

---

# SOUTHERN BEAUFORT GREENWAY

*Funding Provided by the Hilton Head Island Foundation*



May 1999  
Palmetto Trail  
Palmetto Conservation Foundation

---

## I. PROCESS AND APPROACH

### A. 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 Southern Beaufort County Greenway Project is to determine how and where greenways can best serve the Southern Beaufort community. Greenway projects have unique purposes for each community they are developed in. The Southern Beaufort County Greenway concept is intended to connect the community with safe routes for people to access the community's resources via walking, cycling, or non-motorized modes. It is also the purpose of the Southern Beaufort County Greenway Project to provide the community with access to water courses and other natural resources.

### B. PROCESS

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



### Stage One - ESTABLISHING AN ADVISORY COMMITTEE

It is important that a citizen's advisory committee be established to provide local support and assistance with the greenway planning process. The input of local individuals is also invaluable. The committee group will assist with the inventory, analysis, design, and the implementation stages of the project. An advisory committee should consist of an inclusive group of individuals from the community.

### Stage Two - INVENTORY & ANALYSIS

Southern Beaufort County has a wealth of natural, cultural, and recreational resources. It is important for people in the community to have easy and adequate access to these resources. To that end, these resources must be inventoried to determine the desired destinations of the community.

This stage 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 information will provide the intellectual foundation for the next stage - developing the conceptual greenway route.

### Stage Three - DEVELOPMENT OF 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 discuss the opportunities and constraints that each present. When developing the route, the committee should look at 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 all the concepts.

In routing the greenway, it is important to look at right-of-ways and ownership of potential greenway

properties. Also, it is necessary to identify potential supporters of the effort, problems such as road and water crossings and existing safe crossings.

#### **Stage Four - DRAFT 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 stages. Once the committee has identified the selected route, the greenway must be documented. It is also necessary to tour the route to identify the true onsite issues. The final greenway plan shall be presented in document form with specific greenway maps.

#### **Stage Five - CREATION OF 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 Southern Beaufort Greenway, however, each area may have unique issues that need to be addressed.

#### **Stage Six - PROMOTION & IMPLEMENTATION**

The commitment of an ongoing Southern Beaufort County Greenway support group is important to ensure that the overall greenway is developed to its fullest potential. This group should produce 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 construction. A cost estimate will prove to be useful in prioritizing the phasing of the actual construction.

## II. HISTORY AND DEMOGRAPHICS

### A. History of Southern Beaufort County

Bluffton, South Carolina, is situated on the "High Bluff" overlooking the May River between Savannah, Georgia, on the south and Beaufort and Charleston, South Carolina, on the north.

Evidence suggests that from 8000 B.C. onward, Southern Beaufort County was inhabited by Paleo-Indians. Coastal shell rings, ceramic and lithic artifacts, ceremonial artifacts, human burials, and village sites document the arrival of agriculture, pottery-making, religion, and political institutions in Southern Beaufort County.<sup>1</sup>

The Yemassee were the last Native Americans to move into Southern Beaufort in the mid-1600s. By 1715, there were ten Yemassee towns established in the Port Royal, St. Helena, and Hilton Head region. During their time inhabiting Southern Beaufort County, the Yemassee bore the brunt of English expansionism, border warfare, and demographic decline. In April of 1715, the Yemassee retaliated. For two years the Yemassee, along with other Muskogean-speaking tribes, waged war with the English.<sup>2</sup> After the Yemassee War, which lasted from 1715 to 1717, the Yemassee continued border raids until 1928. Soon after they were stricken from the land and forced to the south where the surviving Yemassee were absorbed by the Seminole Tribe in what is now Georgia and Florida.

Once the Yemassee were removed, the Lord Proprietors of England granted themselves additional baronies of 13,000 acres under a charter from King Charles II from the "Indian Lands." Afterwards the lands were open for settlement by white colonists. Sir John Colleton was deeded the "Devil's Elbow Barony," the property surrounded by Colleton and Okatie Rivers, the May River, Mackey's Creek, and Linden Plantation. In 1776, the barony was divided into six tracts and sold. A tract

of 680 acres, which included the present town of Bluffton, went to Benjamin Walls<sup>3</sup>.

After the Revolutionary War, cotton and rice brought great prosperity to the sea island's and mainland plantations. During the heat-stricken summers these plantations hoarded malaria and yellow fever-carrying mosquitoes. Bluffton's huge spreading live oak trees, as well as its access to the plantations by way of water-travel made this area a prime location for escape and vacation. The first summer homes were built in the early 1800's. Unfortunately, Beaufort County Court House records were destroyed by General William Tecumseh Sherman's cavalry in 1865 while on route to Columbia for safekeeping. Therefore no records from the Revolutionary War to 1860 are available. Information on the antebellum period are derived from letters, church records, wills, and some newspaper articles.

Before being named Bluffton, the area was called both "May River" and "Kirk's Bluff." In the early 1840s, a meeting was held under the leadership of R. Barnwell Rhett to have the village change its name to Bluffton for the high banks on which it stands. The first reference about Bluffton was in a Savannah paper in 1843. Bluffton was then incorporated in 1852.

Bluffton remained peaceful for a number of years until 1844. The planters near and around Bluffton were angered by Federal tariffs making the goods they imported from abroad excessively expensive. Out of this discontent grew the "Bluffton Movement." Incensed planters gathered beneath what became known as the "Secession Oak" and the secessionist movement was born. Sixteen years later, South Carolina became the first state to secede from the Union<sup>4</sup>.

Bluffton's prosperity came to a drastic halt with the outbreak of the War Between the States and the

---

<sup>1</sup> Lawrence S. Rowland, Alexander Moore, & George C. Rogers, Jr., The History of Beaufort County, South Carolina 1514-1861, University of South Carolina Press, Columbia, South Carolina, 1996. Page 8.

<sup>2</sup> *ibid* page 12-13.

---

<sup>3</sup> *Ibid* page 7.

<sup>4</sup> A Short History of the Early Days of Bluffton South Carolina. Published by the Bluffton Historical Preservation Society, Inc. in 1983.

capture of Hilton Head Island by Federal forces in November of 1861. Fear of raids forced most all citizens out of Bluffton and it soon became an abandoned town. Around 1862 Bluffton was overtaken by Confederate Forces and used as a lookout for changes in Federal movements. In 1863 Bluffton's resilience was tested when General David Hunter ordered that the town be destroyed by fire. Only two churches and approximately fifteen homes in the center of the town remained. Today the two churches and eight of the fifteen homes still stand.

After the war, a few original settlers, along with other families, returned to Bluffton to rebuild its beautiful and peaceful community. In time Bluffton would become the commercial center for Southern Beaufort County. Virtually everything going out or coming into Bluffton did so by way of river boats. Numerous general stores were built to help Bluffton's self-sufficiency. Bluffton once again became a prosperous, peaceful, and healthy place to reside and vacation.

Bluffton's prosperity took another knock around 1926 when the Coastal Highway, US 17, was built to bridge Savannah River at Port Wentworth. People were given access to Savannah via roads and began driving to do their shopping. Thus the river boat was being replaced as well. Bluffton's reputation of being a trading center began to decline and continued declining until the 1950's. The bridging of the Mackey and Skull Creeks in the 1950's, the building of the Tallmadge Bridge, as well as the short route to Savannah were all responsible for Bluffton's present reflowerishment.

Today Bluffton with its "historic past, its beautiful bluff and river estuary, its healthy climate, and its quiet peaceful atmosphere, continues to charm everyone who will take the opportunity to visit it."

## B. Demographics\*

### 1. Population: Beaufort County

Beaufort County population increase by year:

- From 1930 to 1940, added 222 people.
- From 1940 to 1950, added 4956 people.
- From 1950 to 1960, added 14,059 people.
- From 1960 to 1970, added 10,084 people.
- From 1970 to 1980, added 14,228 people.
- From 1980 to 1990, added 21,289 people.
- From 1990 to 2000, projected to add 38,575 people.
- From 2000 to 2010, projected to add 49,000 people.

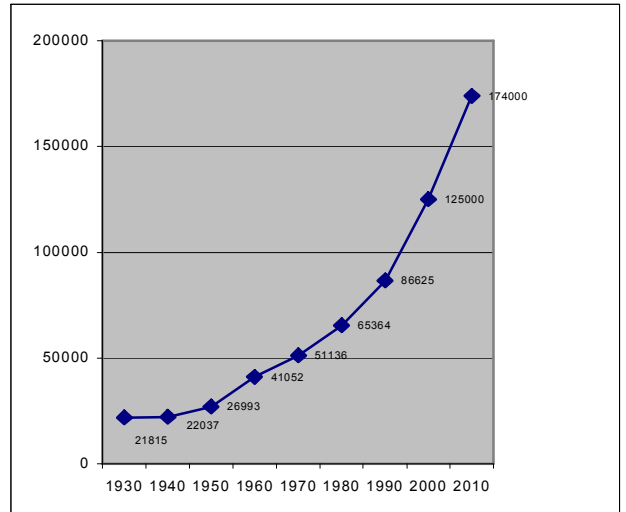


Figure 1: Population Change, Beaufort County

### 2. Population: Southern Beaufort County Area

	1980	1990	1995	2000	2005	2010
Bluffton Township	3,652	7,084	9,708	13,252	28,929	47,288
Hilton Head Island	11,344	23,694	26,700	33,914	40,383	43,966
Total	14,996	30,778	36,408	47,166	69,312	91,254

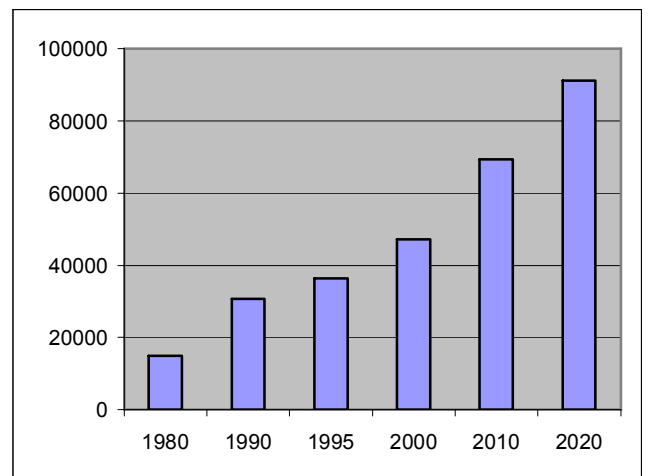
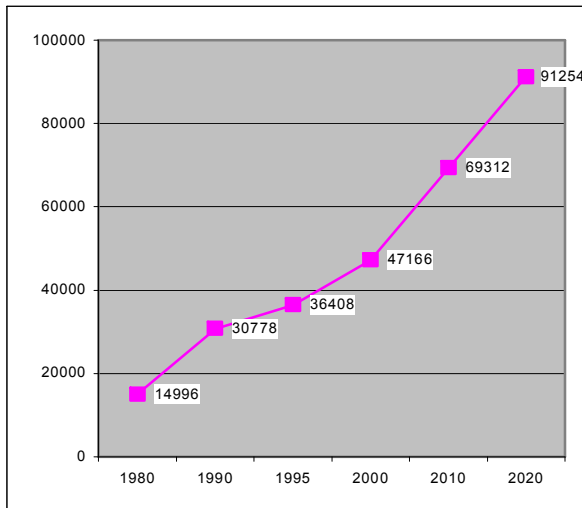


Figure 2 and 3: Population Increase in Southern Beaufort County

### 3. Age Profiles in Beaufort County

The 1990 age profile:

Under 5 years	8.6%
Age 5-17	16.7%
Age 18-39	40.0%
Age 40-64	22.4%
Age 65 and over	12.3%

### 5. Employment

Employment	1990	1996
# people employed	33,743	41,602

4.5% unemployed

The largest employers in Beaufort County are in:

Public sector:	
Board of Education	1,883
Marine Corps	836
Beaufort County	760
Naval Hospital	900
Marine Corps (civilian)	645

### 6. Tourism

Tourism is a major component of Beaufort's economy. Its beaches and 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.

Accommodations Tax Collections in Beaufort

1991-92	\$2,330,195
1992-93	\$2,434,042
Percent Change	4.5%

Net Revenues from Accommodations Tax to Beaufort County

1991-92	\$1,990,351
1992-93	\$2,090,968
Percent Change	5.1%

### 4. Issued Building Permits in Bluffton Township, 1990-1995

<b>Year</b>	<b>1990</b>	<b>1991</b>	<b>1992</b>
# of Permits	143	120	142

<b>Year</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>
# of Permits	157	318	394

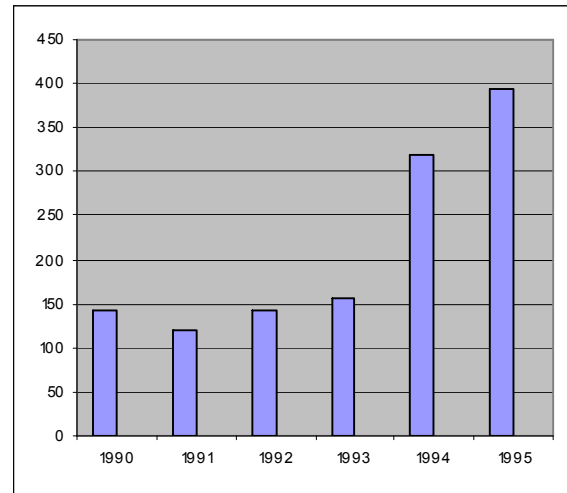


Figure 4: Building Permits Issued in Bluffton Township

### 7. Population of Urban/Rural Residents in Beaufort County

<b>Year</b>	<b>Total</b>	<b>Rural</b>	<b>Urban</b>
1970	51,136	25,479	25,657
1980	65,365	25,800	39,564
1990	86,425	28,224	58,201

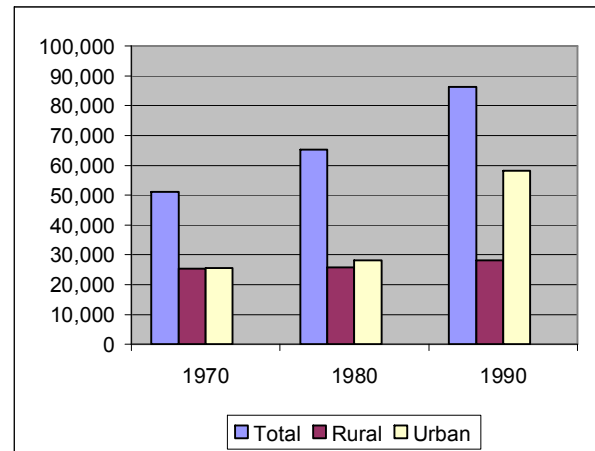


Figure 5: Population of Urban and Rural Residents in Beaufort County

## IV. ADVISORY COMMITTEE

The Beaufort County Council and the Town of Bluffton along with interested organizations and citizens, helped determine 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 citizens that were involved in the study process.

**Palmetto Conservation Foundation**

Ken Driggers & Rebecca D. Ramos

**Town of Bluffton**

H. Emmett McCracken, Jr., Mayor

**Beaufort County Council**

Barry Connor

**Beaufort County PALS**

David Johnson

**Beaufort County Planning Department**

Maurice Ungaro, Principal Planner

**SCDOT**

Mr. Robert McFee & Robert Clark

**Beaufort County Development Division**

Ms. Rosetta Radtke

**DHEC Physical Activity Coordinator**

Phyllis Atkins

**Bluffton Town Council**

Cece Caldwell

**Bluffton Historical Preservation Society**

Mary Scardici

**Clean Water Taskforce**

Bill Marscher

**Town of Hilton Head Island**

Mr. Steve Riley, Town Manager

**Union Camp/Branigar Corporation**

Chuck Mitchell

**Beaufort Jasper Water Sewer Authority**

Dean Moss & Mike Bell

**Colleton River Plantation**

Bob Stahl

**Sun City Community**

Vic Bubas

**Palmetto Electric Cooperative**

Tom Upshaw

**Beaufort County PALS**

H.C. Boehm, Jr.

**SCANA**

Brad Samuel

**Bluffton Telephone Company**

Tom Wing, General Manager

**Colleton River Plantation**

William Langley, General Manager

**SC Department of Natural Resources**

Stuart Greeter

**Beaufort County School District**

Herman Gaither

**US Department of Agriculture**

Alan Ulmer

**Citizens At Large**

Annelore Harrell

Jacob Martin

Jack Maloney

Sue Olsen

Laura McIntosh

Arthur Hancock

Boowie Hancock



## V. INVENTORY AND ANALYSIS

The Inventory and Analysis phase was broken into four categories for concentrated efforts of review:

### A. Destinations

Greenways should connect a community by linking individual desired destinations.

Task: Identify places of interest, desired destinations, and other nodes for the Greenway System. These are places like neighborhoods, parks, cemeteries, schools, colleges, employment centers, shopping areas, and recreational resources.

### B. Linkages

All destinations should be connected with a safe and easy travel route.

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

Task: Identify existing corridors or connectors for Southern Beaufort County currently being used for alternative modes of transportation and recreation activities.

Task: Identify new routes to be developed to link the known destinations.

Task: Identify different user groups and activities (i.e. cyclists, mopeds, roller

blades, walkers, joggers.) on various sections of the greenway.

### C. 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 the concerns of landowners in the proposed greenway corridor. These may include vandalism, tax incentives, and landowner liability.

### D. Development Activity

New developments can easily be incorporated in a greenway plan.

Task: Identify proposed development activities that may impact the design of the Greenway. Coordinate with the town and county permitting departments, as well as the county comprehensive plan, the adjoining town of Hilton Head Island, and any proposed road improvement projects

## V. DESTINATIONS

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:

- Pinckney Wildlife Refuge
- Bluffton Historic District
- Bluffton Town Dock
- Bluffton Sand Bar
- Churches and cemeteries
- Ball Fields and stadiums
- Parks and nature trails
- Boat landings
- School campus
- Drainage plans/canals
- Power lines parallel to 278
- Water and sewer lines
- New subdivisions
- Wetlands
- Historic resources
- Other environmentally significant lands
- Farms and farmland
- Buck Island Road
- Victoria Bluff
- Water Access Points
- Two River Corridor
- Heritage Trust property
- New School property

The Greenway Advisory Committee met to discuss further 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 or destinations were also factors that were discussed.

**Bluffton Historic District** - the district itself is a primary site, although the greenways plan may wish to identify specific corridors. Among the individual destinations within the historic district are:

- The People's Store
- Dr. Jakey's Office Site
- The Fripp House
- The Fripp-Lowden House
- Carson House
- Patz Brothers Residence

- The Card House
- The John A. Seabrook House
- The Heyward House
- The Squire Pope House
- The Huger-Gordon House
- The Lockwood House
- Seven Oaks House

**Churches** - Included in the Bluffton Historic District are at least three churches that should be included in the greenway system.

- The Church of the Cross

- The Campbell Chapel
- Bull Hill Methodist Church (St. Luke's)

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

- Bluffton Recreational Center
- Michael C. Riley Park
- Proposed park and nature area on Shults Tract
- Proposed park and nature area on Palmetto Bluff
- Bluffton Cemetery
- School Stadium

**Bluffton Sand Bar** – The Bluffton Sand Bar is characterized as one of the main facilities to access the rivers in Bluffton.

**Pinckney Island National Wildlife Refuge** - This wildlife refuge was established in 1975 and is made up of five small islands surrounded by several thousand acres of marsh. It historically was the Sea Island Plantation of Charles Cotesworth Pinckney. This destination is situated along US. Highway 278 between Hilton Head Island and Bluffton.

**Waterfront Vistas** - There are several of these in the Bluffton area. The Town Dock is a good example.

**Bluffton Town Hall** - An important town center. Located on the corner of All Joy Road and Pritchard Street, Bluffton Town Hall is used for community meetings and gatherings.

**Victoria Bluff Heritage Preserve** - A 100-acre heritage preserve located on the Colleton River. It is the home of both pine/saw palmetto plant communities and an inland maritime forest. The property is open for hiking and nature walks.

**Water Access Points** - the following water access points are located in Southern Beaufort County:

- All Joy Public Boat Landing, Bluffton, May River
- May River Public Boat Docking Facility, Bluffton, May River

- C.C. Haigh, Jr. Public Boat Landing, Beaufort County, Highway 242, Mackay River
- Buckingham Public Boat Landing, Pinckney Island Wildlife Refuge, Mackay River
- Potential boat landings on Palmetto Bluff and Shults Tract

**Open and Proposed School Campuses** - The following schools that were picked as possible destinations:

- Michael C. Riley Elementary School
- New school complex on Buckwalter Tract
- University of South Carolina, Beaufort County Campus

**Hilton Head Island Greenway System** – Southern Beaufort County should be able to connect with the biking and walking system already established on Hilton Head Island communities.

**Plantation Developments** - The Bluffton community has expanded to include plantation developments. The Advisory Committee recommends extending the Greenway Plan to connect these developments through sidewalks or by other means.

**New Annexation Properties**

- Palmetto Bluff
- Shults Tract

## VII. LINKAGES

Linkages should provide safe access into the original Town of Bluffton to the newly incorporated area of Bluffton, along Highway 278, and then into Hilton Head Island. Listed below are the areas the Advisory Committee identified as possible linkages for the greenway.

### Linkages

- Colleton and May River Corridors
- U.S. 278 between Bluffton and Hilton Head
- Island
- Sewer line corridors
- Power line corridors
- Highway 46 between Palmetto Bluff Road and Highway 278

### Greenway Safety

Safety is of utmost importance in the Greenway. These general recommendations were discussed to improve safety in the greenway corridor.

- Traffic signals should be sensitive and have the ability to be triggered by bicyclists;
- Traffic signal push button actuated devices should be installed for pedestrians;
- All RR crossings should be safe: and
- Vertical separators should be installed between bike lanes and motor vehicle lanes where space is limited and/or speed limit is higher.

### Things to Consider About Linkages during the Planning Process:

- Develop linkages between existing greenways in Hilton Head Island and the City of Beaufort.
- 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 asset - the water. Greenways should provide maximum views to the water and marsh.
- Boat ramps and access to the water should serve as nodes on the greenway. Boat ramp facilities should be modified to be more friendly to the non-boating public or develop additional water access sites specifically for the non-boating 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 at 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 where human access is not allowed. Other greenways may be along creeks and waterways and provide needed buffering for water filtration for ensuring water quality.

## VIII: ISSUES

It is important to identify issues that neighborhoods and landowners may be concerned with. These issues were discussed both with the Advisory Committee and at the Public Meeting in the attempt to resolve any particular issues before they are raised. Each community has unique concerns, however, most all 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?

- **Vandalism**

Can the greenway be built to curb vandalism and crime?

- **Liability**

If a property owner gives 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 for 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 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 storm water runoff to sensitive waters?

- **Property Rights**

How will greenway acquisition occur?

Will developers be required to donate greenway easements?

Or will incentives be used for owners to donate land or easements for greenways?

Or sell at low prices?

If developers are required to dedicate land for greenways, will they receive tax incentives?

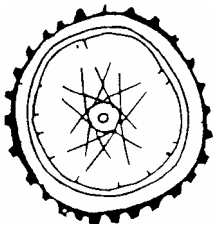
- **Multiple Users**

Will the greenway be open to all users including skateboards and rollerbladers?

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.



## **IX: THE PLAN**

The conceptual plan was developed by incorporating the Advisory Committee's recommendations and public comments. The plan evolved into two phases. The first phase is a set of passages through both old and new Bluffton connecting the identified destinations. The second phase will connect Bluffton with the Island of Hilton Head.

### **Phase One**

Phase One of the Southern Beaufort Greenway is the development of a Greenway Plan that connects the Town of Bluffton with all of its parts. Specifically, the Advisory Committee hopes to accomplish the following:

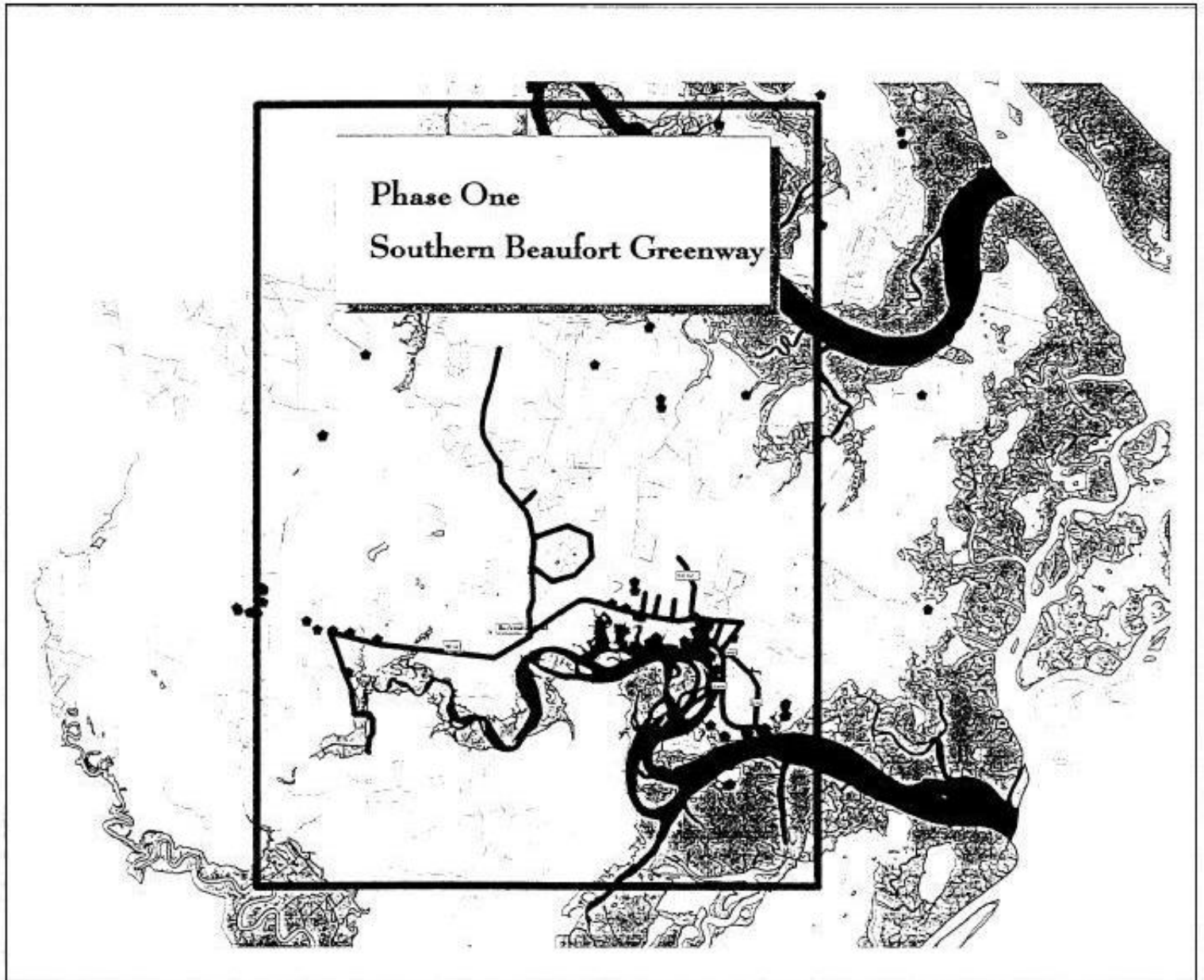
- Improve the walkability of downtown Historic Bluffton;
- Connect the newly incorporated area of Bluffton with the original Town of Bluffton;
- Unite parks, schools, and ball fields with major residential areas in the Town of Bluffton. This also includes connecting the sites of proposed schools with current amenities;
- Improve water access for citizens in the Town of Bluffton.

### **Phase Two**

Phase Two of the Southern Beaufort Greenway is the greenway system that will connect Phase One, the Bluffton Greenway System, with Hilton Head Island. The Advisory Committee felt that after the Bluffton Greenway Plan was completed, the next step would be to bridge Bluffton with the Town of Hilton Head Island. Presently, Hilton Head Island has a diverse system of bike and walking trails on its Island. Both communities see the advantage of having an alternative means of transportation to on or off of the Island of Hilton Head.

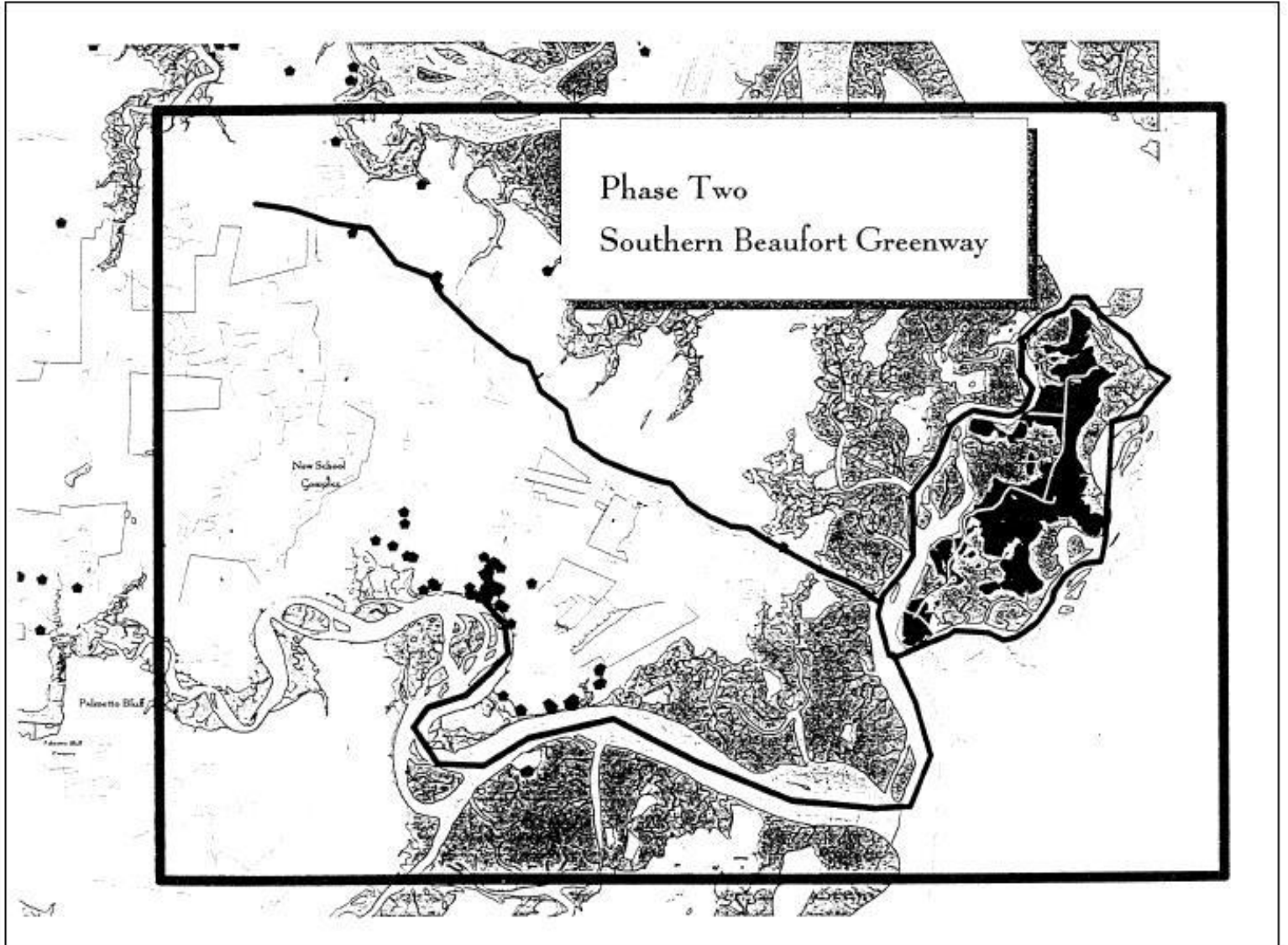
# Phase One Map

## Southern Beaufort Greenway



# Phase Two Map

## Southern Beaufort Greenway





## **A. Overview of Phase One – Connecting Bluffton**

The Town of Bluffton's land area has increased dramatically in the past year due to the annexation of two large tracts of land into the Town of Bluffton. The first area, Palmetto Bluff, is located south of Bluffton on the other side of the May River. The second area, the Shults Tract, is northwest of Bluffton and south of Highway 278. One of the central purposes of Phase One of the Southern Beaufort Greenway Advisory Committee is to connect both physically and mentally new Bluffton with old Bluffton.

This is quite possible since most neighborhoods and communities in new Bluffton have yet to be built. To insure the mental connection, a physical connection is necessary. The Southern Beaufort Greenway can provide this physical connection. With the construction of bike paths and sidewalks, new and old residents alike will be able to participate in the best of Bluffton.

To understand the Southern Beaufort Greenway conceptually, the greenway system has been divided into eight project areas that serve as greenway connectors. These connectors will join new and old Bluffton, new and existing neighborhoods, and particular destinations and attractions. Each route links major portions of the identified destinations and some can be implemented and utilized with relatively minor efforts. These connector routes expose Southern

Beaufort Greenway for future greenway development.

The eight project areas are:

- **Project Area One – Palmetto Bluff**
- **Project Area Two – Buckwalter Tract**
- **Project Area Three – Buckwalter Road to Original Bluffton**
- **Project Area Four – Shults Tract Connector**
- **Project Area Five – Historic Bluffton Walking Tour**
- **Project Area Six – Connecting Original Bluffton**
- **Project Area Seven – Connector to All Joy Boat Landing**
- **Project Area Eight – Ulmer Road Connector**

## **B. Phase One Project Areas**

### 1. Project Area One - Palmetto Bluff

During this past year, the Town of Bluffton annexed two large pieces of land from Union Camp. This first piece, called Palmetto Bluff, consists of approximately 20,660 acres and is located across the May River from the existing corporate limits of Bluffton. Union Camp, the owner of the land, has proposed creating a Planned Unit Development (PUD) on Palmetto Bluff. This PUD will have residential communities, golf courses, commercial and business parks, and 5,000 acres of managed forests to be used for recreation, natural trails, and educational experiences. Also, Union Camp has agreed to create a Palmetto Bluff Park from 10 upland acres, and will donate \$150,000 for design and construction.

The goal of Project Area One is to connect, through sidewalks and bike trails, Palmetto Bluff to the original Town of Bluffton. Presently, there is only one primary site access for Palmetto Bluff, and it is approximately six miles from original Bluffton along South Carolina Highway 46. From the current plans, there will be no other access points into Palmetto Bluff that are any closer to Bluffton. Therefore, Project Area One includes the construction of sidewalks and bike trails along Highway 46 to the newly constructed Buckwalter Road. Besides the benefits to the Palmetto Bluff communities, these sidewalks and bike trails will also be used by the current residents along Highway 46 --- communities like the Maye River Plantation, the Grandee Oake Subdivision, and other mobile home parks and campgrounds.

### 2. Project Area Two - Buckwalter Tract

Here the greenway picks up at Buckwalter Road. This road is currently under construction and runs through the Buckwalter Tract. When finished, it will connect Highway 46 to the new school complex and then unto Highway 278. The new school complex is scheduled-for opening this next school year. Now is the time to implement the construction of sidewalks and bike paths along this road and the road surrounding the school to allow for alternative forms of transportation for students and residents.

In the near future, those undeveloped areas around the new school complex will soon be built into new subdivisions and communities. If Beaufort County and Bluffton insist on the construction of sidewalks and bike paths along all new roads at this time, this will encourage residents to walk and bike, instead of driving. It also would be beneficial if the County and Town would require all new subdivisions being built in the Buckwalter tract to provide sidewalks and bike paths.

Due to the construction of the Villages at Buckwalter Subdivision and the opening of the new school this fall, the advisory committee has designated this area between the subdivision and the school along Buckwalter road as a priority for sidewalk and bike path construction.

### 3. Project Area Three - Buckwalter Road to Original Bluffton

Project Area Three runs along Highway 46 from Buckwalter Road to connect with the Shults Tract, then into Original Bluffton. Continuing on Highway 46 at Buckwalter Road, the greenway path will traverse along Highway 46 pass Buck Island Road, Red Cedar Road, Oak Street, and Shults Road, to the corner of Maye River Road and Bluffton Road.

During this stretch, the greenway passes various historic sites, including Succession Oak and the Bluffton Cemetery. Sidewalks and bike paths would need to be constructed along Highway 46 to the corner of Dubois Lane where there is already an existing sidewalk.

### 4. Project Area Four - Shults Tract Connector

The Shults Tract is approximately 620 acres, of which over 120 acres are freshwater wetlands. Unlike Palmetto Bluff, a portion of the Shults Tract falls within the current municipal limit of Old Bluffton. When development of Shults is complete, there will be over 1600 residential units, 30 acres in general commercial and a 200 acre business park. As part of the agreement with Bluffton, Union Camp is donating 25 acres and \$300,000 for the design and construction of a community park and playground for Bluffton residents on the Shults Tract. Union Camp will

also be donating 120 acres for a nature preserve which may be used for recreational parks, nature trails, and educational stations.

With the development of the Shults tract, the incoming residents, the commercial outlets and recreational opportunities, it is important that there is a direct route for bikers and walkers into and out of the Shults Tract. Current plans have designated two entrances off of Shults Road into the Shults Tract. (Shults Road is off of Highway 46, near the 4-way intersection in Bluffton.) One leads directly into the nature preserve and community park, while the other leads into residential communities. To allow for this easy access, sidewalks and bike paths need to be built along Shults Road, and the Town of Bluffton should request that all routes into and roads built in the Shults Tract provide for alternative forms of transportation.

#### 5. Project Area Five - Historic Bluffton Walking Tour

Unlike many communities, Bluffton is the home of many historic homes and churches. Fortunately, the Bluffton-Okatie Business Council and the Bluffton Historical Society have already established a walking tour through this historic district. The goal of Project Area Four is to accommodate the Bluffton Walking Tour - A Walk Through Time, and address any areas along the walking route that may still need work.

Most of the sidewalks have been built along the main streets of the walking tour. These include sidewalks along Calhoun Street, Boundary Street, and Bridge Street. However, there are still some side streets that need sidewalk development. These streets are Walter Street, Allen Street, Green Street, and Lawrence Street. With the construction of sidewalks along these streets, the part of the walking tour which encompasses pre-Civil War Buildings would be connected by sidewalks.

#### 6. Project Area Six - Connecting the Rest of Original Bluffton

Besides the historic homes in downtown Bluffton, there are many other significant sites in this area that are important to Bluffton residents. Project Area Five is an attempt to connect those areas in original Bluffton, and therefore may partially

overlap with the area discussed in Project Area Four.

Beginning at the corner of May River Road and Boundary Street, the greenway continues on sidewalks along Bruin Road to the Bluffton Post Office on the corner of Bruin Road and Pritchard Street. Follow Pritchard Street along existing sidewalks, it passed the back of the Michael C. Riley School to Bluffton Town Hall on the corner of Bridge Street/All Joy Road. Here the greenway can go either east or west.

Turning west, along Bridge Street, the greenway connects to those small shops on Calhoun and Bridge Street, or south to the Bluffton public boat dock. This will also allow opportunities for students to walk to the Bluffton Library which is two blocks north of Bridge Street on Boundary Street.

Going east from the Town Hall, the greenway proceeds along All Joy Road to Burnt Church Road. The path will follow Burnt Church Road all the way back to Bruin Road. The significant areas along Burnt Church Road include Michael C. Riley School, the school stadium, and the growing communities along this route. Sidewalks and bike paths are badly needed along Burnt Church Road.

The Advisory Committee has identified construction of sidewalks and bike paths along Burnt Church Road from Lake Linden and Fern Lakes subdivision pass the school to the corner of All Joy Road as a priority project.

#### 7. Project Area Seven - Connector to All Joy Boat Landing

The All Joy boat Landing is one of the most visibly used public access facilities to the May River. With more people and the dwindling number of river access sites in public hands, sites like these which provide necessary access to Bluffton's natural resources are quite important. To increase the accessibility to these areas, bike paths and sidewalks need to be built along All Joy Road from the Bluffton Town Hall to the boat landing. The Advisory Committee also sees the construction of these sidewalks and bike paths as a priority project.

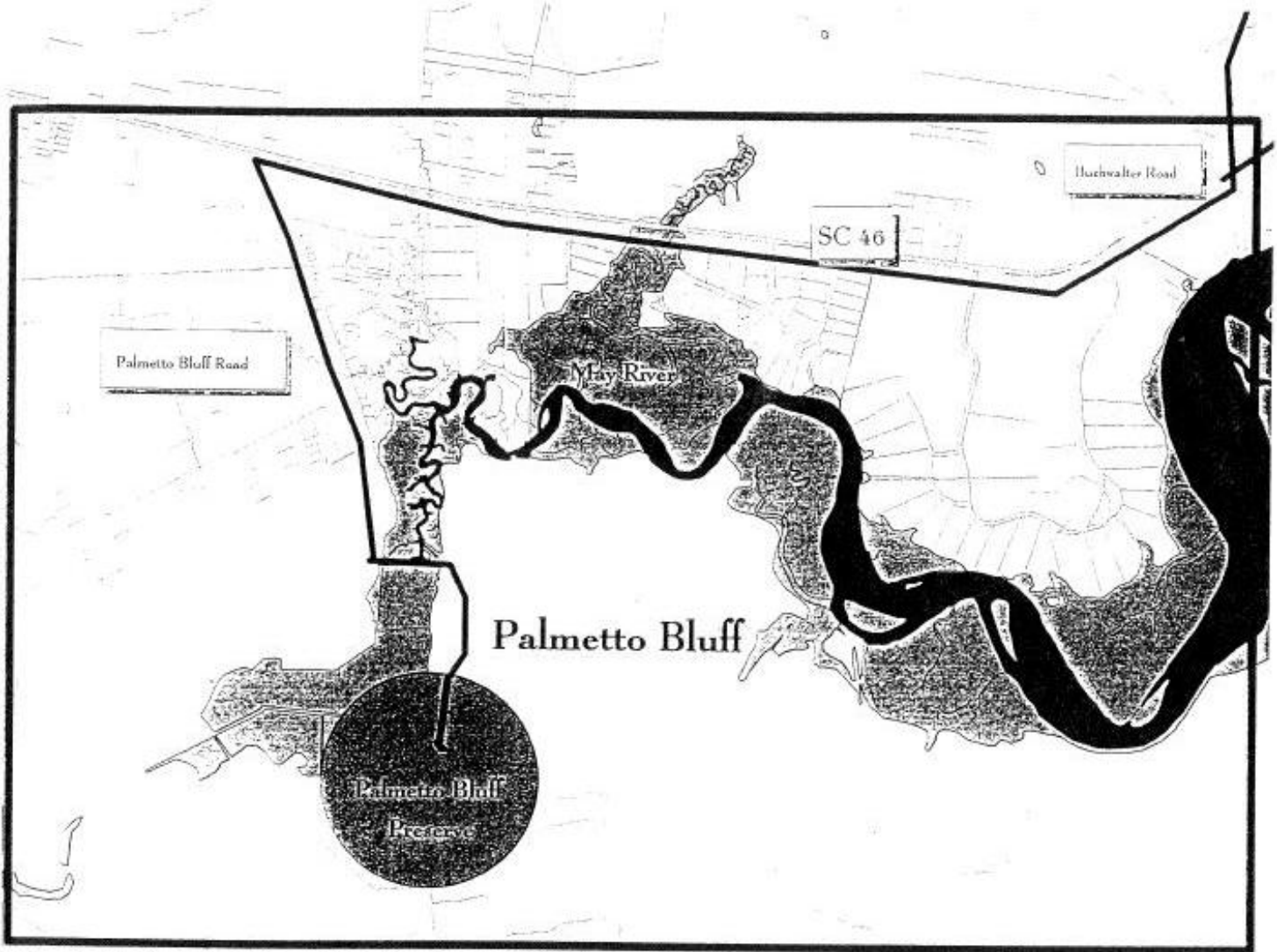
## 8. Project Area Eight - Ulmer Road Connector

The Seventh Project Area will connect Burnt Church Road with the facilities along Ulmer Road. These facilities include the Beaufort County Gymnasium and the Bluffton Center. Sidewalks and bike paths should be built along the entire length of Ulmer Road to its intersection with Shad Road and then to All Joy Road.

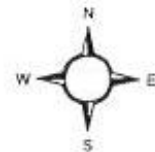
The Advisory Committee sees the construction of Project Area Six, Seven, and Eight as a priority loop to connect schools, recreation areas, and water access points in Old Bluffton.

# Palmetto Bluff

## Phase One, Project One

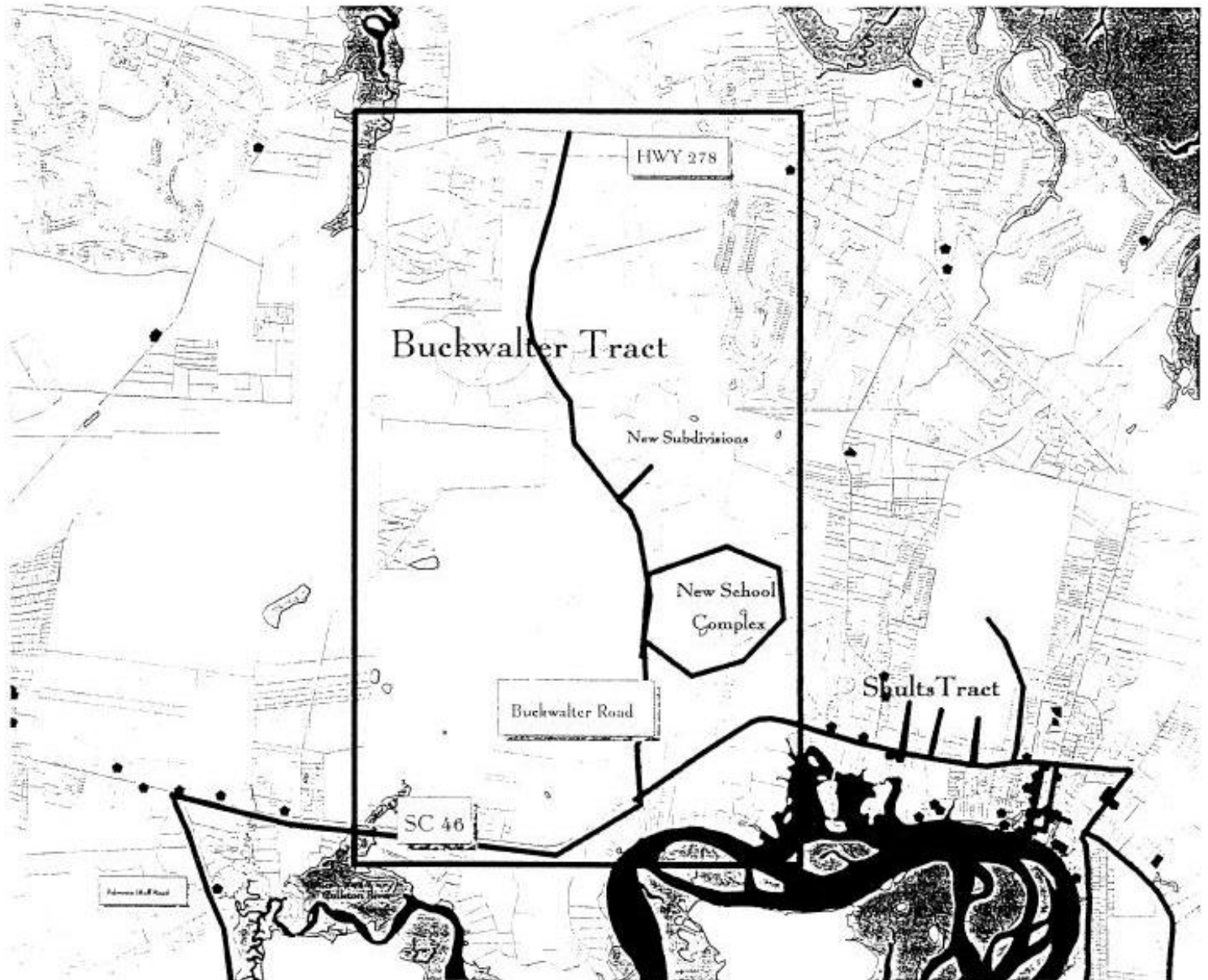


-  SBGreenwayPhase1.shp
-  Naturalareashp
-  Phase1Proj1.shp
-  Roads.shp
-  Watershed.shp
-  Colleton River.shp
-  Wetlands.shp
-  Subdivisions.shp
-  Parcels.shp

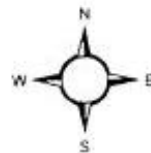


# Buckwalter Tract

## Phase One, Project Two



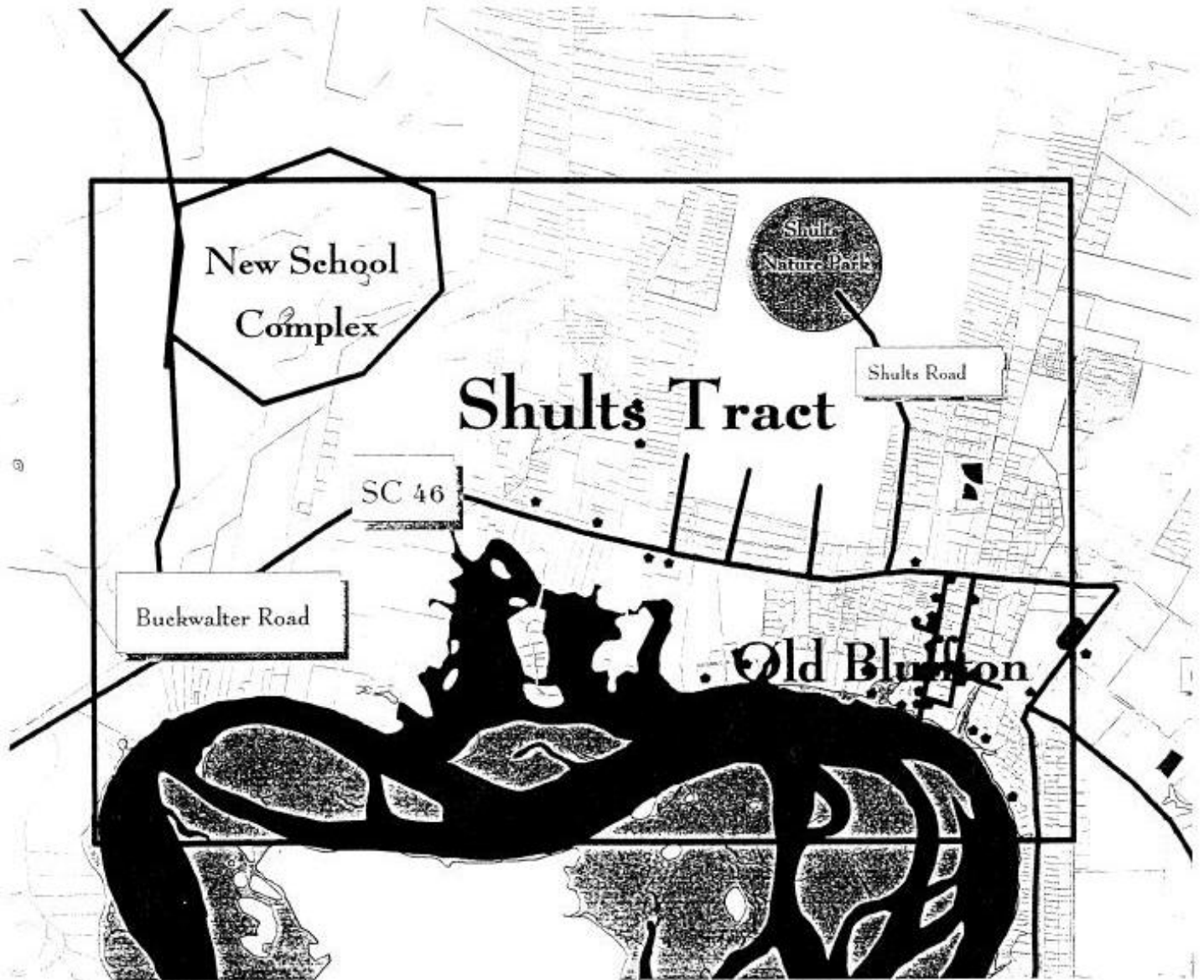
-  SBGreenwayPhase1.shp
-  Phase1Proj2
-  Historic resources.shp
-  Roads.shp
-  Watershed.shp
-  Colleton River.shp
-  Ballfields.shp
-  Wetlands.shp
-  Parcels.shp



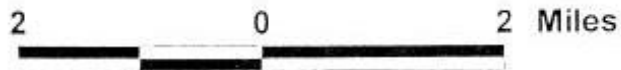
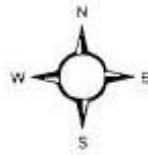
5 0 5 Miles

# Buckwalter Road to Old Bluffton

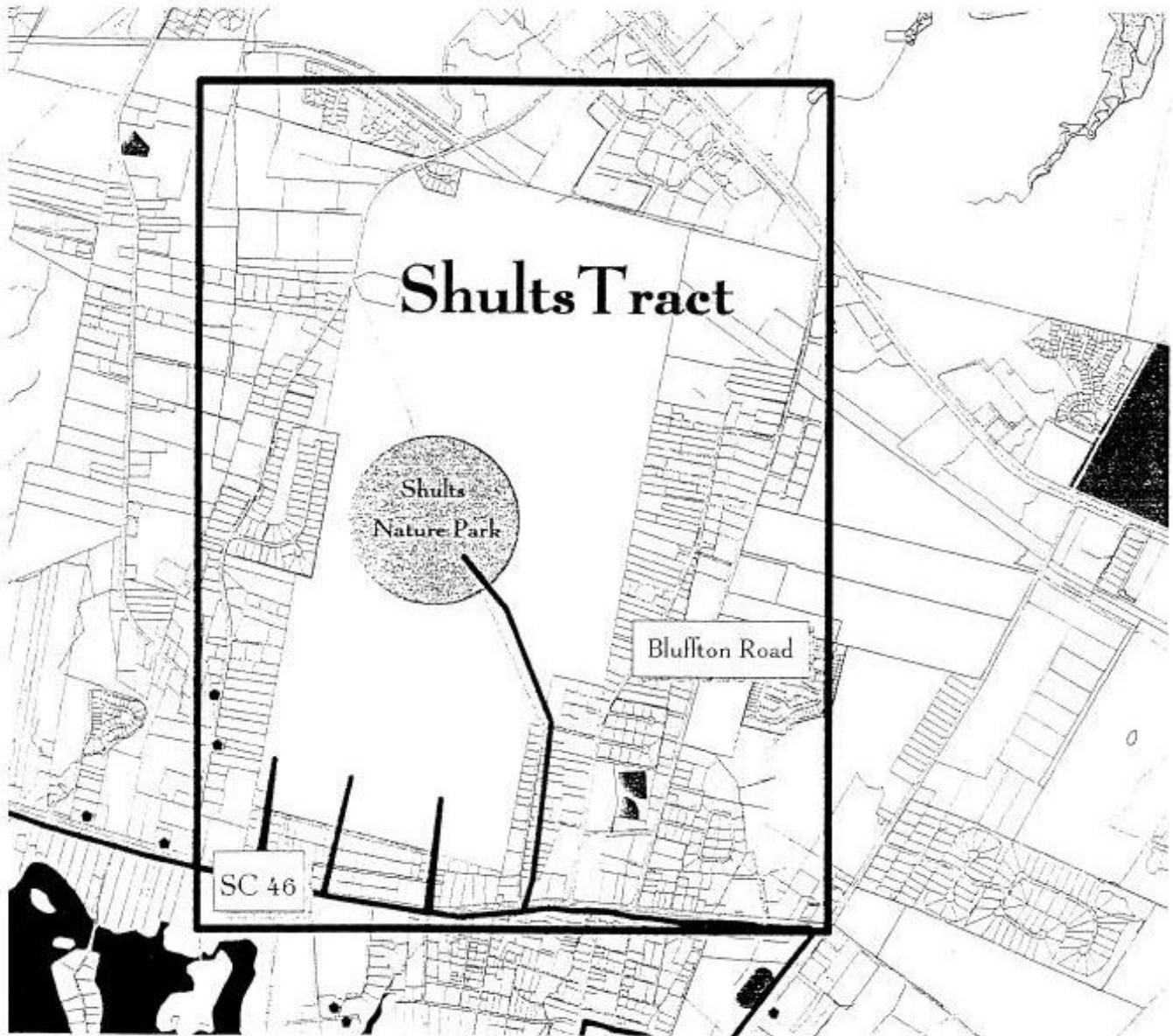
## Phase One, Project Three












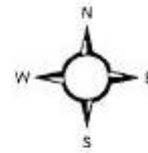
-  Phase1Proj.3.shp
-  SBGreenwayPhase1.shp
-  Naturalareashp
-  Historic resources.shp
-  Roads.shp
-  Watershed.shp
-  Schools.shp
-  May River.shp
-  Ballfields.shp
-  Wetlands.shp
-  Subdivisions.shp
-  Bluff agricultural.shp
-  Parcels.shp



# Shults Tract Connector Phase One, Project Four



-  Phase1Proj4
-  SBGreenwayPhase1.shp
-  Naturalareashp
-  Historic resources.shp
-  Roads.shp
-  Watershed.shp
-  Colleton River.shp
-  Ballfields.shp
-  Wetlands.shp
-  Subdivisions.shp
-  Bluff arcicultural.shn



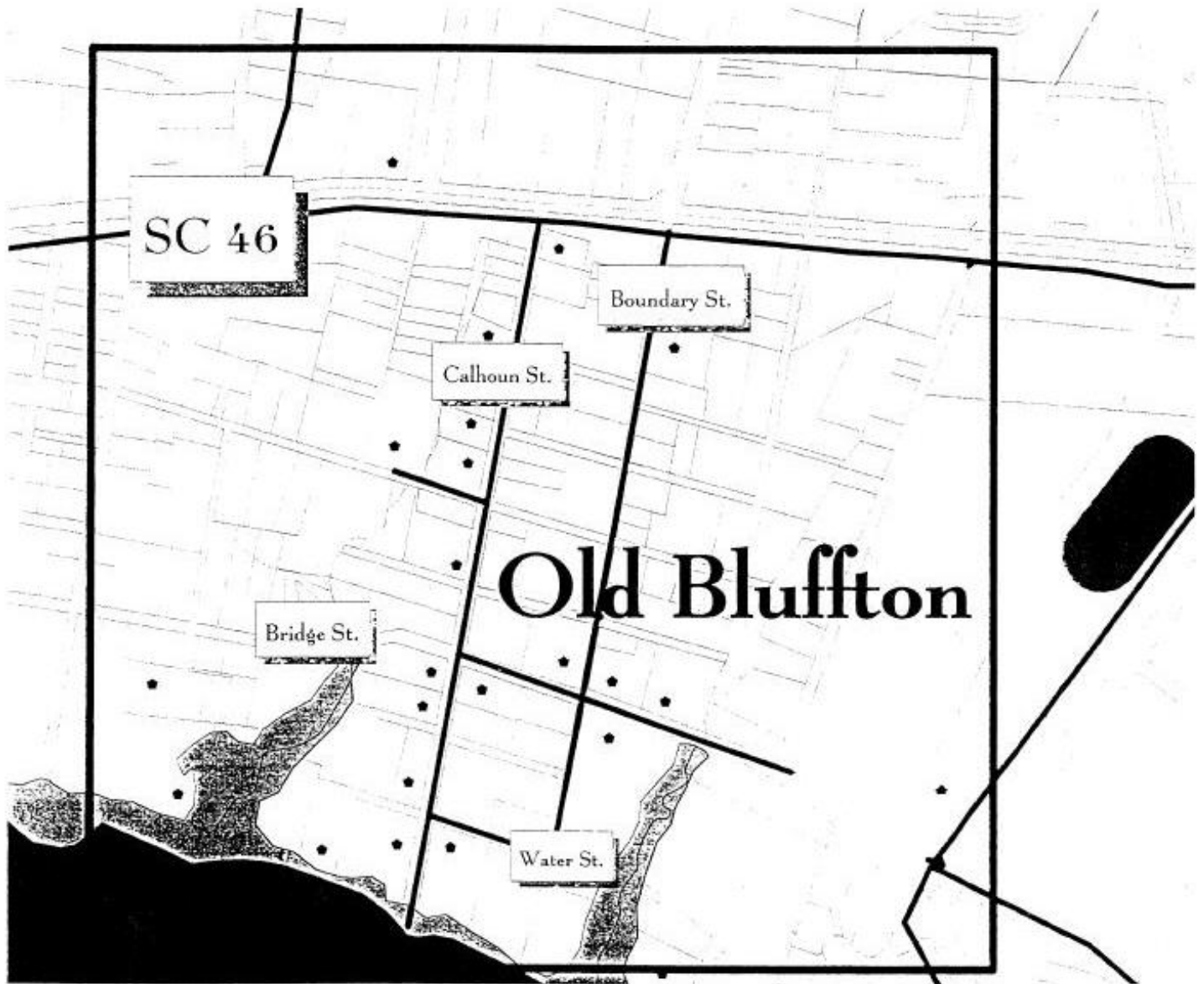
0 2 Miles



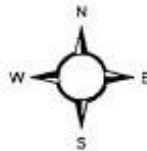


# Historic Bluffton Walking Tour

## Phase One, Project Five



-  Phase1Proj5
-  SBGreenwayPhase1.shp
-  Naturalareashp
-  Historic resources.shp
-  Roads.shp
-  Watershed.shp
-  Schools.shp
-  May River.shp
-  Ballfields.shp
-  Wetlands.shp
-  Subdivisions.shp
-  Bluff agricultural.shp
-  Parcels.shp



0.4 0 0.4 Miles

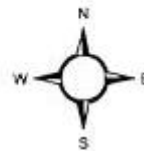


# Connecting Original Bluffton

## Phase One, Project Six

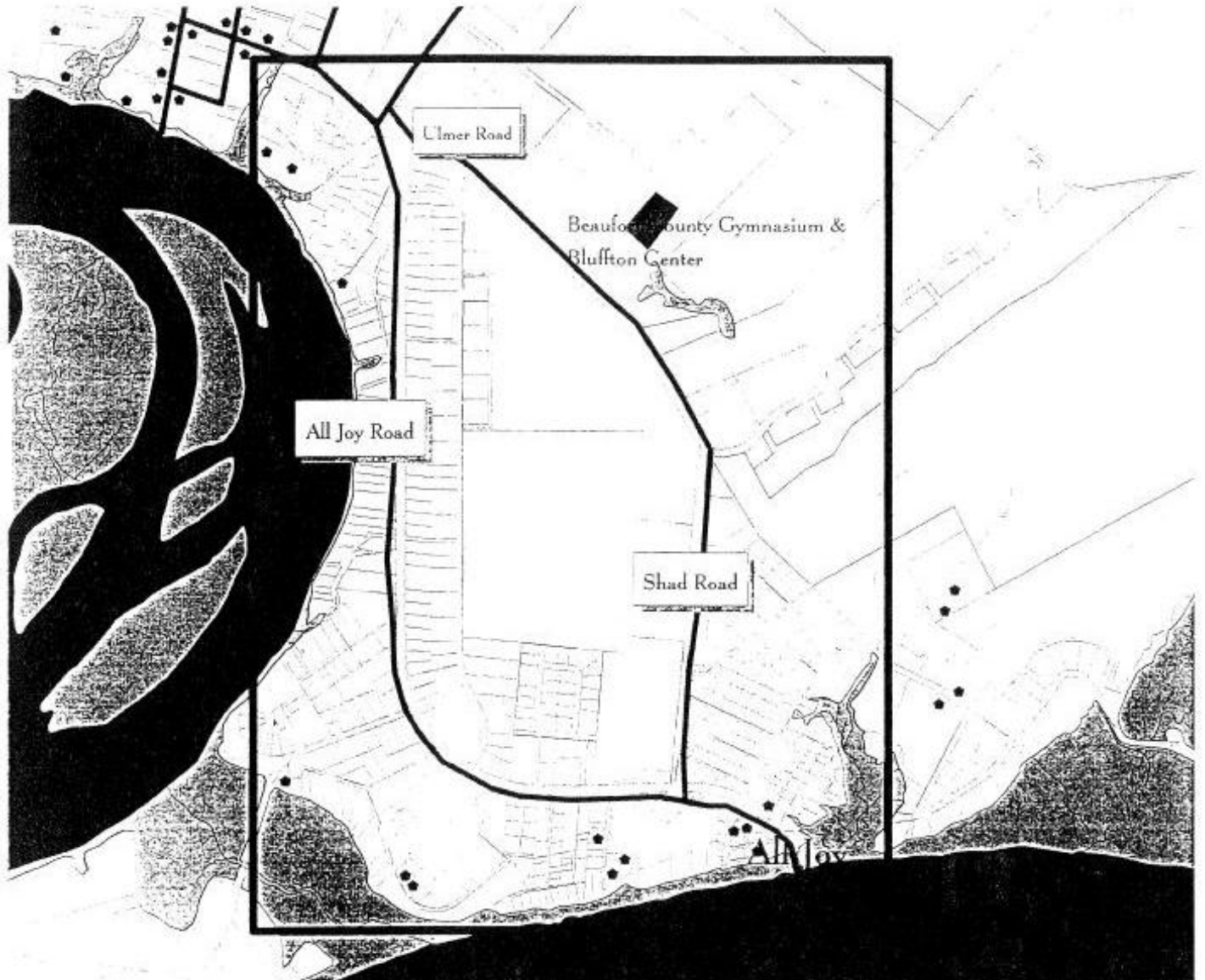


-  Phase1Proj6
-  SBGreenwayPhase1.shp
-  Naturalareashp
-  Historic resources.shp
-  Roads.shp
-  Watershed.shp
-  Water Access.shp
-  Schools.shp
-  May River.shp
-  Ballfields.shp
-  Wetlands.shp
-  Subdivisions.shp
-  Bluff agricultural.shp
-  Parcels.shp



# Connector to All Joy Boat Landing & Ulmer Road Connector

## Phase One, Project Seven & Eight



-  Phase1Proj7.shp
-  SBGreenwayPhase1.shp
-  Historic resources.shp
-  Roads.shp
-  Watershed.shp
-  May River.shp
-  Ballfields.shp
-  Wetlands.shp
-  Subdivisions.shp
-  Bluff agricultural.shp
-  Parcels.shp



## **A. Overview of Phase Two – Connecting Bluffton with Hilton Head**

Phase Two of the Southern Beaufort Greenway is more complicated and less manageable than Phase One. In the advisory committee's discussions involving the needs of connecting Bluffton with Hilton Head, many concerns were raised. Of the utmost concern was the use of Highway 278 for bicycle and pedestrians. Besides being the major traffic route into and out of Hilton Head Island, over the past ten years the area along Highway 278 has built up quickly with residential subdivisions, commercial outlets and retail businesses. These restaurants, grocery stores, outlet malls, and fast food chains provide the residents of Southern Beaufort County with their everyday needs, while making Highway 278 a traffic nightmare.

Unfortunately, there are few routes left into Hilton Head from Bluffton. There are some utility right-of-ways that could have possible use, but the advisory committee has been concerned with the rights of adjacent property owners and landowner liability concerns.

## **B. Phase Two Project Areas**

### 1. Project Area One – Highway 278 Connector

Project Area One of Phase II begins at the intersection of Buckwalter Road and Highway 278 just north of Bluffton and will continue down Highway 278 to Hilton Head Island. Presently, the Town of Hilton Head Island has plans to build a bike path and sidewalks up to the first bridge into Hilton Head Island. This part of the greenway would be able to connect to Hilton Head's current plans.

The greenway will pass by many of the plantations and golf courses along Highway 278, including Rose Hill, Belfair, Crescent and Colleton River. It will connect to Victoria Bluff Heritage Preserve and Pinckney Island National Wildlife Refuge.

There are many issues that have not been settled around this path. For instance, there has been discussion of the construction of paths to cross over or under Highway 278. Today, it is not recommended that pedestrians try to cross Highway 278 due to inaccessibility and speed of traffic. Crossings would go a long way to improve the usefulness of the greenway.

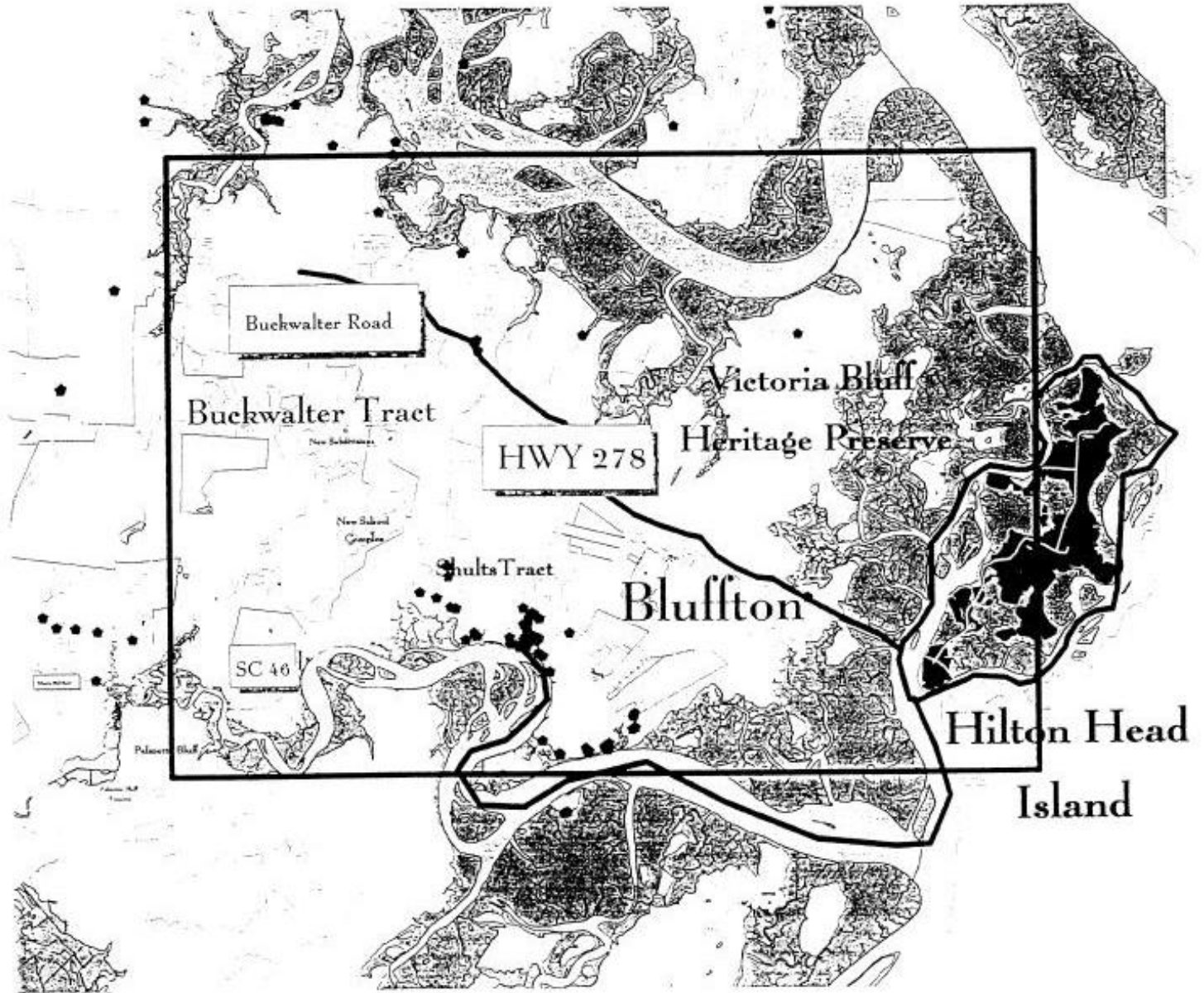
It also has been suggested that more stop lights will be built along 278 to slow down traffic and help with congestion. If this happens, pedestrian cross walks should be accommodated.

It has come to the attention of the Advisory Committee that Beaufort County Council has planned to hire a traffic engineer who will be addressing specifically the pedestrian issues raised by the committee concerning Highway 278. The Advisory Committee has therefore decided not to attempt to design a greenway along Highway 278, but wait for the recommendations of the consultant.

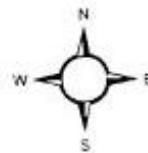
### 2. Project Area Two – Bluffton Blueway

Another way to connect Hilton Head Island to the Town of Bluffton is through water courses. Using existing and planned water access points, Project Area Two of Phase II will be called the Bluffton Blueway. The Blueway will run from Bluffton and the All Joy Boat Landing on the May River through the intercoastal waterway and around Pinckney Island National Wildlife Refuge and along Hilton Head Island.

# Highway 278 Connector Phase Two, Project One

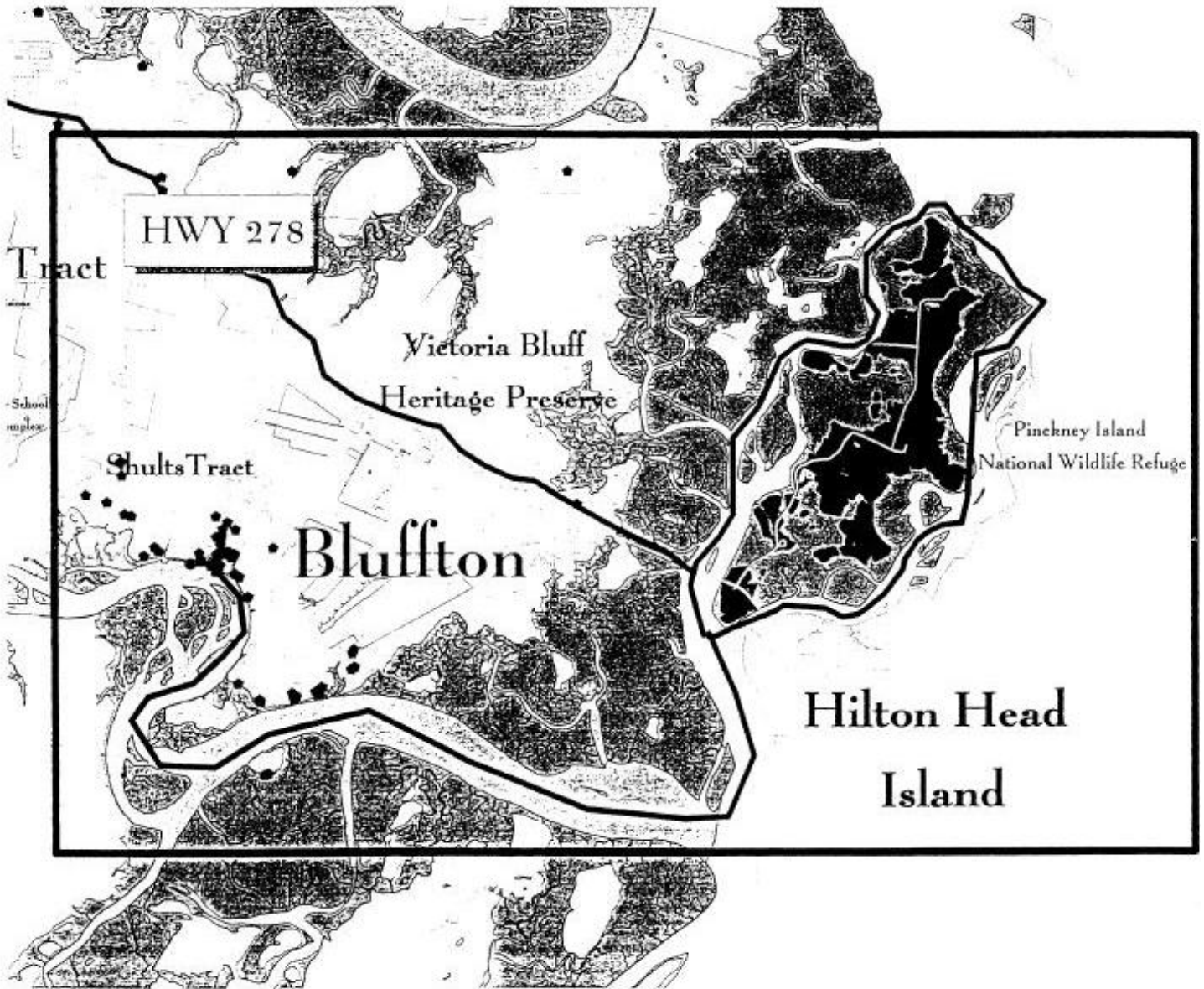


-  Phase2a.shp
-  SBGreenwayPhase2.shp
-  Historic resources.shp
-  Roads.shp
-  Watershed.shp
-  Colleton River.shp
-  Wetlands.shp
-  Pickney isl.shp
-  Bluff agricultural.shp

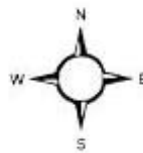


# Bluffton Blueway

## Phase Two , Project Two



-  Phase2b.shp
-  SBGreenwayPhase2.shp
-  Historic resources.shp
-  Docks.shp
-  Roads.shp
-  Watershed.shp
-  Colleton River.shp
-  Wetlands.shp
-  Pickney isl.shp
-  Bluff agricultural.shp



## VIII: BUDGET

The Southern Beaufort Greenways Plan can be clearly divided into eight project areas. The following briefly describes each area and their projects, including budget estimates and priority level.

### A. Phase One

Budget Estimate: \$65,000  
Priority Level: 1A

#### 1. Project Area One - Palmetto Bluff

Construction of sidewalks and bike trails along South Carolina Highway 46 to Buckwalter Road, approximately five miles.

Budget Estimate: \$200,000  
Priority Level: 2

#### 2. Project Area Two - Buckwalter Tract

Construction of sidewalks and bike trails along Buckwalter Road, approximately five miles.

Budget Estimate: \$200,000  
Priority Level: 1B

#### 3. Project Area Three - Buckwalter Road to Original Bluffton

Construction of sidewalks and bike trails along South Carolina Highway 46 to the corner of Dubois Lane, one and one-half miles.

Budget Estimate: \$75,000  
Priority Level: 2

#### 4. Project Area Four - Shults Tract Connector

Budget Estimate: \$ unknown  
Priority Level: 1A

#### 5. Project Area Five - Historic Bluffton Walking Tour

Construction of sidewalks along Walter Street, Allen Street, Green Street, and Lawrence Street.

Budget Estimate: \$30,000  
Priority Level: 2

#### 6. Project Area Six - Connecting Original Bluffton

Construction of sidewalks and bike paths along Burnt Church Road.

#### 7. Project Area Seven - Connector to All Joy Boat Landing

Construction of bike paths and sidewalks along All Joy Road from the Bluffton Town Hall to the All Joy boat landing.

Budget Estimate: \$95,000  
Priority: 1A

#### 8. Project Area Eight - Ulmer Road Connector

Construction of sidewalks and bike paths along the entire length of Ulmer Road to its intersection with All Joy Road.

Budget Estimate: \$95,000  
Priority Level: 1A

## **B. Phase Two**

### 1. Project Area One - Highway 278 Connector

Construction of sidewalks and bike trails along South Carolina Highway 278 from Buckwalter Road to Hilton Head Island.

Budget Estimate:     \$ unknown  
Priority Level:        2

### 2. Project Area Two – Palmetto Blueway

Insure water access points are accessible for non-motorized boats, publicize Blueway, and post Blueway signs.

Budget Estimate:     \$2,000  
Priority Level:        2

#### **PRIORITY LEVELS**

**1A**    High Priority, will serve maximum number of users, expenditures are middle to low range

**1B**    High Priority, will serve maximum number of users, expenditures are in the high range

**1C**    High Priority, will serve limited number of users however a key greenway link, expenditures are low range

**2**      Medium Priority, will make the area useable for a broad range and volume of users, med-low expenditures

**3A**    Low Priority, expenditures may be high, users numbers may be low

**3B**    Low Priority, Project heavily relies on the cooperation of elements and organizations outside the committee

**4**      Long-Range-Future Project



## XI. INTRODUCTION TO DESIGN GUIDELINES

### **Signage**

Signage provides greenway users with information they need to use the greenway system. The Southern Beaufort Greenway Advisory Committee must begin discussions on design specifications, construction materials, and development strategies for the greenway system.

### **Bicycle**

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 in that they cause steering difficulties for cyclists.

### **Traffic Control Devices**

Special consideration to greenway users should be given 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 Lines**

4 feet minimum or  
5 feet minimum if adjacent to curb-

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 shall be provided through bike traffic flow.

### **Trail Stripping and Markings**

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