



Beaufort County conducted a US 21 Corridor Improvements Virtual Public Meeting from February 8, 2021 through March 7, 2021. A Virtual Town Hall was also held on February 18, 2021 to discuss the proposed projects and it provided an opportunity for “live, on-air comments” with team members or written comments to be read on-air and addressed by team members. A video of the presentation was published on the virtual meeting website. The meeting involved US 21 BUS/US 21 (Sea Island Parkway) from Woods Memorial Bridge to Chowan Creek Bridge and US 21 (Lady’s Island Drive)/SC 802 (Sam’s Point Road) from Rue Du Bois to Miller Drive.

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: February 8, 2021 through March 7, 2021 – 28-day virtual meeting hosted on www.BeaufortCountyPenny.com

A Virtual Town Hall was conducted on February 18, 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:

- Press Releases for virtual public meeting & town hall on February 8, 2021
- Intermediate Press Release reminder on February 10, 2021 – this included one week extension for Lady’s Island Access Roads Virtual Public Meeting
- Virtual Town Hall Promotional Commercial beginning February 12, 2021
- E-mail Newsletters sent on February 10, 2021; February 18, 2021; and March 6, 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: Citizens were allowed to register to make a “live, on-air comment” or provide a written comment to be read aloud and addressed by team members during the Question & Answer (Q&A) Session for the Virtual Town Hall on February 18, 2021. 6 citizens submitted a written comment for the Q&A Session; no one registered to make a “live, on-air comment”. The comments were read aloud and addressed by team members. The Virtual Town Hall and Q&A Session was recorded and a video was posted to the virtual public meeting webpage. Also, only 1 comment pertained specifically to the US 21 Corridor Improvements Virtual Public Meeting; the other 5 comments concerned the Lady’s Island Access Roads Virtual Public Meeting.

Virtual Public Meeting: 40 citizens provided comments with a few 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. A few also used the





standard website “Contact Us” form.

On the Online Comment Form, they were asked if an exhibit was “Preferred” or “Not Preferred”. They were also asked to rank each one - Vehicle Capacity and Bicycle/Pedestrian Facilities - on a scale of 0 to 10 with 10 as the most important. In addition, they were asked if they currently use the existing bicycle/pedestrian facilities and if they would use the bicycle and pedestrian improvements by selecting “Yes” or “No”.

On the Online Comment Form, they could choose to submit a response to one, none, or all of the exhibits. This is a summary of those who completed the Online Comment Form:

Exhibit	Selection of Exhibit	
	Preferred	Not Preferred
East Area Exhibit 1	9	7
West Area Exhibit 1	12	10
West Area Exhibit 2	4	16
West Area Exhibit 3	6	15
West Area Exhibit 4	7	14

Pedestrian and Bicycle Accommodations		
Question	Yes	No
Do you currently utilize the existing bicycle/pedestrian facilities?	14	19
Would you use the proposed bicycle and pedestrian improvements?	17	16

Rank the Importance of:	Average Rank (Scale from 0-10)
Bicycle/Pedestrian Facilities	5.3
Vehicle Capacity	5

The above charts represent 35 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 exhibit. Also, 5 citizens submitted comments using the standard website “Contact Us” form or by e-mail. These comments are summarized under the appropriate exhibit along with other written comments from the Online Comment Form.

It should be noted a “General” comment section was not provided on the form; however, during the review, multiple comments pertained to other projects or more than one or all exhibits. These comments are summarized under this “General” heading instead of with an exhibit.

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:

- Multiple comments about Lady's Island Access Roads with the most concerning Sunset Boulevard and Miller Drive West with varying opinions.
- Raised and concrete medians received mixed reviews.
- Suggestions were made for another project not included in the referendum:
 - Northern Bypass Bridge/Tunnel – included in various comment

Recommendations:

It is recommended to proceed into the design phase for the US 21/SC 802 Corridor Improvements. The design process should further review the viability to incorporate the vision of the Lady's Island Plan Implementation Committee/Lady's Island Village Center Task Force for a "walkable village concept" along US 21 BUS (Sea Islands Parkway) to include the intersection of Sea Islands Parkway/Lady's Island Drive/Sam's Point Road intersection. These improvements should also consider access management and bicycle and pedestrian accommodations. The improvements would also be coordinated with SCDOT.

In addition, the proposed improvements would be coordinated with improvements as required by development agreements. For example, the White Hall Plantation Development proposed improvements were shown on the exhibits with West Area Exhibits 1-4 tying to their improvements. Dependent upon a development's implementation, the developer may construct their proposed improvements prior to the sales tax project, or they may make a financial contribution for their required improvements and their improvements would be incorporated into the overall sales tax project. With either option, the sales tax project's design would be coordinated with a development's required improvements.

Comment Summary

Note: Comments are copied as is with no editing.

General

Note: One comment attached at the end as it was three pages.

- Main Take-always...
 - **raised and planted medians will restrict access and traffic flow to LI businesses and have a detrimental effect on our local economy. They are nice in concept but the reality is very different. They are expensive to maintain (we sponsored one on Sam's Pt road years ago and finally let it go bc of the expense). They look terrible if not maintained adequately.
 - **routing traffic through peripheral roads and residential streets damages the ambiance of LI. Widen Hwy 21 so that traffic will not be diverted to residential streets. Removing sidewalks from Hwy 21 would allow the space to widen roads. Put the bike and pedestrian paths on residential roads NOT main highways.
 - **spend money improving the existing roads NOT paving new roads
- I am not exactly clear where to Make general comments so I will make them here.
 - Hwy 802 - if lights are deemed to be needed, I implore you to spread them out a bit - perhaps a light at Beaufort academy Fairfield/ Newpoint - then at Walgreens - then at rue debouis/club rd and then again at cat island/ meridian. Placing lights behind Publix at Hazel farm Gay drives and at miller are simply too close to the main intersection at Walgreens.





- I live along this corridor and have a lot of issues with the plans that are being developed. Not one goal is "to create a place". Every plan I see is about moving cars down a corridor that has a bridge that opens and closes at the end of it. Capacity shouldn't even be discussed going east on this corridor. We should focus on slowing cars down and creating place for the residents of Lady's Island to go. I'm an architect and urban planner. Native to Beaufort and been here 50 glorious years now. My parents moved off of Lady's Island in 1980 because it was getting too congested! LOL. It's been 40 years now and actually not much has changed. Is there more traffic? Yes. Are there more people? Yes. I've been following plans for Lady's Island for the last 25 years. Adding lanes to the east corridor is absolutely ridiculous. There's a 2-lane bridge at the end of it. Adding right of way in this area is even more absurd. Let's use the existing right of way appropriately first! The existing travel lanes are WAY TOO BIG!!!!!! The existing median is WAY TOO BIG!!!!!! Let's shrink them down and slow the cars down. After you do that, there is plenty of room in the existing right of way to improve the sidewalks and bike paths. Most of this can be done with a little paint (by the way) and we can put our pennies back to work on creating a good place and not purchasing right of way. In full disclosure, I personally have plans for my site that include building to the existing right of way as proposed in the city's (and previous county's) master plans. I purchased this location based on those visions. The second phase of my development plans will not work with any ROW expansion. That's certainly a personal issue, but I'm guessing I'm not alone in this. I know this is a challenging project, but this solution is a fail. So that I'm not 100% negative....I'm not opposed to any of the planned red lights... *(This comment was made for West Area Exhibits 1-4)*
- I am concerned about the raised medians and green space barriers requiring so many right turn only areas at business locations, like Professional Village and the Walgreens to Waffle House area. If I am going to pick up a prescription from North Sam's Point Road, I cannot return with any degree of convenience without having to do a u turn on the two most congested roads on the island. I do not see any way for one to get back heading east or north
- While it is appreciated that we are given the opportunity to ask questions and make comments, it is very frustrating that the concerns of the residents of Lady's Island are not taken seriously. I have yet to meet anyone who wanted all the trees cut down on Sam's Point to build the Oyster Bluff community. Residents are against the building that is going to happen on Miller Rd. E., yet it is going to happen. It seems to me that if the City of Beaufort can annex property on Lady's Island, and allow building that residents do not want, then we should at least be allowed to vote for the leaders of the city. We pay taxes yet get no vote. We pay taxes yet get no say.

As for the road/traffic improvements, they are needed. One only needs to stand at the corner of Sam's Point and Sea Island Pkwy. to know there is a traffic problem. Instead, nearly \$90,000 was spent on a traffic study. What is desperately needed is another means of egress from the island. When so much building is being allowed and so many more people moving to the area, what is the current bridge traffic going to be like should we have to evacuate? The need for another bridge has been brought up repeatedly (from what I understand it was first mentioned about 40 years ago!), yet the consistent reply is either no reply or not enough money. It is time for the powers that be to seriously think about what is going to happen to this small island in the future. We will not have to worry about climate change sinking us, we are sinking ourselves.

- No additional traffic lights, especially at Meridian Road! Remove the lights at Beaufort High School and close that as an entrance or exit. This will cause major traffic congestion at the bridge which WILL impact traffic flow downtown, at Sams Point Road, as well as Sunset Bluff. No concrete medians or planters. The plants impede vision when trying to cross into oncoming traffic. Stop building on every single piece of gorgeous wooded area and the traffic would not be an issue. Stop doing what citizens have said no to! *(This comment was made for each exhibit)*





- THIS IS A GENERAL COMMENT RE BEAUFORT GROWTH I am a rather recent emigre' to Beaufort having moved here last fall from Austin, Texas. And I bring with me many insights on rapid growth in what had been a quiet town. I have seen successes and failures. My new community is a smaller version of what I've seen.

The Sam's- Sea Island(21) intersection area must not be screwed up. Nor should quiet neighborhoods be ruined in misguided efforts to ease traffic flow.. I do not live on Sunset. Of course I wish I did. But still I support keeping that street as uncongested as possible. ANY effort that can be seen as a Short-cut onto Sam's will be massively abused by those most in a hurry. Worst of all worlds will ensue.

Other general comment is I have seen Austin spends -literally - millions of dollars for bike routes as a certain group said soon a many will commute on bikes. But about all we get are guys in spandex arrogantly biking in car lanes and holding up all and placing themselves at risk and the City and driver's in potential liability status. And almost no "civilian commuters" on way to/from work

Don't waste a lot of money on intersection; you'll get about 1 biker pre 100K\$ spent.

- I own property at 131 Sea Island Parkway, Beaufort, SC 29907.

It is imperative that the Sea Island Parkway does not become a major automobile thoroughfare! Currently, the corridor moves traffic as quickly as possible into downtown Beaufort. Adding more lanes and putting medians, even if they are very pretty medians such as were installed in the City's Boundary Street project, will only result in a "pretty highway" designed to move traffic from Sams Point Road/Lady's Island Drive across the Woods Memorial Bridge and then through downtown Historic Beaufort.

Let's also remember that the Woods Memorial Bridge is a two lane bridge as is Carteret Street on the North side of the Woods Bridge. Increasing the number of lanes on the Lady's Island side of US21 leading up to the bridge will then only result in a "parking lot" as the Woods Bridge and Carteret Street can only accommodate a much lower traffic throughput.

The corridor from Sams Point Road/Lady's Island Drive to the foot of the Woods Memorial Bridge should become an extension to downtown Beaufort. It should be pedestrian and walking friendly. Car traffic should be slowed down. Traffic lights should be added. Sidewalks and bike paths should be widened. Cross walks should be added. This area should be a destination, as is downtown Beaufort, NOT a thoroughfare as it is currently and how all of the proposed plans suggest it remaining.

Please also remember that Lady's Island Drive is already a four lane highway on and off of Lady's Island. Lady's Island Drive connects cars to the four lane bridge and to Ribaut Road which itself is a four lane road. Ribaut Road then takes cars South toward Shell Point on a four lane road or North on a four lane road to Boundary Street which itself is a four lane road.

- As a business owner near the bridge, it would not be a good idea to implement raised concrete dividers causing our customers to have to make u-turns in order to come up to the restaurant. This would definitely impact our business negatively as we are a no-wait culture and people may go somewhere else instead of being imposed upon to come to our restaurant. *(This comment was made for each exhibit.)*
- I just don't like the plan of using Gay Road for traffic to/from Sea Island Parkway. I think using Dow/Cougar intersection is better.. (Take traffic from Hazel Farm Road to Meadowbrook/Dow via a new road through vacant land or use Lopo Road. Or, maybe the route could go through that junkyard on Meadowbrook and eliminate an environmental/eyesore problem!) I just don't like the Gay Road proposal and the U-turns being proposed to eliminate left hand turns. (There will be many of them by parents dropping off/picking up middle school students then trying to go east on Sea Island .) And, consider some of those U-turns must be done by school buses trying to go east on Sea Island Parkway from Cougar Drive. .Not good!..

I have five comments for consideration, but not sure under which alternative I should place.: 1. At the intersection of Sea Island Parkway and Lady's Island Drive when traveling East - why isn't a right turn lane





included (would require taking some land from the dentist office). There is not a huge volume of traffic turning right at the location, but would help to move traffic thru the intersection. And, it would be consistent with right turn lanes elsewhere at that intersection.. 2. Please have a left turn lane onto Sunset Blvd. from Sea Island. It would reduce left turns at the Sams Point Road stoplight and give residents living on Sunset (and in Oyster Bluff) ability to get home without going down Sams Point Road.. 3. I don't think you need to allow a left turn from Sumerset Blvd. onto Sea Island. I see few vehicles making this turn and most businesses to the west of Sunset e.g. the Dairy Queen) have entrances from Sunset. . Have traffic going West from Sunrset go east to Meridian and do a U-turn. (Most drivers wanting to go west on Sea Island Pkwy would soon learn to take Miller to Sams Point Road and make a left turn at Sams Point/Sea Island intersection.) 4. Please get bicycle traffic off of main roadway onto a bike/pedestrian path like was done on the new Boundary Street section. Just don't need bikes on this section of busy roadways.. 5. I sure like the idea of double left hand turn lanes at the intersection of Sea Island Pkwy/Sams Point Road. If don't do now, will be back in a few years to do later..

- PLEASE do not "kill" the businesses at Tidewatch" business park by putting concrete medians....andplease put in the Meadowbrook Road.
Thank you!
- I am concerned with regard to a possible median proposed (placed)in front of Lady's Island Professional Village. My husband & I own 2 building in this complex, (4 business total) The only alternative entrance is thru the residential homes (roads) in the back of the complex. Please reconsider as the turn out, & into situation from Sea Island pkwy will lessen the ability to do business there
- Mayfair Court appears to show a proposal to have a raised concrete medium that would allow only right in and right on turns. If residents are coming from Highway 21 (lady's Island Drive) there will be no way to turn left to get to our properties. The options would be to continue down Sam's Point road several blocks and then to make a u-turn somewhere. That does not seemed to be defined. It also would be unadvisable given the traffic congestion and speed currently on this road. It will be increasing in the future. Please reconsider the actual car movement of residents accessing this road. One option was to turn left onto Sunset Blvd & highway 21 But that means coming through Williams Street which is a private road. Also will the mayfair court be connected to Williams.

As a second concern. Mayfair court is currently not paved. If traffic is diverted to Mayfair Court as proposed the road must be paved.

The Ladys Island Shopping Center is proposed to have all access reduced by limiting all drive to right in right out. Both versions show a raised medium at all entrances (hard to be sure). The proposed plan is inconsistent with other commercial properties such as the Professional Offices at Sonic and the Grayco shopping center which do not have mediums but have high accident rates. One solution that appears obvious is to remove the traffic signal at the High School entrance and install a new light at Sunset Bluff Road. This is in accordance with the SCDOT spacing requirements of traffic signals and breaks the highway into two roughly equal sections between the proposed signal at Meridian and the exiting signal at Walgreens.

It would be an error to do the improvements to divert traffic away from the signal at Walgreens by using the parallel path on Sunset Blvd and not install the Signal. It would only increase traffic at the worst intersection (Walgreen) by having traffic turn right out of ht shopping center and attempting to do a uturn at the signal at Walgreens. We need a signal at Sunset Blvd.





- Although there is no specific box for it, I also strongly support use of the Complete Streets strategies— installing medians for access management, vegetative buffers and multi-use pathways, bicycle and pedestrian lanes, and streetscaping.
- Voicing concern regarding proposed road changes that would cause difficulty ingress and egress from Professional Village Office Park. Also, worried of proposals that would encourage traffic cutting through our property.
- I oppose the median on Hiway 21 in front of Professional Village connecting Mayfair CT to the parking lot.
- My concern is with the raised planted medians proposed along Sams Point Rd , from the area of Robin Ln past Mayfair Ct. The businesses located in this area have been in operation for 20 plus years. some of which are dependent on deliveries by tractor trailer vehicles. There are no other routes of access to them, access to and from the businesses in the area would be further restricted to normal vehicle traffic by making it a right turn only area. This area to the best of my knowledge has never had a high accident rate like the area around the intersection of US21 and 802. If the reason for the proposed medians is for looks, they are not worth the sacrifice, as they may cause some businesses to close or relocate.
- Do not push traffic through residential streets amid Sunset and Miller. This is only going to increase the through traffic and make our road more dangerous. Daily, cars use this short cut at high rates of speed which puts residents in danger. Multiple people have died on Sunset Blvd as a result of high speeds. Additionally, this will increase walking traffic which will lead to outsiders hanging around this area. I consider an outsider someone who doesn't live on one of the two roads.
Poor planning from the commercial developments has caused this traffic issue and I do not think it is fair to negatively impact residents to bairdaid the problem. Y'all really need to focus on a third bridge going from Boundary St to Brickyard. Y'all are ignoring the main problems which are the bottle neck bridges.
NO TO CHANGES ON SUNSET BLVD AND MILLER DR
- My bottom line and all those who live on or around Sunset and/or who have businesses on Sea Island Parkway is:
 1. No raised medians or "greenspace" on Sea Island Parkway that would obstruct access to businesses in any way, or impede emergency response vehicles and services. - as a side note: When the County asked for 15 feet of our storefront at the Lighthouse Center area back in the late 1960s early 1970s to widen the road and allow for a turning lane/emergency vehicle lane, my dad agreed. If that is not what that property will be used for, then we want that space back.
 2. No light At Sunset Boulevard or Miller. No roundabout on Sunset. We do not want to shunt any traffic through our purely residential neighborhood, in fact we (all residents) would propose stop signs a tevery street intersection and the installation of speed humps along Sunset to slow and calm traffic. We feel we must discourage people from cutting through our very narrow street at excessive speeds. We would also like to lower the speed limit to 25 mph and for sure remove the residual (from the Oyster Factory days) passing lane that exists in front of my house at 86 Sunset Blvd. Also, bus traffic and other wide loads and construction vehicles should be discouraged from cutting through our neighborhood. Maybe the stop signs, lower speed limit and speed humps will solve that issue too.
 3. If you are truly interested in investing in safer, more coherent and reasonable traffic patterns, build the Northern Bypass Bridge/Tunnel that has been studied in Beaufort since approximately 1975. This would immediately relieve traffic flow through the City of Beaufort over the Woods Bridge and over the McTeer Bridge through both the City of Port Royal and the City of Beaufort for all vehicles who live and/or work





on the Sea Islands and desire to travel to the MCAS, Seabrook, Yemassee, Charleston and all points North. This would provide smoother ingress and egress for the Sea Islands, allow for new infrastructure to be brought to the Sea Islands to include Power, Water, Sewer, Communications, and Natural Gas for smarter growth, and provide a robust pathway onto the Sea Islands for emergency response and for escaping the Sea Islands in the case of natural disaster and severe storms. Remember the hurricane of 1893 where approximately 2,500 residents of Saint Helena could not get off the island and drowned? Folks this is a must-do traffic flow, smart growth, and humanitarian issue and you need to address it seriously. *(This comment was made for West Area Exhibits 1-4 and it goes with the 8th bullet for East Area Exhibit 1)*

- My comments pertain to the area by Dow Road and Cougar Drive. I do not understand why a light would be installed at Cougar Drive that is only used for that street when Dow Road is right there as well. Why not make that light be able to control the whole intersection and for those people coming out on Dow who want to turn left be able to do that. Also this allows people who are coming to Lady's Island from Dataw and Fripp to be able to turn left onto Dow at the light. Creating a true intersection only makes sense in this area as well as for the businesses in TideWatch. Let's not destroy those businesses by putting in a median that really serves no purpose.
- Please no barrier medians with plantings & pushing traffic turns where u-turns will be the effect. (Don't make it look like Boundary Street, please.)

Please no traffic circles.

Please no small interior neighborhood roads being turned into major traffic thoroughfares.

Please align roads where possible for classic intersections with lights - like Cougar Drive, Hwy 21 and State Road S-7-493; Rue Du Bois, Lady's Island Dr & Kemmerlin Dr; Meridian Rd, Lady's Island Drive & Islands Causeway; Meridian Rd, Hwy 21 & Whitehall Boat Landing; Miller Drive & Sams Point Road; and Miller Drive and Sunset Bluff Road.

Consider a merge lane of Sunset Bluff Road onto Hwy 21 by Fuji/Uppercrust.

Consider use / extension of Meadowbrook Drive as alternative to Gay Drive & Ferry Road - do what you can to avoid pure residential streets from becoming large arteries for flow.

Please add sidewalks & bike lanes to Meridian Road & connect them to the "bridge loop". *(This comment was made on East Area Exhibit 1 and West Area Exhibits 1-4).*

- How will customers and employees turn left out of and into businesses on Sams point rd if there's a concrete median in the center? I.e. AW constant construction, Trask and Lynn accounting, net solutions, executive flight training, and Tileology. *(This comment was made on East Area Exhibit 1 and West Area Exhibits 1-4).*
- I own Lady's Island Marina, plus 4 commercial lots along Sea Island Parkway. My property includes the Dockside Restaurant and all the land which runs from the Fillin' Station to Mameem and Maudie's, directly across from Butler Marine - so 65-73 Sea Island Pkwy. I would like to be informed on anything that might impact access to my multiple businesses.

If it is the city's idea to place medians along Sea Island Pkwy, in front of any of the addresses above





mentioned, I would be incredibly opposed as I've seen what that effort did to businesses along Boundary Street over by Sea Eagle restaurant, the former Applebees, Bi-lo etc... It decimated those businesses and destroyed the value of their property.

- While I recognize the interest in developing the Lady's Island corridor, it is my opinion that the boundary street project had a negative impact on all the businesses that ran along that street, where medians were placed, forcing traffic to only turn into the flow of traffic versus having the ability to travel either direction upon entry or exit from the business. *(This comment was made on East Area Exhibit 1 and West Area Exhibits 1-4).*
- Please complete the construction of the right turn lane at the intersection of Sea Island Parkway and Lady's Island Drive. There should be done before any other improvements are considered. I believe that the right turn lane at Walgreens will alleviate so many problems that the rest of these proposals could be discontinued
- I do not support any of the alternatives that include medians on Hwy 21 between the bridge and the Sams Point Intersection or widening this section of the road. Medians and widening the road will severely limit revenue for some businesses and even force some along this corridor to close. I also foresee a bottle neck here with additional lanes added to this section of Hwy 21 as the bridge will remain two lanes. Many on Lady's Island do not want to see what happened with the Boundary Street "improvements" happen here. We want to keep our Island as close as possible to what is now. Please stop the over development of Lady's Island forcing these changes or seek to really deal with the issues by building a third bridge.

I also oppose a stop light and dedicated right turn lane at Sams Point Rd and Miller Drive. This is clearly designed to route highway traffic through a residential area. The addition of a right turn lane at the Sams Point/Hwy 21 intersection should greatly reduce backup at this intersection. Why not wait to see how this improvement affects traffic before even thinking about routing highway traffic through residential streets? This is ludicrous. By the same token, I oppose a light and dedicated turn lanes at Hwy 21 and Sunset Blvd for the same reasons. While a light at this intersection is not currently proposed, the individuals in the February 18 virtual meeting talked about this being a real possibility in the future. Please work to manage traffic on 802 and 21 without rerouting traffic through residential neighborhoods and without harming existing businesses. Additional turn lanes, shifting lanes during "rush hours" (like they do in larger cities which basically requires additional signage) would go a long way to improve the traffic issues along with less build out. *(This comment was made for West Area Exhibits 1-4).*

- I strongly support the concept of complete streets with great sensitivity to protecting the character of the island and the marsh environment. It would destroy the character of the place to widen Highway 21 from the Woods Bridge to Sam's point. We should be much more aware that we cannot continually keep up with unrestrained growth by surrendering to the traffic it produces.

East Area Exhibit 1

- Need to add connector in order to access Taco Bell and other businesses BEFORE median is constructed. Need to allow access for left turn exits onto Hwy 21.
- This process is objectionable. The website pictures are not clear. The maps are inconsistent. Nothing should be done on any of the matters until the people of the community can meet face to face with the decision makers and the maps can be explained and questions and answers and an in person dialogue can happen. This is a violation of due process.





Having said that, under objection, I can't understand why you would put a raised median in front of the entrance to a neighborhood, specifically Lost Island.

Confusing

We need a face to face meeting with questions and answers

- Love the use of raised planted medians
- There is currently a serious bottleneck occurring in front of Taco Bell during peak hours with motorists rushing to merge right before current signal light. Additional through lanes at this intersection should help tremendously.
- -Support East Area Concept Plan, including new through lanes, medians for safety and access management, and multi-use pathways. *(Two citizens made this comment)*
- I support the East Area Concept Plan, including new through lanes and medians for safety and access management
- Airport frontage road should include bike and pedestrian lanes. Frontage road should be located where it has the least environmental impact to wetlands, trees, etc.
- My feeling is that the bottom line that you will discover from almost all those who live on the Sea Islands and/or who have businesses on Sea Island Parkway/Highway 21 is:
 1. No raised medians or "greenspace" on Sea Island Parkway/Highway 21 that would obstruct access to businesses in any way, or impede emergency response vehicles and services.
 2. If you are truly interested in investing in safer, more coherent and reasonable traffic patterns, build the Northern Bypass Bridge/Tunnel that has been studied in Beaufort since approximately 1975. This would immediately relieve traffic flow through the City of Beaufort over the Woods Bridge and over the McTeer Bridge through both the City of Port Royal and the City of Beaufort for all vehicles who live and/or work on the Sea Islands and desire to travel to the MCAS, Seabrook, Yemassee, Charleston and all points North. This would provide smoother ingress and egress for the Sea Islands, allow for new infrastructure to be brought to the Sea Islands to include Power, Water, Sewer, communications, and Natural Gas for smarter growth, and provide a robust pathway onto the Sea Islands for emergency response and for escaping the Sea Islands in the case of natural disaster and severe storms. Remember the hurricane of 1893 where approximately 2,500 residents of Saint Helena could not get off the island and drowned? Folks this is a must-do traffic flow, smart growth, and humanitarian issue and you need to address it seriously. *(This comment goes with the 19th bullet for the General comments)*
- No raised medians!!!!

West Area Exhibit 1

- Traffic signal is crucial for the White Hall development and access to trails/ park areas. Do not need light at gay drive. Move traffic light to align with cougar drive. and dow drive. Can be routed down Lupo Drive.





- NO raised or planted medians to prevent access to turn in and out of businesses or LIMS.
- The entrance to the high school should be off of hwy 802 - the traffic light should be at rue du bois and club road. As it is drawn the proposed light is too close to the light at publix and walgreens. This road should not go on Gaye drive but rather - if necessary - on the road behind Gaye Drive.

Confusing

- If current Beaufort High School signal is removed, you MUST be sure to include the new traffic signal at Meridian rd. Since the pedestrian bridge on the Woods Memorial Bridge is only accessible via the south side of US 21, we need to ensure that there is an intersection with a light to allow pedestrian/cyclist traffic to safely cross US 21. Without one of those two signals, the closest intersection that can be used to safely cross US 21 as a pedestrian/cyclist is Sams Point Rd -- way too far off, especially for anyone who is not crossing that intersection as they are approaching downtown

Love the use of raised planted medians

- -Support West Area Alternative 1—no widening between Whitehall and Sam’s Point Rd, which would be inconsistent with the Lady’s Island Plan and the vibrant, mixed-use, walkable Village Center along that section of the U.S. 21 corridor.
-Support use of Complete Streets strategies—medians for access management, vegetative buffers and multi-use pathways, bicycle and pedestrian lanes, and streetscaping.
- No widening of U.S. 21 between Whitehall and Sam’s Point roads.
Support use of Complete Streets strategies—medians for access management, vegetative buffers and multi-use with pathways/bicycle and pedestrian lanes, and streetscaping.
- What I like:
The improvement to Meridian intersection.
The simplicity of utilizing (for the most part) existing roadway with only lane modifications to modify traffic patterns for turns. Seems this would be more cost effective solution.

Questions:

What is the purpose of the light at Hazel Farm? Is there a high school access road to be added behind Crystal Lake?

Is the intent for high school traffic going back into town to use Youmans to Meridian to Sea Island for their left hand turn?

Would the only access to Walgreens and Wells Fargo be right in/right out from each respective direction? No left turns into either?

How is this intended to impact the already difficult left turns onto Sea Island from Grayco/Bill's shopping center; from Youmans?

- Leave Sunset Blvd, a residential road, alone. It is too busy already
Do not put a light at Miller W.
Do not put a light at Youmans Rd.
Agree with removal of current Beaufort Hi light on Hwy 21
Agree with light at Meridian
Agree with light at Rue De Bois

Confusing:

US 21 (Sea Island Pkwy): From Sam’s Point Rd/Lady’s Island Dr intersection to Causeway:

-New right turn lane onto Sam’s Point Rd ? We already have one. We need dedicated left and right lanes plus two thru lanes where Sams Pt Rd becomes US 21.





Forget sending Through traffic from Sams Pt Rd via Miller Dr and Sunset Blvd. Two through lanes currently being built should eliminate any need to route traffic thru Miller/Sunset. Especially if the light is removed at the High School and that entrance is right in and right out only.

P.S. These alternatives 1 thru 4 are very hard to comprehend. I don't like any of them the way they are currently written.

- Like the fact that 21 isn't widened between Whitehall and Sam's Point Rd to keep traffic speeds slower and make the street a bit more bike/pedestrian friendly especially considering all the retail/shopping opportunities.
Beaufort HS access should align with Hazel Farms with a traffic light, and the Middle School access at Gay Drive on 21 should have a traffic light.
Seems like putting a traffic signal at Cougar Dr is too close to the signal at Gat Drive--any better solution? The Middle School access road needs bicycle and pedestrian lanes.
Mayfair Court should extend to William Street, connecting to Miller West Drive, and to the proposed new signal on Sam's Point Rd, and to Sunset Blvd without having to drive down Sam's Point Rd.
Like the alignment of Sunset Blvd and Miller Dr West with a signal intersection at Miller Dr West and Sam's Point Rd. This should also include bicycle and pedestrian lanes.
In general, any road improvements which can funnel neighborhood traffic to neighborhood destinations without having to use 21, Sam's Point Rd, or Lady's Island will alleviate pressure and hopefully speeds on the main roads.
- With regards to any raised medians being planned, please DO NOT utilize raised medians on our island. The businesses that exist on our island are 95% small business, and can not withstand any challenge to getting vehicles into and out of their business establishments. The sheer number of employees whose jobs and livelihoods would be endangered by the weakening or closure of these businesses would have a tremendous impact on the economics of the area. LEAVE paved middle lanes, not raised medians. Do NOT make any right in/right outs to make customers travel further to reach a business destination. They simply will choose another business that might be easier to get to without the traffic hassle.

DO NOT KILL OUR BUSINESS ON LADYS ISLAND!!!!!!!!!!
- I would like to see:
No widening of U.S. 21 between Whitehall and Sam's Point roads, and
Use of Complete Streets strategies—medians for access management, vegetative buffers and multi-use with pathways/bicycle and pedestrian lanes, and streetscaping.

West Area Exhibit 2

- Prefer to use Rue du Bois and place traffic light at Rue du Bois and 802.
- NO raised or planted medians to prevent cars from turning! How are the customers at Lowcountry Insurance supposed to turn left if they live down Sam's Pt or out toward St Helena? U turns are NOT safe.

NO raised or planted medians in front of Professional Village Dr. TONS of businesses in this complex that will be adversely affected bc of access.

NO raised or planted medians in front of Cougar Dr and Dow Rd. Buses need to turn left toward St Helena safely. Place a stoplight at this intersection





- Same objection as above, but let me clarify - this is akin to the mind game in the Parade magazine on Sunday in the newspaper where you have to tell the difference between seemingly exactly the same picture. What is different? (This comment is with 3rd bullet on West Area Exhibit 1)

Confusing

- If current Beaufort High School signal is removed, you MUST be sure to include the new traffic signal at Meridian rd. Since the pedestrian bridge on the Woods Memorial Bridge is only accessible via the south side of US 21, we need to ensure that there is an intersection with a light to allow pedestrian/cyclist traffic to safely cross US 21. Without one of those two signals, the closest intersection that can be used to safely cross US 21 as a pedestrian/cyclist is Sams Point Rd -- way too far off, especially for anyone who is not crossing that intersection as they are approaching downtown

Love the use of raised planted medians

- -Any widening between Whitehall and Sam's Point Rd would be inconsistent with the Lady's Island Plan and the vibrant, mixed-use, walkable Village Center along that section of the U.S. 21 corridor.
- What I don't like:
Impacts some buildings that house businesses that I frequent.

Questions:

What is the purpose of the light at Hazel Farm? Is there a high school access road to be added behind Crystal Lake?

Is the intent for high school traffic going back into town to use Youmans to Meridian to Sea Island for their left hand turn?

Would the only access to Walgreens and Wells Fargo be right in/right out from each respective direction? No left turns into either?

How is this intended to impact the already difficult left turns onto Sea Island from Grayco/Bill's shopping center; from Youmans?

- Disagree with any increase of traffic on to Sunset Blvd via Miller Dr.
Oppose a new light at Miller because we are already fixing the congestion at the 802/21 intersection by adding an additional thru lane. There is already too much thru traffic using Sunset Blvd without any more encouragement.
- More lanes on 21 between Whitehall and Sam's Point Rd a non starter.
- Place a traffic light at the intersection for the LI middle school across from Dow Road on 21. These busses need the safety and security of controlled entry and exit. Do not risk the lives of the children without a traffic signal.

West Area Exhibit 3

- No raised or planted medians in front of Cougar Dr and Dow Rd
- This is the plan where you take Youmans and make it the main entrance to the high school - placing a light right next to the publix walgreens intersection and making one side of the intersection empty into a doctor's office parking lot. 1. too much going on on 21 2. light too close to large intersection with a light 3. one have of the intersection that you are creating is going into a parking lot of a doctor's office.





Clearly the doctor's office will greatly benefit with A plus hwy access while other businesses are getting medians put in front of their roadway access. Not ok for you all to pick winners and losers on which businesses get good road access and which businesses get cut off from ingress and egress traffic.

Make all cars going from woods bridge to Sunset take a u turn to do so.

DO NOT PUT A RAISED MEDIAN ON HIGHWAY 21 blocking in and out both left and right to and from the Ladys island Professional village. There are 30+ businesses that employ citizens that have offices there and we don't need to be driven out of business because you block customers from getting to our businesses.

- STRONGLY opposed to converting Sunset blvd to only right in/right out. Removing the option to turn left off of US 21 to Sunset would significantly inconvenience myself and all other residents along Sunset blvd.

If current Beaufort High School signal is removed, you MUST be sure to include the new traffic signal at Meridian rd. Since the pedestrian bridge on the Woods Memorial Bridge is only accessible via the southside of US 21, we need to ensure that there is an intersection with a light to allow pedestrian/cyclist traffic to safely cross US 21. Without one of those two signals, the closest intersection that can be used to safely cross US 21 as a pedestrian/cyclist is Sams Point Rd -- way too far off, especially for anyone who is not crossing that intersection as they are approaching downtown

Love the use of raised planted medians

- Making Sunset Blvd. a right in/right out intersection would prevent myself and many other residents in our neighborhood from accessing it coming from the direction of the Woods Memorial Bridge. Allowing u-turns at the next proposed signal seems difficult with larger vehicles or trailer
- This is my favorite alternative. I'm glad to see 21 widening to 5 lanes. The Sunset Blvd "right in right out" conversion is great - this will keep traffic moving eastbound on 21 - not backing up with people trying to turn left on Sunset.

Also, as a resident on Sunset, I can say all of us prefer this option - no matter what, with these changes you are pumping more traffic down Sunset and Miller - RESIDENTIAL streets - making them less safe for residents, pedestrians, etc. At least with the "right in right out" conversion, we won't have quite as many "cut throughs" zooming through our neighborhood.

- -Any widening between Whitehall and Sam's Point Rd would be inconsistent with the Lady's Island Plan and the vibrant, mixed-use, walkable Village Center along that section of the U.S. 21 corridor.
- What I like:
The improvement to Meridian intersection.
The addition of a light a Youmans for high school students taking a left turn to head towards the bridge at the end of the school day.
The consistency of two lanes of thru traffic throughout, with a middle landing zone lane for left hand turns from shopping centers.

Questions:

What is the purpose of the light at Hazel Farm? Is there a high school access road to be added behind Crystal Lake?

Would the only access to Walgreens and Wells Fargo be right in/right out from each respective direction? No left turns into either?

How is this intended to improve the already difficult left turns onto Sea Island from Grayco/Bill's shopping center; from Youmans?

Could the two left turn lanes incorporated into Exhibit 4 be added to this plan? If so, this would be one of my most preferred options.





- Disagree with any increase of traffic on to Sunset Blvd via Miller Dr.
Oppose a new light at Miller because we are already fixing the congestion at the 802/21 intersection by adding an additional thru lane.
Limiting access to/from the High School on to Ladys Island Dr. by removing the light and adding new access via lights at Meridian and Rue De Bois will significantly improve the traffic flow from Beaufort via the old Bridge on to Ladys Island Eastbound.
- See exhibit 2 above. *(This comment goes with 8th bullet on West Area Exhibit 2)*
- No raised medians on Lady's island. This restricts access to businesses. Everyone hates the way Beaufort city was destroyed with raised medians and lack of forethought.

Do not kill our businesses!!!

West Area Exhibit 4

- Don't need to add access through Horton property across the road from Gay Drive.
- Although not completely satisfied with every aspect of this option, I think it's best to have the dual left turn lanes onto Sam's Point and LI Drive bc of the high volume of traffic going in those two directions...especially at peak travel times.
Keep Cougar Dr where it is and have stoplight at its intersection with Dow Rd so that bus traffic can turn left safely.
NO raised or planted medians anywhere on the island like the ones on Boundary St. It will kill LI businesses because of difficulty of access. Also they are too much maintenance and will look terrible just like the ones that are already on Sam's Pt Rd.
- Same objection - can't tell what's different. Please do not place a median in front of the north and southbound access to the Professional Village Office Park. *(This goes with 2nd bullet on West Area Exhibit 3)*

Confusing

- If current Beaufort High School signal is removed, you MUST be sure to include the new traffic signal at Meridian rd. Since the pedestrian bridge on the Woods Memorial Bridge is only accessible via the southside of US 21, we need to ensure that there is an intersection with a light to allow pedestrian/cyclist traffic to safely cross US 21. Without one of those two signals, the closest intersection that can be used to safely cross US 21 as a pedestrian/cyclist is Sams Point Rd -- way too far off, especially for anyone who is not crossing that intersection as they are approaching downtown

Love the use of raised planted medians

- I believe the dual left turn lanes coupled with the proposed additional through lanes will go a long way towards alleviating backups in both directions on Sea Island Parkway. As a resident on Miller Dr W, I'm concerned the proposed signal light to be installed at 802/Miller Dr W will route heavy traffic through our residential neighborhood, however the dual left turn lanes onto Sam's Point Rd could encourage most vehicles to use the main intersection instead of cutting through our neighborhood to catch the proposed new signal light.
- This is far and away best idea. Maximum turning lanes Northwards at Intersection is only solution. And easier this is the less hauling ass short-cutters there will be on Sunset. Next most-needed change is going S on 21 at that Intersection. 1 Lane southward and the R-hand turn lane combine to jam things up. Make R lane a through lane. An added R-turn only is a bonus but secondary to moving more cars quickly S towards Riibout area





THIS IS ONLY OPTION THAT WILL MEASURABLY WORK AND HELP

- I hate this, because this would damage the businesses in the Professional Village. We need customers and owners to be able to turn in from both directions, and to be able to leave both left and right. This alternative would hurt our business. Please don't kill our Lady's Island businesses like what happened on Boundary Street - a real shame.
- -Any widening between Whitehall and Sam's Point Rd would be inconsistent with the Lady's Island Plan and the vibrant, mixed-use, walkable Village Center along that section of the U.S. 21 corridor.
- What I like:
The improvement to Meridian intersection.
The dual turns lanes from Sea Island to Sam's Point and Lady's Island Roads.
The consistency of two lanes of thru traffic throughout, with a middle landing zone lane for left hand turns from shopping centers.

Questions:

What is the purpose of the light at Hazel Farm? Is there a high school access road to be added behind Crystal Lake?

Is the intent for high school traffic going back into town to use Youmans to Meridian to Sea Island for their left hand turn?

Could the light a Youmans be added to this plan? If so, this would be one of my preferred options.

Would the only access to Walgreens and Wells Fargo be right in/right out from each respective direction?

No left turns into either?

How is this intended to improve the already difficult left turns onto Sea Island from Grayco/Bill's shopping center; from Youmans?

- Dual left turn lanes from Ladys Island Dr Westbound to 802 Southbound to new Bridge is a good idea. Disagree with any increase of traffic on to Sunset Blvd via Miller Dr. Oppose a new light at Miller because we are already fixing the congestion at the 802/21 (Sams Pt Rd/Ladys I Dr) intersection by adding an additional thru lane and a dedicated right turn lane.
- See exhibit 2 above.
Also two left turn lanes are overkill and not required. (*This comment goes with 8th bullet on West Area Exhibit 2*)
- No raised medians



General Comment: Added in its original format and noted at the beginning of the "General" section

Info on the traffic design, construction projects listed on www.beaufortcountypenny.com.

West Area Exhibits 1 through 4 are invalid and cannot legally be funded by the 2018 1-cent transportation tax. Meridian Road and White Hall Plantation are not included in the Lady's Island Corridor Study **dated May 19, 2017**. See below.

Beaufort County Ordinance 2017.34
Section 2.12.

The revenues of the tax collected in each county pursuant to this section must be remitted to the State Treasurer and credited to a fund separate and distinct from the general fund of the State. After deducting the amount of refunds made and costs to the Department of Revenue of administering the tax, not to exceed one percent of the revenues, the State Treasurer shall distribute the revenues and all interest earned on the revenues while on deposit with him quarterly to the county in which the tax is imposed, and these revenues and interest earnings **must be used only for the purpose stated in the imposition ordinance.**

Section 2.3.

The Projects and a description of the projects for which the proceeds of the tax are to be used are as follows:

Lady's Island Corridor Traffic Improvements – Roadway traffic improvements between the Woods Memorial Bridge and the Chowan Creek Bridge as outlined in the Lady's Island Corridor Study **dated May 19, 2017**, \$30,000,000.

Appendix A. Form of Ballot, Local Question 2A

Lady's Island Corridor Traffic Improvements: Roadway traffic improvements between the Woods Memorial Bridge and the Chowan Creek Bridge as outlined in the Lady's Island Corridor Study **dated May 19, 2017** . \$30,000,000

Sample advertising.

<https://www.wtoc.com/2018/10/30/beaufort-county-voters-decide-penny-sales-tax/>

October 30, 2018 at 5:02 PM EDT - Updated October 30 at 8:00 PM

BEAUFORT COUNTY, SC (WTOC) - Next week, Beaufort County voters will decide if they want to pay an extra penny to fund road, bridge and sidewalk projects across the county.

"It would be extremely difficult if not impossible to do these projects without the local commitment of funding that we need to go to the state and federal government to help us address these problems," said Robert McFee, Division Director of Engineering and Infrastructure for Beaufort County.

The Beaufort Regional Chamber of Commerce is encouraging people to vote yes. President and CEO Blakely Williams says the projects are needed to prepare the county for growth and keep business efficient.

If approved, the county can only spend the money on the projects listed on the ballot.

“There are very good controls on this type of taxation,” McFee said, (Robert McFee, Division Director of Engineering and Infrastructure for Beaufort County). Copyright 2018 WTOC. All rights reserved.

Here is a list of the nine projects and the estimated cost in the Lady’s Island Corridor Study **dated May 19, 2017.:**

- SC 802 Sam’s Point Road Right Turn Lane – \$761,000
- Hazel Farm Road and Gay Drive – \$2,984,000
- New Lady’s Island Middle School Access – \$1,483,000
- Sunset Boulevard and Miller Drive West – \$4,842,000
- Beaufort High School Access Realignment – \$1,792,000
- US 21 Business, US 21, and SC 802 Mainline Improvements – \$10,776,000
- Meadowbrook Drive Extension – \$777,000
- Mayfair Court Extension – \$450,000
- US 21 Airport Area and Frontage Road – \$4,980,00

Meridian Road and White Hall Plantation are not included in the Lady’s Island Corridor Study **dated May 19, 2017**

Think Beaufort County Council will stick to the project list and only execute tax funds on the legally approved projects? They have not always, and should come clean to the public.

One of the 10 projects listed on the 2006 ballot, local question 2A, item number 6, is to this day still not complete.

Boundary Street Parallel Road, New Road Construction from SC 170 to Palmetto Street, \$9,500,000.

Agenda, County Council of Beaufort County, dated Monday, May 13, 2019.

Section 8. Consent Agenda. Item G.

A resolution authorizing the expenditure of the 2006 One Cent Transportation sales tax funds on certain projects / Councilman Flewelling (backup) Resolution Title: A Resolution Authorizing the expenditure of the remaining 2006 One Percent Transportation Sales Tax Funds.

1. Consideration of adoption on May 13, 2019
2. **Public Facilities Committee recommended adoption on May 6, 2019 / Vote 6:4**

Agenda Item Summary.

Rob McFee, Division Director Construction, Engineering and Facilities

Issues for Consideration.

The original 10 Projects approved by the one (1%) percent Sales Tax Referendum approving the expenditure of One Hundred and Fifty-Two Million Dollars (\$152,000,000) of November 2006 are **completed** and a remainder of Two Million, Two Hundred and Seventy-Two Thousand Dollars (\$2,272,000) exists which needs to be programmed and expended on approved projects.

Agenda, County Council of Beaufort County, dated Monday, Oct 14, 2019

Section 9. Consent Agenda. Item A.5.

Consideration of a Resolution approving the expenditure of the 2006 1 Cent Transportation Sales Tax Program Remaining Funds (backup)

1. Consideration of approval on October 14, 2019

2. Finance Committee recommended approval on September 23, 2019 / Vote 7:0

County Council adopted the resolution and the remainder of the 2006 tax funds was executed paving a road in Bluffton.

The Stantec study was flawed from the start, the encompassed area was too small. Commissioned in secrecy and beholden as the bible since, in all the studies, planning meetings, public meetings for Lady's Island (held in Bluffton - yes that happened), all are lock step in favor, regardless of public comment, this is the literal definition of groupthink. Routing highway traffic through neighborhoods is poor planning, and indicative of people afraid to make tough decisions. Multi-use paths are a bad idea anywhere, i.e. Boundary Street (the SCDOT Highway Design Manual and AASHTO Guide to the Development of Bicycle Facilities agree). Adding multiple additional traffic lights and reducing the speed limit will likely only increase congestion. Please fire the engineer recommending 'traffic calming', it has the opposite effect on drivers. To follow through with this flawed study and proceed with these projects, by claiming too much effort has already gone into these projects, is flawed governing. The Stantec study does not 'maintain the character' of the neighborhoods subjected to increased highway level traffic. Keep the problem where it belongs - the main thoroughfares. Just go ahead and build the flyovers that will be required.

Thank you for reading.

US 21 Corridor Improvements Tabulation for Summary

Citizen	East Area Exhibit 1		West Area Exhibit Alt 1		West Area Exhibit Alt 2		West Area Exhibit Alt 3		West Area Exhibit Alt 4		Bike/ Ped Rank	Vehicle Capacity Rank	Bicycle Pedestrian			
	Preferred	Not Preferred	Preferred	Not Preferred	Preferred	Not Preferred	Preferred	Not Preferred	Preferred	Not Preferred			Utilize Existing Yes	Utilize Existing No	Utilize Proposed Yes	Utilize Proposed No
A.P.	1			1	1		1		1		10	10	1		1	
A.G.				1		1		1		1	0	10		1		1
C.R.		1		1		1		1		1	10	1	1		1	
C.B.	1		1					1		1	10	7	1		1	
C.T.	1								1		0	8		1		1
C.R.				1		1		1			6	0	1		1	
D.T.											3	10	1		1	
D.D.											10	0		1		1
E.G.		1		1		1		1		1	0	0		1		1
G.E.											0	0				
G.S.									1		2	10		1		1
G.M.		1		1		1		1		1	0	0		1		1
H.R.							1			1	0	0	1		1	
H.Rr.		1			1						7	9		1		1
J.W.	1		1			1		1		1	10	0	1		1	
J.T. Jr							1		1		0	0		1		1
J.T.			1								10	10		1		1
J.H.	1		1			1		1		1	6	10		1		1
L.W.						1		1		1	9	8	1		1	
M.W.				1		1		1		1	1	10		1		1
M.P.	1		1								0	0				
M.B.	1		1			1		1		1	10	5	1		1	
R.C.				1							5	5		1		1
R.P.	1		1			1		1		1	10	10		1		1
R.W.						1					7	7	1			1
R.de T.		1	1			1		1		1	2	8	1			1
R.M		1		1		1		1		1	4	5		1		1
S.E.		1		1		1		1		1	5	8		1		1
T.N.											7	8		1		1
T.D.	1		1		1		1		1		1	6	1		1	
T.M.											10	5	1		1	
T.G.			1		1						9	0		1		1
V.Y.			1		1		1		1		1	1		1		1
V.L.B.			1								10	5		1		1
W.R.											10	0	1		1	
Totals	9	7	12	10	4	16	6	15	7	14	185.0	176.0	14	19	17	16
Avg. Rank											5.3	5.0				