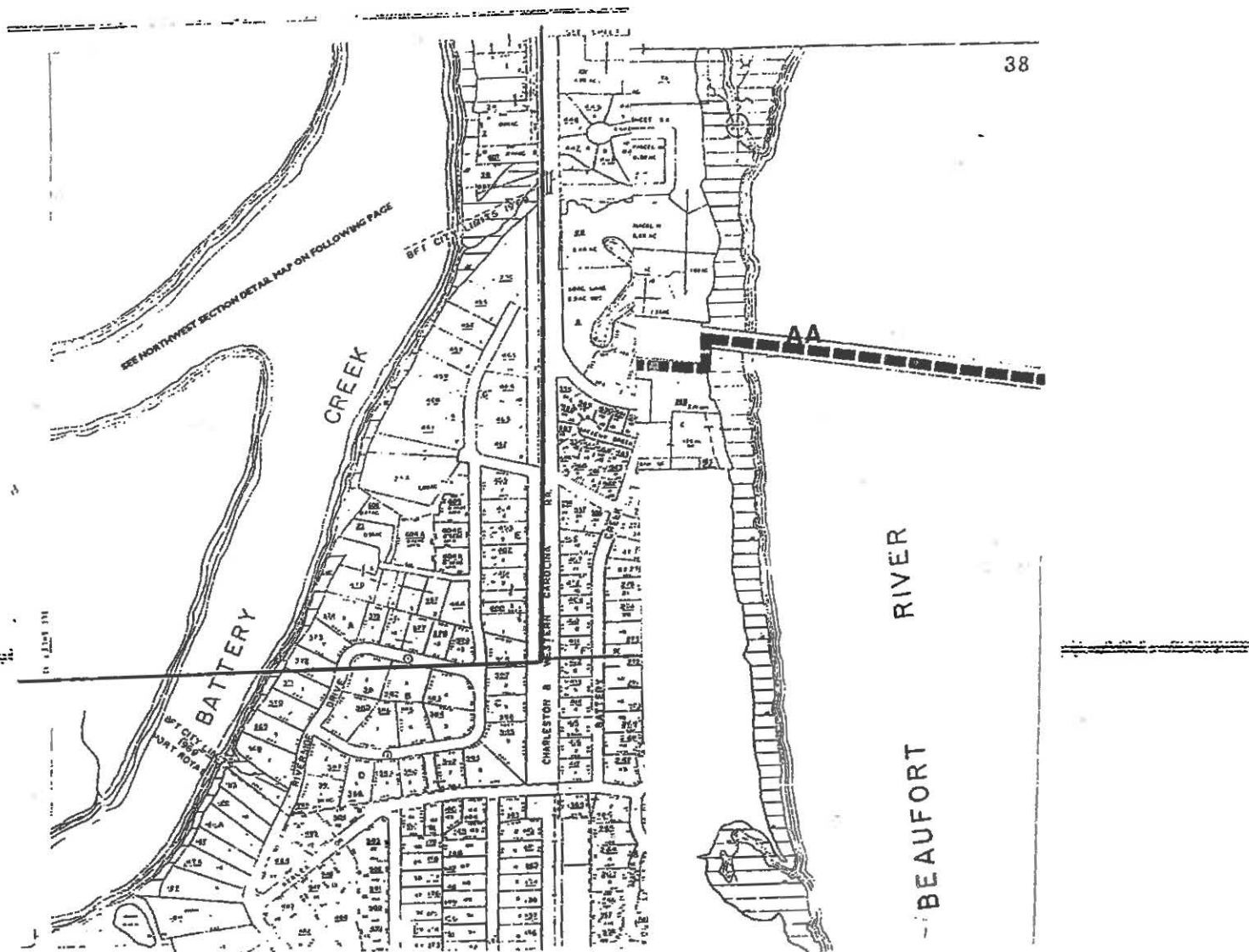
**TOWN OF PORT ROYAL****(Z) Waddell Road to Ribaut Road to the McTeer Bridge**

Improvements are being made to Waddell Road, these plans should accommodate pathways for pedestrians and cyclists. Coordinate with Port Royal's greenway efforts in the Waddell Road and McTeer Bridge Area. Sidewalks and bike lanes should be installed down Waddell Road from Battery Creek Road to the McTeer Bridge. Bike lanes are a necessity along this busy main connector to the islands across the Beaufort River.

Port Royal is currently pursuing the installation of a greenway system into the development of the property near the bridge along Waddell Road at Ribaut.

**(AA) McTeer Bridge**

Accommodations for pedestrians and cyclists must be incorporated into the existing bridge. This main connector can easily accommodate pedestrians and cyclists. Restriping the existing traffic lanes will provide visible lanes for travel by pedestrians and cyclists. Signage should also be incorporated to designate the greenway and provide additional awareness to motorists. Physical barriers between the traffic lanes should be avoided in this initial phase because current maintenance methods would be hindered.



Beaufort County, S.C.

**PORT ROYAL**

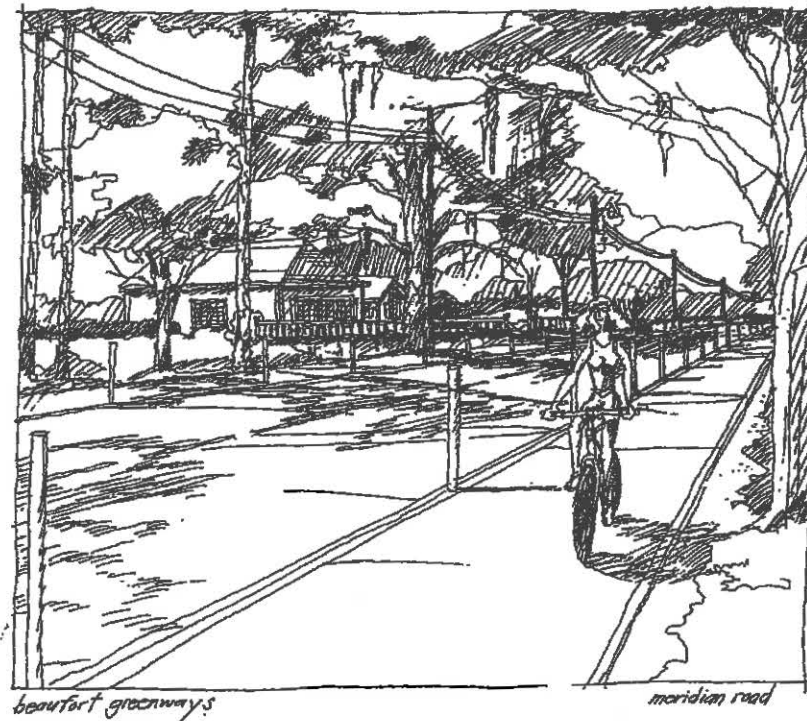
Tax Map No. 8 & 9 Scale 1" = 400'

**LADY'S ISLAND****(BB) Connection to Cat and Cane Island**

Make recommendations to incorporate these other islands into the plan at a future date. At a minimum additional signage to share the road with cyclists should be installed.

**(CC) Meridian Road**

Accommodation for pedestrians and cyclists can be achieved through the installation of additional asphalt to allow for a new pedestrian/cycle lane. Signage and lighting should also be installed to ensure safety.

**(DD) New High School**

Access to the new school is a very important part of the greenway, coordinate with the design plans to ensure safe connectors to the greenway. Currently the school will not access Meridian Road, access will be achieved from Youmans Dr. A bike lane and sidewalk should be constructed along Youmans Dr to accommodate greenway users.

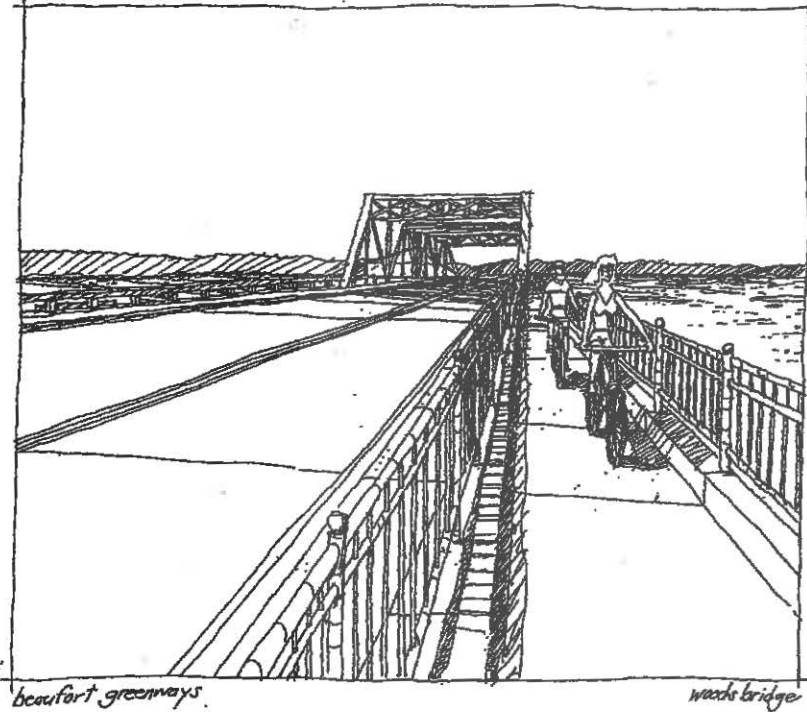
**(EE) Boat Landing at Highway 21**

Safe crossing of Hwy. 21 will incorporate the landing into the greenway. The boat landing along Hwy. 21 needs visible signage and site furniture to make the park more accessible and useable. Benches, trash receptacles, drinking fountain and bike racks should be incorporated to accommodate greenway users. A safe crosswalk at the intersection of Hwy. 21 and Meridian Road should be installed to provide safe access to the landing.

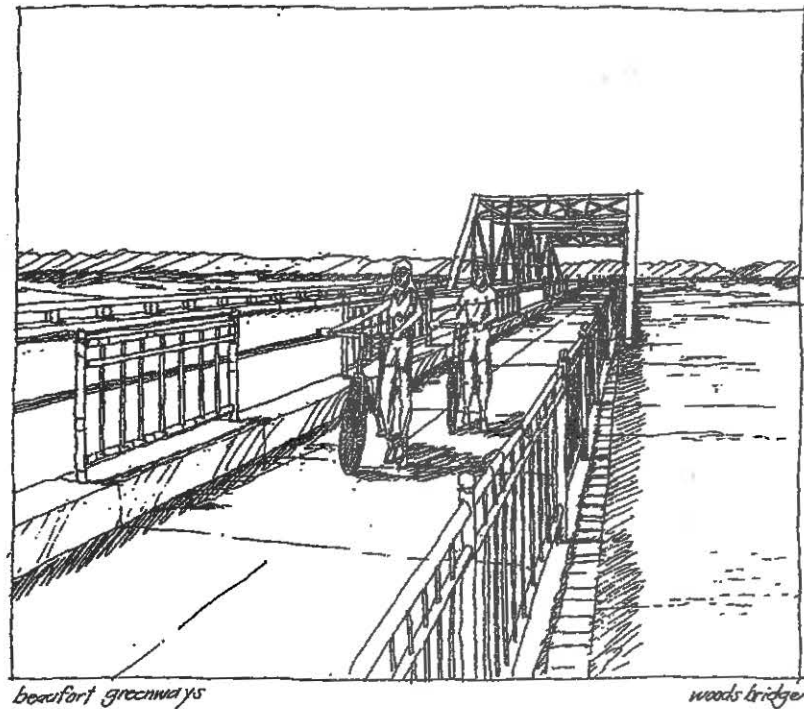
**(FF) Woods Memorial Bridge**

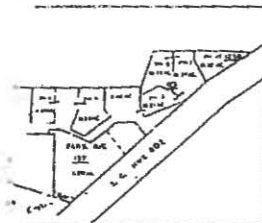
Pedestrian and bicycle traffic across the Woods Bridge is increasing very rapidly. Safe accommodations for pedestrians and cyclists across the Beaufort River must be provided. This will complete the loop linking Beaufort, Lady's Island and Port Royal with a safe greenway route. To make the bridge safe for greenway users will require creative efforts in design and funding. Several alternatives exist for making the Woods Bridge safe to bikes and pedestrians. They range from eliminating truck traffic and decreasing the speed limit on the bridge, to narrowing the already narrow lanes, to cantilevering an additional structure for pedestrians and cyclists. The cantilever structure is the preferable of the alternatives, however it is the most expensive in design and construction.

Option 1  
Retrofit Existing -  
narrow travel lanes

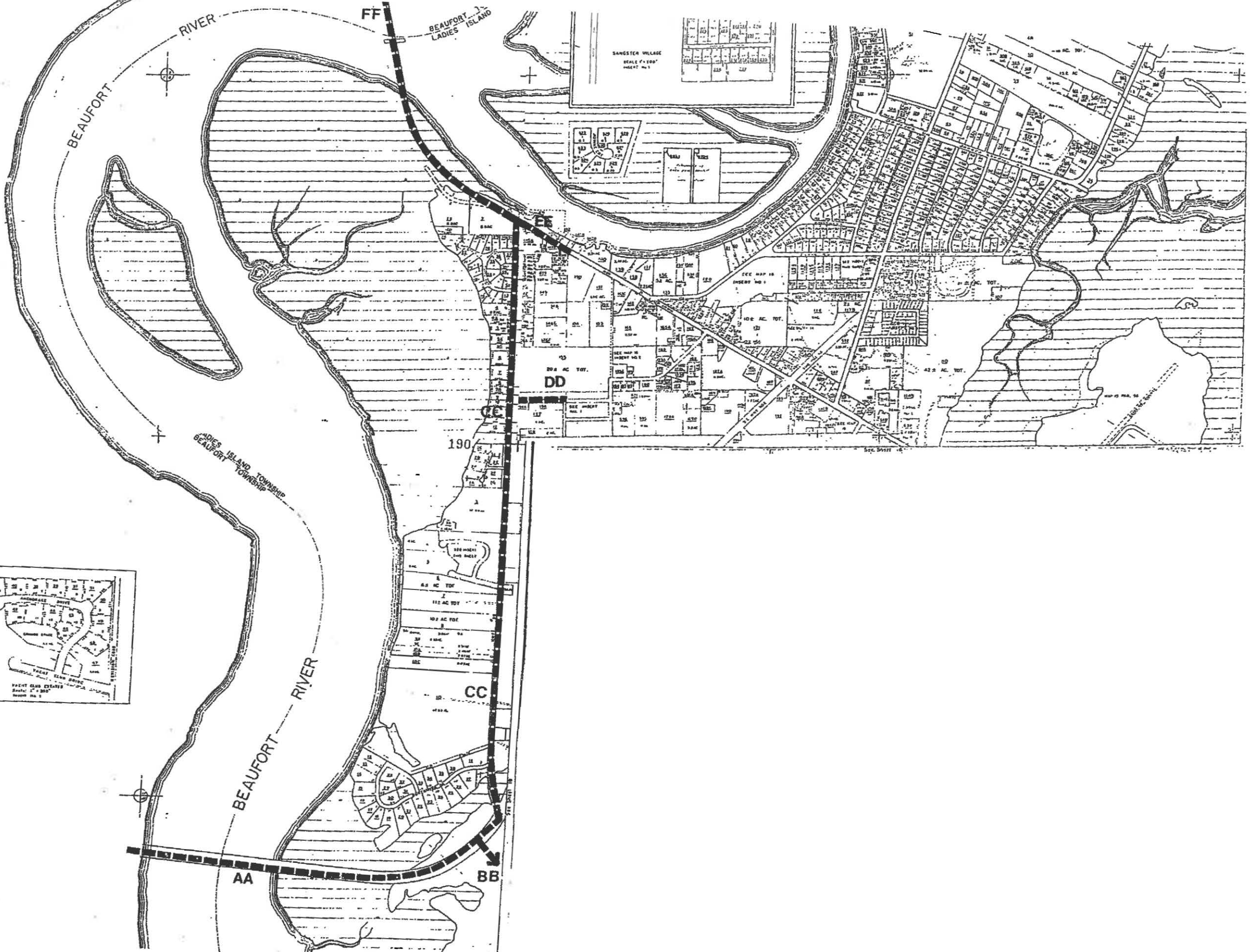
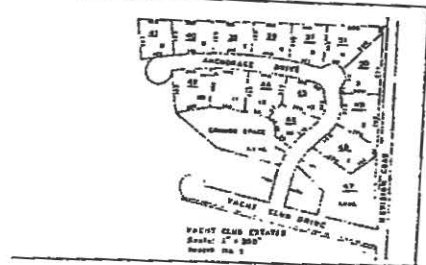


Option 2  
Add new cantilevered  
structure





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**Beaufort County, S.C.**  
**LADY'S ISLAND**  
 Tax Map No. 14 & 15 & 17

## **Beaufort Greenways Project Implementation**

The Implementation Committee will be a combined effort of the Promotion Subcommittee and the Implementation Subcommittee. The following committee members have agreed to be a part of this combined effort:

Gary Cannon (Chair)  
Jim Neighbors  
Jennifer Rauch  
Catherine Speth  
Lisa McFee

It is important to add representatives from outside agencies to the Implementation Committee. These should include elected officials from Beaufort County Council, Town of Port Royal, and Lady's Island. Representatives from the Board of Directors of Beaufort Memorial Hospital and the Technical College of the Lowcountry should also be included on the committee. This will ensure cooperative efforts from all necessary partners of the Greenway. To date these groups have been exposed to the process and the concept only on a limited basis. Their cooperation and support are very beneficial to the overall success of the project.

The committee will be responsible for developing a marketing strategy that will identify methods to promote the Greenway Project. The marketing strategy should also identify local support groups and volunteers that can help build and fund the greenway project. In concert with the marketing strategy, a strategy for guiding and monitoring the actual construction of the greenway must be identified.

The implementation committee should follow these basic guidelines:

- Adoption of the Beaufort Greenways Plan document including project prioritization by the Beaufort City Council.
- Submit grant applications to funding agencies to receive their approval to begin expending funds earmarked for the project.
- Develop strategy for preliminary presentation to various groups.
- Present the Beaufort Greenways Plan to the Beaufort County Council and the Town Council of Port Royal.
- Present the Beaufort Greenways Plan to the Board of Directors of the Beaufort Memorial Hospital and the Technical College of the Lowcountry .
- Develop press releases and a preliminary brochure for the project.
- Appoint representative as Project Manager for the design and construction of the pilot projects.
- Advertise and procure Landscape Architectural and Engineering services to continue the design efforts for the pilot projects. The designer will lead the committee through the design and construction phases of the pilot project. ☆It is important through the design and construction process to hold regular committee meetings to continue the promotion efforts for the project.
- Continue efforts to promote and fund the next priority items of the Plan.

## Prioritization

The general focus of the prioritization process should be to complete "greenway connectors" that route through neighborhoods and link them together with other city districts. Focus should be placed on "connectors" that are consistent with the City's goals and the pilot project should continue the commitment efforts exhibited by current citywide projects. The pilot greenway project should dovetail with current city projects. This enables the greenway projects to support and increase the impact of the city's goals. The pilot project should focus expenditures within the city limits. To increase the awareness and impact of Beaufort Greenways the pilot project should focus on solving an existing problem.

Funding for the pilot project of the Beaufort Greenways is in place and must be spent over the next few years. Approximately \$300,000 is earmarked for the Beaufort Greenways Pilot Project.

The prioritization process should consider the organizations that must be included to make the project a reality. Projects that heavily rely on the cooperation of elements and organizations outside the committee should receive a lower priority ranking than projects that can be completed to make an initial impact with very little controversy and coordination from outside groups. It is important to complete the initial pilot project as rapidly as possible.

The table on the following pages outlines the Greenway Connector Routes as well as additional Project Area Projects. The table also includes a budget estimate for prioritization purposes and designates the priority level and phase assigned by the committee.

The committee ranked the **Pigeon Point Loop**, **Lady's Island Connector** and the **Blueway Connector** the highest priority level. These projects received high priority ranking because they dovetail on existing city projects and will connect a large number of users. These routes can also be completed by users in a short period of time, yet exposing the user to a large percent of the Beaufort community.

The **Pigeon Point Loop** will be the pilot project. The remaining Priority One projects will follow as funds are available. It is important to prepare a preliminary engineering report for the Woods Bridge retrofit as soon as possible to establish a more detailed cost estimate and feasibility of the project.

The projects receiving Priority Two ranking will complete the greenway system linking downtown with the other project areas. The projects are mentioned in order by phase. Phases were determined based on the following considerations. The **Battery Creek-Port Royal Connection** received a Priority 2: phase 1 ranking because it is scheduled for SCDOT resurfacing in the year 2000. Completion of phase two, **Medical Loop** will resolve conflicts with motorists and pedestrians around Ribaut Road at the hospital. The **Government Center Connection** will provide a nice experience along the Battery Creek marsh and provide greenway access to a heavily utilized destination. The **Lowcountry Connector** will incorporate the technical college into the greenway system allowing users to connect through the college and to Hermitage Road. **Hermitage Loop** is relatively safe for users as exists, however improvements will allow greenway users to access additional points of interest in the area.

Additional projects defined within the project areas received a priority three ranking. These projects are important to the overall greenway project, however were determined to be embellishments to the greenway routes.

### Beaufort Greenways Project Projects - Summary Table

		Budget Estimate	Priority Level
<b>PIGEON POINT LOOP</b>		<b>\$272,000</b>	<b>Priority Level 1: Phase 1</b>
(A)	Charles Street		
(F)	Pigeon Point Road		
(H)	Wilson, Laudonniere, and Rogers Street		
(J)	National Guard and National Cemetery		
(L)	Gym, Tennis Courts, Evergreen Cemetery		
(N)	Beaufort Elementary		
(M)	Bay Street, Waterfront Park		
<b>PIGEON POINT AREA - other projects</b>		<b>\$95,000</b>	<b>Priority Level 3</b>
(B)	Bellamy Curve	\$40,000	
(C)	Pigeon Point Street End Vistas	\$15,000	
(D)	Sewer Lift Station- Pigeon Point	\$4,000	
(E)	Pigeon Point Park	\$8,000	
(H)	Basil Green Connection to Pigeon Point Park	\$18,000	
(J)	Mets Field, Bryant Park	\$10,000	
<b>GOVERNMENT CENTER CONNECTION</b>		<b>\$90,000</b>	<b>Priority Level 2: Phase 3</b>
(J)	National Guard and National Cemetery		
(K)	Lovejoy Park		
(O)	Beaufort County Multi-government Center		
(N)	North Street		
<b>HERMITAGE LOOP</b>		<b>\$80,000</b>	<b>Priority Level 2: Phase 5</b>
(N)	Battery Creek Elementary School, North Street		
(R)	North Hermitage Road and Hermitage Road, Fuller Parkway		
<b>HERMITAGE ROAD - other projects</b>		<b>\$33,000</b>	<b>Priority Level 3</b>
(P)	Linton Lane	\$25,000	
(Q)	Charleston & Western RR Bridge	\$8,000	
<b>LOWCOUNTRY CONNECTOR</b>		<b>\$105,000</b>	<b>Priority Level 2: Phase 4</b>
(S)	Technical College of the Lowcountry		
(V)	Charleston & Western RR		
(R)	South Hermitage Road		
<b>MEDICAL LOOP</b>		<b>\$60,000</b>	<b>Priority Level 2: Phase 2</b>
(T)	Beaufort Memorial Hospital		
(U)	Kate Gleason Park		

<b>BATTERY CREEK - PORT ROYAL CONNECTION</b>		<b>\$127,000</b>	<b>Priority Level 2: Phase 1</b>
(W)	Battery Creek Road		
(Y)	Southside Park		
(Z)	Waddell Road		
<b>BATTERY CREEK / MOSSY OAKS - other projects</b>		<b>\$15,000</b>	<b>Priority Level 3</b>
(X)	Mossy Oaks High and Elementary Schools		
<b>LADY'S ISLAND CONNECTOR</b>		<b>\$350,000</b>	<b>Priority Level 1: Phase 2</b>
(AA)	McTeer Bridge		
(CC)	Meridian Road		
(FF)	Woods Memorial Bridge		
<b>LADY'S ISLAND - other projects</b>		<b>\$8,000</b>	<b>Priority Level 3</b>
(BB)	Connection to Cat and Cane Islands	\$1,000	
(DD)	New High School	\$7,000	
<b>BLUEWAY CONNECTORS</b>		<b>\$72,000</b>	<b>Priority Level 1: Phase 3</b>
(G)	Pigeon Point Landing		
(I)	Horse Hole Park		
(EE)	Boat Landing at Hwy. 21		
<b>TOTAL</b>		<b>\$1,302,000</b>	

All cost figures are estimates for prioritization purposes only. Each project must be further defined with through a more detailed inventory and analysis of the actual condition of the route. Projects should dovetail with the SCDOT resurfacing program, as well as any sidewalk capital improvements projects

**Priority Levels - (each priority level may be divided into various phases)**

**Priority Level 1 - High Priority - Pilot Project**

**Priority Level 2 - Medium Priority**

**Priority Level 3 - Low Priority**

## **Funding Opportunities**

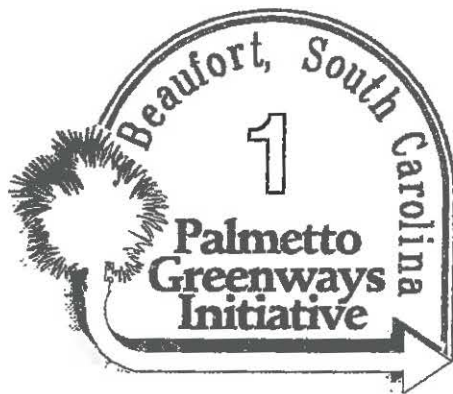
The Beaufort Greenways Project has funding resources of approximately \$300,000. This funding was obtained from various resources. Additional funding may be obtained from the project through grants from the following organizations:

- South Carolina Forestry Commission -Urban and Community Forestry Grants  
designed to encourage tree planting and tree care efforts in urban and community areas.
- South Carolina Department of Natural Resources, Division of Water Resources  
Scenic Rivers Program was developed to conserve SC's river heritage through the proper management of the natural and cultural character of the state's river corridors. Assistance is in the form of management advisory information
- National Tree Trust Foundation  
To increase the number of trees planted, maintained, and cultivated in rural areas, communities, and urban environments
- South Carolina Department of Transportation - Enhancement grants to promote multi modal transportation opportunities.  
To enhance transportation systems using various nontraditional transportation activities such as the provision for walking/biking paths.
- Lowcountry & Resort Islands Tourism Commission  
Objective is to provide assistance in developing tourism opportunities or special events, and to promote economic development in the region through tourism promotion. Offers technical assistance
- South Carolina Department of Parks, Recreation, & Tourism  
Tourism Marketing Partnership Program  
Assists with the development of innovative and effective tourism promotion projects at the local level to maintain a strong tourism industry throughout SC.
- South Carolina Department of Commerce, Office of Community Grant Programs  
Livable Communities Grant  
address housing and community development needs, primarily of low or moderate income persons. Projects that attempt to remedy eminent threats to the health or welfare of the community receive priority
- South Carolina Department of Parks, Recreation, & Tourism  
Land and Water Conservation Fund  
To acquire land or develop facilities for the provision of public outdoor recreation
- South Carolina Department of Parks, Recreation, & Tourism  
Recreation Land Trust Fund  
to acquire land for public recreation purposes
- South Carolina Department of Parks, Recreation, & Tourism  
Park and Recreation Development Fund  
to help in planning and development of new indoor or outdoor public park and recreation facilities or with renovations to existing facilities
- American Greenways Grant Program  
National Geographic Society, The Conservation Fund, and Dupont, Inc  
to provide small grants for the stimulation of planning and design of greenways
- Other Agencies:  
Consolidated Farm Service Agency (USDA)  
Rural Economic Development (USDA)  
Coastal Resource Management (SCDHEC)  
Natural Resources Conservation Service - Soil and Water Conservation  
US Army corp of Engineers - Civil Works Project  
National Parks Service (USDA) - Rivers, Trails and Conservation Assistance  
South Carolina Coastal Conservation League  
South Carolina Nature Based Tourism Association

## Beaufort Greenways Project Design Guidelines

### SIGNAGE

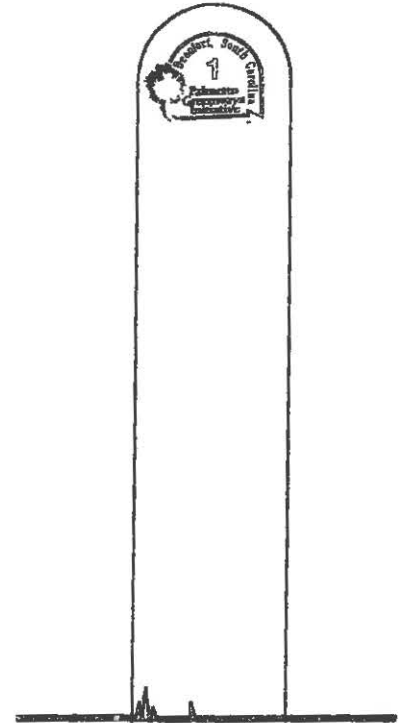
Incorporate greenway logo into signage along the corridor.



Imprint the greenway logo into the concrete walks along the corridor.

#### Greenways Sign

Install freestanding monolithic mile marker posts along the route.



Milemarker

### BICYCLE SAFETY

Adequate pavement surface, bicycle safe grates, safe railroad crossings, and bicycle responsive traffic signals should always be provided on roads where bicycle lanes are designated. Use of raised pavement markings and raised barriers is discouraged because they cause steering difficulties for cyclists.

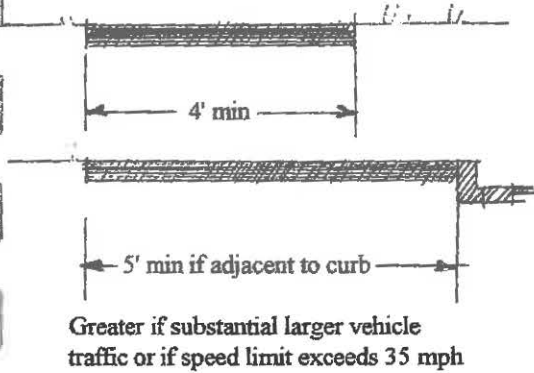
### TRAFFIC CONTROL DEVICES

Special consideration should be given to greenway users at all traffic signal crossings. Traffic signal timing should consider pedestrians and cyclists. Detectors for traffic actuated signals should be sensitive to bicycles and should be located in the expected path of the cyclists, including left turn lanes. In some areas pedestrian actuated buttons may be necessary and preferable. It may also be necessary in heavily used areas to incorporate an "all-red" clearance interval for pedestrians.

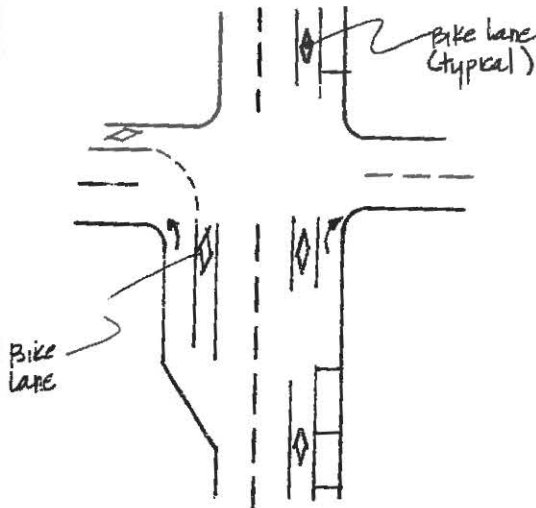
### SHOULDERS

Smooth paved shoulders intended for bicyclists should be a minimum of 4' in width. If motor vehicle speed exceeds 35 mph or if heavy use by trucks, RV, and buses then additional width should be provided.

## BICYCLE LANES



Bicycle lanes are delineated along roadways to designate travel lanes for cyclists separated from motorists. Bike lanes should always be one way facilities and carry traffic in the same direction as adjacent motor vehicle traffic. Two-way bicycle lanes on one side of the road promote riding against the flow of motor vehicle traffic and are unacceptable. Wrong way riding is a major cause of bicycle accidents. Two way bicycle lanes are acceptable only if they are separated from the motor vehicle road with a landscape strip.



Intersections should accommodate safe bicycle traffic flow. If right turn lanes are provided for motorists, a safe bicycle lane should be provided for through bike traffic flow.

## TRAIL STRIPING AND MARKINGS

The Manual on Uniform Traffic Control Devices describes marking patterns and colors for trails primarily for bicycle use. Markings should be reflectorized and slip resistant.

- Broken yellow line separates two direction travel (Use a 1:3 segment ratio - 3' segment with 9' gap).
- A solid white line separates different uses such as pedestrians and cyclists.



#### BOARD OF DIRECTORS

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#### ABOUT THE FOUNDATION . . . .

The Palmetto Conservation Foundation is a Columbia, SC based not-for-profit organization dedicated to helping South Carolina communities manage their growth in a manner consistent with the quality of life their residents have come to expect. PCF brings a research-based, nonadversarial approach to land use and development issues. The foundation is not an advocacy organization. It does not file litigation. It offers technical assistance by local invitation only.

The foundation's board of directors believes that growth is good and needed in communities to enhance quality of life. PCF helps to build widespread community consensus in support of long-term sustainable development patterns that respect the way of life which defines these communities. In doing so, PCF seeks to define the type of growth needed in communities, and how growth can best be managed to provide long-term benefits to residents.

PCF fulfills its growth management mission using a three-pronged approach. It conducts research into significant land use and conservation issues, provides technical assistance to communities, and sponsors educational programs on development and land use issues.

The foundation was formed in 1989 under the auspices of the Washington, D.C. based Conservation Foundation, a leading national land use research group. Today, PCF is governed by a distinguished board of directors whose 17 members are from across South Carolina. It has a core staff of three persons, and maintains ongoing relationships with over 30 research fellows and associates who work with the foundation on a project-by-project basis.

Many communities throughout South Carolina have benefitted from the services of PCF. Research, technical assistance, and education involving current conservation and land use issues facing our state will continue to occupy the energy and resources of our organization.

## FOUNDATION PROGRAMS

### Research Projects

The Palmetto Conservation Foundation has provided research for the following projects:

- South Carolina Conservation Easement Act of 1991
- Billboard Control Options for South Carolina Communities
- Consistency Doctrine, Amendments to the South Carolina Planning Act
- A Common Bond: Issues In South Carolina Tourism Development
- The Report Of The South Carolina Growth Forum
- Population Growth and Tax Burden
- Model Preservation Tax Abatement Ordinance
- South Carolina Conservation Finance Project

### Technical Assistance

The Palmetto Conservation Foundation has provided technical assistance for the following projects in South Carolina communities:

- Fort Mill Growth Management Plan
- York County 20-Year Plan
- Abbeville County Development Plan
- Calhoun Falls Small Area Plan
- Edisto River Land Use Plan
- ACE Basin Scenic Highway
- Darlington Quality of Life Assessment
- Sea Island Scenic Parkway
- Carteret Street Cultural Corridor Study (Beaufort)
- Cooper River East Branch Plantation Study
- Horry County Strategic Plan
- McCormick County Development Strategy
- Richland County Strategic Plan
- Beaufort Streetscape
- South Carolina Statewide Trail
- Catawba River Greenway
- Palmetto Trails
- South Columbia Development Corporation
- Catawba Indian Trail Project
- Newberry County Rails-to-Trails Project
- Palmetto Greenways Initiative
- Camden Redevelopment Plan
- Nation Ford Road Preservation Project
- S.C. Adjacent Lands Project
- Concept for a Coastal Greenway

### Education

The Palmetto Conservation Foundation has sponsored the following conferences and seminars for interested citizens and development professionals:

- Growth Management in South Carolina
- Making Sense of the Wetlands Issue
- Not In My Backyard, The NIMBY Syndrome
- The Takings Issue
- The Carolina Cultural Conservation Symposium
- Reauthorization of the Clean Water Act
- The Barnwell Question
- South Carolina's First Trails Conference
- A Growth Policy for Richland County
- Greenbelts and Greenways: New Approaches Toward Suburban Development
- An Examination of Adjacent Lands Problems
- Rail-Trails 101: A Primer for Successful Rail-Trail Projects



## BACKGROUND

"A Greenway is a corridor of protected open space managed for conservation and recreation purposes. Greenways protect natural resources, preserve scenic landscapes and historical resources, offer recreational opportunities, and provide a place for people to walk, bicycle and move from place to place. Greenways often follow natural land or water features and link protected cultural resources with populated areas. Some Greenways are publicly owned, some are privately owned and some are the result of public/private partnerships. Some are open to visitors, others are not. Some appeal to people, others attract wildlife."

The Palmetto Greenways Initiative was established in 1995 as an effort to promote greenways in South Carolina. A steering committee was assembled and co-chaired by Anne Springs Close and Senator John E Courson. The Initiative was sponsored by:

*The Palmetto Conservation Foundation* - a Columbia, S.C. based non-profit organization interested in conservation, sustainable development, and the wise use of our natural and cultural resources.

*The Conservation Fund* - an Arlington, Va. based non-profit organization that creates partnerships to protect our outdoor heritage. They are dedicated to integrating economic and environmental goals.

*Palmetto Trails* - a trail and greenway advocacy group based in Columbia, S.C.

*Land Resources* - the division of the S.C. Department of Natural Resources concerned with sustaining and enhancing SC's land related resources.

Funding was provided by the *Gaylord & Dorothy Donnelley Foundation* and the *World Wildlife Fund*

The Beaufort Greenways project when complete will fulfill a direct goal established by the Strategic Plan. One of the many direct goals set by the Initiative was to stimulate private and public involvement and support for greenways among a broad cross section of South Carolina. The direct objective was to target local governments to encourage greenways programs by preparing a *model* greenways plan for a South Carolina community.

Beaufort was selected as the site for the partnership to develop the model greenway plan for many reasons. The success of the plan will require community support. The Beaufort community has continually supported conservation and preservation and recreational issues, which is essential to the success of greenways. The tourism industry in Beaufort will provide additional support from outsiders, and enable promotional efforts of greenways to be successful. The unprecedented natural beauty of Beaufort will provide a scenic environment for greenways. Of utmost importance is the issue of a threatened environment. Beaufort County is developing at an alarming rate. Development plans already in the permitting process will double the population of Beaufort County. All of these issues will support the greenways concept and make the greenway system work.

## PROCESS AND APPROACH FOR DEVELOPING A GREENWAYS CONCEPT

### IDENTIFY

Identify places of interest, desired destinations, nodes for the Greenway System. These will range from neighborhoods to parks, to cemeteries, major service centers that promote education, employment, shopping, and recreation.

The following destinations have been identified and the list will need to be expanded upon:

- Mossy Oaks
- Pigeon Point
- Hundred Pines
- Lady's Island
- St Helena Island
- Waterfront Park
- Greene Street Gym
- Ballfields and Tennis courts
- Port Royal YMCA
- The City Grid / Visitor's Center
- Schools
- Hospital
- County Office Park
- USC Beaufort
- Low Country Technical College
- Open Land Trust Property
- Walmart Plaza
- .....

### LINKAGES

Develop patterns of Connection and identify access points and service nodes to provide parking and facilities.

Identify existing corridors to adopt and expand upon

Identify new routes to develop to link the destinations

Identify user groups and activities (cyclists, mopeds, rollerblades, walkers, joggers..) on various sections of the greenway.

- Future Links (outside Greenway Corridors - county, Port royal....)
- RR Corridor
- "Low Activity" roads
- SCEG and BJWSA Rights of Ways
- The "Bridges"
- Canal Trails
- Meridian Road
- .....

### IDENTIFY ISSUES

Identify issues of concern and use, attitudes and communication with landowners  
Suspicion from landowners generally exists when public access through private land is recommended.

### EVALUATE

Evaluate the alternatives. This shall be done by developing valid evaluation criteria and a system of weighted values to assess the alternatives. This will enable the determination of the optimum design concept. The evaluation criteria shall be based upon:

- Economic Impact
- Environmental Impact
- Ability to acquire access
- Safety
- .....

### DOCUMENT

The final Greenway Corridor shall be documented in a drawing and book format.  
Phases of development will be identified and prioritized.

### DESIGN

Actual design details and guidelines for development will be established to guide construction of surfaces, signage, lighting, landscaping, etc within the greenway corridor.

### IMPLEMENTATION

Develop a strategy for guiding and monitoring the actual construction of the greenway

### *SUBCOMMITTEES*

The Committee will be divided into the following subcommittees:

- Destinations
  - Donna Sagar - Beaufort County School District
  - Mary Anne Payne - PALS
  - Bernie Kole - Lady's Is Business & Professional Assoc
  - Bruce McBratney - Beaufort Open Land Trust
  - David Schneider - Historic Beaufort Foundation
  - Jennifer Rauch - Sierra Club
- Linkages
  - Terry Murray - BJWSA
  - Steve Snyder - Coastal Resources
  - Lisa McFee - Beaufort Chamber of Commerce
  - Robert McFee - SCDOT
  - Tom Dodds - SCDOT
  - Kenny Cowart - Beaufort Running Club
  - Mary Anne Payne - PALS

- **Issues**
  - Bob Stoothoff
  - Deanna Workman
  - Bruce McBratney - Beaufort Open Land Trust
  - Libby Anderson - City of Beaufort
  - Rosetta Radke - Beaufort Co Planning
  - Gary Cannon - City of Beaufort
- **Landowner Relations**
  - Jim Neighbors - City Council
  - David Schneider - Historic Beaufort Foundation
- **Promotion**
  - Jennifer Rauch - Sierra Club
  - Catherine Speth - Coastal Conservation League
  - Lisa McFee - Beaufort Chamber of Commerce
  - Gary Cannon - City of Beaufort
- **Development Activity**
  - Libby Anderson - City of Beaufort
  - Rosetta Radke - Beaufort Co Planning
  - Lisa McFee - Beaufort Chamber of Commerce
- **Implementation**
  - Gary Cannon - City of Beaufort
  - Jim Neighbors - City Council

This current effort will only take the process through the documentation phase. The process will take place over a 10-12 week period. It is anticipated that the plan will be completed by Thanksgiving of '96. This will allow coordination with the Beaufort County Comprehensive plan that is identifying recreational and greenway needs for the county area outside of the city limits.



# American Greenways Program

Fact Sheet No. 2

## *What is a Greenway?*

Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features, and historic sites with each other and with populated areas. Some greenways are publicly owned, some are privately owned, and some are the result of public/private partnerships. Some are open to visitors, others are not. Some appeal to people, others attract wildlife.

In cities and other urban areas, greenways can encompass natural or man-made features and can be managed primarily for resource conservation or recreation.

In the country, greenways are planned natural corridors linking large natural areas — like state parks and national forests, or wildlife refuges. Rural greenways preserve native habitats and wildlife migration routes, and can be an impetus to restore environmentally valuable landscapes. In conjunction with existing and proposed recreational trail systems, such as the National Scenic Trails, rural greenways will form the heart of America's network of greenways.

From the hills of inland America to the beaches and barrier islands of the coast, greenways provide a vast network linking our Nation's special places and providing a whole that is truly greater than the sum of its parts.

## *What Are The Benefits Of Greenways?*

No other conservation initiative provides so many ecological, economic, and quality of life benefits to the communities that create them. Greenways not only protect environmentally important lands and native plants and animals, they also link people with the natural world and outdoor recreational opportunities.

Greenways can also:

- \* Help preserve the biological diversity of plant and animal species by maintaining the connections between natural communities.
- \* Soften urban and suburban landscapes with ribbons of green that improve the quality of life and enhance property values.

- \* Help protect the quantity and quality of water, a natural resource vital to people, plants, and wildlife.
- \* Direct development and growth away from important natural resource areas.
- \* Provide alternative transportation routes that connect people, communities, and the countryside.
- \* Act as outdoor classrooms.

### *What is the American Greenways Program?*

American Greenways is a program of The Conservation Fund, a national organization committed to land and water conservation. American Greenways was created to help assemble a national network of linked natural areas and other open spaces. The program serves as an umbrella organization, promoting the greenways concept at the national, state, regional, and local levels. It provides professional and technical assistance to interested citizens, private landowners, non-profit and for-profit organizations, and governmental agencies. Through the formation of conservation partnerships, American Greenways will help create state and regional greenway networks and carry out specific greenways projects.

American Greenways is designed to operate both from the "top down", by working through state agencies and from the "bottom up" through grassroots citizen actions and private and public efforts at the local level.

### *How Can I Help?*

We invite you to join the growing partnership of individuals, organizations, communities, and public agencies working to assemble the components of a statewide network of greenways. We need to know your ideas and learn about greenway opportunities in your area. For additional information contact us at:

**The American Greenways Program  
The Conservation Fund  
1800 North Kent Street, Suite 1120  
Arlington, VA. 22209  
Phone (703) 525-6300 Fax (703) 525-4610**



# The American Greenways Program

Fact Sheet No. 3

## *Economic Benefits of Greenways*

### Summary of Findings

#### Real Property Values

Many studies demonstrate that parks, greenways and trails increase nearby property values. In turn, increased property values can increase local tax revenues and help offset greenway acquisition costs.

#### Expenditures by Residents

Spending by local residents on greenway related activities helps support recreation oriented businesses and employment, as well as other businesses which are patronized by greenway and trail users.

#### Commercial Uses

Greenways often provide business opportunities, locations and resources for commercial activities such as recreation equipment rentals and sales, lessons, and other related businesses.

#### Tourism

Greenways are often major tourist attractions which generate expenditures on lodging, food, and recreation oriented services. Greenways also helps improve the overall appeal of a community to prospective tourists and new residents.

#### Agency Expenditures

The agency responsible for managing a river, trail or greenway can help support local businesses by purchasing supplies and services. Jobs created by the managing agency may also help increase local employment opportunities.

#### Corporate Relocation

Evidence shows that the quality of life of a community is an increasingly important factor in corporate relocation decisions. Greenways are often cited as important contributors to quality of life.

#### Public Cost Reduction

The conservation of rivers, trails, and greenways can help local governments and other public agencies reduce costs resulting from flooding and other natural hazards.

#### Intrinsic Value

While greenways have many economic benefits it is important to remember the intrinsic environmental and recreation value of preserving rivers, trails and other open space corridors.

Adapted from: Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors, National Park Service, 1990

For additional information contact: The Conservation Fund's American Greenways Program, 1800 N. Kent Street, Suite 1120, Arlington, VA. 22209, (703) 525-6300.

# The American Greenways Program

Fact Sheet No. 4

## *Crime And Vandalism*

**Issue:** Do recreational trails and other types of greenways cause crime, vandalism and other disturbances? What evidence is there to support or to alleviate the concerns of adjacent land owners?

**Facts:** There is little evidence to support the fear that greenway trails will produce disturbance to private landowners. In fact the evidence is to the contrary.

\* A 1980 study by the Minnesota Department of Natural Resources compared landowners attitudes on a pair of proposed trails with landowner attitudes along a pair of similar trails already established. On the proposed trails 75% of landowners thought that if a trail was constructed it would mean more vandalism and other crimes. By contrast, virtually no landowners along the two constructed trails (0% and 6%, respectively), agreed with the statement "trail-users steal". (Minnesota Dept. of Natural Resources, 1980)

\* A 1987 study of Seattle's Burke-Gilman Trail found little or no crime or vandalism experienced by adjacent property owners. The study surveyed property owners, realtors, and police officers. According to the realtors, property "near" the trail is significantly easier to market and sells for an average of 6% more than similar properties located elsewhere. Nearly two-thirds of adjacent landowners believed that the trail "increased the quality of life in the neighborhood", and not a single resident thought the trail should be closed. (Evaluation of the Burk Gilman Trail's effect on Property Values and Crime, Seattle, WA Engineering Dept., 1987)

\* A former opponent of the Burke-Gilman trail (whose home is on the trail) stated that the "trail is much more positive than I expected. I was involved in citizens groups opposed to the trail. I now feel that the trail is very positive; [there are] fewer problems than before the trail was built; [there was] more litter and beer cans and vagrants [before it was built]." Not a single resident surveyed said that present conditions were worse than prior to construction of the trail.

\* A 1992 study by the National Park Service of the impacts of rail-trails on nearby property owners found that "a majority of landowners reported no increase in problems since the trails opened. That living near trails was better than they had expected it to be, and that living near the trails was better than living near unused railroad lines before the trails were opened". Impact of Rail-Trails, National Park Service, 1992).

\* Comments from adjacent landowners interviewed for the NPS study included the following:

"Vandalism, robbery and safety concerns I originally had were unfounded." - (Landowner on California's Lafayette/Moraga Trail)

"I was very opposed to the idea at first, fearing that it would be used by motorcyclists, but I am very pleased with the trail - it provides a safe alternative to using the highway for joggers and bicyclists, and it gives me a safe and comfortable place for my walks." - (Adjacent landowner on Florida's St. Mark's Trail)

"We are a small town and most everyone uses the trail at one time or another. The city of Durango has no bad comments to make on the trail; they all like it very much." - (Public Official on Iowa's Heritage Trail)

\* A 1988 survey of greenways in several states has found that such parks typically have not experienced serious problems regarding...vandalism, crime, trespass, [or] invasion of privacy...Prior to developing park facilities, these concerns were strongly voiced in opposition to proposed trails. After park development, however, it was found that fears did not materialize...concerns expressed by the neighbors opposed...have not proven to be a post-development problem in any of the parks surveyed. ("A Feasibility Study for Proposed Linear Park," Oregon Department of Transportation, Parks and Recreation Division, May 1988.)

\* A 1990 study by the Appalachian Trail Conference of crimes on the Appalachian Trail found that despite use by 3-4 million persons per year, that there were only 0.05 per 100,000 or 1 in 2 million. This means you are more likely to be struck by lightning or victimized in your home than as a hiker on the Appalachian Trail. (Source: Appalachian Trail Conference, Harpers Ferry, West Virginia)

This Fact Sheet is one of a series produced by the American Greenways Program. For more information contact:

**The American Greenways Program**  
1800 North Kent Street, Suite 1120  
Arlington, VA 22209  
Phone (703) 525-6300 Fax (703) 525-4610

# The American Greenways Program

Fact Sheet No. 5

## *Greenways Organizations*

The Conservation Fund creates partnerships with the private sector, nonprofit organizations, and public agencies to help protect America's outdoor heritage. Committed to excellence and entrepreneurial spirit, the Fund constantly seeks new opportunities to advance land and water conservation. The American Greenways Program helps these diverse groups work together to create new greenways and improve existing ones.

### **The American Greenways Program**

The Conservation Fund

1800 N. Kent Street, Suite 1120

Arlington, VA 22209

(703) 525-6300

The American Greenways Program of The Conservation Fund strives to establish a nationwide network of public and private open space corridors. The program serves as an umbrella organization promoting the greenways concept at the national, state and local levels. It provides information and technical assistance on all aspects of greenway planning and development. It also provides small grants and assists in acquiring land for greenways.

### **American Farmland Trust**

920 N. Street, NW., Suite 400

Washington, D.C. 20036

(202) 659-5170

The American Farmland Trust undertakes a range of activities throughout the nation to protect agricultural land. It provides technical assistance to localities implementing agricultural land preservation strategies and directly protects farms by acquisition or other means.

### **American Hiking Society**

P.O. 20160

Washington, DC 20041-2160

(703) 385-3252

The American Hiking Society is dedicated to protecting the interests of hikers and preserving America's footpaths. They encourage volunteerism in trail building and maintenance through work trips and maintain a public information service to provide hikers and other trail users with facts regarding facilities, organizations, and how to make best use of trails while protecting the environment.

### **American Rivers**

311 Pennsylvania Ave., S.E.

Washington, D.C. 20003

(202) 547-6900

American Rivers is the nation's principal river saving organization and the only national non-profit devoted exclusively to preserving the nation's outstanding rivers and their landscapes.

**Land Trust Alliance**

900 17th Street, NW., Suite 410

Washington, D.C. 20006

(202) 785-1410

The Land Trust Alliance is a national organization of land trusts. The Alliance provides specialized services, publications, and training for land trusts and other land conservation organizations.

**Rails-to-Trails Conservancy**

1400 16th Street, NW.

Washington, D.C. 20036

(202) 797-5400

Rails-to-Trails Conservancy is a national organization that helps local governments and organizations convert abandoned railroad right-of-ways into public recreational trails.

**Rivers and Trails Conservation Assistance Program**

National Park Service

P.O. Box 37127

Washington, DC 20013

(202) 343-3780

The National Park Service's Rivers and Trails Assistance Program is designed to assist state and local governments, private groups and land owners protect river corridors and to establish trail systems. Projects range from statewide river assessments to plans for a single river or urban waterfront.

**Scenic America**

Dupont Circle, NW

Washington, D.C. 20036

(202) 833-4300

Scenic America is a national organization devoted to preserving America's scenic beauty. It provides information and technical assistance on ways to identify, designate and protect scenic road corridors in both urban and rural areas.

**Trust for Public Land**

116 New Montgomery Street, 3rd Floor

San Francisco, CA 94105

(415) 495-5660

The Trust for Public Land is a national organization formed to help public agencies and communities acquire land of recreational, cultural, and ecological value. It is involved in numerous greenway projects, particularly in urban areas.

This Fact Sheet is one of a series produced by the American Greenways Program. For more information contact:

**The American Greenways Program**

The Conservation Fund

1800 N. Kent Street, Suite 1120

Arlington, VA 22209

Phone (703) 525-6300. Fax (703) 525-4610

# The American Greenways Program

Fact Sheet No. 6

## Greenway Publications

**GREENWAYS FOR AMERICA** by Charles Little. Describes how greenways provide paths or trails for recreation and link a region's traditional paths and open spaces. Little's book addresses the ecological, economic, and social benefits of greenways. Filled with maps and color photographs. Available through *The Conservation Fund*, 1800 N. Kent Street, Suite 1120, Arlington, VA 22209. (\$22.95). (703) 525-6300.

**GREENWAYS: A GUIDE TO PLANNING, DESIGN AND DEVELOPMENT** Loring Schwarz, Editor Charles A. Flink and Robert M. Searns. Sponsored by the Conservation Fund. A "how-to" guide for planning and designing greenway projects. The manual takes a step-by-step approach to greenway development and addresses many issues that face greenway planners and designers. Available through *The Conservation Fund*, 1800 N. Kent Street, Arlington, VA 22209. (\$29.95 soft/\$45.00 hard). (703) 525-6300.

**ECONOMIC IMPACTS OF PROTECTING RIVERS, TRAILS AND GREENWAY CORRIDORS** by the National Park Service. This resource book helps agencies and community groups understand and communicate the their proposed or existing corridor projects. This book is a compilation of recent information applicable to linear parks, trails, and river corridors. Available through the *National Park Service*, P.O. Box 37127, Washington, DC 20013. (202) 343-3780.

**ECOLOGY OF GREENWAYS: DESIGN AND FUNCTION OF LINEAR CONSERVATION AREAS** by Daniel S. Smith and Paul C. Hellmund, eds. Explains how greenways contribute to the protection of wildlife and water resources. Includes case studies of greenway that contribute particularly to natural systems and shows step by step methodology for ecological greenway design. Available through University of Minnesota Press, 2037 University Ave., SE, Minneapolis, MN 55455-3092. (\$39.95 hard).

**HOW GREENWAYS WORK: A HANDBOOK ON ECOLOGY** by the Atlantic Center for the Environment under contract by the National Park Service. This handbook provides private citizens and public officials with an introduction to ways in which greenways can be designed and managed to enhance the ecological process. Available through the *National Park Service* P.O. Box 37127, Washington, DC 20013. (202) 343-3780.

**SAVING AMERICA'S COUNTRYSIDE** by Samuel N. Stokes, A. Elizabeth Watson, Genevieve P. Keller, and J. Timothy Keller. Sponsored by the National Trust for Historic Preservation, this book offers a step-by-step guide to protecting the various resources of a rural community through setting up land trusts, using federal programs, establishing effective laws and changing public attitudes. Available through *The Johns Hopkins University Press*, 701 West 40th Street, Suite 275 Baltimore, MD 21211. (410) 516-6900.

**TOOLS AND STRATEGIES: PROTECTING THE LANDSCAPE AND SHAPING GROWTH** by the National Park Service in cooperation with the Regional Plan Association of the greater New York metropolitan area. A hand book on laws and techniques for the preservation and conservation of land and open space in NY, NJ, and CT. Highlights five case studies. Available through the *National Park Service*, P.O. Box 37127, Washington, DC 20013. (202) 343-3780.

**TRAILS FOR THE TWENTY-FIRST CENTURY: PLANNING, DESIGN, AND MANAGEMENT FOR MULTI-USE TRAILS**, edited by Karen Lee-Ryan. Gives step-by-step guidance in all aspects for the planning, design, and management of multi-use trails. Discusses physical and cultural assessments of sites, compliance with legislation, and maximizing trail potential. Available through the *Rails-to-Trails Conservancy*, 1400 16th St., NW, Suite 300, Washington, DC 20036. (\$24.95 soft/\$49.95 hard). (202) 797-5400.

A GUIDE FOR PLANNING GREENWAY TRAILS by The PATH Foundation. Provides trail advocates with a simple approach to planning, formally adopting and implementing a hard surface trail project. Only addresses greenways in which recreational activity and trail development is compatible with the intended use of the corridor. Available through The PATH Foundation, P. O. Box 14327, Atlanta, GA 30324. (404) 355-6438.

GREENWAYS: A VISION FOR MARYLAND by the Maryland Greenways Commission. Describes the need and vision of a network of green throughout the State of Maryland. For sale (\$10.00) or loan. Available through the Maryland Greenways Commission, Tawes State Office Bldg., Annapolis, MD 21401. (410) 355-6438.

KEEPING OUR GARDEN STATE GREEN: A LOCAL GOVERNMENT GUIDE FOR GREENWAY AND OPEN SPACE PLANNING by Linda Howe. A practical handbook about greenway planning for Environmental Commissions and other groups. Much of the information is easily transferable to general open space preservation activities. Discussions of practical problems, ways to deal with them, resources and technical details are all covered. Available through the Association of New Jersey Environmental Commissions, 300 Mendham Rd., P. O. Box 157, Mendham, NJ 07945. (\$8.00). (201) 539-7540.

THE CONSERVATION EASEMENT HANDBOOK: MANAGING LAND CONSERVATION AND HISTORIC PRESERVATION EASEMENT PROGRAMS by Land Trust Alliance and the Trust for Public Land. An essential book on conservation easements covering IRS criteria for tax-deductible easement gifts, tax benefits, easement negotiation and acquisition, baseline data, monitoring and enforcement, back-up grantees, and amendments. Includes model conservation and historic easements accompanied by detailed legal commentary. Available through Land Trust Alliance, 1319 F. St., NW, Suite 501 Washington, DC 20004-1106. (\$28.00) (202) 638-4725.

STARTING A LAND TRUST: A GUIDE TO FORMING A LAND TRUST CONSERVATION ORGANIZATION by the Land Trust Alliance. A practical handbook based on land trusts' experiences. Contains advice, case studies, an extensive resource list, and sample documents. It covers the elements essential to setting up and operating a successful land trust. Available through the Land Trust Alliance, 1319 F. St., NW, Suite 501, Washington, DC 20004-1106. (\$16.00) (202) 638-4725.

This fact sheet is one of a series produced by the American Greenways Program. For more information contact:

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1800 North Kent St., Suite 1120  
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# Palmetto Pathway

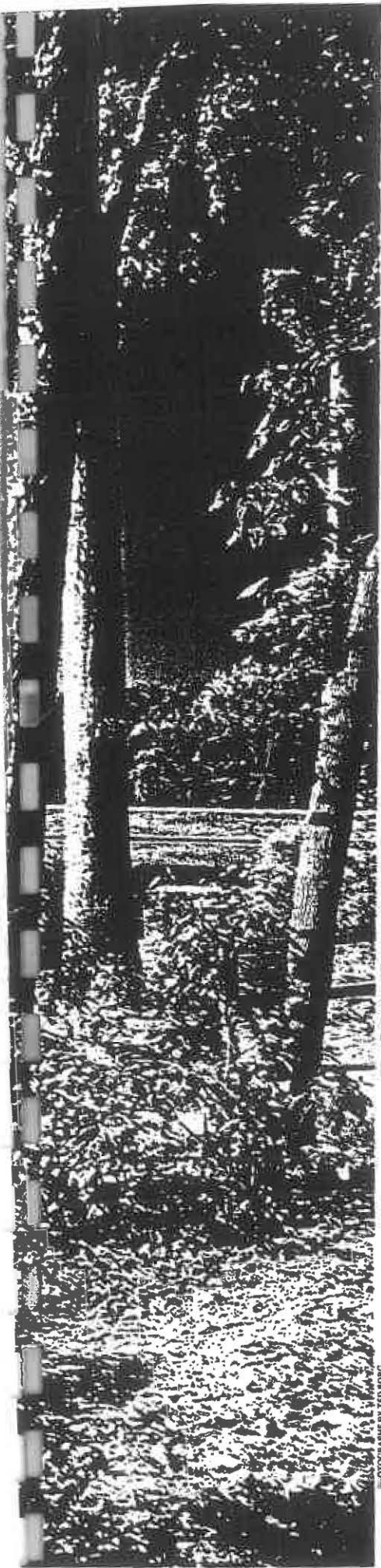
*Backbone of a trail network spreading out across the state, the Palmetto Trail connects hikers with outdoor attractions and assures access to these resources for the future.*

*by Emily E. Clements*

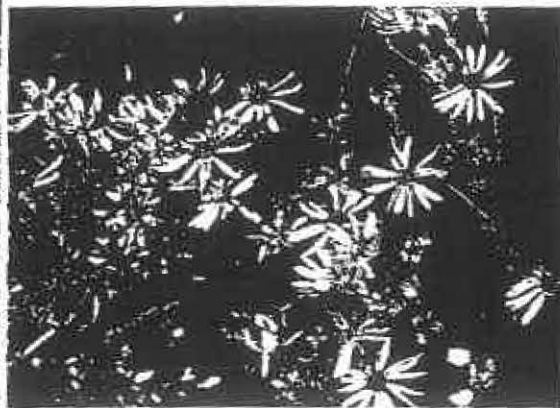
## Imagine . . .

. . . a sunny-warm day with an occasional brush of cooling breeze, just right for hiking. No, make that strolling, ambling along with no greater purpose than watching squirrels chase each other. A walk around the neighborhood might be nice, but somehow nature beckons on a day like this, begging for company in the woods. A few years from now, on such a light-struck day, you might choose South Carolina's Palmetto Trail for your gentle adventure.

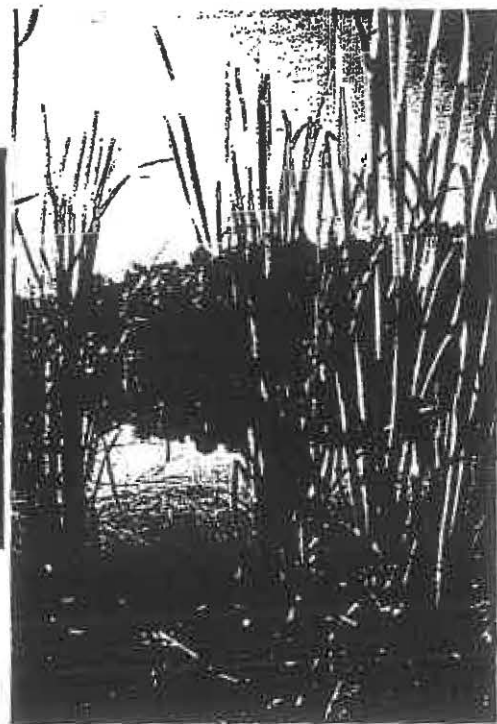
Lying like a far-flung ribbon across the state, the 320-mile trail is proposed for completion near the turn of the century at a cost of nearly \$2.5 million. It will connect not only mountains and sea but, by joining existing trails and encouraging others, will link a variety of attractions, both natural and man-made, in the state's Piedmont, Midlands, sandhills and coastal plain regions. By ultimately becoming the spine for this spider web of hiking routes, the Palmetto Trail will become what some have called "a series of individual journeys."



*Five years from now, hikers should be able to wend their way from South Carolina's Upstate to her Lowcountry, using a 320-mile trail that showcases natural beauty and diversity. Walkers along the Palmetto Trail will be able to cool their dusty heels in the Chattooga River (previous pages) and stroll the paths of the Sumter National Forest, left.*



*Passing through a variety of terrain from the mountains to the sea, travelers should be able to spot abundant wildlife and wildflowers, such the calico aster, above, and cardinal flower, right.*



**Ken Driggers**, executive director of the nonprofit Palmetto Trails advocacy group in charge of completing the trail, has canvassed the state during the past several months, speaking with officials and landowners in both the public and private sectors. He has explained the need for the trail, documenting its role in the state's ecotourism arena and exploring various route options, possible easements and access opportunities.

"Although the entire route is not definite yet," Driggers said, "we think we've developed an itinerary that will appeal to both residents and visitors by showcasing South Carolina's tremendous diversity.

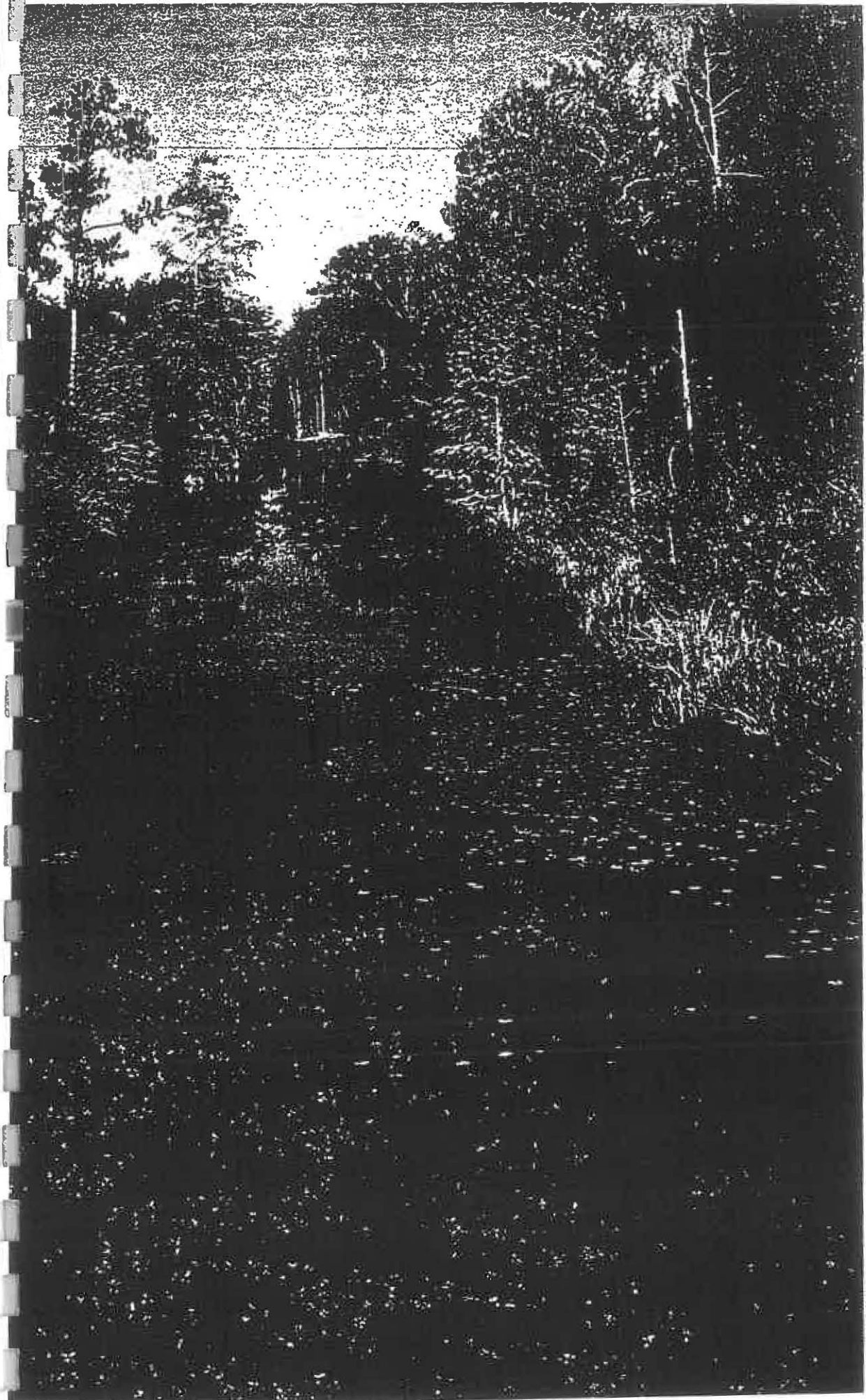
"We opened the first section, the Lake Moultrie Passage in Berkeley County, in January and the High Hills of Santee Passage in Sumter County in April. By Christmas, we hope to open several other passages, with the ultimate goal of opening a new trail section every six months," he said.

On its mountain end, the trail will follow the Foothills and Mountain Bridge trail systems already familiar to hikers,

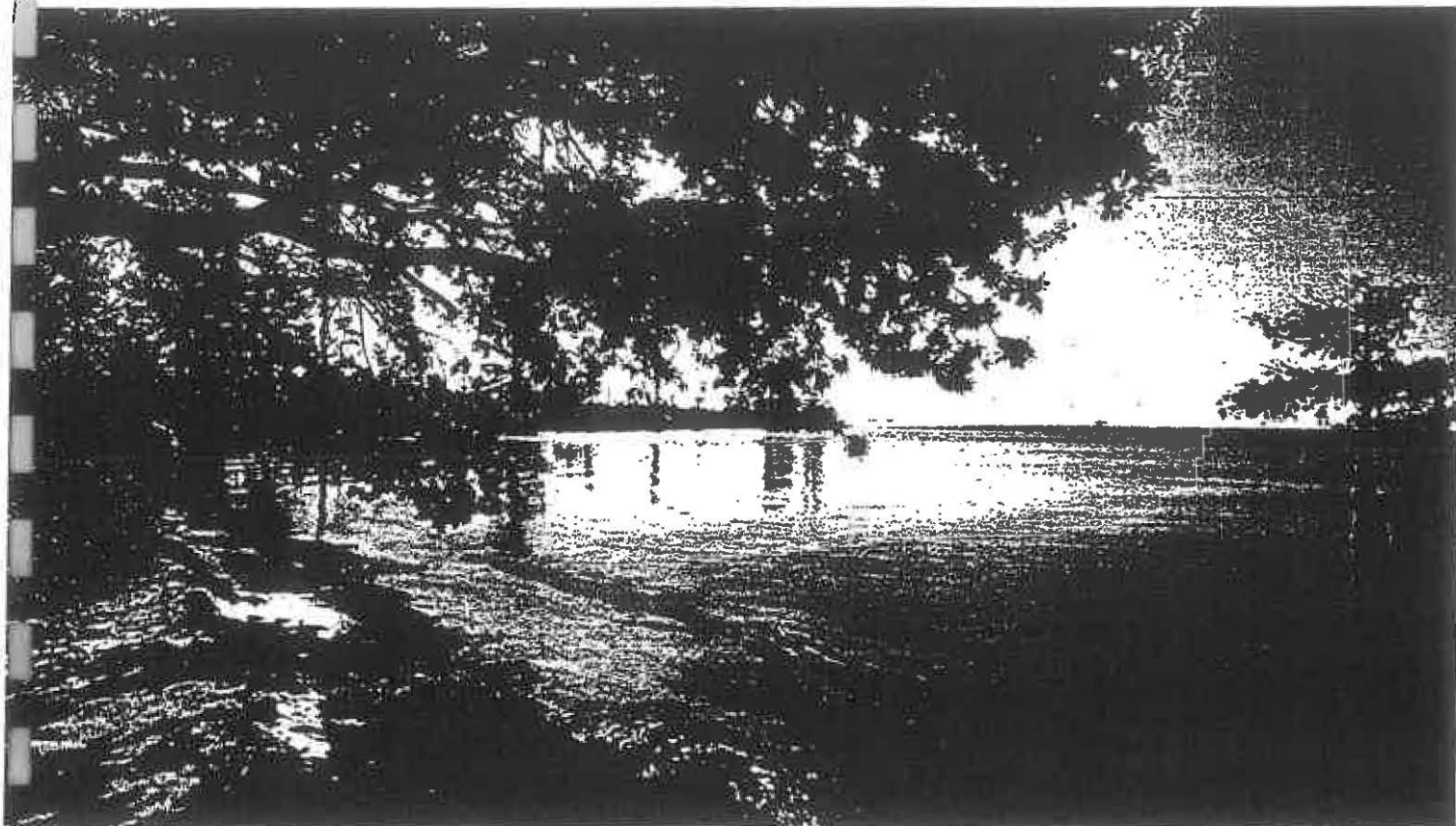
beginning in the hardwood forests of Oconee State Park and continuing through Table Rock, Caesars Head and Jones Gap state parks. Near Spartanburg, the trail will turn south, meandering through the historic Cowpens area and Croft State Park before bending southeasterly through Sumter National Forest.

As it approaches the Midlands, the route will cross the Broad River, then streak through Columbia and the Congaree Vista before heading east across the Wateree River and turning south into Manchester State Forest near Sumter.

PHOTOGRAPHS BY TED BORG



*On the Lake Moultrie segment of the Palmetto Trail, the walkway traces the lakeside, following a dike and canal on the eastern shore. At right, the expanse of Lake Moultrie invites hikers to pause or camp overnight. Numerous sections of the route would have been impassable without construction of boardwalks by Santee Cooper.*



Entering the sandhills, it will follow the dike system of lakes Marion and Moultrie and wind through a marriage of sandy and swampy areas in Francis Marion National Forest. Joining the Lowcountry's Swamp Fox Trail, it will eventually end in the small fishing village of McClellanville, near Capé Romain National Wildlife Refuge and within sight of the Atlantic.

*The trail is not simply a path* through the woods or a boardwalk along the beach because South Carolina is much more than just mountains and sea. The state blends terrains, mixes landscapes and scenery that have witnessed a long history. Because many believe walking through and to these places is one of the best ways to experience them, the Palmetto Trail will be built to present them, path-style, to any who would venture forth.

"The Palmetto Trail represents all that is great about South Carolina," said Kit Smith, founder of the Palmetto Conservation Foundation (PCF), in announcing plans for the trail. "It unites the great diversity of history, cultures

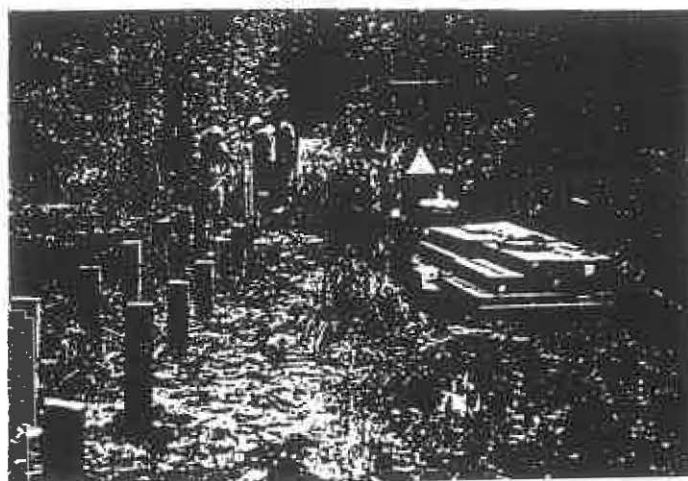
and environments that uniquely shape our state and will truly bring the perspective of that greatness to those who hike it."

Plans call for the compacted dirt trail to be designed with water and primitive camping areas available every eight miles. Every forty to fifty miles a town will offer access to supplies and amenities.

The entire trail will be accessible to walkers, with portions open to horseback riders and perhaps bicyclers. None of the trail, at this point, will be open to motorized traffic, although parallel trails for alternative uses may be considered later. Every effort is also being made to make as much of the trail as possible convenient for people with disabilities.

Like most ideas that include benefits for a large segment of the population, the Palmetto Trail is not without its own history, its planners and dreamers.

In 1989 a group of citizens dedicated to enhancing the quality of life in South Carolina formed the nonprofit PCF with the support and guidance of the Washington, D.C.-based Conservation Foundation. Their goals included helping



PHOTOGRAPHER COLLEGE

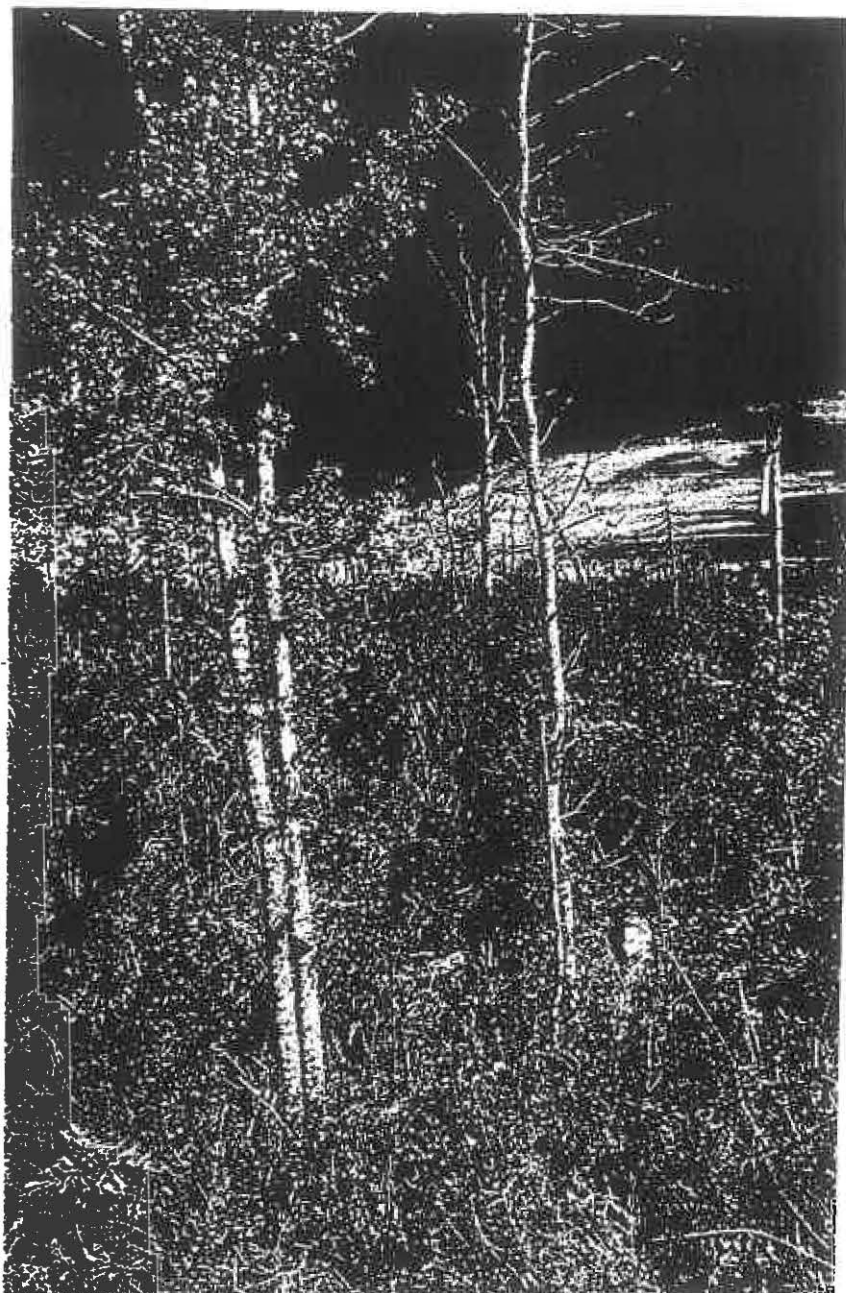
*Public lands form the backbone of the trail, with cooperation and support from individual landowners and established trail groups still needed to complete the remainder. The trail's lower reaches pass through the Francis Marion National Forest, a habitat drastically altered in 1989 by South Carolina's storm of the century, Hurricane Hugo.*

communities manage growth for maximum citizen benefit and promoting economic vitality through responsible land use and development. Plans involved identifying problems, doing the homework to find workable solutions and getting the attention of people and agencies able to help put those solutions to work.

In 1993, recognizing the need for a fiscally responsible way to address the public's cry for recreational opportunities close to home and to showcase the state's cultural, geographic and historical diversity in an environmentally sound manner, PCF began planning the Palmetto Trail. Smith and Anne Springs Close, former head of Palmetto Trails, were two who shared the dream of a state trail and worked to unite the abilities of public and private agencies to make the dream come true.

"The cooperation shown by corporations, governments and individuals in planning the Palmetto Trail was, and is, an example of South Carolina at its best," Close said recently. "The Palmetto Trail shows us we can all work together for conservation."

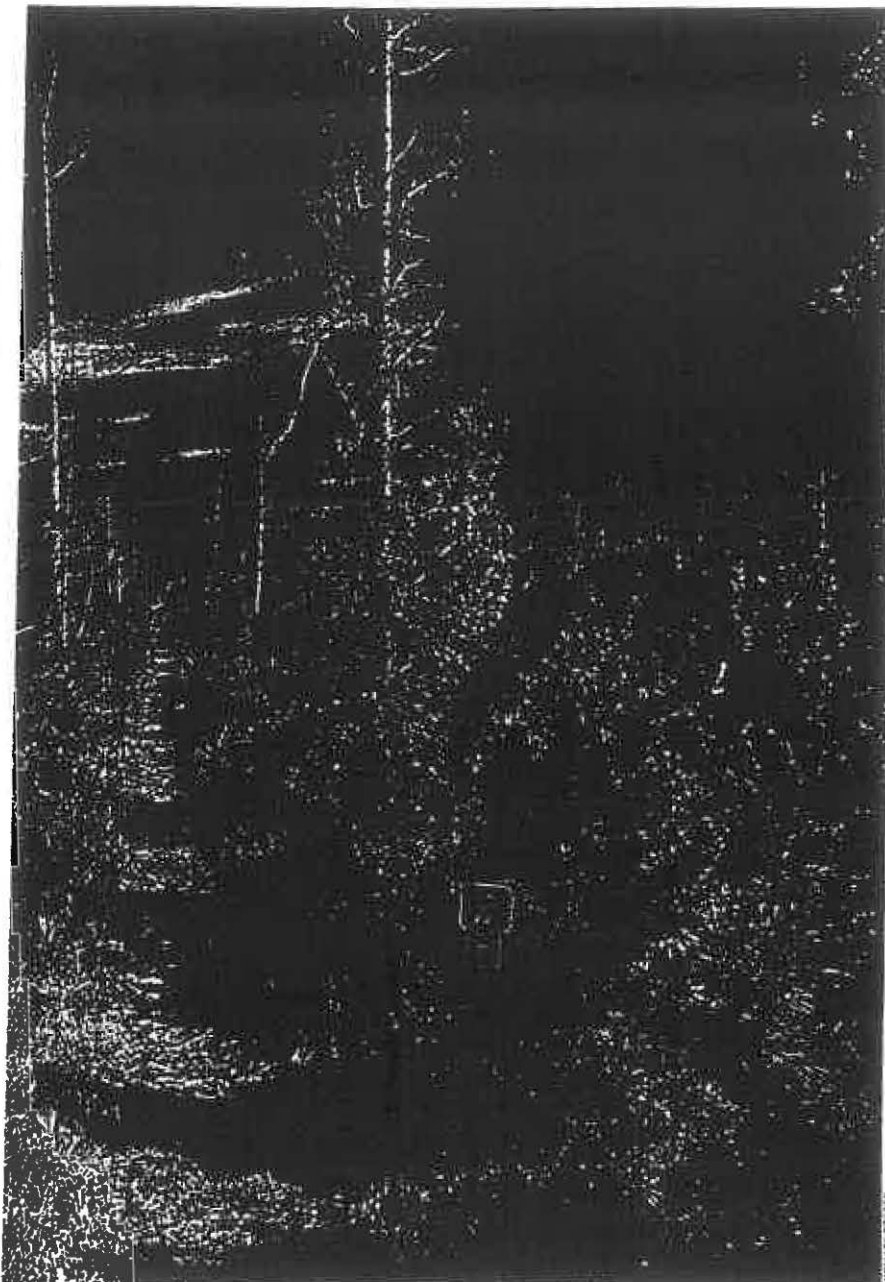
The state's departments of Parks, Recreation and Tourism (PRT), Transportation, and Archives and History participated, as did the Sierra Club, Duke Power Company, SCANA Corporation, the Santee-Cooper Authority, John S. and Anne Edens Rainey, and the U.S. Forest Service. The group established trail criteria, proposed the route, allowing a forty-mile-wide corridor to permit flexibility, and set a funding plan.



The idea of such a trail, however, is not unique to South Carolina. Each of the other East Coast states and many farther west have already developed state trail plans to satisfy a growing interest in making natural settings more accessible.

"Trails for walking, biking and hiking are the recreation resources most demanded in South Carolina," said Grace Young, executive director of PRT. "We are especially glad to see this effort now. Because our state is growing so rapidly, projects like this will soon become impossible."

Planners estimate that only about 120 miles of the Palmetto Trail's proposed 320-mile route will require new construction. Existing trails and as much public land as possible will be used, taking advantage of abandoned railways, country roads, state and local parks, and waterfronts. On private land, owners are



MICHAEL POTTER

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213, Columbia, SC  
29201-3154; telephone (803) 771-0870;  
or call Jim Schmid, PRT Trails Coordinator, at  
(803) 734-0130.



An added benefit has been the lower cost of building, supervising and maintaining trails as compared to parks and other forms of staffed outdoor entertainment. In the environmental arena, trails in natural settings have long been lauded for increasing ecological awareness and responsibility by offering the outdoors as an easily accessible classroom.

In South Carolina, with the Palmetto Trail as the backbone for a web of sister trails, that classroom will take shape on our own home soil, in the rural and urban settings of our mountains, Midlands and coastal plain.

In opening the 33-mile Lake Moultrie Passage, Palmetto Trails chairman Anne Edens Rainey commented on the trail's public appeal and its goal. "We literally have not been turned down by any business we sought

being asked for conservation easements or for in-kind donations. Similar contributions and construction assistance are being asked of conservation and philanthropic groups and of local, state and federal governments.

To date the federal government has been asked for \$800,000, the state, for \$900,000 and private entities for the balance, to meet the proposed cost of \$2.4 million. At present, funds for the trail's development are administered by PRT.

Supporters of the Palmetto Trail feel that, in addition to the physical benefits trail users will gain, taxpayers will realize economic and environmental advantages that far outweigh its cost. Pathways — or greenways, to use the '90s term — have been credited with increasing tourism dollars and property values by appealing to both visitors and corporate investors.

help from," she said. "Once people see the connectedness of this project, they want to be a part of it. We feel it will bring thousands of people closer to nature."

"The people of this state want to hold on to our heritage and to our land," Smith said, "and we are discovering that the Palmetto Trail is helping us do that by calling for our ability to appreciate and celebrate our diversity and our willingness to share in order to preserve it for the future."

Thoreau once said, "If you would find yourself, look to the land from which you came and to which you go."

The Palmetto Trail could well become the pathway by which we do just that. 🌿

*Emily E. Clements is a free-lance writer living in Newberry County's Little Mountain.*

# News Release

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Jack Lynn  
703-683-2996

## The Conservation Fund

Suite 1120, 1800 North Kent Street  
Arlington, Virginia 22209

## Grant Information:

Jody Tick  
703-525-6300

### **GRANTS FOR GREENWAY PROJECTS**

#### **The Conservation Fund Announces Availability of DuPont Grants**

Arlington, VA., September 1, 1996 --- Nonprofit organizations and public agencies will be eligible for grants from \$500 to \$2,500 through the American Greenways DuPont Awards Program sponsored by The Conservation Fund and DuPont. To be eligible for this year's grants, applications must be postmarked by December 31, 1996, and sent to The Conservation Fund.

The small grants program encourages action-oriented greenway projects. We want to help grassroots greenways organizations. DuPont's generous support will make it possible to again assist nonprofit organizations around the country. "Since the inception of the program in 1992 by The Conservation Fund in partnership with DuPont, 202 organizations in 45 states have received grants," said Ed McMahon, director of The Conservation Fund's American Greenways Program.

Although applications will be accepted from public agencies, the program, now in its fifth year is aimed primarily at community groups and nonprofit organizations.

McMahon noted that the keys to determining which projects will receive grants are: the importance of the project to local greenway development efforts, how likely the project is to produce tangible results, and the extent to which the grant results in matching funds from other sources.

This year's grants will be awarded in Spring 1997. John A. Krol, chief executive officer of DuPont, Patrick F. Noonan, chairman of The Conservation Fund, and Gilbert M. Grosvenor, chairman of the National Geographic Society, will oversee the selection committee for the grant program.

Greenways are publicly and privately owned open space corridors. Greenways often border rivers, streams, and wetlands or run along abandoned rail corridors, ridgelines, and other linear features. They link recreational, cultural and natural features, serve as pathways for wildlife and people, and provide a protective buffer for waterways.

McMahon said that activities eligible for grants include: mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building foot bridges, planning bike paths, or other creative projects. He added that grants could also go to defray expenses needed to complete a greenway project, including planning, technical, and legal assistance. Grants may not be used for academic research, general institutional support, lobbying, or political activities.

(over)

Grant applications and guidelines are available from The Conservation Fund, 1800 North Kent St., Suite 1120, Arlington, Virginia 22209. (703) 525-6300.

American Greenways is a major program of the Arlington, Virginia - based Conservation Fund. Other programs include Land Conservation Partnerships, the Freshwater Institute, the Civil War Battlefield Campaign, and, with the Richard King Mellon Foundation, the American Land Conservation Program.

Since 1985, The Conservation Fund has helped protect more than 1,200,000 acres of wildlife habitat, open space, and historic sites, including land on 25 Civil War battlefields. The Fund's mission is to work with other nonprofit organizations, public agencies, corporations, and private landowners to safeguard America's land and water resources.

DuPont is a worldwide Fortune 100 company with a commitment to innovation in products, safety, and environmental protection.

###

**For information and application materials contact:**

**The American Greenways Program  
1800 North Kent Street, Suite 1120  
Arlington, VA 22209  
Phone (703) 525-6300  
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*Conservation 100 • A Select Exchange*

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