



Beaufort County conducted a Lady's Island Access Roads Virtual Public Meeting from January 18, 2021 through February 21, 2021 which included a one-week extension for the meeting. A Virtual Town Hall was also held on January 21, 2021 to discuss the proposed projects and it provided an opportunity for "live, on-air comments" with team members. A video of the presentation was published on the virtual meeting website. The meeting involved 7 projects: 1) Airport Frontage Road, 2) Beaufort High School Access Realignment, 3) Hazel Farm Road and Gay Drive, 4) Lady's Island Middle School Access Road, 5) Mayfair Court Extension, 6) Meadowbrook Drive Extension, and 7) Sunset Boulevard and Miller Drive West.

This meeting was revamped from traditional in-person public meetings due to the pandemic. The meeting creation was a collaboration of the County and J. Bragg Consulting, Inc. with exhibits provided by Stantec Consulting Services Inc.

## Meeting Summary:

**Time Period:** January 18, 2021 through February 14, 2021; one week extension from February 15, 2021 to February 21, 2021 – 35-day virtual meeting hosted on [www.BeaufortCountyPenny.com](http://www.BeaufortCountyPenny.com)

A Virtual Town Hall was conducted on January 21, 2021 at 6 pm. It was hosted live on The County Channel, Comcast Channel 2, Hargray Channels 9 and 113, and Spectrum Channel 1304, or by a link on the website.

## Advertisements:

- 2020 Concluding Update year-end e-mail on December 30, 2020
- Virtual Town Hall Promotional Commercial beginning January 4, 2021
- Press Releases for virtual public meeting & town hall on January 4, 2021 and January 15, 2021
- Intermediate Press Release reminder on February 2, 2021
- Final Press Release reminder on February 10, 2021 – this included one week extension
- E-mail Newsletters sent on January 18, 2021; February 10, 2021; and February 18, 2021
- 20 Sales Tax "Yard" Signs were placed along access roads and US 21/SC 802 corridors

In addition to the above, information was sent to several homeowners' associations (HOA) through their "Contact Us" forms or their contact was sent an e-mail asking if they would inform their members of this meeting. These HOA's were contacted: Celadon, Distant Island, NewPoint, Royal Pines, and Walling Grove.

## Public Comments:

**Virtual Town Hall:** 12 citizens signed up for the Question & Answer (Q&A) Session for the Virtual Town Hall on January 21, 2021. A confirmation email was sent to the registrants with instructions for the Q&A Session, with 1 undeliverable email. During the meeting, each was contacted by the phone number provided. Several calls were unanswered; for others, they declined to provide a comment "live on air." For this meeting, no one provided an "on air" comment.

**Virtual Public Meeting:** 57 citizens provided comments with several providing more than one comment. There were 4 ways to comment: Online Comment Form, e-mail, mail, or Virtual Town Hall Q&A Session. Online Comment Forms and written responses with a valid address will receive a mailed response to their comments. Others also used the





standard website “Contact Us” form.

On the Online Comment Form, they were asked if they were “In Favor Of” the project by answering “Yes” or “No”, “Resides Near” by answering “Yes” or “No”, and “Utilizes Roadway” by also answering “Yes” or “No”. For the Lady’s Island Middle School Access Road, the first selection “In Favor Of” was changed by selecting “Option 1”, “Option 2”, or “Neither”. They were also provided selections for Pedestrian and Bicycle Accommodations.

On the Online Comment Form, they could choose to submit a response to one, none, all, or a few roadways. This is a summary of those who completed the Online Comment Form as multiple provided comments by email and the standard website “Contact Us” form:

Roadway	“In Favor Of”		“Resides Near”		“Utilizes Roadway”		
	Yes	No	Yes	No	Yes	No	
Airport Frontage Road	11	8	2	17	11	9	
Beaufort High School Access Realignment	18	8	13	11	21	4	
Hazel Farm Road and Gay Drive	12	7	7	14	13	8	
Mayfair Court Extension	11	9	9	11	10	10	
Meadowbrook Drive Extension	11	3	5	12	9	8	
Sunset Boulevard and Miller Drive West	10	30	31	10	35	6	
Roadway	“In Favor Of”			“Resides Near”		“Utilizes Roadway”	
	Option 1	Option 2	Neither	Yes	No	Yes	No
Lady’s Island Middle School Access Rd	5	3	8	4	15	8	10

Pedestrian and Bicycle Accommodations		
	Yes	No
In Favor of Both	20	6
Facility Types		
Pedestrian Only	13	2
Bicycle Only (Shared Travel Lane)	3	6
Bicycle Only (4’ Bike Lane)	8	5
Pedestrian and Bicycle (Shared-use Path)	14	5

The above charts represent 50 comment forms which were submitted, but not all provided a response to each selection. A tabulation summary for the above charts is included as the last page. They were also provided the opportunity to submit a written comment and these are summarized for each access road.

Also, 7 citizens submitted comments using the standard website “Contact Us” form or by e-mail. These comments are summarized under the appropriate access road along with other written comments from the Online Comment Form.





Additional and on-going coordination with the Lady's Island Implementation Plan Committee as well as the Lady's Island Village Center Task Force is underway. This coordination began on January 13, 2021.

Highlights from the comments are:

- Sunset Boulevard and Miller Drive West received the most comments.

*Note: From a verbal comment during a discussion between a resident and a county employee, a statement was made regarding a personal flyer/e-mail that was delivered to residents along this corridor. It was apparent the information was incorrect and was created by a resident who is opposed to any improvements. Comments received reflect this narrative.*

- Hazel Farm Road and Gay Drive would like coordination with BJWSA for sewer line improvements with the roadway improvements.
- Suggestions were made for another project not included in the referendum:
  - Northern Bypass Bridge/Tunnel

- Many Beaufort residents believe that a Northern Bypass Bridge/Tunnel is absolutely essential for true and necessary traffic relief through the City of Beaufort and to provide new infrastructure such as water, sewer, power, communications and natural gas to support smart growth to the Sea Islands; - AND provide a raised relief roadway off the Sea Islands in times of natural disaster and strong hurricanes as evidenced by the hurricane of 1893 that resulted in the death of approximately 2,500 residents of St. Helena Island. The County has been studying the Northern Bypass Bridge since 1975 and I firmly believe that if the politicians got together and pressed for the Northern Bypass Bridge/Tunnel (from the Seabrook area to the Brickyard Point Landing area) that Federal funding/grants for emergent infrastructure needs may be obtained. We are due for a bad hurricane! Politically this would be a huge win for Beaufort County to allow Sea Island residents to avoid travelling through the City of Beaufort to get to the MCAS, Seabrook and all points north as desired and ingress and egress as needed for emergency response vehicles and evacuations due to natural disasters and strong hurricanes! Thank you!!

- I truly believe that a Northern Bypass Bridge/Tunnel is absolutely essential for true and necessary traffic relief and to provide new infrastructure and smart growth to the Sea Islands AND provide a raised relief roadway off the Sea Islands in times of natural disaster and strong hurricanes as evidenced by the hurricane of 1893 that resulted in the deaths of approximately 2,500 residents of St. Helena Island. The County has been studying the Northern Bypass Bridge since 1975 and I firmly believe that if the politicians got together and pressed for the Northern Bypass Bridge/Tunnel (from the Seabrook area to the Brickyard Point Landing area) that Federal funding/grants for emergent infrastructure needs may be obtained. We are due for a bad hurricane! Let's funnel those who live on the Sea Islands and desire to travel to the MCAS Beaufort, Seabrook, and all points north areas over the absolutely needed Northern Bypass Bridge/Tunnel, and at the same time bring in needed infrastructure and provide emergency ingress and egress onto and off of the Sea Islands! Thank you in advance for your consideration!





Build the Northern Bypass Bridge/Tunnel to reduce all traffic being forced to travel through the city of Beaufort from the Sea Islands who want to go to the zMCAS, Seabrook and all points north. This will allow new infrastructure to the Sea Islands including power, water, sewer, communications and natural gas needed for smart growth and provide emergent ingress and egress between the Sea Islands and the MCAS/Gray's Hill area.

### Recommendations:

The following is a brief synopsis on each project:

- Airport Frontage Road: Although this received minimal comments, it serves two communities and provides them with better access to travel westbound on US 21 (Sea Island Parkway) as it will allow connection to a traffic signal. Also, future US 21 improvements will convert Little Creek Road and Lost Island Road to right in/right out.
- Beaufort High School Access Realignment: The project received conflicting comments. It is apparent citizens did not review the exhibits which show a new alignment onto US 21 (Lady's Island Drive) as several thought the project would still connect to US 21 Bus. (Sea Island Drive) and tie to the existing Sunset Boulevard intersection. Other comments suggested using Carolyn Drive to Rue Du Bois. Although existing roadways, the horizontal alignments are not conducive for school traffic. Those who reviewed the exhibits supported the proposed alignment to tie to Youmans Drive/Carolyn Drive intersection and Hazel Farm Road/Lady's Island Drive intersection. This also allows for potential bicycle and pedestrian connectivity to the existing paths in Crystal Lake Park. This proposed alignment complies with the original development agreement for a connection to US 21 (Lady's Island Drive)/SC 802 Sam's Point Road.
- Hazel Farm Road and Gay Drive: Multiple comments were received from residents not on the corridor. For the residents along the corridor, the streetscape improvements as well as pedestrian and bicycle accommodations would benefit their property values and assist with traffic calming.
- Lady's Island Middle School Access Road: There are mixed reviews on the options. Several comments were stated to signalized Cougar Drive for the middle school; however, the school traffic will not meet SCDOT's signal warrant analysis. Additional studies to select the appropriate option will be further evaluated during design. Also, connection to Robin Dr would be incorporated with either option.
- Mayfair Court Extension: Mayfair Court Extension connects to William Street, a private road. The residents along William Street are opposed to this connection.
- Meadowbrook Drive Extension: This project received favorable comments.
- Sunset Boulevard and Miller Drive West: The project received multiple comments from residents along the corridor who oppose the project, although these comments also conflict with the requests to provide bicycle and pedestrian improvements as well as traffic calming improvements. The proposed project is a streetscape improvement with bicycle and pedestrian improvements. The residents are opposed to the roundabout; however, a single lane roundabout, which is allowed by SCDOT, has been proven as an effective means for traffic calming. As this roadway is owned by SCDOT, it does not meet their requirements for traffic calming measures such as speed-humps or other options. Other options for intersection control will be reviewed during design.

It is recommended to proceed into the design phase for all projects except Mayfair Court Extension. Additional coordination with property owners will be required since Mayfair Court Extension ties to a private road. Also coordination with the school district will further define the Beaufort High School Access Realignment and Lady's Island Middle School Access Road projects.





## Comment Summary

*Note: Comments are copied as is with no edits.*

### General

- We need to maintain the inherent nature of Lady's Island and not clear cut the entire right of way and just put in asphalt or concrete. The improvements should be in line with the setting of the island and should not increase drainage issues due to impervious materials. Green infrastructure should be utilized throughout the projects to minimize the impact to the natural environment and significant focus should be made ad not exacerbating flood prone areas or heat islands due to use of paving. (Comment made for all projects)
- Until the County gets serious about limiting growth and development we are wasting our taxdollars on these bandaids to minimize the congestion and devaluing our beautiful area. We cannot pave our way out of this. The county and cities need to take steps to limit residential developments- this is the only way to reduce the traffic congestion that is coming our way.
- These descriptions and maps are contradictory - the online format is confusing and I am an educated adult with a doctorate degree so I imagine others may find it confusing as well – nothing should be done on these projects without face to face meetings where questions and answers and large maps with verbal explanations can be provided. *(This comment was provided on Airport Frontage Rd, Meadowbrook Dr Ext)*
- Are there any mediums planed for Hwy 802? If so where ?
- Please consider using the allocated money to fix the sidewalks in our area i would also suggest setting up a light at new point and/or at Beaufort academy to help with congestion on sams point road.
- I am not in favor of raised medians on any streets as it puts the burden on businesses and emergency response vehicles. Struggling businesses can not afford more encumberments of traffic flow.
- No raised medians please! Raised medians are bad for business and encumber emergency response vehicles. Put more traffic signals in if warranted but please do not obstruct or hinder access to businesses. No raised medians ever.

### Airport Frontage Road

- Access with median now is tricky, and the new road will be a great improvement.
- Seems like a waste of money for such a small amount of traffic.
- I question the cost estimate for the airport frontage road. This is the road that will connect Little Creek and Lost Island to the traffic light at Walmart. The cost estimate of 4.5 million seems to be more costly than other road work?
- This makes no sense. Can't understand why this is needed? I guess ingress and egress to the Lost Island neighborhood has been made difficult when the unnecessary Walmart was permitted and the entrance to Walmart was more important than the local neighborhoods.
- I believe the permitting of a hard median in front of US 21 Wal-Mart was ill-advised and short-sighted. Safety was abandoned; cheap esthetics seemed to prevail.

This deliberate creation of a bottleneck on an Emergency Evacuation Road — the ONLY ROAD serving thousands of families on the Sea Islands — should be addressed while constructing this adjoining project.





There is no possible pull-over to allow safe passage by emergency vehicles in this area. Any accident at the Wal-Mart access points to US 21 creates a logjam of vehicles with no by-pass option.

The already-approved growth and development on all our Sea Islands demands long-term planning for the future ... not just this week's need.

- – Include bicycle and pedestrian lanes.
- – Choose a path for the road that minimizes the impacts to wetlands and the number of trees that must be removed. *(Two citizens submitted same comment)*
- I think there is minimal impact for the expense of this project.

### Beaufort High School Access Realignment

- Prefer Rue de Bois alternative. Impact is much smaller to area, and will need less land acquisition, which could decrease spent tax dollars. Please consider and review economic feasibility.
- Please, no raised medians on Sea Island Parkway that would encumber business traffic or slow or impede emergency vehicle throughput! Please contact me if more input is desired.
- This makes sense.
- BHS's entrance should not be tied into hwy 21 corridor - too much going on there – not safe- use hwy 802 and rue debois as the main entrance to the high school. These plans are all confusing and not clear.

PLEASE do NOT put the entrance to BHS on HWY 21 in the Village center. This area is already too busy. Take the BHS entrance away from hwy 21 entirely. Remove the light and make the entrance a gated fire truck and ambulance entrance only. The entrance to BHS and LIMS should be on highway 802 at a intersection with a light at Rue du Bois and Club Drive.

Off of the Hwy 802 intersection at Rue du Bois and Club Drive (with a stop light) driving towards BHS we can access BHS and use already paid for commercial roads and not ruin anyone's residential neighborhood. Additionally, another entrance to BHS can be via Meridan Road and Youmans Drive. After all that is the road that abuts the High School Property. In any event HWY 21 should not have an access to the high school

Furthermore, the entrance to LIMS should be from the Rue du Bois / Club Road intersection (with a light) driving towards Club Road, a new road can be made along the marsh (with a protected view of the marsh) and connect to Meadowbrook drive with an intersection (with a light) on Hwy 21 crossing over to to Cougar Drive and the entrance to LIMS. These are already existing roads and/or roads that can be built without the need to ruin existing neighborhoods as is suggested to be done to the folks on Hazel Farm Road and Gaye Drive. There is no need to take away the use of so many private residences.

- Support a new alignment with Hazel Farms at a new signalized intersection on Lady's Island Drive, which would help relieve congestion on U.S. Highway 21, including channeling some school traffic off that main corridor, and enhance meaningful and logical connections to other roads, consistent with the Lady's Island Plan's vision for secondary access roads.
  - – Include bicycle and pedestrian lanes.
  - – Avoid impacts to Crystal Lake, a passive public park.
  - – Choose a path for the road that minimizes the impacts to wetlands and the number of trees that must be removed.
  - – Consider alternative alignment options to Rue Du Bois by creating a signalized intersection at Club Road and improving the Club Road connection to Hazel Farms. *(Two citizens submitted same comment)*
- Realignment intersections to encourage more traffic to travel neighborhood roads like Sunset Blvd only serve to increase risk to residents and pedestrians in an area already struggling with current heavy, speeding





traffic. The area is zoned for single family housing by the county. The county should not do take any action which will create additional risk for the taxpaying citizens.

- Please DO NOT put the BHS entrance/exit on 21. Having the BHS entrance/exit on 21 totally conflicts with the "village"/pedestrian concept you are trying to accomplish. The two ways to accomplish your concept - which should be the 2 entrances for BHS - are:
  1. Have the entrance/exit on Meridian Road, and/or
  2. Have the entrance/exit on Rue du Bois / Club.

On option 1, this makes great sense, but is opposed just by the selfish residents of Meridian Road who don't want any traffic on a road which BHS already borders.

Option 2 also makes sense, as a traffic signal could go there on 802 and that's not part of the "village" concept. It may be a bit more inconvenient for people coming from downtown Beaufort, but most of those should be zoned for Battery Creek anyway, and they could always take a right on Meridian and a left on Youmans to get to BHS.

Having both of these options as entrances should help re traffic.

- I am in favor of the realignment option that funnels traffic to Lady's Island Parkway via Rue de Bois. As a resident on Sunset Blvd who moved here in the last few years, I am opposed to any "improvement" that directs more traffic to Miller Drive and Sunset Blvd. Sunset Blvd is a narrow, residential street that already has too much fast moving traffic, mostly moving above the posted limits. I am also a competitive cyclist who rides with other cyclists on group rides. Our Thursday evening group ride already traverses Sunset Blvd and we often see people driving unsafely and too fast. I used to also run and walk on Sunset Blvd in the mornings but have ceased doing so since I've had a number of close calls with distracted drivers or those moving at high rates of speed. I've also seen first hand how drivers hit mailboxes and jump the curb about halfway up on Sunset Blvd. One day, I was out doing yard work along the street and a distracted driver hit our neighbor's mailbox and destroyed it. I was fortunate to avoid the projectile but have since stopped walking or running along Sunset. I encourage you to not approve any plans that will destroy the residential feel of Sunset Blvd.
- The basic plan looks good as far as traffic management and connectivity. The traffic signal at Geechie Road should be relocated and not eliminated. The new location should be at the intersection of Sunset Drive and Highway 21. The traffic from Sunset Bluff and the Lady's Island shopping center will not be able to turn left for both flow of traffic if I am reading the plans correctly concerning the raised medians. The medians are not well represented and this issue should be clearly explained to all parties. I am in reference to the general public.

I looking at the plan it is unclear how you turn left from the High School or the Lady's island shopping center to return to the city of Beaufort. I appears you may have to go to Cougar drive to turn back to the city. I am assuming you can not do a turnaround at Sams Point Road. In summary put a traffic signal at Sunset Drive for all parties.

- In order for a reduced impact on 21 we must complete access roads that both take impact off a 21 as well as provide access to businesses on the backside of 21. I believe it is important to either accomplish this access realignment, but it must continue to Meridian Road. This will have a major impact on the reduction of traffic on 21. If the proposed access road cannot be accomplished because of taking or cost I think we must look at the Ru Debois Road improvement with a traffic light and crossing at the existing club Drive intersection.
- 802 or Meridian Rd are the only avenues that make sense for school buses and school traffic; not Sea Island Parkway and not Sunset .
- Moving the high school access to Rue de Bois and Lady's Island Drive would significantly decrease traffic on the busier Sea Island Parkway where the school traffic access is currently.





## Hazel Farm Road and Gay Drive

- The need for the Hazel Farm Road and Gay Drive project \$2,983,756. which connects SC802 to US21 and includes a neighborhood roundabout is questionable since it only parallels the existing roads ST RD S-7-537 and Ferry Road that runs between Publix and Brodys restaurant. Why not just improve the existing roads? These roads already connect SC802 to US21. Also, why a roundabout?
- The Hazel Farm/Gay Drive project is in conjunction with the New Ladys Island Middle School Access project. \$1,482,880. The School access is to be moved to align with Gay Drive at US 21 and a new traffic signal is proposed at that location. As part of this move, a median is to be placed in the middle of US21 that would block Left in/Left out access to Dow Road and Tidewatch commercial complex. This necessitates the construction of the Meadowbrook Drive Extension to allow residents to access US21 west bound. The obvious question is why not put the traffic light at the existing intersection of Dow Road and The Middle School? By placing the light at this location, Dow Road residents and Middle school traffic could easily access US21 in either direction. This would also negate the need to extend Meadowbrook Drive. \$776,750. Money saved could be reallocated.
- It is unconscionable to take hwy traffic and divert it down a residential street. Inappropriate. This is akin to condemnation/eminent domain. I hope you plan to purchase each of the residences that you are obliterating by placing a highway in their yard. Shameful.

THERE IS NO NEED TO RUIN THIS NEIGHBORHOOD. An entrance to LIMS can be made on hwy 21 and 802 using mostly existing roads that will impact the least amount of residential streets.

Hwy 21 lighted intersection with Cougar Drive and Meadowbrook Road for full access into LIMS.

Hwy 802 lighted intersection with Ru de Bois and Club Drive - create a road alongside of the marsh connect it with Meadowbrook and extend it to the light on hwy 21 which if you cross the intersection puts you on Cougar Drive. Cougar Drive can connect to Robin and spill out to 802 with the stop sign as it already exists. No lighted intersection needed at Robin and 802.

This plan allows for plenty of space between lights on HWY 802. As drawn your intersection is too close to the walgreens intersection (21/802) and connects to roads that will need to be created. This plan uses mostly all existing commercial roads and will upset fewer neighborhoods.

- Support two new signalized intersections to align with the proposed new high school access on Lady's Island Drive and the proposed new middle school access at Gay Drive on U.S. 21, which will relieve congestion on the main corridor, improve accessibility across the main corridors, and enhance connections to other roads, consistent with the Lady's Island Plan's vision.
  - Support a traffic circle that will slow vehicles in the surrounding neighborhood and improve connections to Publix and other commercial businesses.Incorporate better access for both bicycles and pedestrians. *(Two citizens submitted same comment)*
- Has any consideration been give to take traffic directly to Meadowbrook/Dow from Hazel Farm via a new road (or via Lopo Road) and placing the Middle School stop light at current Cougar/Dow/Sea Island Pkwy intersection? Just don't like the stoplight at Gay Road and the resulting U-turns to go east on Sea Island Parkway and the traffic going thru the Gay Road neighborhood. Also, has anyone considered the discussion taking place about closing the Ladys Island Middle School due to declining enrollment. Also, any thought given to extending Lopo Road over to Little Creel Road/Airport Extension Road and give an alternate path to the Walmart stoplight intersection.







- Currently BJWSA sewer lines are at the apartments on the west end of Gay Drive. Will the project include the expansion of sewer lines being run down Gay and Hazel Farm to accommodate the current and future residents access to more desirable utilities in conjunction with road expansion?
- I would like the opportunity to speak with the pre-design engineer responsible for the preliminary layout of Hazel Farm Road, as I am representing Sea Island Presbyterian Church. I would like to address a solvable potential safety issue needing to be addressed for the benefit of users of the church property, motorist on Lady's Island Drive, and the overall traffic circulation of the affected project footprint. We would recommend the creation of access onto Hazel Farm Road from the church property. We look forward to hearing of your thoughts.
- Comments are the same as in the above Beaufort high school Access. *(This coincides with 10<sup>th</sup> bullet)*
- Of course seeing my address being right next to the carpet store, I assume you can see why this project is absolutely terrifying. We did not buy this house to be on a through street and already deal with dangers walking our dog and walking around with family children as it is. Obviously one small voice will not change a thing with what you are doing but seeing the roundabout project and stoplight that will turn our street into a war zone is enough that we are now having to look at our options to try and get out of this house before this all goes down, lord help us with the hit to the value of our home
- I have owned my home for almost 6 years. Since that time, traffic has already steadily increased with the completion of the apartment complex. This is a concern lodged by many living near the access road projects. I have several questions:
  1. Will speed bumps be considered
  2. Will BJWSA be involved in this improvement specifically as we are all still on septic.
  3. Neither of the options specify exactly where the roundabout is proposedIf the 2 proposals, I/we prefer option 2. It seems with that one it would make more sense to put the light for LIMS at Dow Rd.

### Lady's Island Middle School Access Road

- Look at Dow Road connected to Lupo Drive In lieu of Cougar Realignment with Gay Drive. Look at projected school enrollment, and if it supports the cost. I believe enrollment has decreased at Lady's Island Middle School. I see another 300-400 homes with kids being built up 278 to the North. It seems better to line the road up on Lupo. I don't see the need to purchase the additional property which is a family compound.  
Put light at 21 and Cougar Drive.
- What is your obsession with the poor folks on Gay Drive????? You all seem bent on ruining neighborhoods. Use Meadowbrook to Cougar to access LIMS and put a light on hwy 21 at Meadowbrook and Cougar. LEAVE GAY DRIVE AND THE RESIDENTIAL NEIGHBORHOODS ALONE!!!!
- Option #1 - Why spend money on a new road (North side of Hwy 21) and buying land when there is a perfectly good road at intersection Dow Road and Cougar Drive. This make no since at all. Option #2 - Right in right out only at Cougar Drive and Dow Road does not make any since. Why not put a light there instead of Gay Drive. There are probably many cars that will need to turn left (east) that will only back up at the controlled u-turn so where does the extra traffic go then? It gets backed up on Cougar Drive and Hwy 21. Having traffic line up at the controlled u-turn accomplishes nothing.





- – The project should include bicycle and pedestrian lanes.
  - Ask for more research and information on both Option 1 and Option 2 before this project moves forward. On Option 1, we need more information on how the right-of-way acquisition for this project will affect our natural resources. On Option 2, we need more information on the alignment of a new signalized intersection at Cougar Drive and Dow Road. Specifically, we need to know if the signal at Cougar Drive would allow for a left-hand turn toward St. Helena Island (project materials reference having to make a controlled U-turn at Gay Drive.) and whether vehicles could cross over U.S. 21 to Dow Road. We also need to know more about the proximity between signalized intersections because the project would require another new traffic signal at Cougar Drive, immediately adjacent to the proposed new traffic signal at Gay Drive. (Two citizens submitted same comment)
- See my comments regarding the Hazel Farm Road above, Also, can something be done to assist left hand turns from Sams Point Way and Food Lion Shopping Center Parking lot to go east on Sea Island Parkway? There are frequent accidents at these locations and the accidents will increase with the new Harris Teeter grocery being built at the former Publix location..
- It is unclear of the actual cost benefit ratio of this project. The cougar drive access to the Middle school works very well except at leaving school time. It is unclear of the actual impact of this congestion with this plan. Also the homes and property to be taken for this project may not be the best solution. The elements of using Robin Drive more makes more sense if the issue is the school traffic.
- It appears to me that option one and option two accomplish similar goals, however option one appears to be less expensive approach.

### Mayfair Court Extension

- Good, and think it's required. I foresee future development along this route.
- This also needs to be looked at to ensure that designs to not adversely impact current residents in the neighborhood due to new traffic patterns and increased volumes from connectivity.
- The Mayfair Court Extension project also attempts to route traffic from Mayfair Court through an existing residential neighborhood and commercial development where the streets are privately owned and maintained. Mayfair Court currently enters and exits directly onto SC802, as it should. The study has recommended a raised median on SC802 which blocks residents from making left hand turns into or out of their subdivision, hence the need to exit through another subdivision or commercial parking lot. This defies logic and raises questions as to maintenance responsibilities of the private roads if the County connects to them, increasing wear and tear with increased traffic volume. Right of ways would also need to be obtained through private property. The median on Sams Point Road/SC802 also blocks several commercial properties from left in/ left out access to Sams Point Road. \$449,630.
- William Street is a private street. Tying a public road into a private road benefits no one. As one of the owners of the professional village circle property owners association, be advised that should you connect the public road to our road we will erect a barrier making any connections to Mayfair Court impassable. This is a waste of taxpayers dollars and benefits no one other than the road building contractor.
- Much of the property on Mayfair Court is a owned by Merritt Patterson and he wants to build storage units. Why should a private business be allowed to connect to a private road (William) to line his pockets? Your plan on 802/Sams Point has raised medians affecting the ingress and egress of Mayfair Court. If you got rid of your medians then this would be a moot point. There is no need to connect Mayfair court to a private road. If you so choose to connect these roads please be assured that a barrier will be erected by the owners of William street and/or the owners of the adjacent LI Professional Village. The raised medians that you plan to install allow you the government to pick businesses that will be either winners or losers - please go





look at all the businesses that you ran out of business on the boundary street corridor. Why would you choose this one business owned by Merritt Patterson to be the winner and all the 30+ businesses in the LI Professional Village to be losers? This seems patently unfair and bad for the community.

I am writing to ask how you would like to be served with a petition from the stakeholders in relation to the proposed changes to Mayfair Court and access to the LI Professional Village. We understand that time is running out for our comments regarding Mayfair Court. We did not know that you were looking for permission from the adjacent homeowners on William Street and the surrounding affected areas until you mentioned that in your online live stream presentation.

- I do not live near there but "own" a building in the Lady's Island Professional Village. This extension of Mayfair court is not wanted by any of the building owners OR property owners on William Street, as expressed during the questions read out loud during the Live TV. It will cause more traffic congestion in our office park, along with future road maintenance that will inflict addition cost to our owners and the same for William Street/Hilda. Both are private roads.

We do not want this extension.

- Connecting Mayfair Court to William Street cannot happen - William Street is a private road.
  - Support extension to William Street, which would connect to Miller West Drive and allow connectivity and access to a proposed new signal on Sam's Point Road, and to Sunset Boulevard without having to go down Sam's Point Road. These are the type of secondary road network connections envisioned in the Lady's Island Plan. *(Two citizens submitted same comment)*
- I am certainly not in favor of the Mayfair Court extension to William Street as I believe it would direct more traffic to Miller Drive and Sunset Blvd. Please see my earlier comments above.
- I own the right of way at Mayfair and support this project. We should meet as we have done in the past. I have a few concerns to be addressed and would like to meet with the technical team to discuss the execution of this work. The following are the general concerns.
  1. The Williams Street neighbors are very sensitive to anything happening on this street. It may be helpful to reach out and explain these impacts.
  2. Mayfair Court is currently not paved. The road surface is graded gravel. The county maintains it by motor grading. This road has been on the paving improvement list for many years and should be paved for all of the typical reasons. Least of which is cost to the county to maintain. A few year back the project started to be paved and the county ran into the design issue of where is the stormwater runoff going. They were stonewalled and just pulled back. The county had installed some of the catch basins and piping and it may still be there. The core question is : Will Mayfair be completely paved? What is the plan for stormwater processing?
  3. We are doing a 5.8 acre project adjacent to this road. We should talk about interconnecting all of the drainage in the 5 or 6 catch basins to include the runoff from the road and some outfalls.
  4. The right of way acquisition shows leaving some small sliver of land on each side of the road that become badly devalued and unbuildable. I suggest we discuss using them as part of the project for stormwater processing and connecting everything together in this area.
- Mayfair Court is a cul-de-sac in a residential area where children live and play. By providing increased highway traffic; this will cause unsafe conditions as a shortcut to William Street which is a private road. William Street is a residential where problems already exist with the traffic volume coming from the Professional Buildings to enter Miller Drive West. What kind of safety is being offered families who built homes in residential areas instead of on highways where there is high traffic at increased speeds brought to our front yards. The street scapes and sidewalks do not slow traffic down nor does it keep accidents from





occurring. A perfect example is Highway 21, where the the new streetscaping was just completed. People still disregard speed signs, signals, and many accidents occur daily.

Additionally, William Street accesses Hilda Avenue, which is also a cul-de-sac. People backed up on William Street to Miller Drive West will access Hilda Avenue thinking that it is short cut; bringing increased traffic into a residential area; only to use as a turn around to return to William Street.

Another issue is traffic accessing the Professional Buildings' roadway to get to Highway 21 at Sonics when traffic backs up on William Street to Miller Drive West. This will bring additional highway traffic into the Professional Building Parking that will cause increased accidents to their customers.

- This will directly impact my property at the end of William St. This is a quiet residential neighborhood that already has too much speeding through-traffic due to the horrible back entrance into the Professional Village. Also, William Street is a private road.
- I am the owner and resident at 9 William Street. William Street is a private road that is already inundated with traffic going to and from Professional Village. William Street is a residential neighborhood comprised of older single family homes. Speeding and disregard of the stop sign at Hilda/William is the norm. Mayfair is a dead end gravel/dirt road comprised of single family homes. I fail to see how a new road will improve connectivity for residents as the description states above. To proceed with the Mayfair Court Extension will only exacerbate existing problems. Adding cut throughs from Sam's Point into residential neighborhoods to alleviate congestion seems like a temporary fix for a long term issue.
- Do not see the need for this.

### Meadowbrook Drive Extension

- With the Light at Dow Road. You can expect many comments from Tidewatch Business owners, will be a great improvement for these businesses.
- The obvious question is why not put the traffic light at the existing intersection of Dow Road and The Middle School? By placing the light at this location, Dow Road residents and Middle school traffic could easily access US21 in either direction. This would also negate the need to extend Meadowbrook Drive. \$776,750. Money saved could be reallocated.
- Where is Dow Road? Not clear.
- Yes, if a traffic light is installed with left and right out of Dow Road.
- – The extension connects community access to a traffic signal on U.S. 21.  
– It may not be needed if middle school alignment Option 2 is selected. *(Two citizens submitted same comment)*
- Owners of businesses in the Tidewatch business complex at 206 Sea Island Parkway have attend many of the Lady's Island Traffic Plan meetings and have voiced our thoughts/opinions on plans for Highway 21. We as owners of businesses in the Tidewatch business complex are requesting that the County PLEASE take in consideration what happened to businesses on Boundary when medians were installed. Several business closed or had to move to survive! We understand that change has to take place because of the traffic situation, but we are very concerned about what affect the medians will have on our businesses. Whatever option the County chooses, we NEED the Meadowbrook Drive Extension for our business complex.

PLEASE develop the Meadowbrook Drive Extension.





## Sunset Boulevard and Miller Drive West

- Would hope traffic does not get too bad here. Please talk with homeowners about traffic expectations. Let them know traffic counts to try and justify the need of the traffic circle. Might be a great traffic diversion to go to Beaufort and avoid the main troublesome intersection from Sams Point Road.
- Please avoid using Sunset Blvd as a cut through to 802, and help us (all residents on Sunset) slow traffic by reducing the posted speed limit and adding speed humps and/or stop signs at all intersections. Please remove the residual passing lane area on this very narrow, purely residential road. No roundabout is desired. Thank you in advance for your consideration, please contact me if you need further input.
- The traffic circle at Sunset and Miller is totally unnecessary. With the existing stop sign at the intersection of Miller and Sunset cars are forced to stop before entering Sunset. A traffic circle keeps cars moving and most likely will result in accidents as cars, school buses, large trucks, yard services with trailers sling try to navigate around the circle around, onto and off Sunset or Miller.

Speed on Sunset is a continuing problem which will only be perpetuated by a traffic circle. The public meeting called this a traffic calming measure - it is not.

Funds saved on the traffic circle should be used to improve the existing sidewalks to include curbing on the north side of Sunset Blvd and adding sidewalks with curbing on the south side of Sunset and on both sides of Miller. In the current "plan" it appears that any sidewalk improvements are from just a little beyond the proposed traffic circle to Sea Island Parkway. All of Sunset is in desperate need of a better sidewalk system with a curb to hopefully make it safer to walk down our street and to access our mail and newspaper boxes without the fear of being clipped by a truck or careening down Sunset with only inches to spare from our mail and paper boxes.

I was told in a phone conversation with a county engineer that a traffic study had been done showing that the high volume of early morning and afternoon traffic was due to people going to and from Beaufort High School. I was then told that the plan now was to re-route BHS traffic into and out of the school off 602. So...if BHS heavy traffic that was coming up and down Sunset to access Sea Island Parkway to get to BHS is now going to be re-routed off 602 I don't see the need for a traffic circle and Sunset can remain what it is now - a residential neighborhood - not a frontage road to Sams Point.

The residents of the neighborhoods possibly to be impacted by all of the Lady's Island projects deserve an in-person forum to discuss options before plans are finalized. The plans on the website are extremely, if not impossibly, difficult to understand. Asking questions, getting clarification or making alternate recommendations which would benefit from discussion are no-existent. With virtual meetings, no discussion can occur. Surely there are places where meetings can occur safely within Covid standards like school auditoriums, lunchrooms or football fields.

- In order to 'calm' traffic on Sunset Boulevard, a roundabout is proposed for the intersection of Sunset and Miller Drive at a cost of \$4,842,155. This is not wanted by the residents on Sunset Boulevard. Here is a novel idea: Put up two stop signs on Sunset to "calm" the traffic. Estimated cost: less than \$1000.00 Money for this unwanted project could be diverted to other projects in the Phase Two program that are currently unfunded.

The proposed traffic light at Sams Point road and Miller Drive is a good idea.

No raised medians on Sams Point Road!

- Sunset Boulevard is already a very busy road. We purchased our house on this road 25 years ago and many times after moving in, I wished that we had paid more attention to the traffic flow before buying the house. The traffic has only gotten worse. Our mailbox is across the street from our house and I could never let my sons get our mail when they were younger due to the traffic. Too many times to count, I have almost been rear ended when trying to turn into my driveway even with my turn signal on. The cars swerve from behind me into the oncoming lane to avoid hitting me and if there was someone coming from the other direction





they would have hit them head on at a high rate of speed. Unless you are going to move my driveway, a traffic circle will only make access to my house my dangerous because people are not going to realize that I need to make a turn as soon as I exit the circle. This is only thinking about traffic safety and not the fact that my house will be sitting on the road unless my house is going to be purchased to make the circle. Changing the traffic flow at the intersection of Highway 21 and Sam's Point Road needs to be done due to amount of traffic trying to exit the island in the mornings. I'm not sure why this wasn't done back when the Sam's Point Road and Ladys Island Drive were widened. I don't think one lane of traffic crossing 21 ever made since to any of us but it definitely doesn't make since to divert traffic to Sunset Blvd. In the years that we have lived here there have been too many accidents on this road and I hated the fact that it was a shortcut for people that don't live on it. The residents that live on it have had to worry about themselves, their children and their pets due to the amount of cars that use this road and the speed that they use. A traffic circle may seem like the answer to get people to slow down but that will only be for a minute. They will speed before it and after it. Stop signs and cameras would make more sense cause after getting a couple of tickets for not stopping they should learn.

I can't imagine having to give up part of my property and having that much traffic next to my house. When we purchased the house it was on a nice, residential street. Even if someone would be interested in buying my house with these proposed plans, I am not really wanting to sell it, This house is where my best friend, my husband, and my soulmate raised our two wonderful boys and especially at this time is full of memories. You see, I lost this wonderful person that I purchased this house with last week to Covid 19. I planned on him being with me for many more years but we lost him way too soon, Now it is up to me to try to keep things the way they have been for my sanity and my two sons. This is not the time I need to be having to think of this. Why not see how the new intersection plan works with traffic flow and slowly proceed with some of these other plans. Everyone's way of life is different now even if they haven't suffered to the extent that my family has. These traffic plans should be the least of our worries right now. Let the residents have some peace and revisit this when we figure what normal life is going to be like. At this point none of us know if we will even be here in a year.

- It is unconscionable to take hwy traffic and divert it down a residential street. Inappropriate. This is akin to condemnation/eminent domain. I hope you plan to purchase each of the residences that you are obliterating by placing a highway in their yard. Shameful. My home is located where the traffic circle is drawn in on your map. Rob McFee informed us that the state owns our road and that the state's requirement to place a roundabout have not been, nor can be, met making the plan unachievable. If this is in fact true, why are we wasting our time resources discussing and drawing up this ill advised plan? Narrowing sunset and miller, lowering the speed limit on these roads, adding walking and biking paths, beautifying these roads, placing planted medians in these roads, are all fine ideas. However, despite your misleading description above, it is clear that you are simply attempting to dump hwy traffic down our street to alleviate the congestion that you all have caused on the hwy by buying into the notion that a "walking village" could have a US/State Highway running thru it. This is plan will continue to be met with great objection from the homeowners along our streets.

Do not put a traffic light at miller/802 and sunset/21. This is clearly redirecting highway traffic down a residential street. Do not put a round about on Sunset. The only roundabout that SCDOT will allow is a FULL SIZED roundabout with one lane - similar to the two lane FULL roundabout at 802/brickyard Pt. If traffic is being rerouted down 802 to go to the high school, then the high school traffic (which the county claims causes most of the traffic on Sunset) will significantly diminish and there will be no need for a FULL roundabout to handle existing (or lessened as the county claims) traffic on Sunset. This idea is a very costly idea as you will need to condemn so many properties.

*(Final comment from same citizen)* I am writing in opposition to the method by which you have had your "public" meetings and solicitation of online comments. I do not believe that due process requirements have been met and therefore I object entirely to the proposed projects.

Having said that, I would like to comment on the access roads off or around highways 802 and 21. Firstly,





802 may benefit from traffic lights being installed as follows: after the full two lane roundabout at 802/brickyard pt. a light can go at Fairfield and Newpoint roads servicing Beaufort Academy and the Newpoint corners commercial center and neighborhood, another light would be the existing light at walgreens with the dedicated right turn lane on to highway 21, another light could be at Rue Du Bois and Club Drive using mostly existing commercial roads and servicing Beaufort High School as well as the large bank building and a large office park and finally Cat Island and Meridan could be realigned with a light and a park for folks to continue to walk the beautiful large bridge that goes to an existing light on Ribaut Road in Port Royal.

Secondly, on highway 21 - the goal is to move the traffic through to either 802 EAST or WEST and 21 SOUTH, a light at meridian and the new boat ramp would be an excellent way to control the traffic barreling down the off ramp of the woods memorial bridge at high rates of speed into your walkable village center, no other lights would be needed until the existing light at 802/21 walgreen/publix/harris teeter (with the new dedicated turn lanes on every side of this intersection traffic should move through easily), then finally a light at Cougar Drive and Meadowbrook would offer a safe ingress and egress to our students and families utilizing LIMS. Cougar Drive could come around and connect to Robin drive and pour out onto 802 with the existing stop sign that controls the sparse traffic coming from that street already.

There is no need to bunch up cars by adding stop lights every few feet on these two highways. A light and dedicated turn lane should not be placed at miller and 802 because that is too close to the Walgreens light and it is also diverting highway traffic down a residential street. A light and dedicated turn lane should not be placed at Sunset and 21 for the same reasons - it will be too close to the 802/21 intersection and the meridian road boat ramp light and it will divert highway traffic down a residential street.

In summary, we have had three years of "public comments" on the same proposed projects. The people have spoken - we don't want you to mess with sunset blvd. and miller drive. We have been offered conflicting information, bait and switch tactics, and therefore we lack trust in your department and doubt that you are acting in our best interests and wonder whether you are actually working against us. It seems as if you are asking for input that you ignore and are hell bent on moving forward with the destruction of several residential neighborhoods on Lady's Island.

If you will not give up and you must mess with our roads, please allow us to have a meaningful discussion about your plans and how we may work together to compromise and either give up this project and or go forward with a project that meets all of our needs.

- Keep as much traffic as possible on main roads, we already have 3000 cars per day that travel well above the speed limit, add a 3 way stop sign to Sunset/Factory Creek Rd to slow it all down, Miller Dr/Sunset is the wrong spot, add turn lanes at the 4 corners at Walgreens. It's also one of the nicest streets in Beaufort don't ruin it.
- The proposed signal light at 802/Miller Dr West would allow and encourage heavy traffic to flow through an otherwise quiet, established neighborhood which is both unjust and unsafe to every resident along Sunset Blvd and Miller Dr West. As a resident close to the proposed signal, this would allow traffic during peak hours to back up in front of my home as well as block my driveway, making backing into my driveway which I frequently do with a trailer close to impossible.

As a resident of Miller Dr W close to the proposed traffic signal, the installation of a traffic light at Sam's Point Rd/Miller Drive W would result in dangerous heavy traffic volumes traveling down a residential street and at peak times, traffic backing up in front of my residence and also blocking my driveway. To encourage heavy traffic down Sunset Blvd and Miller Dr W, an established neighborhood, to alleviate congestion at the main intersection is unjust and unsafe to every residence along this proposed route.

- "No" round about at Sunset. Which is not mentioned above. I believe this project is not money well spent. Why would you want to do "streetscaping" and a new sidewalk in a residential neighborhood that does not walk or ride bikes? I've traveled Miller Dr. West for 20+ year twice or more per day and I hardly ever see





people walking and biking! This change would not be necessary if the raised median on Sams Point (802) at Mayfair is eliminated and traffic from Mayfair Court can do both left and right turns while exiting Mayfair Court.

I have no objection to the traffic light at Miller and Sams Point (802) as it is much needed.

- I would like to say NO to the following:
  - Diverting highway and high school traffic through there Miller Drive neighborhood
  - Roundabout at Sunset/Miller
  - Traffic lights at Sunset/21 and Miller/Sams Point
  - Increased speed in the areas
- My wife and I and are among the many pedestrians who regularly walk along Sunset Blvd. As we do so we frequently see personal and commercial vehicles traveling as fast as 55 or 60 mph. In many places the sidewalks are so close to the road that vehicles are less than several feet away as they pass by. Diverting additional traffic onto Sunset Blvd will only exacerbate those problems. Furthermore, diverting additional traffic onto Sunset Blvd will increase the risks to motorists attempting to enter and exit the numerous driveways along Sunset Blvd. The primary goals of any and all improvements to Miller Drive and Sunset Blvd should include preserving the residential nature of those areas, and protecting the pedestrians and motorists using those streets. Slowing the existing traffic and making it less attractive to use those streets as a "thoroughfare" is the way to accomplish those goals.
- I live at 85 Sunset Blvd and can not believe you are considering making the proposed modifications to Miller Road and Sunset Blvd. These modifications will reroute travel from a HWY 108 into a residential neighborhood. We live in Beaufort to enjoy the lifestyle and the small town feeling. What you are proposing is something seen in big, urban communities that are destroying their residential neighborhoods with thru fares and road widening. Don't do that to here, leave the traffic on HWY 108 and Hwy 21--that's were your effort should be consecrated.
- Terrible idea which will decrease safety of our neighborhood. Currently fear walking down sidewalk due to speeders cut through the neighborhood.
- The proposed light at Miller Road and Sams Point Road should be removed from the plan. It is so close to the Sea Island intersection, that many will detour through the Sunset neighborhood to avoid the larger, congested intersection. A better option might be to locate the light at New Point and Beaufort Academy to increase safety and aid with traffic congestion there.

The proposed traffic circle and turn lane at Sunset and Miller should be removed from the plan. The current situation with the stop sign causes cars to stop before entering Sunset. A traffic circle keeps cars moving and indeed sling shots them onto Sunset both ways. Speed on Sunset is a continuing problem which will only be perpetuated by a traffic circle. The public meeting indicated that one benefit of the circle would be to calm traffic on Sunset. Perhaps a better, less costly calming option would be to add two more stop signs to make the Miller/Sunset intersection a three-way stop. In fact, adding stop signs to several other feeder streets along Sunset would be an even greater traffic calmer.

We would like to ask for an in-person forum to discuss options before plans are finalized. It is extremely difficult to understand plans on the website and almost impossible to ask questions for clarification or to make alternate recommendations which would benefit from discussion. With virtual meetings, no discussion can occur. There are places where meetings can occur safely within Covid standards like school auditoriums, lunchrooms or football fields.

- I live at 21 Sunset Bluff and I'm saying NO to diverting highway and high school traffic through our neighborhood.







- I am opposed to redirecting traffic from Highway 21 to Sunset Blvd. A better solution would be to widen Highway 21 to four lanes from Meridian to Sam's PT rd.
- 1. The proposed traffic signal at Sams Point / Miller is a horrible idea, as it will encourage many more people coming from northern Lady's Island to turn right to "cut through" our RESIDENTIAL neighborhood (Miller / Sunset) on the way toward downtown. It also will encourage many more people coming from downtown to "cut through" Sunset and Miller, if they know they will get a green traffic light at Miller / Sams Point. Similarly, please do not put a traffic signal at 21 and Sunset - that too will encourage many more "cut throughs". To actively encourage more traffic through our RESIDENTIAL neighborhood is abhorrent.  
  
2. If you do proceed with this horrible idea, please don't dare put in a green arrow left turn light or turn lane at 21/ Sunset (for people coming from downtown), or a green arrow right turn light or turn lane at Sams Point / Miller (for people coming from northern Lady's Island. Again, actively encouraging more traffic through our RESIDENTIAL neighborhood is abhorrent.  
  
3. Your stated goals of "increasing pedestrian safety" and "providing congestion relief", for Miller/Sunset, are mutually exclusive. By your encouraging more traffic through our RESIDENTIAL neighborhood, by definition you are making walking, biking etc. on Sunset / Miller much less safe. We have too much traffic going way too fast already. I am always on edge getting my mail or taking my garbage to the street, because of the "cut through" idiots going 60+ through our area.  
  
4. The new turn lane at Sams Point / 21 is a good step to address congestion. You need to do more of this in the COMMERCIAL areas - like more lanes and double left turns from 21 onto 802 both ways.  
  
5. Please, we beg of you, don't "relieve" your commercial road problems (created by overdevelopment and poor planning) on the backs of us in RESIDENTIAL neighborhoods. You will be hurting our property values, endangering our safety, and creating extreme hostility toward the "cut throughs" and those who plan this lunacy. *(Four citizens made this comment series)*
- I do not understand how adding a stop light will help flow on SC 802. Some of the other projects I understand and am happy they are finally happening. However, this particular one seems to simply move the congestion as opposed to preventing the congestion. If you want to help flow stop opening the bridge every time a non-commercial sail boat asks for it specifically between 3-5:30. If safety for pedestrians is a concern then start patrolling Sunset Blvd to get the people who currently drive it to slow down. Bicycle facilities? Provide an enjoyable place to bike to as opposed to a new Wendy's or Taco Bell. Adding more stoplights will not facilitate expedient flow on and off the island.
- I oppose routing through traffic on Miller Rd/Sunset Blvd. Sunset is a residential street and the current traffic load is already congested at peak hours. Adding additional traffic will exasperate the current problem of traffic entering Hwy 21 from Sunset Blvd., especially during school hours.
- – Support concept of alignment of Sunset Boulevard and Miller Drive West with proposed new traffic circle at intersection and proposed new signal at the Miller Drive West intersection with Sam's Point Road, which will relieve congestion on the main corridor and enhance connections to other roads, consistent with the Lady's Island Plan's vision for secondary access roads. – Include bicycle and pedestrian lanes. – More information is needed about the possibility of new traffic light at the intersection of Sunset Boulevard and U.S. 21, including, but not limited to, how those plans relate to or inform any planned improvements to Youman's Drive.
- I am not in favor of any project that would direct more traffic to Miler Drive and Sunset Blvd. After listening to the planned "improvements" to this area, I don't see how it could be claimed that there would be no increase in traffic as a result of these changes. Think about it. If you put a new traffic signal and right turn lane at Miller Drive West (which happens to be so close to the light at Sea Island Parkway and Sams Point), many drivers who get stopped at the new light at Miller Drive West will turn right onto Miller Drive and cut thru the Sunset Blvd neighborhood to save time. Additionally, putting a traffic circle at the intersection of Miller Drive and Sunset Blvd will not slow or calm traffic either. At least now, there is a stop sign that forces





traffic to stop at Miller Drive before turning onto Sunset. How about adding two more stop signs at the intersection of Miller Drive and Sunset Blvd to force all traffic to stop there. A traffic circle will only encourage more traffic as drivers will not have to stop. My preference would be to see speed bumps and additional stop signs put on Sunset Blvd to force drivers to travel at a slower speed. Sunset Blvd is a narrow, residential street that already has too much fast moving traffic, mostly moving above the posted limits. The proposed changes would only encourage more traffic to this area and not help in slowing the dangerous speeding that now occurs regularly.

- I live on Sunset Blvd and am very discouraged by the amount of traffic that daily flows on a very small residential road. People daily drive in excess of 35 miles/hr and it is not unusual to see cars going well in excess of 50mph, easily. I can not express how dangerous it feels to be walking on Sunset Blvd. or pulling into our driveway hoping and praying I won't be hit. I would LOVE to see a few inexpensive stop signs, or a few strategically placed raised speed humps.

There is no reason whatsoever to run excess traffic through a residential area!

Please, please, please consider the residents who live on Sunset Blvd. I do not want our street to be a siphon or funnel for excess highway traffic. I do not want a round about. I would like to see more stop signs to slow the many, many speeders down. Also, if you would please consider raised speed humps. Please find a better way to spend our dollars. Oh, and by the way, I did not vote in favor of the penny tax. Probably the best way to reduce traffic, if you must, would be to do a northern bypass.

- I am a resident on this road and see how this road is already abused with speeding. I think this project is a poor decision by the county as this is a RESIDENTIAL NEIGHBORHOOD. I also believe the additional lane being added to Sam's Point will decrease backup traffic tremendously making this project unnecessary. This just seems to be a band-aid to the poor infrastructure problem of Beaufort. We do not need rerouting through residential areas, we need lane expansions throughout Beaufort.
- The rerouting of traffic through a quiet neighborhood just is not fair to those families that made an investment to live on Sunset and surrounding neighborhoods. The light at Miller Rd and traffic circle should be put on hold until we can see what a difference the turn lane at Walgreens make to traffic flow on Sams Point Rd. It is obvious the county is only trying to move traffic off 802. There is little to no traffic enforcement on 802. Cars and trucks regularly travel at speeds 10 to 20 mph over the posted speed limit.

Again, these meetings do not need to be held virtually.

- Obviously the traffic situation on Sunset and adjoining roads is a real problem and there are legitimate safety concerns. A traffic circle is expensive, and in my opinion, not a good cost/benefit choice. It would be simpler and less expensive to put 3 way stop signs at Miller and Sunset AND some of the other side streets. Additionally, a few speed humps- while a "pain"- would deter through traffic. If the intersection of Hwy. 802/21 is improved it will encourage drivers to go that way, instead of cutting through the neighborhood. I really hope the left turn from Hwy. 21 onto Sam's Point road is improved- traffic really backs up there several times a day, so it's no surprise that drivers opt to cut down Sunset.
- I recently saw a list of "projects" that includes a roundabout at Miller and Sunset. There is no reason for that. There have not been accidents nor multiple speeding arrests. Straightening the Miller Drive approach to Sunset for higher visibility would make more sense.

A traffic light at the end of Sunset would be redundant with the next light being only a fraction of a mile from there. The key to traffic in this area is to increase traffic flow at the intersection of Sam's Point and Hwy 21, which it appears is already in process. .

- We are voicing our concerns to the proposals under consideration which affect Sunset Blvd and Miller Drive:
  1. Traffic is already coming off of Sams Pt. Rd onto Sunset Blvd from either Wallace Rd, Factory Creek, or Oyster Bluff. If you put a signal at Sams / Miller Dr, this will only encourage more traffic to cut through Sunset Blvd in order to reach Hwy 21. Why would anyone wait at a signal at Sams Pt/Miller Dr when





they can cut over to Sunset and continue moving? The light at Miller only encourages traffic to divert to a private residential street, one of the most beautiful on Lady's Island. Furthermore, since there is already a right turn at the intersection of Lady's Island and Sea Island Parkways being constructed, a light at Miller Dr becomes merely a deterrent to keeping traffic flowing.

2. What is the current consideration of the restriction which prohibited a traffic signal at Sunset Blvd and Hwy 21 which was agreed to when approval was given to build the new Beaufort High School?
3. Lastly, a roundabout and other proposed "calming" ideas for Miller Dr/Sunset Blvd are absolutely inappropriate. A residential street like Sunset does not have the space for a roundabout in the first place. Secondly, it does nothing but destroy the esthetics of the road and the increased noise from cars slowing down and speeding up is abhorrent. Roundabouts are feasible, perhaps, on a main highway, like the one on Sams Pt., but have no place - as an unplanned addition - in a residential area.
4. Additionally, I can tell you that nobody is driving 35mph on Sunset except for residents who live on Sunset. School buses, commercial trucks, motorcycles. The county Sheriff's already have no impact on enforcing the current speed limit. I can't even walk across the street to my neighbor's property without risk being hit by speeding motorists.

We don't see the current proposals as solutions to problems. They are, in our view, poorly conceived and one-sided notions, which cannot be un-done once enacted, cannot be un-built once constructed. Preserve the quiet beauty of Lady's Island, protect our home from encroachment and increase traffic noise and risk. Re-think your proposals and LISTEN TO THE CITIZENS !

- Again, highway traffic is being brought into a residential area. The traffic signal will fully direct highway traffic to Miller Drive West and Sunset Boulevard. These residential roads have been used as shortcuts to Highway 21 for many years and speed limit, stop signs have been ignored by drivers.

Your solution is to make this a permanent highway bypass through a residential area. Traffic should be kept on Sams Point Road/S802 which has turned commercial. The correction to backed up traffic should not be relieved through our residential neighborhoods; they should occur through improvements on S802 by moving traffic through the intersection.

The infrastructure is not being considered when approving of commercial and residential areas. Infrastructure must be of the highest consideration prior to any approvals in the growth of Lady's Island, not after the fact. These poor decisions in the growth of our island not only effects those who have choose to make this our homes to raise our children in safe areas; but access to our schools and commercial businesses that require access.

Our residential areas are not your solution to traffic back-ups.

- Do NOT approve of the idea of a traffic circle and diversion of traffic from Beaufort High School through Sunset and on to Miller Rd! Speed bumps, yes, but traffic circle NO!
- We would vote No to the proposed Roundabout at the intersection of Sunset Blvd and Miller Drive West and other proposals. As previously stated by (my wife), you are bringing highway traffic into a residential area which has been overtaxed with vehicular traffic using residential roadways as a shortcut to Highway 21. Not only do we already have vehicular traffic; with the addition of Parker's on Sam's Point Road, we now have their store delivery trucks using Sunset Blvd as a shortcut to enter the back of Parker's.

I have lived on Saint Helena and Lady's Island for over 76 years and have watched the seemingly unregulated growth without consideration of the necessary infrastructures in place to account for the increased growth. Now, as a result of poor planning and approval of commercial and residential areas on Lady's Island, encroachment is now proposed into our residential neighborhoods to correct vehicular backups caused by the population growth.





How will the proposed project make a safer environment for us, when you are bringing highway traffic to our front doors? Certainly, not for the residents, trying to back out of our driveways into alternate highway traffic, and not for our children and grandchildren who will be unable to play in our yards due to increased vehicular traffic.

As a child, quite sometime ago, I was run over by a car at Saint Helena on Highway 21; why, chasing my ball across the street. This is what children do even with the most diligent parents watching. Though some time ago, the scenario is no different. Thankfully, I survived, however; bringing highway traffic into residential areas will always cause untoward events. In summary, my wife and I vote No to the Sunset Blvd. and Miller Drive West Project.

- This is a terrible idea unless the speed limit can be reduced to 25mph. Too many people use this road as a shortcut and absolutely ignore the speed limit putting many in danger; If you truly want to “improve”, safety should be #1.
- Sunset Blvd is a very narrow, purely Residential neighborhood and must not be used as a cut through for traffic. No roundabout is desired. The current speed limit is 35 MPH which was established back when the Oyster Factory was in operation, and there still remains an area where there are passing lanes which should definitely be removed. The maximum speed limit should be cut to no faster than 25 MPH. The majority of the residents in this residential neighborhood support a lower speed limit and the installation of Speed Humps and/or perhaps stop signs installed at every intersection. The reason for this is that people do frequently now use Sunset Blvd as a cut through to 802 and in many cases exceed the current posted speed limit greatly, sometime greater than 70 MPH if you can believe that. There have been numerous accidents on Sunset Blvd due to people going too fast for this narrow residential road, both kids with big trucks and contractors with wide loads on trailers wiping out mailboxes, hitting curbs and heavy debris flying from construction trailers into yards and into the street. Pedestrians, children, pets and disabled veterans live on this street and are at great risk of death and injury. Please help us permanently slow this traffic on Sunset Blvd!! Thank you in advance for your consideration.
- Install stop signs at every intersection on Sunset Boulevard and add speed humps, both of which will slow and calm traffic which is too congested and moving too fast now, and for God's sake do not shunt traffic through this narrow and purely residential Sunset Boulevard. Reduce the speed limit on Sunset Boulevard to 25 MPH and remove ludicrous passing lanes. Police this road severely for speeders who through choice or direction attempt to use Sunset Boulevard as a "cut through" to 802.
- Sunset Blvd. is heavily used for residential walking ,cycling, and dog walking. There are mothers with baby strollers and seniors 'with walkers, this is not through road suitable heavy traffic.
- I’m beyond bewildered that Beaufort County would considered a project which redirects traffic in and thru a neighborhood. Traffic on Sunset has increased over the years and so has the speed of the vehicles. However the county has failed address the issue despite endless requests by residents. Now we face the prospects of a project that only exasperates the current ongoing problem. It’s a sad state when I’m fearful of my children going to get the mail or using the side walk on Sunset due to the speed at which folks travel down the road. Simply pulling my car out of the driveway can be challenging not to mention doing so when pulling a boat or trailer. If you want to make improvements then add some stop signs and speed bumps along Sunset. The county’s first responsibility should be the safety of its residents not the traffic flow of cars.
- This is a quiet neighborhood intersection. It is not safe or reasonable to put a major intersection and draw traffic from a highway into a pedestrian/bike utilized neighborhood.
- Why is there no mention of the full size roundabout at the Miller/Sunset intersection, which residents strongly disapproved of in public meetings last year, but is back in the current plan? The way the above is worded, it sounds like plans are mainly for pedestrian/cycling improvements when in fact, with the addition of a light at Miller and 802 and the roundabout, the intent is to route highway traffic through our a





residential neighborhood. Plans to put a right turn only lane off 802 onto Miller, further attest to the intent to reroute highway traffic. While presented as a traffic calming device, the roundabout will actually promote speeding on Sunset as cars coming down Miller will no longer have to stop. They simply go around the circle and slingshot onto Sunset one way or the other. A better option, if the intent is to calm traffic, as stated several times in Thursday evenings virtual meeting, would be to add stop signs and create a three way stop at this intersection. Stop signs at all remaining feeder streets to Sunset would also help decrease speed and increase safety.

Do the pedestrian and bicycle facilities span the entire length of Sunset? They do not appear to do so in the plans presented. Funds saved from a roundabout could be used to create a safe sidewalk all the way down Sunset.

To summarize, I think it is so wrong to reroute traffic from the US corridors through Sunset and Miller Drives. With the addition of the right turn lane off Sams Point onto Sea Island Parkway, traffic at that intersection will be greatly improved. Additional plans for SC 802 and Sea Island Parkway will further improve traffic flow on these two roads. Why ruin a nice residential street and quiet neighborhood with increased traffic and speeders? The proposed roundabout and light at Miller and 802 will only serve to do this.

We in the neighborhood really feel that an in-person meeting is truly needed here. It is extremely difficult to understand the plans online and to see how the access road plan will mesh with the US Corridor plan and what they mean for Sunset and Miller Drives. You couch plans a traffic calming when they are anything but.....

In the virtual meeting last Thursday the commentators said an in-person meeting would not be possible because of Covid, yet, the County supports in-person schooling, school sports like basketball, indoor dining, etc. Even on a national level we are seeing attendance at sporting events, political events, and people returning to restaurants, retail and even larger group events. Utilizing approved Covid protocols, masks and social distancing, an in-person meeting could easily be held at a number of venues in Beaufort including high school gyms, cafeterias or sports fields. On the surface, it appears that you are afraid to hold an in-person meeting. I know that is not the case, so please, please, set a meeting up soon so we can truly have an exchange about your needs and ours as concerns the penny improvements.

## Bicycle and Pedestrian Accommodations

- Seeing more and more these days. If its there, people will use it. Very popular will get a lot of use particularly over on Meridian Road. I have at least 50 Bikers going past my house on Little Capers every day, and more in the summer.
- Sunset and Miller are both too narrow for all of the above except for providing sidewalks for safe pedestrian traffic. *(Comment goes with 3<sup>rd</sup> bullet for Sunset/Miller)*
- The US21 Mainline improvements include tearing up existing sidewalks and bike paths and replacing them with new sidewalks and bike paths. What a waste of money. The plan also adds planted medians to block access to certain streets and businesses similar to the Boundary Street project which caused a number of businesses to relocate or close. The proposed U-turns are ill conceived. It is doubtful that a fire truck, delivery truck or, Heaven forbid, a tractor trailer should try to make the U-turn. There are approximately 128 businesses on Ladys Island that could be affected by the planted raised medians with right in/right out only restrictions. Emergency vehicles would also be severely restricted causing potential loss of life or property. We do not want raised medians on Ladys Island. The safety issue is not so much with the roads as it is with distracted drivers. My mother and I both had minor accidents a few years ago due to young drivers talking on their phones wile driving, and they were still on their phones when they got out of their cars! So that is the real problem. This money would better be used to build safer bike paths through neighborhoods with less traveled roads. \$10,775,744.





The premise of the traffic study recommendations is to divert traffic off of the main roads, (US21 Sea Island Parkway and SC802 Ladys Island Drive), and route traffic through existing neighborhoods. The study refers to this as 'Greater Street Connectivity'. This approach is backwards from normal traffic design which routes neighborhood traffic to collector streets and then to major roads designed for higher traffic volume and speeds.

- More bike and walking paths are a good idea.

We would like five feet of grass and five feet of pathway on both sides of each road that is being built including Sunset and Miller.

- The existing sidewalks along Sunset Blvd and Sam's Point Rd are clearly and visibly unkept by the party responsible, why should anyone expect these proposed sidewalks to look any different after completion? Miller Dr West is a narrow street with established yards and homes already situated close to the road, making widening for increased traffic and walkways unjust and unsafe to residents.
- There are bike paths and sidewalks already provided
- Bike access is an essential requirement for all road modifications. I prefer access for walking and biking in separate areas. Bike access should be family friendly not as it currently exists on Lady's Island Dr.

Please allow a buffer space between bike path and road. Path on Lady's Island Dr is a road shoulder, unusable for some and routinely obstructed with road debris.

- I don't have any real choice of options; however, what have we learned from the Moss Trail usage that might help make option decisions?
- Incorporate shared-use pathways to fullest extent possible, maximize opportunities for connections
- As a competitive cyclist, I frequently ride (4-6 times a week) either on my own or with a cycling group that leaves from the Low Country Bicycles on Sea Island Parkway. Taking away a bike lane would force most serious (i.e. non-recreational) cyclists to ride directly on the road. I don't believe a "shared" path (shared with bikes and pedestrians) would be used by non-recreational cyclists. One of the attractions for us to move to the Beaufort area several years ago was the bike lanes on a number of roads. Given the limited geography to cycle here, we often find ourselves riding on Lady's Island Parkway (to gain access to Spanish Moss Trail) or eastward toward St Helena to ride the backroads there. On the ride eastbound toward St Helena, I rarely see pedestrians walking on the existing sidewalks. However, I see numerous cyclists riding in the bike lane on the shoulder of the road. I am in favor of more bike lanes but not multi use lanes unless it is wide enough competitively cycle without alarming walkers or runners. Certainly taking away the bike lane on Sea Island Parkway and/or Lady's Island Parkway would make it less safe to bike due to the the fast moving traffic on those roads.
- You already have sidewalks and bike pathways!!!!
- In regards to Gay Drive, the 2017 plans called for the sidewalk on the North side of the road. This would be ideal since nearly all foot traffic would eventually migrate north to Publix, Brody's etc. A south side path/sidewalk would eventually be forced to cross traffic at the intersection to get to all the common destinations.
- We need some better connections to the two schools. Also there are several areas for a local planned bus stop for the future. We should designate and plan for that at this time. I am saying that we set aside the





property now in this phase of the work. Likely in and around the grocery stores or other highly used services. Likely around the Sams point intersection.

- All access roads should have a shared use pedestrian and bicycle path incorporated into the construction of the project. Larger arterial roadways should incorporate a 4 foot bike path or lane but also incorporate a pedestrian sidewalk separated from the roadway.
- For Sunset and Miller, I think only a sidewalk is needed. I am outside all the time and rarely see cyclists. It seems like people in this area do not ride bicycles. I do, however, see many residents who walk their dogs daily. I do not see the need to have a sidewalk or path on each side of Sunset. We have a sidewalk on one side and if improved with a curb, this would be more than sufficient. For the US corridor, I would like to see bicycle only shared traffic lanes particularly on Sea Island Parkway towards the east. There are several cyclists and a cycle group who regularly ride out this way a few times a week. These are serious cyclists for whom a shared path would be dangerous. I see other cyclists using the current bike lanes on Sea Island Parkway, so I think these need to stay and be improved as a part of this process



