

Aiken, South Carolina Edgefield Highway (SC 19 North) Corridor Planning Study

DRAFT REPORT

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Prepared for:



Prepared by:



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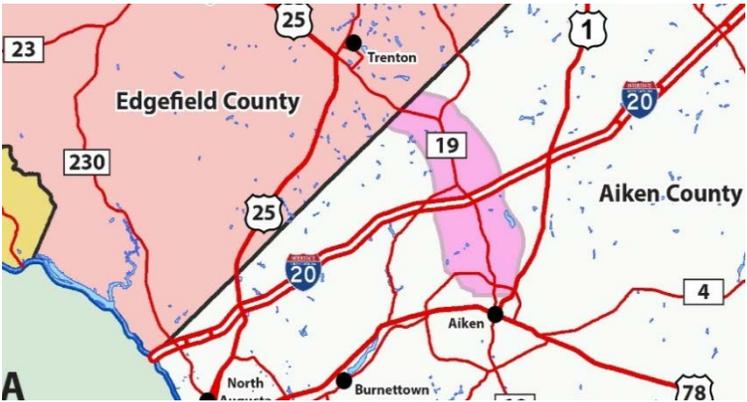
Appendix 1	Existing Land Use and Suitability Maps
Appendix 2	Public Meeting Summaries
Appendix 3	Survey Summary
Appendix 4	Traffic Demand Model Figures
Appendix 5	Recommendation/Concept Tables

1.0 Executive Summary

Introduction

The purpose of this report is to create a vision for the Edgefield Highway (SC 19 North) corridor that builds upon the Northside Comprehensive Study and the Northside Transportation Plan. This document details the planning process of identifying problems, defining guiding principles, and developing improvement alternatives. As funding opportunities and new development occur on the corridor, this document will help guide that vision.

The project is located in the City of Aiken and Aiken County, South Carolina, with project limits



from Hampton Avenue to the Edgefield County line on SC 19 North. The study area consists of both unsignalized and signalized intersections and one interchange with Interstate 20 (I-20) at Exit 18. This is the main route for east and westbound I-20 traffic as well as southbound Highway 25 traffic to reach the City of Aiken. Figure 1 illustrates the project location.

SC 19 North is classified as a Principal Arterial highway. The existing typical section for the majority of the corridor is two asphalt lanes with a grass shoulder on each side. Exceptions to this are in the Urban Section, where a sidewalk is present on the west side of the roadway, and a four lane divided roadway at the Interchange section near I-20.

Existing Character and Land Use

Four distinct character areas with subsequent development patterns have been identified within the study area. An analysis of existing land use and frontage was combined with onsite observations to determine these four primary character areas and their boundaries.

- **Rural** -North of the I-20 interchange to the Edgefield County Line
- **Interchange** -Powell Pond Road to just north of the I-20 interchange
- **Rural Neighborhood** -University Parkway/Rutland Drive to Powell Pond Road
- **Urban** -Hampton Avenue to University Parkway/Rutland Drive.

Traffic Analysis

Traffic data was collected along the corridor including vehicle and truck counts provided via the South Carolina Department of Transportation and accident data via the Department of Public Safety. Each intersection was evaluated based on capacity as well as accident history for both the existing conditions and the future traffic projections. For the year 2035, future traffic demand was developed based on the Aiken County Urban Regional Model. Based on these

projections, four lanes of traffic will be necessary from near Shiloh Church Road to University Parkway to provide adequate capacity. However, for the rural and urban sections of the project, a two lane roadway has the design capacity to serve projected demand. In addition, several intersections including Shiloh Church Road, Johnston Highway, Good Springs Road and Reynolds Pond Road are recommended for improvements. According to the South Carolina Department of Transportation, construction and/or design of the latter two intersections are imminent.

Public Involvement

This study included a variety of public involvement opportunities. To get necessary feedback from the public, a Steering Committee consisting of volunteers from the community and City and County staff was formed early in the study. A total of three Steering Committee meetings were held several months apart where issues, concerns, ideas, and suggestions were gathered and potential alternatives were vetted. Three small group meetings leading up to one large community meeting were also held. Up to 50 persons attended each of these meetings. A survey was distributed at each Steering Committee Meeting as well as posted on the County and City websites. Over 120 completed surveys were filled out and collected.

Guiding Principles

Careful analysis of the above observations led to two Guiding Principles: **Safety and Aesthetics**. *Safety* encompasses reducing and preventing accidents to ensuring the road design meets traffic demand. *Aesthetics* includes maintenance and appearance of the corridor and development of adjacent land.

Recommendations

Due to the uncertainty of acquiring future funding and an exact time frame, a priority list ~~to be~~ has not been implemented for this study. Currently, funding has not been allocated for the concepts detailed in this study either. However, some items can be implemented immediately with little effort or cost. Other recommendations will require a significant investment of money and effort. Therefore, the study team has categorized the concepts for each character area as follows:

- Short Term (Limited Funding and/or Effort)
- Medium Term (Increased Funding and/or Effort)
- Long Term (Major Funding and/or Effort)

When any funding is requested and acquired, referring to this study is recommended in order to use those funds efficiently. Potential sources of funding include the following:

- County Penny Sales Tax Program
- Grants
- SCDOT Funding
- Private Funding

Many of the recommended improvements and concepts are developed and based on public input that helped to identify the issues and opportunities of the corridor. Other concepts are recommended based on past experience and input of staff. Recommendations are categorized based on concepts to be applied to each character area. Section 9 of the report is a complete list of recommended concepts. The following are highlights of the recommendations as well as future typical sections for each character area on the corridor:

RURAL

Short Term

- Maintain existing posted speed limit
- Maintain low density of driveway spacing and encourage low density uses

Medium Term

- Intersection advanced warning signs at side road approaches
- Add turn lanes (Lake Shore Drive, Mallard Road, Springfield Church Road, Old Friar Road)
- Johnston Highway intersection realignment

Long Term

- Shiloh Church Road intersection Improvement to be potentially a traffic signal or roundabout
- Add a ten foot shoulder (six foot paved and four foot grass) /remove hazards such as steep slopes and trees /place guardrail where necessary



Figure 2 – Recommended Rural Typical Section

INTERCHANGE

Short Term

- Post uniform 35 mph speed limit
- Pursue grant funding to extend sewer and focus commercial development near commercial/mixed use node south of the I-20 Interchange
- Preserve Long Branch riparian forest to protect water quality and form a buffer and “edge” to development south of the interchange

Medium Term

- Improve intersection turning radii for all ramp termini
- Add landscaping and directional signing to hotels, restaurants and convenience stores
- Adopt overlay district to establish design criteria for new development

Long Term

- Signal at ramp entrance / exits
- Widen to four lanes with raised median and left turn lanes with 14 foot outside lane for shared use lane, add curb & gutter, sidewalk with six foot planting strip and lighting to both sides of the roadway
- Install wildlife friendly culvert with widening that allows for passage of local species

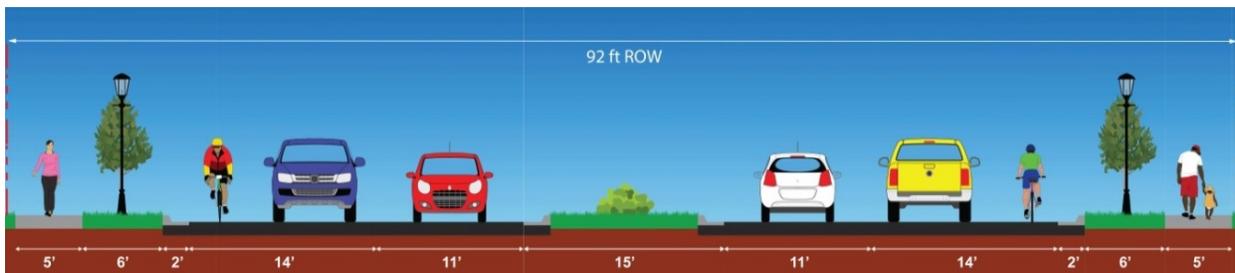


Figure 3 - Recommended Interchange Typical Section

RURAL NEIGHBORHOOD

Short Term

- Complete sidewalk connectivity from neighborhoods to SC 19 North
- Focus commercial development near commercial/mixed use nodes at Ball Town (Croft Mill Road) and Ridgecrest (Reynolds Pond Road) neighborhoods
- Encourage parallel connector roads to be constructed as development occurs

Medium Term

- Acquire additional right-of-way for road widening
- Adopt overlay district to establish design criteria for new development

Long Term

- Widen to four lanes
- Install a signal or roundabout at Reynolds Pond Road
- Add a ten foot shoulder (six foot paved and four foot grass) /remove hazards such as steep slopes and trees /place guardrail where necessary in northern section
- Add curb & gutter, planting strip, sidewalk, lighting, and shared lane markings in the southern section

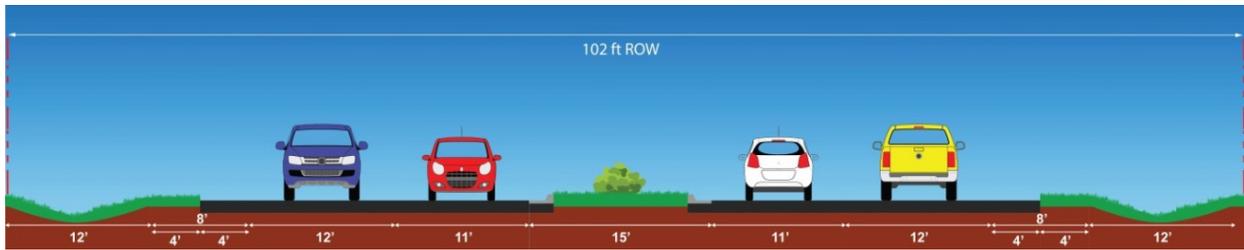


Figure 4 - Recommended Rural Neighborhood Typical Section (Northern Segment)

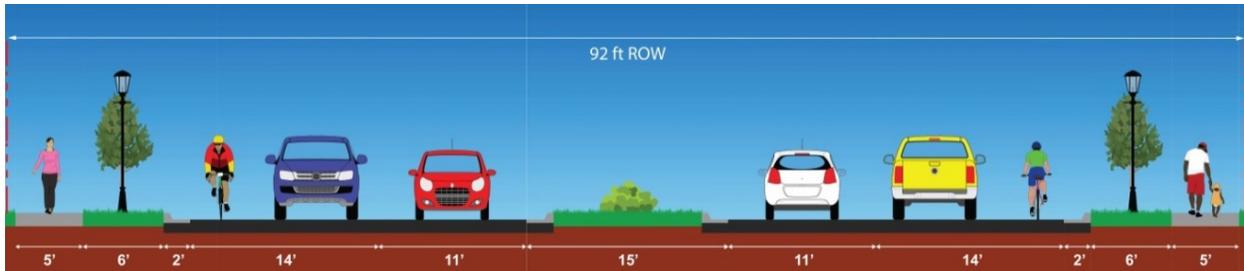


Figure 5 - Recommended Rural Neighborhood Typical Section (Southern Segment)

URBAN

Short Term

- Implement mid-block pedestrian crossing at either Plunkett or Gayle Ave
- Pursue traffic study for Hampton Avenue intersection
- Focus commercial development near commercial/mixed use nodes at University Parkway and accommodate a mix of civic, office, commercial and residential uses west of SC 19 on University Parkway, and a mix of residential densities and housing types where utilities exist

Medium Term

- Improve existing sidewalks to make ADA compliant
- Add Gateway signage for City of Aiken Limits
- Adopt overlay district to establish design criteria for new development

Long Term

- Add curb & gutter, planting strip, sidewalk, lighting, and shared lane markings
- Add raised median with dedicated turns at key intersections

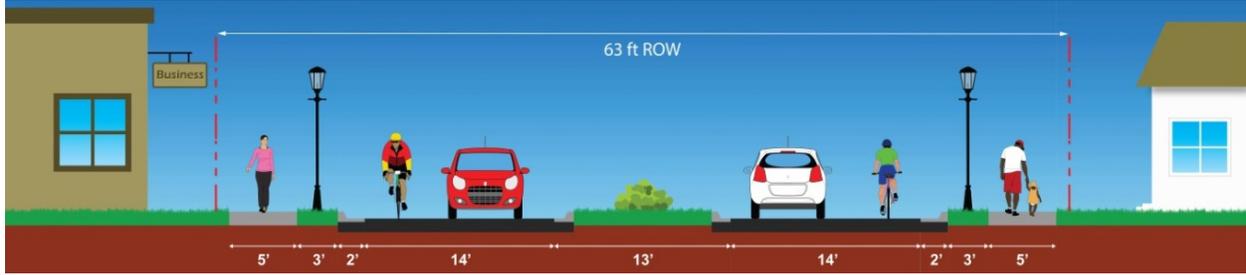
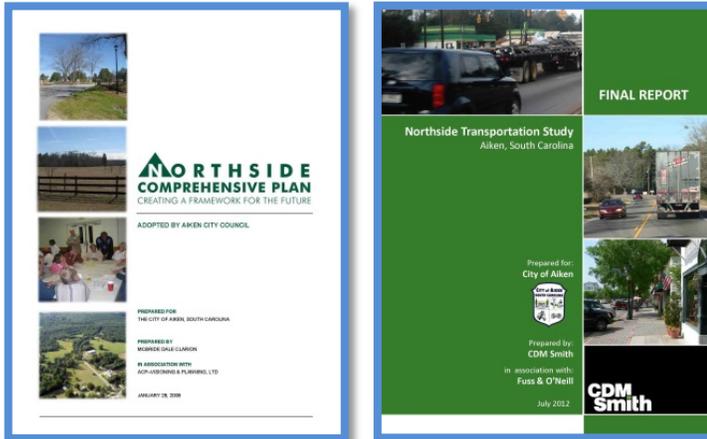


Figure 6 - Recommended Urban Typical Section

2.0 Previous Planning Efforts

The portion of the SC 19 corridor south of I-20 was included in two previous studies. The recommendations and findings of these studies are used as a building block for this project.



The Northside Comprehensive Plan, adopted by the Aiken City Council in January 2008, recommends widening SC 19 to four lanes and expanding the Northside road network to provide more east/west and north/south routes. The Northside is an area is shown in Figure 2.

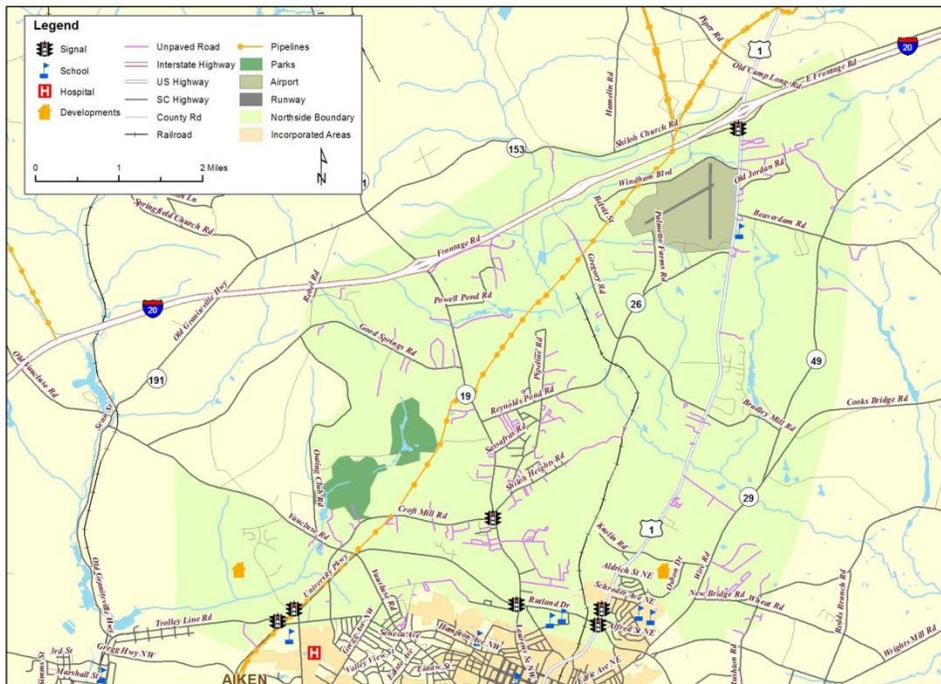


Figure 7 Area of Northside Transportation Plan Study

The Northside Transportation Plan was completed in July 2012 and refines the general transportation recommendations found in the Northside Comprehensive Plan. This study recommends widening Edgefield Highway, additional parallel and connector roads, as well as intersection improvements along the corridor. These recommendations are more fully described in Section 2.1.

Other reports used for this study include the Augusta Regional Transportation Study (ARTS) Long Range Transportation Plan (LRTP) and a widening study done by SCDOT in 1991 which included potential widening between Hampton Avenue and I-20.

2.1 Recommendations from the Northside Transportation Plan

The Northside Transportation Plan studied and recommended improvements to the transportation system for the entire Northside Area. The following recommendations impact the Edgefield Highway corridor:

- Connect US1 and SC 19 via Williams Lane to Kaolin Road
- Extend Pipeline Road South to SC 118
- Extend Shiloh Heights Road to US1
- Extend Williams Lane to SC 118
- Widen SC 19 from Hampton Ave to Shiloh Church Road
- Widen SC 118 from SC 19 to Trolley Parkway
- Intersection Improvements

Table 1: Suggested Improvements from the NTP

Intersection with SC 19	Improvement
I-20	Improved radii on ramps
Reynolds Pond Road	Relocate stop sign, Improved radii for turning traffic
Croft Mill Road/ Shiloh Heights Road	Road Geometry, turn lanes, signal improvements
Williams Lane	Improve sight distance and consider adding signal
University Parkway (SC 118)	Add right-turn lane on SB and WB approaches and improve signal operations (acute minor movements)

2.2 Planned Improvements

SCDOT currently plans to improve the Reynolds Pond Road and Good Spring Road intersections within the next several years. At the time of this study no designs are available for review. During the process of this study, SC 19 was resurfaced from I-20 to the Edgefield County Line and a two foot paved shoulder was added. In addition, rumble strips were implemented on the two foot paved shoulders in order to decrease the occurrence of vehicles running off the road

and hitting roadside hazards. The rumble strips, as currently designed, limit the ability of bicyclists to ride safely on parts of the roadway.

2.3 Current Planning Funding

Planned funding for SC 19/Edgefield Highway is currently listed as a future project in the Augusta Regional Transportation Study 2030 Long Range Transportation Plan (LRTP) dated September 2005. Based on that document, SC 19 from University Parkway to I-20 is scheduled for construction in 2015 for a cost of \$14.7 million; and I-20 to Shiloh Church Road is scheduled for construction in 2028 for \$1.9 million.

SC 19/Edgefield Highway is not listed in the current Statewide Transportation Improvement Plan (STIP) dated August 2013, outlining coordinated projects within a six year planning window.

3.0 Character Areas

Four distinct character areas with subsequent development patterns have been identified within the study area. An analysis of existing land use and frontage was combined with in situ observations to determine these four primary character areas and their boundaries. These areas are illustrated in Figure 2.

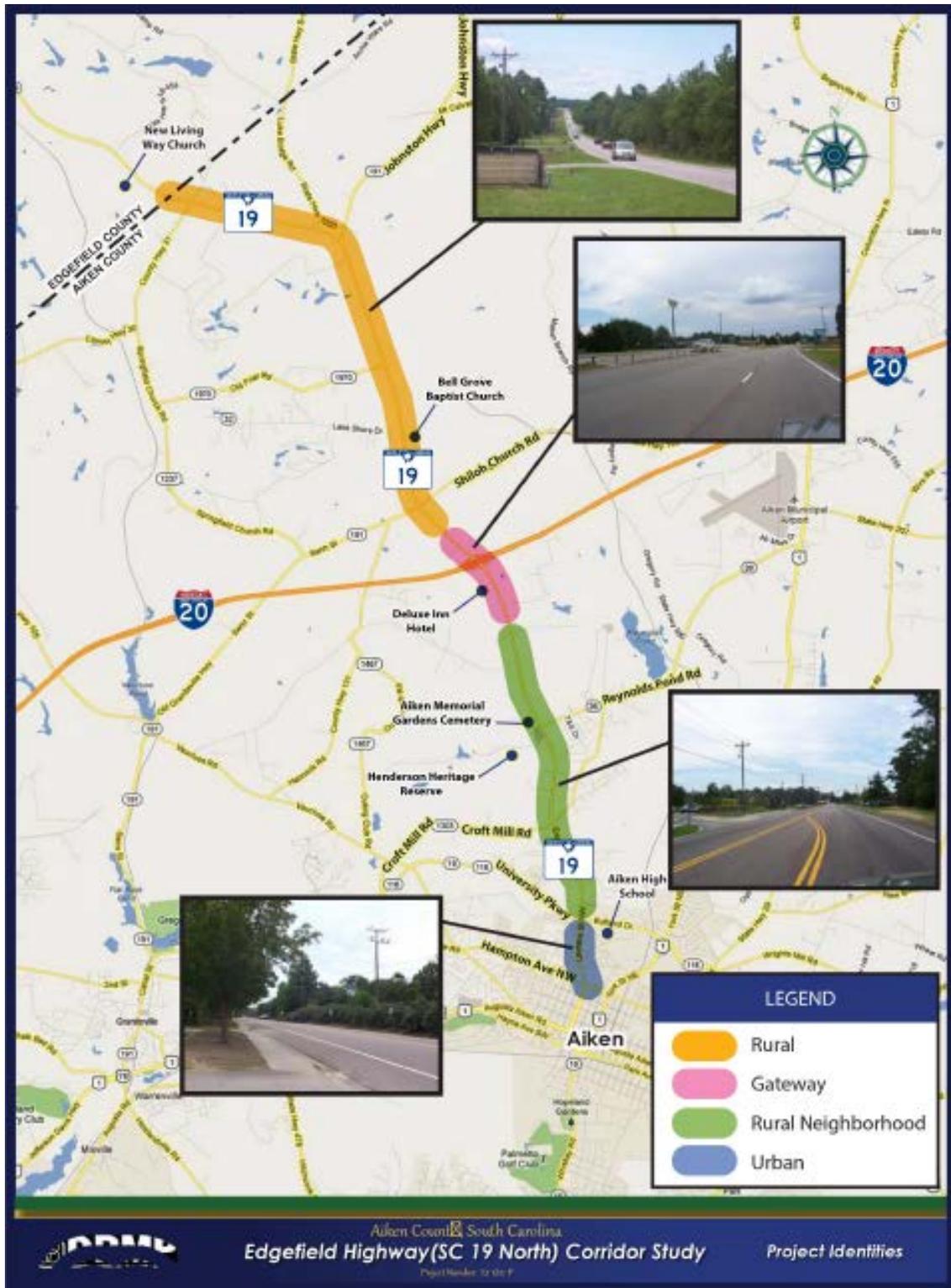


Figure 1 – Project Character Areas

3.1 Urban Character Area

This section extends from Hampton Avenue to University Parkway/Rutland Drive. The existing section is a two lane roadway with a 35 mile per hour posted speed, pedestrian facilities on the west side, and restricted “thru” truck traffic. Traveling north past Hampton Avenue, this segment is marked by a streetscape that is well defined by adjacent trees, shrubs, and building facades. The sidewalk on the west side of the roadway is separated by a grass strip and there are intermittent retaining walls for lawns and fences of different quality and type. The sidewalk appears in good condition and the grass strip is well maintained relative to other sections of the corridor. The tree canopy provides shade for the sidewalk throughout a majority of the segment. Utilities such as a swale and storm drains and power distribution poles are located on the east side of the roadway. There are scattered institutional and commercial uses, but the primary use is medium density residential in the form of small lot cottage homes and some multi-family. Key features are the Bethany Cemetery that anchors the southeast part of the study area, the Aiken Housing Authority office, and the Hahn Village apartments. Aiken High School is located in the northeast quadrant of this section.



Picture 1: Streetscape near Lincoln Ave and SC 19

3.2 Neighborhood Character Area

This two lane section extends from University Parkway/Rutland Drive to Powell Pond Road and has a posted speed of 45mph. There are two signalized intersections on this segment, Edgefield Highway/University Parkway and Edgefield Highway/Croft Mill Road. This segment is marked by a transition from the urban area of the City of Aiken to a more rural area. It shares elements from the urban section, including some small lot residential and a sidewalk along



Picture 2: Wetland in Henderson Heritage Preserve

the west side that extends Hampton Avenue to Croft Mill Road. It is home to established communities including the Balltown and Ridgecrest communities that are intermingled with working farmland, large stands of forest, highway oriented commercial, and some industrial uses. Key landmarks include the new Dollar General at Croft Mill Road, Henderson Heritage Preserve (accessible via Mayfield Rd and Croft Mill Road), Jessamine Memorial Gardens cemetery, and many churches on or adjacent to the roadway. North of Reynolds Pond Road the corridor is marked by higher speeds. The natural features along this segment, including the farmland on the southern end and the pine forests along the roadway edges between Reynolds Pond Road and the interchange, contribute to the designation of the corridor as a South Carolina Heritage Corridor Nature Route.

3.3 Interchange Character Area

The Interchange Area extends from Powell Pond Road to just north of the I-20 interchange. This section primarily consists of a four lane typical with a grassed median containing left-turn openings, and a posted speed limit of 45 mph. It is



Picture 3: Commercial Uses near I-20 Interchange

home to scattered large lot residential, pine forests, and some highway oriented commercial on the south side of the interchange. A defining natural feature is the mature forest extending north and south of Long Branch which drains to Morris Pond and Shaws Creek.

3.4 Rural Character Area

North of the I-20 interchange the corridor becomes very rural in nature. This two lane roadway section has two foot, paved shoulders that included rumble strips, and a posted speed limit of 55 mph with the exception of near Johnston Highway where the speed limit lowers to 45 mph. Farmland and forests as well as low density residential are the primary land uses. Key features include a hunting preserve on the northeast side of the interchange, a number of equestrian oriented uses, and the historic settlement of Eureka that is located just east of the SC 19/191 split. The historic Marie Cromer Seigler House is located in Eureka. The house's namesake was a national pioneer in education and agricultural instruction. She established the "Girls' Tomato Club", one of the forerunners to the 4-H Clubs supported by the U.S. Department of Agriculture. The pasture and cropland in the southern part of the segment, the pine forest and

scrub that begins south of Old Friar and extends to the SC 19/191 split, and the historic nature of Eureka and the Seigler House all contribute to the South Carolina Heritage Corridor Nature Route.



Picture 4: Top:Farmland north of I-20, Bottom Left:SC Heritage Corridor Nature Route Sign, Bottom Middle:Marie Cromer Seigler House in Eureka, Bottom Right:Rural Homestead

4.0 Existing Roadway Conditions

4.1 Roadway Characteristics

Existing multi-modal travel and roadway characteristics were collected and documented, including existing roadway classification, existing typical sections, speed limits, bicycle and pedestrian accommodations, existing transit service, traffic signals and timing plans, existing utilities, and existing traffic volumes.

4.1.1 Existing Roadway Classification and Typical Section

Edgefield Highway is classified as a Principal Arterial, with portions of the corridor consisting of two-lane and four-lane sections, having dedicated turn lanes at key intersections.

The existing typical section for the majority of the corridor is two asphalt lanes with a grass shoulder on each side. Exceptions to this are in the Urban Section where sidewalk is present on the west side of the roadway and the Interchange Section where a four lane divided roadway is found near I-20. Figure 3 illustrates the various typical sections found within the project limits.

	
<p style="text-align: center;">Rural Character Edgefield County Line to Shiloh Church Rd.</p>	<p style="text-align: center;">Interchange Character Shiloh Church Rd. to Powell Pond Rd.</p>
	
<p style="text-align: center;">Rural Neighborhood Character Powell Pond Rd. to University Pkwy.</p>	<p style="text-align: center;">Urban Character University Pkwy to Hampton Ave.</p>

Figure 8 – Character Area Typical Sections

4.1.2 Right-of-Way

Based on SCDOT existing plans for the corridor the project maintains a 75 foot Right-of-Way (37.5 feet on each side of the centerline of the roadway) from Hampton Ave in the City of Aiken all the way to the Edgefield County Border. This Right-of-way has an exception in the area of the Interstate where the right-of-way transitions to 127.5 feet. This right-of-way transition can be found on SCDOT plans, Docket No. 2.511.

GIS data and preliminary review of property records indicates a 75 foot right-of-way width north of University Parkway, however, south of University Parkway to Hampton Avenue the width appears to vary between 60 feet to 110 feet. It is suggested that the actual right-of-way be researched in detail before proceeding with recommendations in this area. This study has assumed 75 foot right-of-way in this area.

4.1.3 Speed Limit

The existing speed limit along the corridor varies from 35mph to 55mph. Starting from Hampton Avenue a 35mph speed limit is maintained beyond University Parkway to Peach Orchard Place. A 45mph speed limit is maintained from that point until just north of the I-20 interchange. A 55mph speed limit is maintained from that point until the Edgefield County line with an exception of reduced speed at the 0.7 mile stretch in the area of Johnston Highway.

4.1.4 Bicycle and Pedestrian Accommodations

Existing bicycle and pedestrian facilities are limited to the southern portion of the project. A



five foot sidewalk is available on the west side of the road from Hampton Ave to Croft Mill Road. No designated bike lanes or consistent wide shoulders to accommodate bikes are found along the project. Rumble strips are present and tend to prohibit bicycles from riding along the side of the travel lanes in the northern portion of the project. “Share the Road” signs are found in only a few locations along the corridor.

Picture 4: Existing pedestrian facilities

4.1.5 Utilities

Key utilities found along the corridor include:

- City of Aiken Sewer – Located along the corridor from Hampton Ave to approximately Shiloh Heights Road.
- City of Aiken Water - Follows Edgefield Highway from Hampton Ave to just south of I-20
- SCE&G – Located within the entire corridor
- AT&T – Located within the entire corridor

4.1.6 Transit

One bus system currently serves the corridor. The Best Friends Express, operated by the Lower Savannah Council of Governments, services the southern portion of project limits with bus stops near Plunkett Ave and University Parkway.

4.1.7 Community Features

This study area has a multitude of existing community features in the existing corridor. Table 1 lists the community features present along Edgefield Highway within the project limits.

Table 1: Community Features

<i>Community/Recreation Centers or Parks:</i>
Henderson Heritage Preserve Ernest Weaver Park Kennedy Colony Playground
<i>Cemeteries:</i>
Brown Cemetery Church Cemetery Needham Brown Cemetery Herron Cemetery Morris Cemetery Aiken Memorial Gardens Jessamine Memorial Gardens Jessamine Memorial Gardens 2 Mt. Zion Baptist Cemetery Catholic Cemetery
<i>Government Facilities:</i>
Aiken County Government Complex City of Aiken Engineering and Utilities City of Aiken Public Services

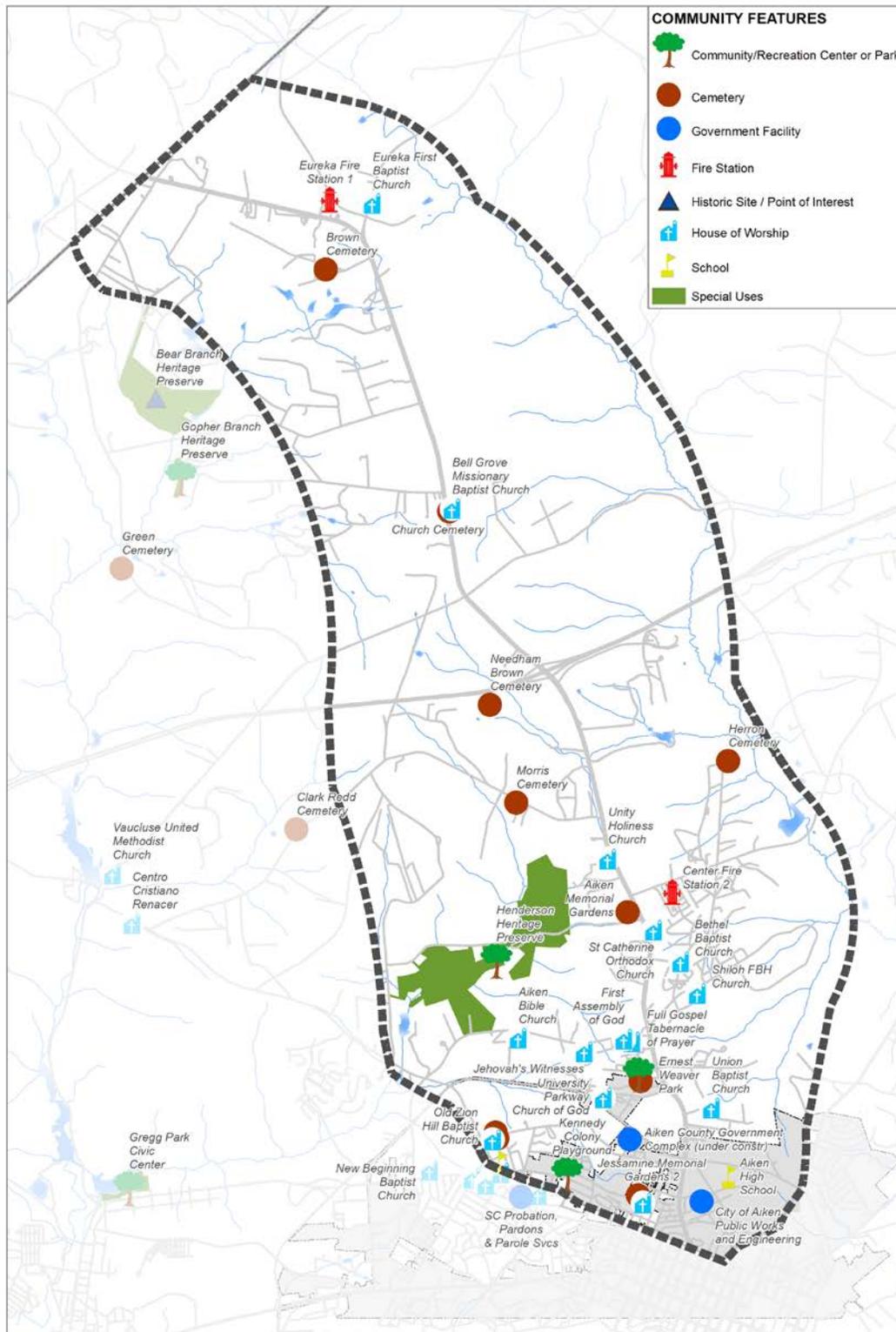
Houses of Worship:

Eureka First Baptist Church
Bell Grove Missionary Baptist Church
Unity Holiness Church
St. Catherine Orthodox Church
Bethel Baptist Church
Shiloh FBH Church
Aiken Bible Church
Jehovah's Witnesses
Full Gospel Tabernacle of Prayer
First Assembly of God
University Parkway Church of God
Union Baptist Church
Old Zion Hill Baptist Church
Aiken New Life Seventh-Day Adventist Church

Schools:

Aiken Performing Arts Academy Charter School
Aiken High School

Figure 4 illustrates the type and location of these features.



DRMP
LandDesign.
 Date: 7/29/2014 | LDI # 1012183
 Data Source: Aiken County, City of Aiken, FWS, USGS, Esri

COMMUNITY FEATURES
 SC 19
 AIKEN COUNTY, SC

0 0.5 1 Miles
 Disclaimer: This map was created with the best available data. However, it is intended for general informational purposes only and does not constitute a warranty, representation, or guarantee. The user assumes all responsibility for the use of the data and for any errors or omissions. The user also assumes all responsibility for the use of the data and for any errors or omissions. The user also assumes all responsibility for the use of the data and for any errors or omissions.

1.1 Traffic Data

1.1.1 Intersection Turning Movement Data

Turning movement counts were conducted at nine study area intersections for the AM (7 – 9 AM), Noon (11AM – 1PM), and PM (4 – 6 PM) peak hours at the following locations:

- Hampton Ave NW (signalized)
- University Parkway (signalized)
- Croft Mill Road (signalized)
- Reynolds Pond Road
- Good Springs Road
- I-20 EB Ramps
- I-20 WB Ramps
- Shiloh Church Road
- Johnston Hwy

1.1.2 AADT Volumes

Historical AADT data was compiled from SCDOT traffic count stations located along Edgefield Highway. Table 2 outlines a summary of count station locations and historic roadway AADT data.

Table 2: Study Area AADT

Station	2007	2008	2009	2010	2011	2012
172 Johnston Hwy to Edgefield County Line	4,100	3,800	3,700	3,700	4,000	3,600
171 North of Shiloh Church Road	7,300	6,700	6,600	6,500	7,000	6,400
169 North of University Parkway	12,100	11,300	10,100	11,000	10,200	11,100
167 South of Hampton Ave	6,900	6,500	6,300	6,200	5,900	5,600

1.1.3 Truck Volume Data

Edgefield Highway is a significant truck route due to the access provided to both I-20 and Edgefield County. Currently, only local deliveries are permitted south of University Parkway, and through truck traffic is restricted. Table 3 illustrates the percentage of heavy trucks define heavy trucks observed at study area intersections while turning movement counts were conducted. The heavy vehicles represented in the chart are either buses or vehicles with more than four wheels.

Table 3: Heavy Vehicle Volume along the Corridor



Intersection w/ SC-19	% Heavy Trucks
Johnston Hwy	10%
Old Graniteville Hwy/Shiloh Church Rd	6%
I-20 WB Ramps	7%
I-20 EB Ramps	6%
Good Springs Rd	5%
Reynolds Pond Rd	4%
Shiloh Heights Rd/Croft Mill Rd	4%
University Pkwy/Rutland Dr	5%
Hampton Ave NW	1%

4. Intersection Operations

Peak hour intersection operation analyses were conducted for the study area intersection. Synchro 8 was used to evaluate the existing Level-of-Service (LOS) for each study area intersection.

Table 4 provides a summary of the existing intersection operations.

Table 4: Intersection Level of Service

INTERSECTION	Peak Period	2013 Existing Condition
		LOS
SC 19 and Johnston Highway	AM	B
	NOON	B
	PM	B
SC 19 and Old Graniteville Hwy / Shiloh Church Road	AM	C
	NOON	C
	PM	B
SC 19 and I-20 WB Ramps	AM	C
	NOON	B
	PM	C
SC 19 and I-20 EB Ramps	AM	B
	NOON	B

	PM	B
SC 19 and Good Springs Road	AM	C
	NOON	B
	PM	B
SC 19 and Reynolds Pond Road	AM	C
	NOON	B
	PM	C
SC 19 and Shiloh Heights Rd / Croft Mill Road	AM	B
	NOON	A
	PM	B
SC 19 and University Parkway / Rutland Drive	AM	C
	NOON	C
	PM	C
SC 19 and Hampton Avenue NW	AM	A
	NOON	A
	PM	A

1.2 Crash Data and Summary

Accident data along the project was obtained from the South Carolina Department of Public Safety. **Table 5** highlights the crash history for a 66 month period from 2008 to 2013.

Edgefield Hwy (SC19 North) Traffic Accident Summary Table 5

Intersection	Time of Day				Manner of Collision					Persons Injured	Persons Killed
	Morning	Afternoon	Night	Total	Angle	Not Collision With MV	Rear End	Sideswipe	Head On		
Springfield Church Road	1	1	0	2	2	0	0	0	0	4	0
Harris Family Circle	0	0	2	2	0	2	0	0	0	3	0
Storey Hill Drive	0	0	3	3	1	1	1	0	0	3	0
Johnson Hwy	0	1	3	4	1	2	0	1	0	2	0
Wooduck Way	0	0	1	1	0	0	1	0	0	0	0
Fleming Road	1	0	3	4	0	3	0	0	1	3	0
Mallard Court	2	1	3	6	2	3	1	0	0	4	2
Nickory Drive	0	0	1	1	0	1	0	0	0	0	0
Old Friar Road	4	1	3	8	1	6	1	0	0	6	0
Lake Shore Drive	2	7	6	15	3	2	10	0	0	11	0
Shiloh Church Road	3	7	4	14	7	3	2	2	0	6	1
I-20 Ramps	7	8	7	22	12	6	3	1	0	17	0
Frontage Road	3	10	7	20	13	0	5	2	0	11	0
Powell Pond Road	5	5	2	12	3	4	4	1	0	7	0
Morris Bottoms Road	1	1	0	2	1	0	1	0	0	1	0
Morris Pond Road	3	2	1	6	2	1	2	0	1	4	0
Good Springs Road	6	9	8	23	2	4	16	1	0	11	0
Taylor Springs Drive	1	2	0	3	1	1	1	0	0	3	0
Asphalt Plant Road	2	2	0	4	1	2	1	0	0	2	0
Reynolds Pond Road	6	8	7	21	3	3	14	0	1	18	1
Mayfield Road	0	3	0	3	0	0	2	1	0	0	0
Sassafras Road	1	3	1	5	1	0	2	1	1	1	0
Bethel Church Road	3	4	2	9	1	1	6	1	0	2	0
Fields Road	0	1	0	1	0	0	1	0	0	0	0
Allan Avenue	2	7	3	12	2	2	8	0	0	11	0

Edgefield Hwy (SC19 North) Traffic Accident Summary Table 5 continued

Intersection	Time of Day				Manner of Collision					Persons Injured	Persons Killed
	Morning	Afternoon	Night	Total Accidents	Angle	Not Collision With MV	Rear End	Sideswipe	Head On		
Bayham Drive	3	2	1	6	0	1	5	0	0	4	0
Shiloh Heights Road	7	8	3	19	8	1	5	2	3	16	1
Jack Jones Street	5	11	3	19	1	0	15	1	2	6	0
Williams Lane	0	1	0	1	0	0	1	0	0	0	0
Weaver Street	1	1	0	2	1	0	1	0	0	1	0
Balltown Drive	0	4	0	4	0	1	2	1	0	1	0
Union Baptist Road	3	5	2	10	0	1	7	0	1	4	0
Hedge Road	2	3	1	6	0	2	4	0	0	4	0
Peach Orchard Place	1	4	0	5	0	0	4	1	0	0	0
University Pkwy	4	13	5	22	11	0	7	2	2	17	0
Lincoln Avenue	1	6	3	10	1	0	7	0	2	4	0
Beams Road	0	1	0	1	0	0	1	0	0	0	0
Cushman Drive	5	6	3	14	0	3	9	0	2	7	1
Gayle Avenue	1	1	0	2	1	0	1	0	0	0	0
Plunkett Avenue	4	4	3	11	5	0	5	0	1	3	0
Columbia Avenue	1	6	1	8	5	0	1	1	1	13	0
Ridge Avenue	0	3	0	3	0	0	2	1	0	5	0
Hampton Avenue	7	4	3	14	7	0	2	5	0	10	0

Based on Table 5 the intersections where the most accidents occurred are listed below. These are intersections with 10 or more recorded accidents during the period from January 2008 to June, 2013

Table 5: High Accident Intersections

Intersection	Number of accidents	Average Per Year
Good Springs Road	23	4.2
I – 20 Ramps	22	4.0
University Parkway	22	4.0
Reynolds Pond Road	21	3.8
Frontage Road	20	3.6
Jack Jones Street	19	3.5
Shiloh Heights Road	18	3.3
Lake Shore Drive	15	2.7
Graniteville/Shiloh Church Road	14	2.5
Cushman Drive	14	2.5
Hampton Avenue	14	2.5
Allan Avenue	12	2.2
Plunkett Avenue	11	2.0
Lincoln Avenue	10	1.8
Union Baptist Church Road	10	1.8

Crash rates, the number of crashes occurring per mile, were calculated per character area and are listed below:

- Urban (107 per mile) or (19.1 per year)
- Interchange (60 per mile) or (10.9 per year)
- Neighborhood Rural (42 ½ per mile) or (7.7 per year)
- Rural (12 per mile) OR (2.2 per year)

1.2.1 Urban

This 0.8 mile character area has the shortest length of roadway with highest number of accidents per mile and heaviest traffic volume. This segment had 85 total accidents or 107 accidents per mile.

- University Parkway, with 22 accidents or 4 per year is ranked second, and is tied with the Interchange Ramps for number and severity of accidents. Most of these accidents are angle.

- Cushman Drive and Hampton Avenue with 14 accidents or 2.5 per year are ranked 8th and tied with Graniteville. Hampton Avenue had the most injuries of the three intersections.
- Columbia Avenue had only 8 accidents or 1.5 per year but recorded 13 injuries; a proportionally large number.
- Plunkett Avenue and Lincoln Avenue had around 10 accidents and some injuries.

1.2.2 Interchange

The interchange portion of this project is 0.7 miles in length and, extends from 2019 Edgefield Highway to Powell Pond Road. This portion had 54 total accidents or 60 accidents per mile consisting primarily of the interchange ramps (ranked second with 22 accidents or 4 per year) and the frontage road (ranked fourth with 20 accidents or 3.6 per year), has a high accident rate and future congestion.

- Ramp accidents are off road or angle and account for the majority of injuries; this intersection is ranked second in accidents and second in injuries.
- Frontage road accidents are primarily angle and to a lesser extent rear end.

1.2.3 Rural Neighborhood

This 3.8-mile character area is the longest portion of roadway and includes the intersection with the highest occurrences of crashes and the intersection with the most injuries. It has had 160 total accidents or 42 accidents per mile.

- Good Springs Road, with 23 accidents/4.2 per year, primarily rear end accidents, is ranked first for accidents and
- Reynolds Pond Road, with 18 injuries and one fatality, 21 accidents/3.8 per yr., is ranked first for injuries and third for accidents.
- Jack Jones Street, with 19 accidents/3.5 per yr., is ranked fifth for accidents almost all are rear end.
- Shiloh Heights with 18 accidents/3.3 per yr., is ranked sixth in accidents and third for injuries.
- Allan Avenue is ranked 9th and Union Baptist 11th in accidents. Allan Ave had 11 injuries.

1.2.4 Rural

The 5-mile rural segment of the project incurred 60 total accidents from 2008 to 2013, equating to 12 accidents per mile. The Graniteville/Shiloh Church intersection to the Edgefield County Line was included in this segment. A crash summary of this section has been verified by public meeting and survey comments:

- There are proportionally more accidents caused by running off the road (non-motorized vehicle) and at night.
- The two worst intersections are Lakeshore (ranked seventh with 15 accidents) and Graniteville (ranked eighth with 14 accidents) with each having roughly 2.6 accidents per year. To put this in perspective, 4 accidents per year can trigger an intersection design investigation by SCDOT.
- Lakeshore accidents are typically rear end. Survey results indicate a hazard stopping on Edgefield Highway for left turns.
- Graniteville accidents are typically angle. Survey results indicate poor sight distance of the intersection on the minor roads.
- Lake Shore accidents result in roughly twice as many persons injured than Graniteville.

Figure 5 illustrates the location of crashes and the intersection operations of the study area intersections.

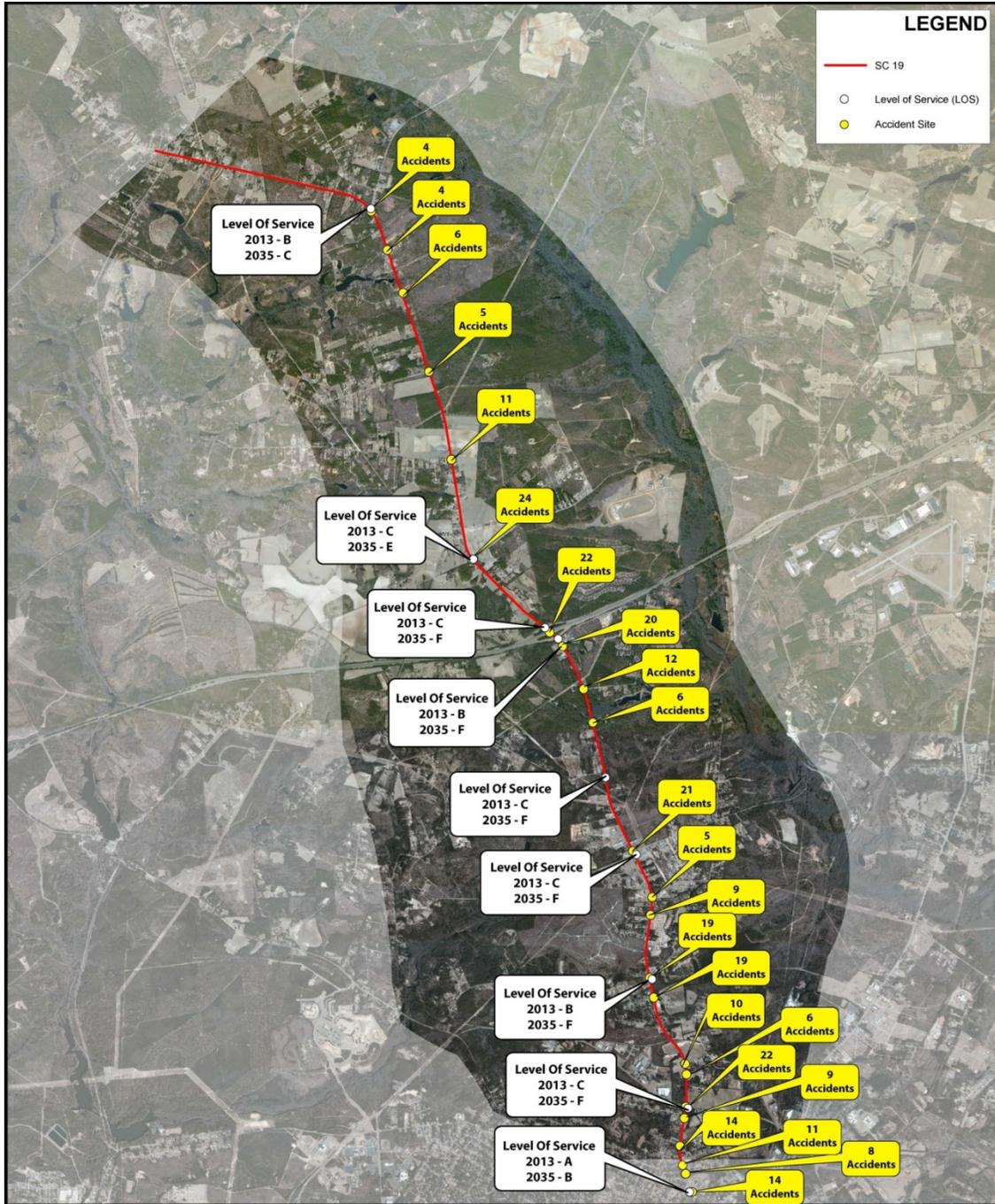


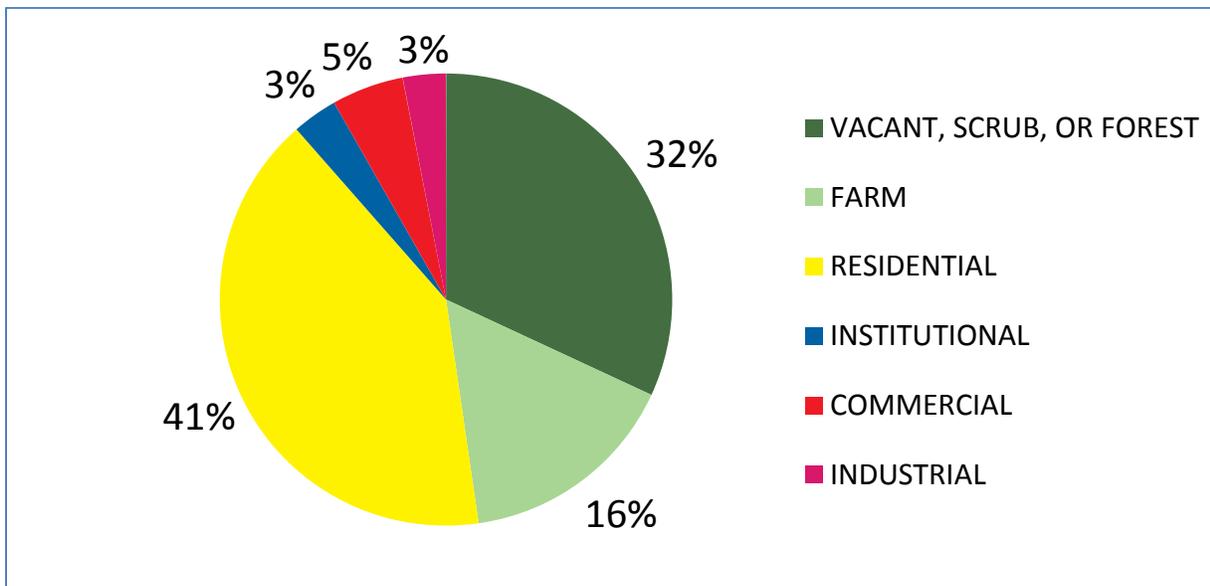
Figure 9 – LOS and Accident Data

2.0 Existing Land Use

The SC 19 corridor study area extends from the Hampton Avenue near downtown Aiken to the county line and includes roughly 1.5 miles on each side of SC 19. This includes about 31 square miles (roughly 20,200 acres). The corridor is more urban in nature in the southern part, and transitions to a more rural setting as you travel north. Existing land use in the corridor is predominantly residential (41%), vacant or forested (32%) and farmland (16%). There are some non-residential uses, including scattered industrial, commercial and church uses. The majority of these are concentrated south of I-20. Henderson Heritage Preserve is located in the study area. It is a 417-acre wildlife management area that includes rare longleaf pine stands and the headwaters of Bridge Creek.

A chart detailing existing land use is included below and shown on **Map 1** in the Appendix.

Figure 10: Existing Land Use in Study Area



2.1 Development Pattern and Character Areas

2.1.1 Demographics

According to the 2010 Census, the study area is home to 6,583 people that live in 2,850 housing units¹. An analysis of Means of Transportation to Work data indicates that 12% of households in block groups adjacent to the corridor have no vehicle, which is nearly double the rate of households without a vehicle in Aiken County as a whole. Eleven percent of workers in block

¹ Based on 2010 Census Blocks with centroids in study area

groups adjacent to the corridor carpool to work. This rate is also significantly higher than the county rate. There are between 1,000 and 1,337 jobs in the study area². The largest industry sectors, according to Census.gov are Health Care and Social Assistance (358 jobs), Construction (180 jobs), Manufacturing (125 jobs) and Natural Resource Extraction (107 jobs).

Growth projections by Traffic Analysis Zone (TAZ) were provided by the Augusta Regional Transportation Study (ARTS). These were reviewed for accuracy. It was noted that for many TAZs with development potential there was limited growth forecasted. The 2035 figures were updated to take into account modest growth. Changes were based on land availability, suitability, and permitted uses per adopted regulations. Overall a conservative annual growth rate of around 0.3% was assumed (0.33% for population, 0.27% for employment). This is in line with the rate of population growth that has occurred between 1990 and 2010 (0.24% AGR). **Table 1** shows aggregated TAZ demographic forecasts used in the Travel Model. Note that the geographic boundaries of the TAZs are different than Census Blocks from which household and population estimates were derived in the preceding paragraph. Also note that household growth in the study area could be significantly higher if a large development were to locate in the study area. For this reason a build-out analysis was also conducted to determine potential impacts of current regulations (See the Build-Out Analysis & Impact Assessment section for more details).

Table 1: TAZ Data for Study Area

	2006	2035	2035 Revised	Growth (2006-2035 Revised)
Households	2,564	3,479	3,942	1,378
Population	6,435	8,646	9,432	2,997
Employment	999	1,248	1,833	834

2.1.2 Infrastructure

SC 19 also known as Edgefield Highway extends from downtown Aiken in a northwesterly direction. It intersects a number of local streets and a few arterials on its way to the county line. South of Hampton Avenue SC 19 is a four lane facility divided by a large median. This portion of SC 19 was part of the original plan for Aiken developed by Alfred Andrew Dexter, a Harvard educated surveyor that laid out the city street grid in the early 1800s. The plan included 150-foot-wide boulevards that allowed for wagons with as many as six horses to turn

² Job stats are based on TAZ data from ARTS (1,000 jobs in 2006) and 2011 data from Census.gov.

around easily. The majority of these boulevards and the 600 foot by 350 foot blocks that they created are still in place today. The size of the medians and the pine, hardwoods and seasonally flowering plantings break up the wide boulevards and help to define the streetscape through downtown.



Picture #: Boulevard Section through Downtown Aiken

Water service extends to the I-20 interchange area. Only the southern part of the corridor is served by water and sewer. Water treatment capacity is limited. Sewer capacity is adequate to serve future growth. There is an excess of 5-6 MGD available due to closing of the Avondale Mill.

2.2 Environmental Constraints

2.2.1 Slope and Hydrology

SC 19 is located on a ridge between Shaws Creek to the east and Horse Creek to the west. The headwaters of Horse Creek begin in the northern part of the study area and Bridge Creek, which drains a significant portion of the area between Good Springs Road and Croft Mill Road, joins the flow on the west side of the city. Shaws Creek is a water source for the City of Aiken and is fed by Long Branch and Brogdon Branch—both near the interchange area and a number of smaller unnamed tributaries. The majority of steeper slopes are located on where the ridge gives way to the creek bottoms and floodplains. The west side of the Shaws Creek floodplain has significant slopes, some in excess of 30 percent. The headwaters of Horse Creek, Beaver Branch, and Bridges Creek also have significant slopes. A relatively wide floodplain exists along

Shaws Creek. This floodplain contains wetlands and a mature hardwood forest. Another string of wetlands extends from Shaws Creek to SC 19 along Long Branch. Key environmental features are shown in **Map 2**.

2.2.2 Soils

The majority of soils in the study area consist of heavy clay and loose sands. This limits onsite sewage treatment capabilities and may require larger septic fields and/or increased maintenance. Onsite well water is vulnerable due to high infiltration rates. There are swaths of hydric soils adjacent to Shaws Creek and Bridge Creek that occur near the floodplain. These soil limitations constitute development constraints and may limit the intensity of future development in some areas where they present challenges that are cost prohibitive to overcome.

Two areas of exceptional soils exist. These “Prime Farmland” soils and “Farmland of Statewide Importance,” as designated by the Natural Resource Conservation Service (NRCS) are located north of I-20 near Rebel Road and near Rutland Drive in the southern part of the study area. A map of these soils is included as **Map 3** in the Appendix.

2.2.3 Habitat

The City of Aiken Natural Resource Inventory for Comprehensive Planning Area (2007) identified major habitat hubs and linkages as well as evaluated the quality of key sites. The study included the identification of long leaf stands and open space critical to water quality. It was noted that less than 10 percent of the historical range of the longleaf pine forest is intact and less than one percent is old growth. Findings included the identification of many key habitat hubs in the vicinity of SC 19. The Shaws Creek corridor was identified as a high quality habitat hub that contributes to water quality. Other important sites identified included a xeric longleaf/turkey oak forest along Long Branch that was of medium quality and three additional hubs in the vicinity of Henderson Heritage Preserve. The xeric longleaf forest near Alan Avenue has since been cleared.

2.3 Land Use Suitability

A land use suitability analysis was conducted for the study area. This analysis identified which lands are best suited for residential, commercial and natural resource uses. Land use suitability is a measure of the, “fitness of a given unit of land for a specified use³.” For Residential and Commercial suitability, the measure is representative of the likelihood that a parcel will be developed based on economic and environmental factors. These factors vary by land use type—for instance residential uses are attracted to different characteristics than commercial.

³ Smart Land-Use Analysis, Margaret Carr and Paul Zwick

Natural Resource suitability indicates which areas in the study area are important natural assets due to habitat, water quality, or scenic value. Land use suitability maps are included in the Appendix as **Map 4, Map 5, and Map 6**. Suitability factors are listed in **Table 19**. Even weights were used for each factor.

2.3.1 Residential Suitability

In general, lands closer to the City of Aiken and closer to SC 19 are more suitable for residential development. This is due to the presence of utilities, proximity to similar uses, and the fact that the study area is bound by steeper slopes and floodplains on the periphery. There are a number of large tracts of undeveloped land that are very suitable for residential. These include the area north of Reynolds Pond Road and east of SC 19 and areas just north of I-20 that are currently used for agricultural purposes.

2.3.2 Commercial Suitability

Areas of high commercial suitability values include areas around the interstate and areas adjacent to SC 19 in the vicinity of University Parkway, Croft Mill Road and to a lesser degree, Reynolds Pond Road. The entire SC 19 corridor south of US I-20 is moderately suitable for commercial development. This has resulted in the scattered commercial development that currently exists. Without additional policy changes or regulatory steps many of the currently vacant parcels along SC 19 are likely to be converted to commercial strip development. An alternative to intermittent strip development is to focus commercial development at key areas and create destinations for shopping and services. This “nodal” development pattern was recommended by the Northside Comprehensive Plan and is supported by the recommendations in this study.

2.3.3 Natural Resources Suitability

As described in the Aiken County Natural Resource Study two primary natural resource “hubs” exist: Henderson Heritage Preserve and adjacent undeveloped lands and the linear hub along Shaws Creek. Secondary high value natural resource areas include the Long Branch riparian corridor and the headwater reaches of Horse Creek and Beaver Branch. These areas are connected via contiguous forest to two cultural heritage preserves just outside of the study area: Bear Branch Heritage Preserve and Gopher Branch Heritage Preserve.

2.3.4 Industrial and Office Suitability

A suitability analysis was not conducted for Industrial and Office uses, given the relatively low demand for these uses in the study area. However, it should be noted that based on input received at the public meetings, there may be an increase in demand for office development along University Parkway due to the recent opening of the new Aiken County Government Center.

2.4 Land Supply

An analysis of tax parcel records was conducted to determine how much development the study area could accommodate given current conditions and adopted land use regulations and policy. First properties were classified as “utilized”, “underutilized” or “available”. Utilized properties are those properties that are unlikely to redevelop. These were identified based on a structure value to land value ratio of greater than 0.5. Underutilized lands are those that are likely to redevelop in the plan horizon. These were identified by using a structure value to land value ratio of less than 0.5. Available lands were primarily vacant lands and those that did not have a structure value in tax parcel records. Based on this analysis approximately 65 percent of the study area could accommodate additional development. About 75 percent (3,886 acres) of parcels within 100ft of SC 19 are considered available or underutilized and could accommodate additional development. A map of the land supply is located in the Appendix as **Map 8**.

2.5 Land Use Plan Assessment and Build-Out Analysis

2.5.1 Plan Review

Existing zoning regulations for the City of Aiken allow for a mix of single family and multi-family residential as well as some general business uses in the southern part of the corridor. City zoning is shown in **Map 9** in the Appendix. The County zoning regulations include the majority of the land area along the corridor in the RUD (Rural Development) zoning category which allows single family residential (at one dwelling unit per acre), agricultural, industrial, institutional, and commercial uses. A portion of the area of land along Shaws Creek is zoned as industrial. The southern part of the corridor is zoned UD (Urban Development), which is a mixed use development district that allows residential uses, as well as commercial, institutional, and industrial uses. County zoning is shown in **Map 10** in the Appendix. The Northside Comprehensive Plan, adopted by Aiken City Council in 2008, included the SC 19 corridor south of I-20. This plan developed transportation and land use recommendations based on a significant amount of public comment. The vision that came out of this plan included the following guiding principles:

1. The physical character of the area, especially at gateway locations (interchanges and major corridors), will be of a high design quality.
2. Public areas, especially roads and rights-of-way, will be maintained with a high level of functionality and design quality to symbolize community pride.
3. Key natural resources, especially water quality, will be protected as assets to the natural resource infrastructure.
4. Key historic and cultural resources, like historic family farms and rural landscapes, will be protected and enhanced. Some of these are identified in figure 3.
5. Village-like, mixed-use nodes will be the preferred pattern of development.

6. Residential development will be in the form of neighborhoods that offer a range of housing choices in order to meet the needs of the area's diverse household income.
7. Existing residential areas will be stabilized and enhanced. Thereby improving housing stock and strengthening community identity.
8. Roadway connectivity will be improved including but not limited to new east-west connector routes.
9. A range of transportation choices will be considered in new development, including cars, bikes, walking, and public transportation to connect people to places.
10. Open space, some with recreational opportunities, will be provided.
11. Key locations for economic development opportunities will be identified and enhanced.
12. Development will be focused on areas that possess adequate infrastructure.

The Northside Comprehensive plan included the growth concept areas shown in **Map 11** in the Appendix.

2.5.2 Build-Out Analysis & Impact Assessment

A key finding of the Northside Comprehensive Plan was that there will be a demand for between 3,200 and 8,300 new homes on the Northside of Aiken between now and 2030. Based on a build out model⁴ created using the land supply analysis, land use suitability analysis, maximum densities from existing regulations and an inventory of regulated environmental constraints there is a potential for over 9,000 new dwelling units in the study area. The potential for additional development points to the need for coordinated transportation and land use planning in the corridor as future development has the potential to change the character of the area and increase traffic along SC 19.

Adjustments to county policies would be needed in order to preserve rural character north of Reynolds Pond Road and accomplish additional goals from the Northside Comprehensive Plan. RUD zoning allows residential uses at one unit per acre. The current average parcel size north of I-20 in the study area is 13 acres (5.4 acres for residential parcels). Average residential parcel size is 8 acres (3.7 acres for residential parcels) between Reynolds Pond Road and the interchange. The housing density of new subdivisions may be limited by slope poorly drained soils, and limited sewer service but new subdivisions with average density of one unit per acre would change the character of the area from Neighborhood Rural to suburban. The County RUD zoning district currently allows a variety of non-residential uses as well and will likely result in strip commercial along SC 19 south of I-20. Current regulations allow driveways at a spacing of 300 feet. Under a build out scenario, new residential development on vacant parcels in the

⁴ Created using CommunityViz a scenario planning software extension to ArcGIS created by Placeways LLC

Study Area could result in over 100 new driveways loading onto SC 19. With each added driveway accident potential increases.

There are currently no plans to extend water and sewer north of I-20 which may help prevent future conflicts with rural uses such as agriculture and the hunting preserve. However, if a few large tracts of land along the corridor were developed per existing regulations then the impacts on traffic volumes, safety, existing land uses, rural character, water quality and sensitive lands (including the habitat hubs identified in the Natural Resource Inventory) could be significant. The intensity and design of future development will be critical. Recommendations on how to mitigate potential negative impacts are described in the Land Use, Design and Aesthetics Recommendations.



3.0 Public Involvement Process

The key to all planning projects is good public involvement. This project reached out to those that lived and drove along SC 19. This process included use of a steering committee, mailing flyers, newspaper articles, public meeting, small community meetings, online survey, use of County and City website. Additional information is available in Appendix 2.

3.1 Steering Committee

In order to gather as much information as possible on the project, the project team set up a steering committee consisting of individuals that volunteered their time to come to meetings, spread the word in the community and give their input to the team. This committee was formed by asking key agencies for a representative and sending out approximately 1,700 flyers to local residents and businesses along the corridor to recruit committee members. There were a total of ## Steering Committee members.



Three steering committee meetings were held. A summary of location and number of people is shown below:

Table 6: Steering Committee Meeting Summary

Meeting Date	Location	Committee Members
October 3, 2013	Guest House Inn	27
January 16, 2014	Aiken Housing Authority	14
June 26, 2014	Aiken County Complex (Sandlapper Room)	14

3.2 Small Group Meetings

Three meetings were held along the corridor prior to the public meeting to receive input from the public. A summary of location and number of people is shown below and additional information in Appendix 2:

Table 7 Small Group Meeting Summary

Meeting Date	Location	Public Attendees
November 23, 2013	Aiken Housing Authority	
December 5, 2013	Eureka First Baptist Church	
December 12, 2013	Bethel Baptist Church	



3.3 Public Meeting

One public meeting was held Bethel Baptist Church on April 24, 2014. The purpose of the meeting was to present several potential alternatives to the public and receive feedback on those alternatives. A total of 40 members of the public attended the meeting.



3.4 Public Involvement Survey

A survey was developed to assist in gathering information from the community, and distributed to the steering committee members and posted online using Survey Monkey. These were also available online at the city and county websites as well as hardcopies at the City and County offices. A total of 120 completed surveys were received and evaluated.

The Questions were as follows:

Table 8: Survey Questions

1. What do you like or not like about the Edgefield Hwy corridor?
2. How do you use Edgefield Highway? (Choose all that apply) <ul style="list-style-type: none">• Local Resident• Bus User• Pedestrian / Cyclist• School (Employee / Student)• Pass through travel• Local Business Patron• Employee of Local Business• Do not use the road• Other (please specify)
3. What portion of the corridor is most relevant to you (do you live, work or frequent most often)? (check all that apply) <ul style="list-style-type: none">• From Aiken to University Parkway• From University Parkway to I-20• From I-20 to Edgefield County Line

<p>4. What elements do you want to see on the corridor? (Choose all that apply)</p> <ul style="list-style-type: none"> • Additional bicycle and pedestrian facilities • Additional Bus Stops • Additional green space, recreational, community activity areas • Intersection improvements (i.e. turn lanes, cross walks, signals) • Increased business and stores • Park-n-Ride Facility • Additional capacity, including additional travel lanes • Preservation of farms and forests • Other (please specify)
<p>5. Based on your answer to #4, where would you like that to occur?</p>
<p>6. What is your level of interest in the planning study?</p> <ul style="list-style-type: none"> • I would like to give my time by becoming a member of the Steering Committee • I would like to stay informed with newsletters and emails • I am not interested in the project • Other (please specify)
<p>7. If you would like to be involved, please provide us your contact information (name, address, telephone, e-mail)</p>

A summary of surveys can be found in Appendix 2.

3.5 Presentation of Vision to ARTS Subcommittee

To be completed after meeting is completed.

4.0 Planning Study Process

The goal of this corridor study is to recommend common-sense solutions that resolve problems and meet the community's expectations or principles. This is achieved through involved public participation and reliable data using a three-step process to: 1.) Define the problem 2.) Define the guiding principles, and 3.) Define and select alternatives.

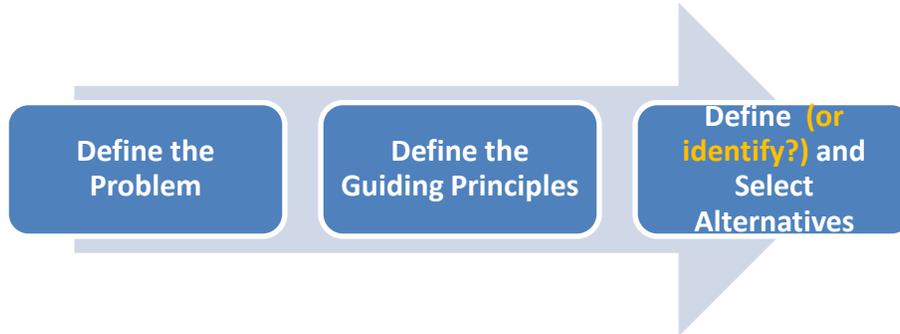
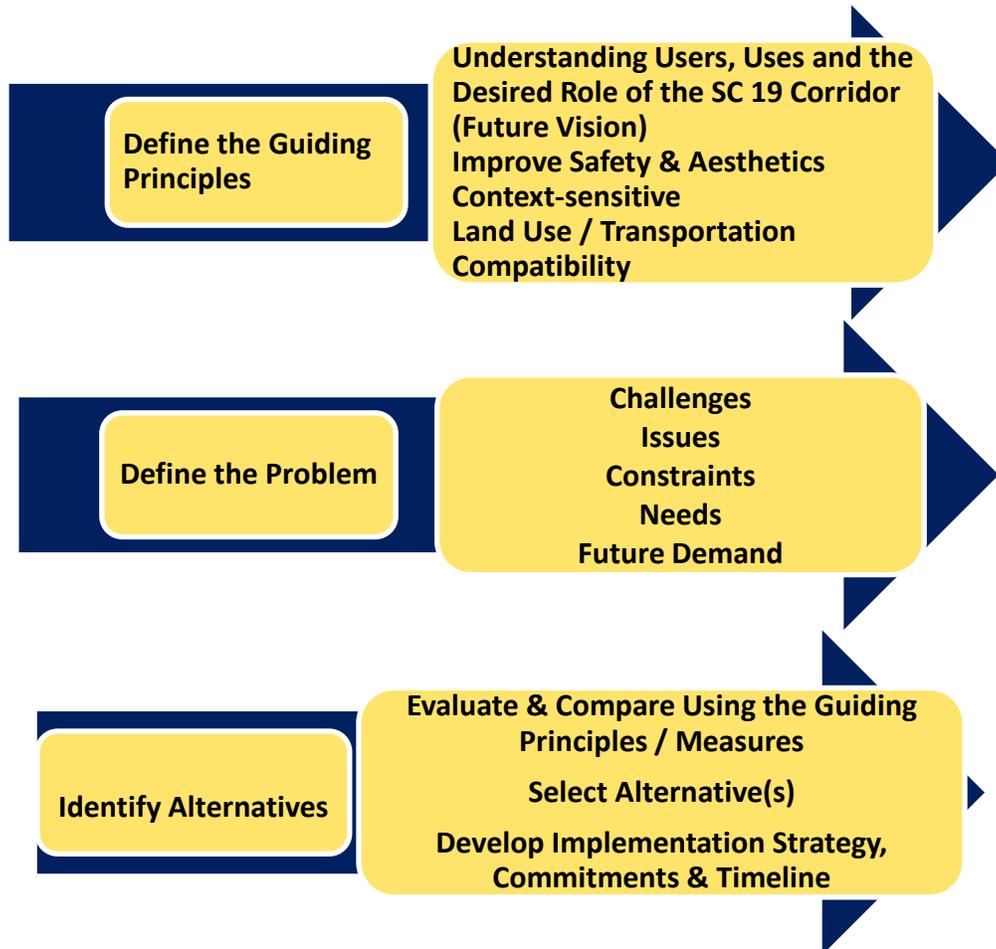


Figure 11 – The Planning Study Process



4.1 Define the Problem

Based on the Public Input, survey, review of previous studies and review of GIS/Census Data, corridor window surveys, the team put together a list of issues. This list of issues and opportunities continued to grow as the process continued until the end of the study. These issues included the following:

4.1.1 Rural Issues and Opportunities

- High speed limit and high volume of trucks/tractors
- Public comment of high volume of speeding vehicles
- Need to clearly mark destinations to avoid confusion. Many rear end collisions noted in this area may be due to slow moving traffic trying to find a turn
- Maintain arterial characteristics of moving cars in a rural roadway
- Planted median feature and signage at SC 19/191 split could calm traffic and increase awareness of Eureka and/or the historic Marie Cromer Seigler House
- Public comment of slow response to maintenance issues / upkeep
- Public preference for large lot homes, open space and preservation of natural features with subdivision design
- Public preference for maintaining forested buffers along highway and farmland
- Public comment about occurrence of road rutting and other maintenance issues
- Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway
- There are locations of frequent deer crossings in wooded areas that have the potential to cause crashes if drivers are not aware.
- Several intersections have high turn volumes and high accident rates
- Sight distance and no warning of upcoming intersections
- Public comment on the high accident rate, high volume of turning vehicles, and limited sight distance
- Public comments and the difficulty of trucks turning left onto Johnston Highway
- Need for use of existing location for landscape features, especially near Eureka
- Public comment of not being aware of key local features
- Hazards such as ditches, trees and steep slopes too close to the existing roadway
- No existing zone for bikes
- No space for tractors, buses and mail carriers to pull over
- Need to move mailboxes away from the travel way

4.1.2 Interchange Issues and Opportunities

- High volume of trucks/tractors going to Edgefield County as well as stopping at the Interchange.
- Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway
- Maintain arterial characteristics in an interchange area
- Public comment of slow response to maintenance issues / upkeep
- Public desire for restaurants for local use as well as commercial business and hotel to gain business from Interstate travelers
- Proximity to interstate exit provides potential for retail and services
- Public ranked preserving key natural resources high; area drains to Shaws Creek, which is a municipal water source
- Improve truck safety and traffic flow at intersections with ramps.
- Support for limiting driveways to maintain capacity and reduce accidents; support for improved quality of development
- Limited direction to interchange businesses
- Public Comment to create a sense of location and entrance into Aiken Community
- Poor future intersection operations / level of service
- Future traffic projections will require more capacity than the areas with existing 2 lanes can provide
- Public comments on the need to safely accommodate bicycles
- Public comment for aesthetics
- Pedestrian facilities will be needed for future development
- Public comment for more vegetation near roadway and the need for a safety "buffer" for pedestrians
- Currently there is a lack of lighting on pedestrian facilities and for way finding
- Public ranked preserving key natural resources high

4.1.3 Rural Neighborhood Issues and Opportunities

- Need for wide lanes with the 45 mph speed limit and high volume of trucks/tractors
- Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway
- SCDOT currently has plans for intersection improvements at two intersections.
- Need to clearly mark destinations to avoid confusion.
- Maintain arterial characteristics in a suburban/ rural neighborhood area

- Public Comment about occurrence of road rutting and other maintenance issues on connecting side streets.
- Lack of existing pedestrian facilities and presence of "goat paths" made by people creating their own path
- Relieve traffic on SC 19; current lack of connectivity to other areas and facilities
- Public comment of slow response to maintenance issues / upkeep
- Market demand limited to amount of additional retail and services available at neighborhood commercial centers (30-100k SF)
- Public ranked preserving key natural resources high; portion of area drains to Shaws Creek, which is a municipal water source; portion of area adjacent to Henderson Heritage Preserve, which is a unique natural resource
- Public ranked preserving key natural resources high; area drains to Shaws Creek, which is a municipal water source
- Projected future volumes will require additional capacity.
- This area is called out in the Aiken County Bicycle and Pedestrian Plan
- Support for limiting driveways to maintain capacity and reduce accidents; support for improved quality of development
- Public comment of not being aware of key area features
- Public comment regarding unsafe roadway
- Future level of service failure. Improvements beyond SCDOT planned improvements
- Line up Williams Lane for better access control and better serve connectivity of the potential Williams lane extension
- Aesthetics
- Need for access control
- Pedestrian facilities will be needed for future development
- Hazards too close the existing roadway, no existing room for bikes, no room for tractors and buses to pull over
- Public comment for more vegetation near roadway
- Currently there is a lack of lighting on pedestrian facilities and for way finding.
- Need to maintain clean natural areas with increased traffic on the adjacent roadway
- Provide infrastructure for development in this area

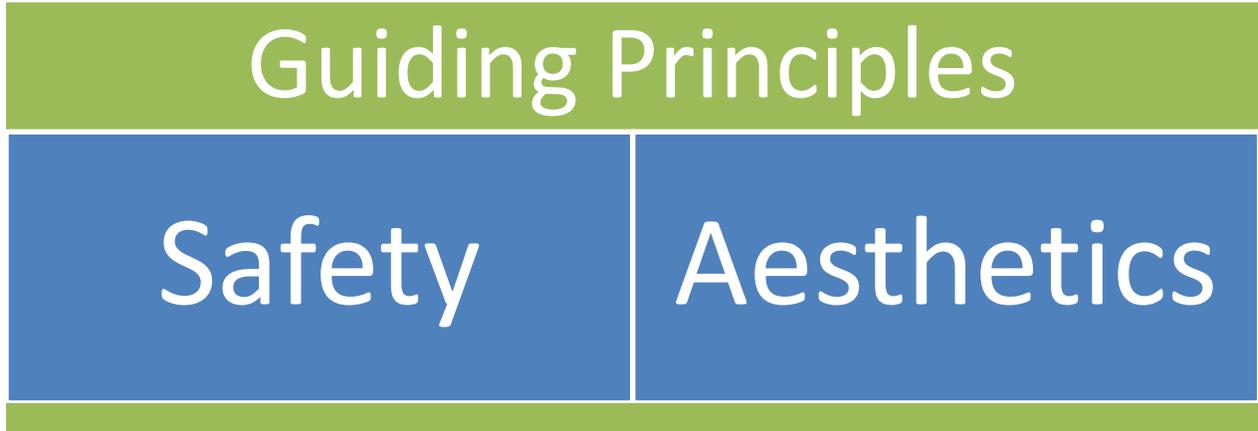
4.1.4 Urban Issues and Opportunities

- Maintain wide lanes for delivery trucks and bicycle sharing
- Emphasize a place for bikes and other slow moving vehicles to operate along the roadway

- Maintain urban arterial characteristics
- Pedestrian Crossings for school and other destinations Provide good spacing of pedestrian crossings
- High Crashes and complaints about driver expectancy (confusing intersection at Hampton Avenue)
- Need to clearly mark destinations to avoid confusion and achieve an even traffic flow
- Public comment to relieve traffic on SC 19;
- Improved bicycle and pedestrian connectivity and facilities
- Need to maintain local side-street pavement quality and safety
- Public comment of slow response to maintenance issues
- Character of adjacent development and market demand should limit retail and services to neighborhood commercial centers (30-100k SF)
- Potential for employment generating uses complimenting new county government center
- Public comment and growing demand for mix of housing types
- Public desire for more bicycle and pedestrian facilities
- Intersections with higher turning volumes and high accident rates
- Increase capacity of roadway; increase safety of riders
- Need to stay compliant and update cross walk pavement marking and ADA ramps on side streets.
- Support for limiting driveways to maintain capacity and reduce accidents
- Support for improved quality of development
- Support for preservation of neighborhood feel
- Need to acquire right-of-way currently for future roadway expansion.
- Public comment of not being aware of key area features
- Public comment to create a sense of entering the Aiken Area
- Bike Lane called-out for in Aiken County Bicycle and Pedestrian Plan
- Public comment on need for aesthetics and for access control. Also safety of controlling access for left turns from the travel lanes
- Currently there is a lack of lighting on pedestrian facilities and for way finding.
- Preserve neighborhood character and consistency with SC 19 to the south of Hampton Ave.,
- Extend boulevard streetscape northward from the city of Aiken
- Maintain efficient traffic flow

4.2 Guiding Principles

Careful analysis of the above observations lead to two Guiding Principles: Safety and Aesthetics. Safety encompassed reducing and preventing accidents to ensuring the road design meets traffic demand. Aesthetics includes maintenance and appearance of the corridor to use and development of adjacent land.



5.0 Alternative Development & Analysis

The Aiken County Urban Regional Model was employed in projecting existing and future traffic demand and road design capacity. Several minor changes were first made to model based on existing features and corridor project assumptions.

Five scenarios were run on the model to determine the future need for more capacity.

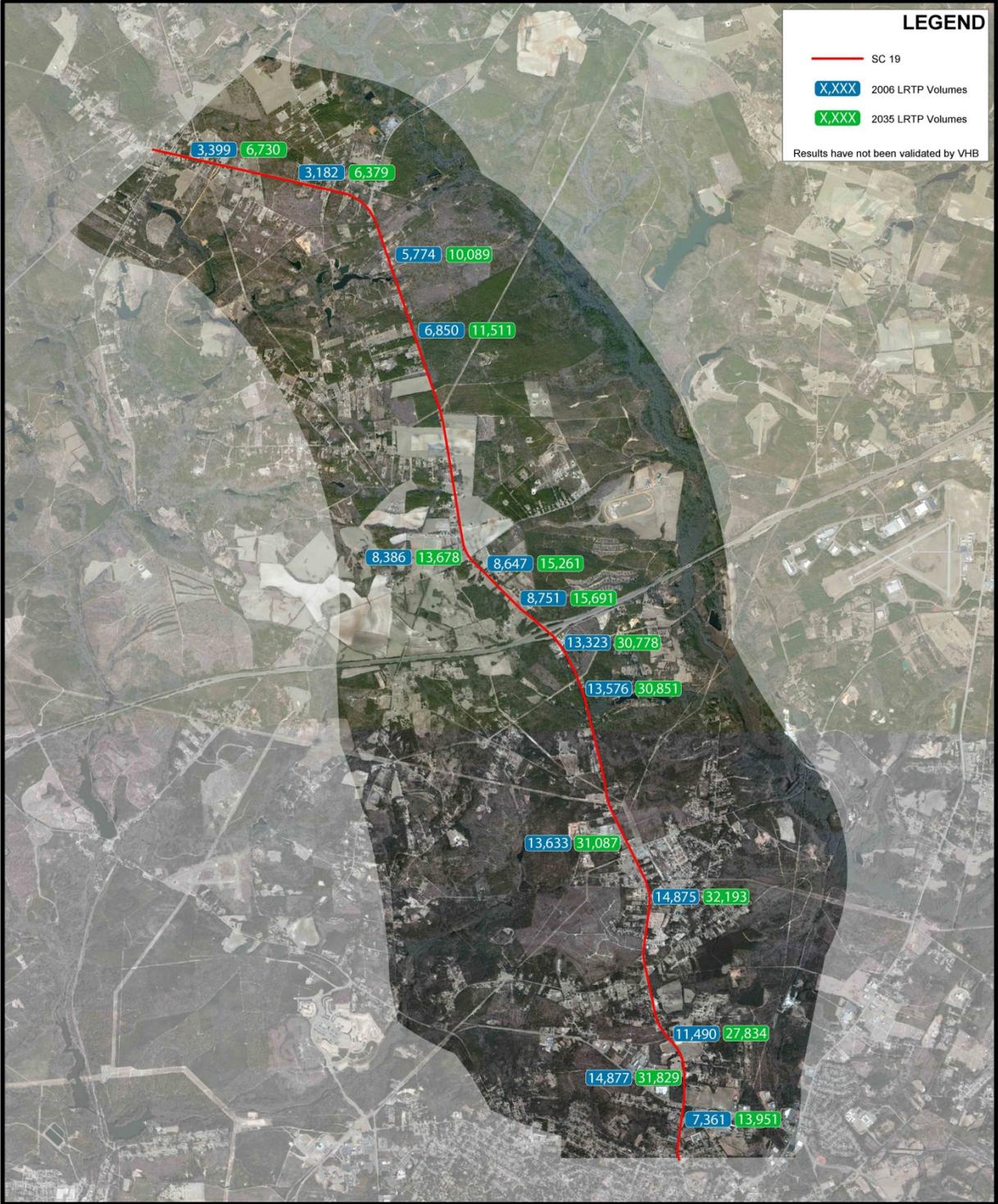
Table 9: Traffic Demand Model Summary

Model Run Name	Assumptions	Sections considered Level of Service F. (Areas where V/C greater than 1.1)
2006 Base Year	Existing Year	No segment exceeds 1.1
2035 E+C	2 lanes for the entire corridor	I-20 to University Parkway
2035 LRTP	2 lanes from County line to Shiloh Church Rd 4 lanes from Shiloh Church Rd to University Parkway 2 lanes from University Parkway to Hampton Ave.	No segment exceeds 1.1
2035 Alt 1	2 lanes from County line to Shiloh Church Rd 4 lanes from Shiloh Church Rd to University Parkway 2 lanes from University Parkway to	No segment exceeds 1.1

	Hampton Ave.	
2035 Alt 2	2 lanes from County line to Shiloh Church Road 5 lanes from Shiloh Church Road to Croft Mill Road 2 lanes from Croft Mill Road to Hampton Avenue	Croft Mill Road to University Parkway

Based on the data and various scenarios, the models found that, for the year 2035 projection, four lanes of traffic will be needed from near Shiloh Church Road to University Parkway. However, for the rural and urban sections of the project, a two lane roadway has the design capacity to serve projected demand.

Alternate 1 represents the number of lanes recommended by this study. As an added alternative, Alternate 2 was developed to determine if the roadway from Croft Mill Road to University Parkway could be kept at two lanes as a cost savings and still meet projected demand. Because of the traffic that currently uses Croft Mill Road to go to University Parkway to the west; the team decided this would be prudent. After analysis, even this portion of the roadway needed improvement.



DRMP
 LandDesign. **VHB**
 Date: 8/22/2013 | LDI # 1012183
 Data Source: Aiken County, City of Aiken, SCDOT, Esri

2006 & 2035 LRTP Volumes
 SC 19
 AIKEN COUNTY, SC

0 0.5 1 Miles
 Disclaimer: This map was created with the best available data, however, it is provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This data does not represent a legal survey of the land and is for graphical purposes only. Use of this Data for any purpose should be with acknowledgment of the limitations of the Data, including the fact that the Data is dynamic and is in a constant state of maintenance.

Figure 12 – 2006 & 2035 Volumes

6.0 Recommendations

After using public input and other key sources to identify the problems and categorizing those issues into Guiding Principles, concepts were created that addressed each issue. Many of these concepts came directly from public meetings and surveys. Other concepts were chosen based on past experience and local need. The next charts represent what was shown to the Steering Committee on June 26, 2014:

Table 10: Rural Concepts

Short Term (Limited Funding and/or Effort) RURAL IMPROVEMENT STRATEGIES					
Item	Improvement / Concept	Cost/Effort Involved	Justification	Purpose	
1	Maintain at least one 12 foot lane in each direction	N/A Existing	High speed limit and high volume of trucks/tractors	Maintain safe width for cars and trucks	
2	Coordinate with Sheriff for more frequent speed limit enforcement	Coordination efforts	Public comment of high volume of speeding vehicles	Effort to curb speeding	
3	Implement consistent and/or more visible address markers	\$15,000	Need to clearly mark destinations to avoid confusion. Many of the rear end collisions noted in this area may be due to slow moving traffic trying to find a destination	Maintain efficient traffic flow	
4	Maintain existing posted speed limit (55 mph along the corridor with 45mph near Eureka/Johnston Highway)	N/A	Maintain arterial characteristics of moving cars in a rural roadway Slow vehicles near Eureka for traffic calming and increased awareness of Eureka area	Maintain efficient traffic flow	
5	Coordinate with SCDOT on maintenance schedule	Coordination efforts	Public comment of slow response to maintenance issues	Keep the roadway maintained and grass low to increase safety by removing hazards and increasing sight distance at driveways and side roads	
6	Maintain low density of driveway spacing	Coordination efforts	There are multiple conflict points associated with frequent driveways	Improve safety and efficient traffic flow by reducing the number of conflict points where vehicles slow & speed.	
7	Investigate/Implement Adopt-A-Highway or other citizen performed beautification options	Coordination efforts	Public comment of slow response to maintenance issues / upkeep	Keep the roadway clean to increase aesthetics-value	
8	Encourage low density uses and the conservation of natural areas	Future Planning Coordination	Public preference for large lot homes, open space and preservation of natural features with subdivision design	Compatibility with existing uses (agricultural uses, large lots, hunting preserve and equestrian uses)	
9	Incorporate design features in new development that preserves rural character (i.e. forested highway and riparian buffers, wooden fencing)	Future planning coordination	Public preference for maintaining forested buffers along highway and farmland	Preserve rural character, farmland and forests that contribute to the South Carolina Heritage Corridor designation	
10	Ensure current road paving projects on the Sales Tax initiative are completed	Coordination efforts	Public comment about occurrence of road rutting and other maintenance issues	Reduce maintenance needs and improve roadway conditions	

Medium Term (Increased Funding and/or Effort) RURAL IMPROVEMENT STRATEGIES

Item	Improvement / Concept	Cost/Effort Involved	Justification	Purpose	
11	Increase frequency of "Share the Road" signs every 2 miles each direction	\$2,000	Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway	Provide a safe facility for all modes of travel	
12	Increase frequency of "Deer Crossing" signs	\$2,000	There are locations of frequent deer crossing in wooded areas that have the potential to cause crashes if drivers are not aware.	Provide warning from drivers of potential of hazards and improve safety	
13	Intersection advanced warning signs at Shiloh Church, Lake Shore Drive, Johnston Highway	\$1,500	These intersections have high turn volumes and high accident rates	Notify vehicles of approaching intersection and improve safety	
14	Advanced warning signs on key side road approaches to SC 19 (Shiloh Church Road, Lake Shore, Springfield Church)	\$1,500	Sight distance and no warning of upcoming intersection	Notify vehicles of approaching intersection and improve safety	

Medium Term (Increased Funding and/or Effort) RURAL IMPROVEMENT STRATEGIES (cont...)					
15	Lake Shore NB Turn Lane	\$150,000	Public comment on the high accident rate, high volume of turning vehicles, and limited sight distance	Create a safer intersection	
16	Johnston Highway realignment	\$150,000	Public comments and the difficulty of trucks turning left onto Johnston Highway	Provide a safe turning location for high volume of left turn trucks	
17	Mallard NB left turn lane	\$150,000	Establish traffic calming by limiting the long straight roadway by providing the need for vehicular movement	Need for traffic calming to curb speeding and improve safety	
18	Springfield Church Road left turn lanes	\$150,000	Establish traffic calming by limiting the long straight roadway by providing the need for vehicular movement	Need for traffic calming to curb speeding and improve safety	
19	Old Friar Road NB left turn lane	\$150,000	Establish traffic calming by limiting the long straight roadway by providing the need for vehicular movement	Need for traffic calming to curb speeding and improve safety	
20	Add gateway type signage and landscaping with easy maintenance vegetation or wild flowers to Johnston Highway Intersection	\$3,000	Existing location is good for landscape feature	To create a sense of place / gateway for historic Eureka for safety and aesthetics	

21	Increase signage for key locations (Eureka, Heritage Corridor Nature Route)	\$3,000	Public comment of not being aware of key area features	Community awareness and to provide way finding for safety and aesthetics	
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Long Term (Major Funding and/or Effort) RURAL IMPROVEMENT STRATGIES

Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	
22	Shiloh Church Intersection Improvement potentially a traffic signal with turn lanes or roundabout	\$250,000	Public comment on high accident rate, high volume of turning vehicles, and limited sight distance Poor future level of service	Create a safer, more efficient intersection	
23	10 ft. Shoulder (6 footpaved 4 foot grass) /remove hazards such as steep slopes and trees /place guardrail where necessary	\$5,500,000	Hazards such as ditches, trees & steep slopes too close to the existing roadway, no existing zone for bikes, no space for tractors, buses and mail carriers to pull over. Also need to move mailboxes away from the travel way	Create a safer area along the roadside	

6.1.1 Recommended Rural Typical Section



Figure 13 – Recommended Rural Typical Section

Table 11: Rural Typical Section Details

Recommended Improvement	Purpose	Guiding Principle
Wide Clear Shallow Stormwater Ditch	Provide safety for vehicles that leave the roadway	Safety
	Improve intersection sight distance by clearing the line of sight	
	Maintain rural character	Aesthetics
Wide Paved Shoulder	Provide space for Bicycles	Safety
	Provide space for tractors and mail delivers	
12 foot Travel Lanes	Provide wide lanes for truck traffic	Safety
Intermittent Turn Lanes	Provide safety for left turn vehicles Change in roadway to vary from straight two lane roadway to curb speeding	Safety

6.2 Interchange Improvement Strategies

Table 12 Interchange Concepts

Short Term (Limited Funding and/or Effort) INTERCHANGE IMPROVEMENT STRATEGIES					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	
1	Maintain at least one 12 foot lane in each direction	N/A Existing	High volume of trucks/tractors going to Edgefield County as well as stopping at businesses at the Interchange	Maintain safe width for cars and trucks	
2	Place "Share the Road" signs	\$1,000	Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway	Provide a safe facility for all modes of travel	
3	Post uniform 35mph Speed limit	\$1,000	Maintain arterial characteristics in an interchange area	Maintain efficient speed	
4	Coordinate with SCDOT on maintenance schedule	Coordination efforts	Public comment of slow response to maintenance issues/upkeep	Keep the roadway maintained and grass low to increase safety by removing hazards and increasing sight distance at driveways and side roads	
5	Investigate/Implement Adopt-A-Highway or other citizen performed beautification options	Coordination efforts	Public comment of slow response to maintenance issues / upkeep	Keep the roadway clean to increase aesthetics value	
6	Pursue grant funding and partnerships to extend sewer service to the area south of the Interchange	Future planning coordination	Public desire for restaurants for local use as well as commercial business and hotel to gain business from Interstate travelers.	Allow for greater diversity of land uses on the south side of the interchange	

7	Focus commercial development near commercial/mixed use nodes south of the I-20 Interchange	Future planning coordination	Proximity to interstate exit provides potential for the amount of retail and services available at a Community Commercial Center (125-200k square feet)	Concentrate commercial development near commercial/mixed use nodes to preserve the rural character of the other parts of the corridor while accommodating new development and fulfilling demand for non-residential development	
8	Preserve Long Branch riparian forest as buffer between interchange area more rural parts of corridor	Future planning coordination	Public ranked preserving key natural resources high; area drains to Shaws Creek, which is a municipal water source	Preserve rural character, key natural features and water quality	
Medium Term (Increased Funding and/or Effort) INTERCHANGE IMPROVEMENT STRATEGIES					
Item	Improvement / Concept	Cost/Effort Involved	Justification	Purpose	
9	Improve intersection turning radii for all ramp termini	\$300,000	Improve truck safety and traffic flow at intersections with ramps.	Increase safety and decrease future maintenance	
10	Adopt an overlay district to establish design criteria for new development (i.e. consolidation of driveways, buffers, screening and parking standards)	Future Planning Coordination	Support for limiting driveways to maintain capacity and reduce accidents; support for improved quality of development	Maintain safety and improve aesthetics	
11	Add directional signing to hotels, restaurants, gas at of ramps	Future Planning Coordination	Limited direction to interchange businesses	To provide way finding for interchange amenities	
12	Add Landscape Feature	\$3,500	Public Comment to create a sense of location and entrance into Aiken Community	Create an aesthetically pleasing entrance for motorists entering the Aiken community	
Long Term (Major Funding and/or Effort) INTERCHANGE IMPROVEMENT STRATEGIES					
Item	Improvement / Concept	Cost/Effort Involved	Justification	Purpose	
13	Signal at ramp entrance / exits	\$300,000	Poor future intersection operations/level of service	Create a more efficient intersection	
14	Widen to four lanes through this section	\$3,000,000	Future traffic projections will require more capacity than the areas with existing two lanes can provide	Create more capacity to fit future projected volume	
15	Increase width of outside lane to 14 feet to accommodate a shared use lane	Included	Public comments on the need to safely accommodate bicycles	Provide a safe facility for bicyclist	
16	Add / refurbish raised median with dedicated left turns	\$250,000	Public comment for aesthetics, need for access control	Provide new aesthetically pleasing landscaping Maintain efficient traffic flow	
17	Add curb & gutter and sidewalk to both sides of the roadway	\$500,000	Pedestrian facilities will be needed for future development	Provide a safe facility for pedestrians	

Long Term (Major Funding and/or Effort) INTERCHANGE IMPROVEMENT STRATEGIES (cont...)					
18	Add six foot planting strip between curb and sidewalk	Included	Public comment for more vegetation near roadway and the need for a safety "buffer" for pedestrians	Increase the space between pedestrians and vehicles	
19	Add lighting	\$500,000	Currently there is a lack of lighting on pedestrian facilities and for way finding in the area of local businesses	Create a sense of safety and improve visibility during night hours	
20	Install wildlife friendly culvert at Long Branch stream crossing	\$20,000	Public ranked preserving key natural resources high	Maintain habitat connection between Shaws Creek and habitat west of SC 19	

6.2.1 Recommended Interchange Typical Section



Figure 14 – Recommended Interchange Typical Section

Table 13: Interchange Typical Section Details

Recommended Improvement	Purpose	Guiding Principle
Sidewalks	Provide safe pedestrian facilities	Safety
Planting Strip	Provide safe distance from vehicles to pedestrians	Safety
	Provide lighting Provide landscaping	Aesthetics
Curb & Gutter	Provide for storm water while maintaining smaller right-of-way width Provide vertical barrier between vehicles and pedestrians	Safety
Shared Use Lane	Provide space for bicycles, slower vehicles & mail delivers	Safety
Four travel lanes	Provide for expected capacity	Safety
Raised/Landscaped Median	Create space for landscaping	Aesthetics
	Maintain good traffic flow and limit conflict points by controlling left turn/U-turn spacing	Safety

6.3 Rural Neighborhood Improvement Strategies

Table 14: Rural Neighborhood Concepts

Short Term (Limited Funding and/or Effort) RURAL NEIGHBORHOOD IMPROVEMENT STRATEGIES					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	
1	Maintain at least one 12 foot lane in each direction	N/A Existing	Need for wide lanes with the high speed limit and high volume of trucks/tractors	Maintain safe width for cars and trucks	
2	Increase frequency of "Share the Road" signs every 2 miles	\$2,000	Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway	Provide a safe facility for all modes of travel	
3	Ensure current Reynolds Pond and Good Springs road improvements are implemented	Coordination efforts	SCDOT currently has plans for intersection improvements at these intersections	Use of existing funds to assist in improving the corridor	
4	Implement consistent and / or more visible address markers	\$20,000	Need to clearly mark destinations to avoid confusion.	Maintain efficient traffic flow	
5	Create uniform 45mph posted speed limit	N/A Existing	Maintain arterial characteristics in a suburban/ rural neighborhood area	Maintain efficient and consistent speed	
6	Ensure current road paving projects on the Sales Tax initiative are completed (Balltown Rd. & Phillips St. & Sandy Lane)	Coordination efforts	Public comment about occurrence of road rutting and other maintenance issues	Reduce maintenance needs and improve roadway conditions	
7	Add sidewalk/pathways from neighborhoods to SC 19 on Sassafras Rd., Shiloh Heights Rd, Bethel Church Rd.	\$250,000	Lack of existing pedestrian facilities and presence of "goat paths" made by people creating their own path	Connectivity of neighborhoods with limited vehicle usage	
8	Coordinate with SCDOT on maintenance schedule	Coordination efforts	Public comment of slow response to maintenance issues	Keep the roadway maintained and grass low to increase safety by removing hazards and increasing sight distance at driveways and side roads	

Short Term (Limited Funding and/or Effort) RURAL NEIGHBORHOOD IMPROVEMENT STRATEGIES (cont..)

9	Encourage parallel connector roads to be constructed as development occurs	Planning coordination	Relieve traffic on SC 19; current lack of connectivity to other areas and facilities	Eliminate traffic from SC 19, better connection to roads like US 1 and University Parkway	
10	Pursue Williams Lane Extension	Planning coordination	Relieve traffic on SC 19; current lack of connectivity to other areas and facilities	Eliminate traffic from SC 19, better connection to roads like US 1 and University Parkway	
11	Investigate/Implement Adopt-A-Highway or other citizen performed beautification options	Planning Coordination	Public comment of slow response to maintenance issues / upkeep	Keep the roadway clean to increase aesthetics value	
12	Focus commercial development near commercial/mixed use nodes at Ball Town (Croft Mill Road) and Ridgecrest (Reynolds Pond Road) neighborhoods	Future planning coordination	Market demand limited to amount of additional retail and services available at neighborhood commercial centers (30-125k square feet)	Focusing commercial development near commercial/mixed use nodes preserves the rural character of the other parts of the corridor while accommodating new development and fulfilling demand for non-residential development	
13	Limit the intensity of development in key natural areas (steep slopes, riparian areas, long leaf pine woods)	Future planning coordination	Public ranked preserving key natural resources high Portion of area drains to Shaws Creek, which is a municipal water source Portion of area adjacent to Henderson Heritage Preserve, which is a unique natural resource	Preserve rural character, key natural features and water quality	
14	Preserve Long Branch riparian forest as buffer between interchange area more rural parts of corridor	Future Planning Coordination	Public ranked preserving key natural resources high Area drains to Shaw Creek, which is a municipal water source	Preserve rural character, key natural features and water quality	
15	Implement water quality features near key water bodies such as Shaws Creek	\$20,000	Maintain natural features and ensure water supply remains clean	Preserve key natural features and water quality	

Medium Term (Increased Funding and/or Effort) RURAL NEIGHBORHOOD IMPROVEMENT STRATEGIES

Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	
16	Acquire Addition right-of-way for Road widening north of Reynolds Pond	\$155,000	Projected future volumes will require additional capacity	Ensure property is not developed	
17	Acquire Addition right-of-way for road widening south of Reynolds Pond	\$515,000	Projected future volumes will require additional capacity.	Ensure property is not developed	

Medium Term (Increased Funding and/or Effort) RURAL NEIGHBORHOOD IMPROVEMENT STRATEGIES (cont...)					
18	Pursue grant funds for study, design and construction of Rail with Trail along Southern Railway	Future Planning Coordination	Called for in Aiken County Bicycle and Pedestrian Plan	Increase recreational opportunities and pedestrian/bicycle facilities	
19	Adopt an overlay district to establish design criteria for new development (i.e. consolidation of driveways, buffers, screening and building placement)	Future Planning Coordination	Support for limiting driveways to maintain capacity and reduce accidents Support for improved quality of development	Maintain safety and improve aesthetics	
20	Increase signage for key locations (Battle of Aiken, Aiken Memorial Gardens, Henderson Heritage Preserve, Ball Town Community, Shiloh Heights Community, Aiken High School, USC Aiken, Hospital, Airport)	\$7,000	Public comment of not being aware of key area features. Churches are such a key to this corridor with many along SC19 and in adjacent neighborhoods.	Increased community awareness and to provide way finding	
Long Term (Major Funding and/or Effort) RURAL NEIGHBORHOOD IMPROVEMENT STRATEGIES					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	
21	Create a four lane roadway through this section	\$15,200,000	Projected future volumes will require 4 lanes	Provide more capacity to accommodate future projected vehicle volumes	
22	Add shared lane marking between University and Croft Mill Rd	N/A	Bike Lane Called for in Aiken County Bicycle and Pedestrian Plan, but without maintenance commitment sharrow is better for bicyclists	Increase Bicycle Safety	
23	Pave Van Byran Road	\$300,000	Public comment regarding unsafe roadway	Improve road surface for safety and convenience.	
24	Signal or roundabout at Reynolds Pond Road	\$150,000	Future level of service failure. Improvements beyond SCDOT planned improvements	Ensure the intersection will function efficiently with projected future volumes	
25	Align Williams Land and Weaver Street to one intersection on SC 19	\$300,000	Line up roads for better access control and better serve connectivity of the potential Williams lane extension	Efficiency of roadway network	
26	Add raised median with dedicated left turns at Hedge Rd., Williams Lane, Allan Ave., Sassafras Rd., Mayfield Road, Reynolds Pond Road, Good Springs Road, Morris Pond road, Powell Pond Rd.	\$950,000	Aesthetics and need for access control	Provide new aesthetically pleasing landscaping Maintain efficient traffic flow	
27	Add curb & gutter and sidewalk from University Ave, to Reynolds Pond Rd.	\$1,150,000	Pedestrian facilities will be needed for future development	Provide a safe facility for pedestrians	

Long Term (Major Funding and/or Effort) RURAL NEIGHBORHOOD IMPROVEMENT STRATEGIES (cont...)				
28	10 foot shoulder (6 foot paved 4 foot grass),remove hazards, / guardrail in northern section	N/A	Hazards too close the existing roadway, no existing room for bikes, no room for tractors and buses to pull over	Provide a safe roadway shoulder and remove hazards such as trees, steep ditches, steep high slopes from the edge of roadway Add paved width for bicycle use.
29	Add 6 foot planting strip between curb and sidewalk when widened	N/A	Public comment for more vegetation near roadway	Increase space between pedestrians and vehicles, and provide additional green space
30	Add lighting at key areas from University Ave to Reynolds Pond Rd. when widened	\$1,150,000	Currently there is a lack of lighting on pedestrian facilities and for way finding	Create a sense of safety and improve visibility during night hours
31	Provide oil/water separator or other method to control runoff near Longs Pond Branch	Future planning coordination	Need to maintain clean natural areas with increased traffic on the adjacent roadway	Preserve green space and water quality
32	Extend sewer service north of Shiloh Heights Road	Future planning coordination	Provide infrastructure for development in this area	Create utilities for development
33	Investigate the need for a multiuse pathway on one or both sides of SC 19 from Reynolds Pond to the Interchange area or the possibility of a greenway in this area	Future Planning Coordination	Lack of existing pedestrian facilities and presence of "goat paths" made by people creating their own path	Access for pedestrians and bicyclists

6.3.1 Recommended Rural Neighborhood (Northern section- Powell Pond Road to Reynolds Pond Road) Typical Section



Figure 15 – Recommended Rural Neighborhood Typical Section

Table 15: Rural Neighborhood Typical Section Details

Recommended Improvement	Purpose	Guiding Principle
Sidewalks	Provide safe pedestrian facilities	Safety
Planting Strip	Provide safe distance from vehicles to pedestrians	Safety
	Provide lighting	
Curb & Gutter	Provide landscaping	Aesthetics
	Provide for storm water while maintaining smaller right-of-way width	
Shared Use Lane	Provide barrier between vehicles to pedestrians	
Shared Use Lane	Provide space for bicycles, slower vehicles & mail delivers	Safety
Four travel lanes	Provide for expected capacity	
Raised/Landscaped Median	Create space for landscaping Maintain good traffic flow and limit conflict points by controlling left turn/U-turn spacing	Safety

6.3.2 Recommended Rural Neighborhood (Southern section- Reynolds Pond Road to University Parkway) Typical Section



Figure 16 – Recommended Rural Neighborhood Typical Section

Table 16: Rural Neighborhood Typical Section Details

Recommended Improvement	Purpose	Guiding Principle
Wide Clear Shallow Stormwater Ditch	Provide safety for vehicles that leave the roadway	Safety
	Improve intersection sight distance by clearing the line of sight	
Wide Paved Shoulder	Maintain rural character	Aesthetics
	Provide space for bicycles Provide space for tractors and mail delivers	Safety
Four travel lanes	Provide for expected capacity	
Raised/Landscaped Median	Create space for landscaping Maintain good traffic flow and limit conflict points by controlling left turn/U-turn spacing	Safety

6.4 Urban Improvement Strategies

Table 17: Urban Concepts

Short Term (Limited Funding and/or Effort) URBAN IMPROVEMENT STRATEGIES					
1	Maintain at least one 12 foot lane in each direction pending future development	N/A Existing	Maintain wide lanes for delivery trucks and bicycle sharing	Maintain safe width for cars and trucks	
2	Maintain 35mph posted speed limit	N/A Existing	Maintain urban arterial characteristics	Maintain efficient speed	
3	Place "Share the Road" signs and do not install rumble strips	\$2,000	Emphasize a place for bikes and other slow moving vehicles to operate along the roadway	Provide a safe facility for all modes of travel	
4	Implement mid-block pedestrian crossing at either Plunkett or Gayle Ave	\$10,000	Pedestrian Crossings for school and other destinations. Provide good spacing of pedestrian crossings.	Provide a safe and designated pedestrian crossing location	
5	Pursue traffic study for Hampton intersection to review traffic flow, pedestrian movements and adjacent property access	\$25,000	High Crashes and complaints about driver expectancy (confusing intersection).	Provide a safe and efficient intersections for all modes of traffic and access	
6	Implement consistent or more visible address markers	\$5,000	Need to clearly mark destinations to avoid confusion and achieve an even traffic flow	Maintain efficient traffic flow and improve safety	
7	Encourage roads in new developments to be designed with short block lengths and connections to existing roads	Coordination efforts	Public comments to relieve traffic on SC 19 Improved bicycle and pedestrian connectivity and facilities	Reduce traffic on SC 19 and improve connectivity to roads like US 1 and University Parkway	
8	Ensure County Sales Tax Program paves McCormick Street and Morgan Street	Coordination efforts	Need to improve roadways for safety and maintenance	Use of existing funds to assist in improving the corridor	

Short Term (Limited Funding and/or Effort) URBAN IMPROVEMENT STRATEGIES (cont...)

9	Coordinate with SCDOT on Maintenance Schedule	Coordination efforts	Public comment of slow response to maintenance issues	Keep the roadway maintained and grass low to increase safety by removing hazards and increasing sight distance at driveways and side roads.	
10	Investigate/Implement Adopt-A-Highway or other citizen performed beautification options	Coordination efforts	Public comment of slow response to maintenance issues	Keep the road side clean to increase aesthetics value	
11	Focus commercial development near commercial/mixed use nodes at University Parkway and Balltown (Croft Mill Road)	Coordination efforts	Character of adjacent development and market demand should limit retail and services to neighborhood commercial centers (30-100k square feet)	Focusing commercial development near commercial/mixed use nodes preserves the rural character of the other parts of the corridor while accommodating new development and fulfilling demand for non-residential development	
12	Accommodate a mix of civic, office, commercial and residential uses west of SC 19 along University Parkway	Coordination efforts	Potential for employment generating uses complimenting new county government center	Increase jobs in the study area	
13	Encourage a mix of residential densities where utilities exist	Coordination efforts	Public comment and growing demand for mix of housing types	Accommodate a mix of housing types	
14	Encourage greenways and trails that connect major destinations and preserve natural resources	Coordination efforts	Public desire for more bicycle and pedestrian facilities and to preserve natural resources	Increase safety and improve/maintain aesthetics	

Medium Term (Increased Funding and/or Effort) URBAN IMPROVEMENT STRATEGIES

Item	Improvement/Concept	Cost/Effort Involved	Justification	Purpose	
15	Advanced signage for Hampton Avenue, Columbia, Avenue, Gayle Avenue and University Parkway	\$8,000	Intersections with higher turning volumes and high accident rates	Notify vehicles of approaching intersection and improve safety	
16	Add bus pullouts at all current and planned bus stops	\$6,000	Increase capacity of roadway Increase safety of riders	Increase bus rider safety and access	
17	Improve existing sidewalks to make ADA compliant	\$30,000	Need to stay compliant and update cross walk pavement marking and ADA ramps onto side streets	Safe facilities for pedestrians	

18	Adopt an overlay district to establish design criteria for new development (i.e. consolidation of driveways, buffers, landscaping, and building placement)	Coordination efforts	Support for limiting driveways to maintain capacity and reduce accidents Support for improved quality of development Support for preservation of neighborhood feel	Maintain safety and improve aesthetics	
19	Acquire additional right-of-way where necessary for road widening	\$23,000	Small portions of properties will need to be acquired to construct and maintain a Complete Street Design	Ensure right of way is available	
20	Increase signage for key locations (Bethany Cemetery, Hahn Village, Aiken High School, City of Aiken Offices, Aiken County complex)	\$2,000	Public comment of not being aware of key area features.	Community awareness	
21	Add Gateway signage for City of Aiken Limits, in the immediate vicinity of University Parkway Intersection	\$3,500	Public comment to create a sense of entering the Aiken Area	Create an aesthetically pleasing entrance for commuters going into the Aiken area	
Long Term (Major Funding and/or Effort) URBAN IMPROVEMENT STRATEGIES					
Item	Improvement/Concept	Cost/Effort Involved	Justification	Purpose	
22	Add shared lane markings	N/A	Bike lane called for in Aiken County Bicycle and Pedestrian Plan but sharrow markings provide a better maintained riding surface for bicyclists	Increase bicycle safety	
23	Add raised median with dedicated turns at Columbia Ave, Gayle Ave, Cushman Drive, Lincoln Ave	\$0	Public comment on need for aesthetics and for access control Also safety of removing left turns from the travel lanes	Provide new aesthetically pleasing landscaping Maintain efficient traffic flow	
24	Add curb & gutter, planting strip, and sidewalk to both sides of the roadway	\$0	Pedestrian facilities currently needed in this area	Provide a safe facility for pedestrians	

Long Term (Major Funding and/or Effort) URBAN IMPROVEMENT STRATEGIES (cont....)				
25	Add lighting at key areas from University Ave to Reynolds Pond Rd.	\$0	Currently there is a lack of lighting on pedestrian facilities and for way finding	Create a sense of safety and improve visibility during night hours
26	Create recommended typical roadway with 2 lanes, landscaped median, sidewalks, shared lane, planting/lighting strip	\$3,000,000	Preserve neighborhood character and consistency with SC 19 to the south of Hampton Ave., increase pedestrian and motorist safety, extend boulevard streetscape northward, maintain efficient traffic flow	Preserve urban character
27	Pave Pine Crest Road between Ravenell St. and Columbia Ave.	\$200,000	Need to maintain roadways for safety and maintenance	Provide connectivity of Roadway system

Recommended Urban Typical Section



Figure 17 – Recommended Urban Typical Section

Table 18: Urban Typical Section Details

Recommended Improvement	Purpose	Guiding Principle
Sidewalks	Provide safe pedestrian facilities	Safety
Planting Strip	Provide safe distance from vehicles to pedestrians Provide lighting	Safety
	Provide landscaping	Aesthetics
Curb & Gutter	Provide for storm water while maintaining smaller right-of-way width Provide barrier between vehicles to pedestrians	
Shared Use Lane	Provide space for Bicycles, slower vehicles & mail delivers	Safety
Four travel lanes	Provide for expected capacity	
Raised/Landscaped Median	Create space for landscaping Maintain good traffic flow and limit conflict points by controlling left turn/U-turn spacing	Safety

6.5 Land Use, Design and Aesthetics Recommendations

6.5.1 Advisory Committee & Public Input

Safety and aesthetics were the two major themes taken from meetings with the Advisory Committee and the public.

At the public meeting attendees were asked to prioritize streetscape components and land uses for each segment. Responses were averaged and then ranked to determine the preferences for each segment listed below.

Urban preferences are for street lighting, signs identifying neighborhoods, a landscaped median and an interest in street trees. Residential land use preferences were for a mix of housing types including attached and detached types. There was a preference for smaller lot cottage homes and higher density development near the City. There was also a preference for preserving key natural resources (forests, water quality buffers, steep slopes) through careful subdivision design. Non-residential preferences were for sit-down restaurants and neighborhood mixed use centers.

Rural Neighborhood preferences were for street lighting, a landscaped median, and signs identifying neighborhoods. Residential land use preferences were for large lot homes and preserving key natural resources. Nonresidential preferences were for sit-down restaurants, mixed use development.

Rural preferences were for maintaining forested buffers along the highway with new development and preserving farmland. Residential land use preferences were for preserving key natural resources (forests, water quality buffers, steep slopes) and providing open space in new developments (i.e. greenways and trails, fields and other recreational facilities). The form of residential that is preferred is large lot homes on over an acre of land. Non-residential preferences were for sit-down restaurants and neighborhood mixed use centers.

Interchange preferences

6.5.2 Strategic Green Infrastructure/Natural Assets

Overview

Green Infrastructure can be defined as a system of public and private open spaces that when maintained as natural areas or improved through restoration can protect important plant and animal habitats, provide migration routes, improve water quality, buffer important cultural assets from encroaching development and provide relief from the hard edges of the built environment. Green infrastructure is critical to the livability of a place and reinforces its

identity. The existing natural assets along the SC 19 corridor contribute to the rural character of the roadway and its designation as a South Carolina Heritage Corridor Nature Route.

Methodology

Green Infrastructure can be divided into three categories. Category A Green Infrastructure includes areas that cannot be developed due to regulatory constraints. These areas contribute to plant and animal habitat, water quality and provide other benefits such as hazard mitigation. Category A Green Infrastructure includes the following:

- Protected Lands
- Floodplains
- Wetlands
- Riparian Buffer (50 ft)

Category B Infrastructure includes areas that can support a limited amount of development, but physical attributes increase the cost and complexity of site preparation or engineering solutions necessary in order to accommodate development. Category B Green Infrastructure includes the following:

- Steep Slopes (>25%)
- Poor soils (Hydric and Predominantly Hydric)

Category C Infrastructure includes areas that can be developed but have features that are valued by the community for the purposes they serve (i.e. enhancing storm water management, preserving ecologically important areas, providing local food opportunities on working farms and prime farmland soils, supporting wildlife habitat, protecting water quality, providing recreational or educational opportunities, buffering cultural or historic features, contributing to SC-19's inclusion in the South Carolina Heritage Corridor Nature Route, or scenic view). Category C Green Infrastructure includes but is not limited to the following:

- Wildlife Hubs and Key Connections
- Mature Forest (particularly long leaf pine stands, forested highway views, and riparian areas)
- Farmland and Prime Farmland Soils

As part of the SC 19 Corridor Study, the project team identified green infrastructure in the study area and used this inventory to develop the Land Use, Design and Aesthetic Recommendations and the Land Use Concept Map. The purpose of the recommendations and Concept Map was to address concerns voiced at public meetings throughout the process. A map of Green Infrastructure is included below. Key features that contributed to the designation of Rural Density / Natural Resource areas on the Land Use Concept Map are identified on the map.

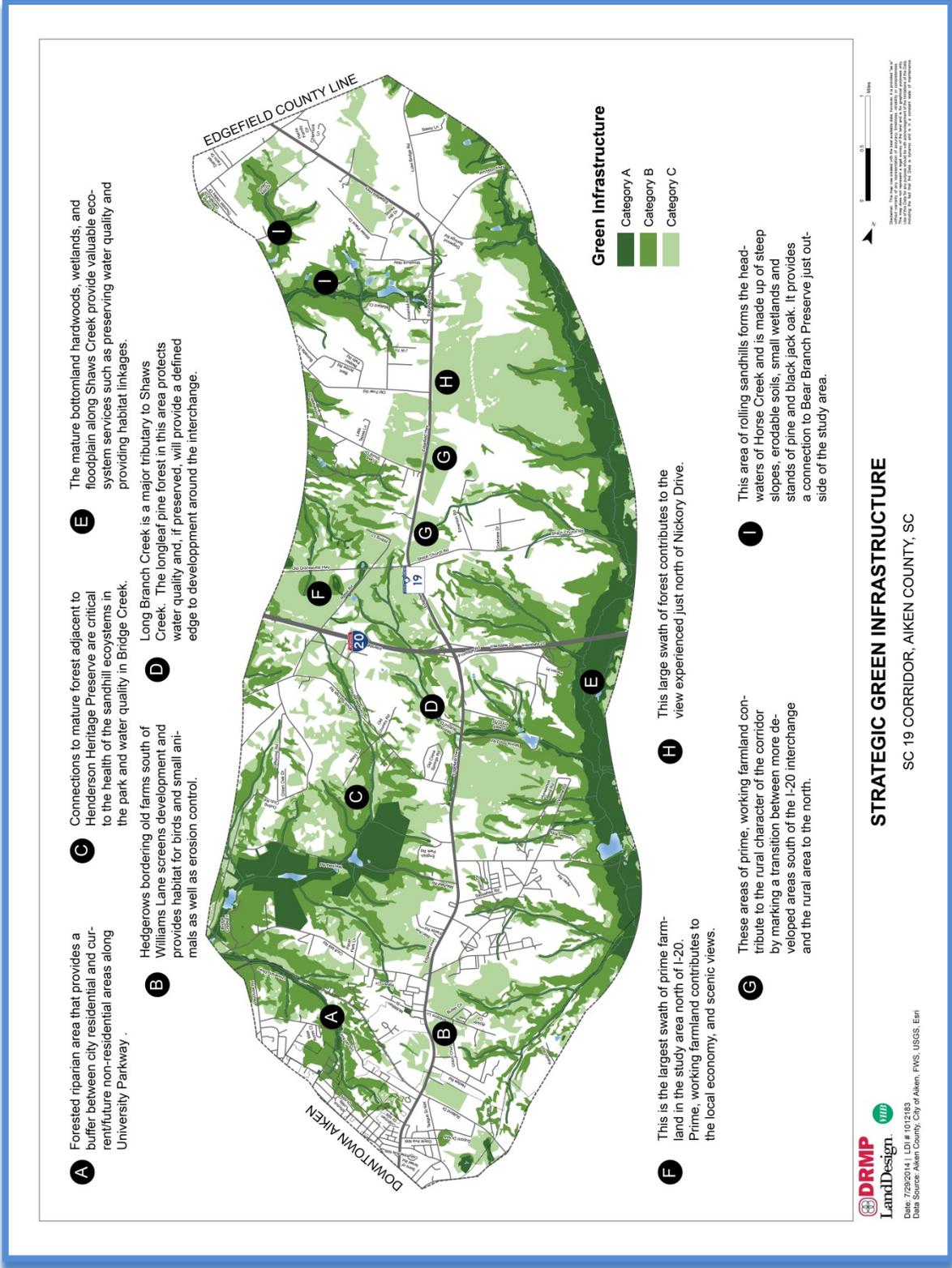


Figure 18 – Strategic Green Infrastructure Map

Land Use Concept

The Land Use Concept Map, included below is a conceptual representation of future land use in the study area. It builds on previous efforts, including the Northside Comprehensive Plan, and provides direction regarding the predominant future uses and development intensities in different areas of the corridor.

Commercial / Mixed Use

Commercial / Mixed Use areas are located along SC 19 in areas that are most suitable for commercial development. These “nodes” of activity are in the vicinity of existing or potential residential development and near the intersection of major roads. A mix of commercial, service, retail, office, commercial and residential uses is appropriate for these areas. Key characteristics of a Commercial / Mixed Use areas should include an interconnected street system that provides access to shopping, services, housing and amenities. Pedestrian facilities should be provided on-site and connections to adjacent developments are essential. Architectural features and urban design elements should match the scale and patterns present in the City of Aiken, which anchors the southern end of the corridor, so that collectively future development exhibits similar qualities and provides a sense of place and character which compliments planned roadway and streetscape improvements.

Employment / Mixed Use

The Employment / Mixed Use area is located along University Parkway west of SC 19. This area is currently made up of several office and industrial uses. Recently the Aiken County Government Center was built in this area. It is expected that this facility will spur additional development. A mix of civic, office, commercial, and light industrial uses is appropriate for this area. Residential uses may also be appropriate as long as it is compatible with adjacent uses. A tree-lined street with multi-use path or a corridor of green space could form the northern border of this area and buffer non-residential uses from residential areas on the south side of McMillian Street and Croft Mill Road.

Medium Density Residential

The high-to-medium density residential area coincides with the contiguous growth area and the enhancement area from the Northside Comprehensive Plan. Most of this area has access to utilities and other services. Consistent with recommendations of Northside Comprehensive Plan and public comment, a mix of residential densities should be allowed with higher density uses, townhomes and multi-family uses clustered near the City of Aiken and Commercial / Mixed Use nodes.

Low Density Residential

Single family residential is appropriate in these areas with a density equivalent of up to four dwellings per acre if there is access to water and sewer and a density equivalent of up to one dwelling unit per acre without access to water and sewer. Conservation subdivision design is strongly encouraged.

Rural Density / Natural Resources

Single family residential density is dependent on soils, topography, and habitat. Preservation of key natural assets is encouraged. Clustering development away from riparian areas, steep slopes, forested highway view-sheds, and integrating open space between developments are suggested. Conservation subdivision design is strongly encouraged.

6.5.3 Recommended Corridor Improvement Strategies

- Encourage more intense development in areas with access to utilities
- This results in better utilization of infrastructure and provides the most design flexibility. For instance, in areas with water and sewer service, support smaller lots, and cluster and conservation developments are more feasible-
- Encourage non-residential uses around designated commercial / mixed use centers
 - Adjust parking requirements to support land use preferences.
 - Parking should be shielded from the highway by buildings, tree protection areas or planted landscaping to preserve the rural character of the roadway.
 - Specify maximum parking instead of minimums. Over maximum threshold requires pervious pavements.
- Encourage the design and placement of new buildings to reinforce the intended character of the segments of SC 19
 - The location of new buildings in relation to the road effects the way in which the streetscape is defined. This can impact speed of traffic, the comfort of pedestrians and influence the character of the street. Replacing a forest of trees that line SC 19 with a large parking lot will have negative consequences on the character of the roadway. Preferred alternatives include maintaining a wide, thick tree edge through tree preservation or plantings, or placing buildings close to the street to maintain the edge of the streetscape that is currently defined by trees.
 - The conventional approach to setback requirements is to establish a minimum distance between roadways and new buildings. This is done in large part to accommodate future road widening. In the vicinity of the commercial / mixed use nodes identified on the land use concept it would be beneficial to encourage buildings close to the street, with parking located behind the buildings. This may require adjustments to the minimum setback requirements currently in place. Currently the County requires 50 foot setbacks for most uses along arterial

streets. It may be beneficial to require a smaller setback based on the roadway recommendations from this study. For instance instead of requiring 50 foot setbacks for commercial uses, the County should consider smaller setbacks (i.e. 15 feet) from the edge of planned sidewalks.

- Recommended setbacks would vary by node, but in general infill development near the nodes at University Parkway and Croft Mill Road should have smaller setbacks than the nodes near Reynolds Pond Road and the I-20 Interchange.
- Establishing maximum or zero setbacks could also be investigated in the vicinity of the mixed use nodes in order to ensure a sense of enclosure and create a walkable streetscape.
- Encourage quality development by tying allowable density or water or sewer allocation to design criteria (i.e. the provision of amenities such as greenways, open space, recreations facilities, etc.) and use.

CASE STUDY: The Town of Knightdale, NC's Water Allocation Policy is an example of an innovative approach to encourage high quality development. A proposed development must obtain a certain number of points to receive water allocation if the proposal is over a minimum density. Points can be awarded for roadway improvements, gateway improvements, transit facilities, amenities (private greenways) and offsite (public) greenway improvements. See Knightdale's website for more details.

For More Information:

<http://www.knightdalenc.gov/modules/showdocument.aspx?documentid=1661>

- Roadway Access and Connectivity
 - Encourage the construction of new location collector roads as shown on the concept plan.
 - Encourage new developments to allow for future connections to adjacent properties.
 - Encourage consolidation of driveways or orientation of driveways to internal streets for residential and non-residential developments along US 19.

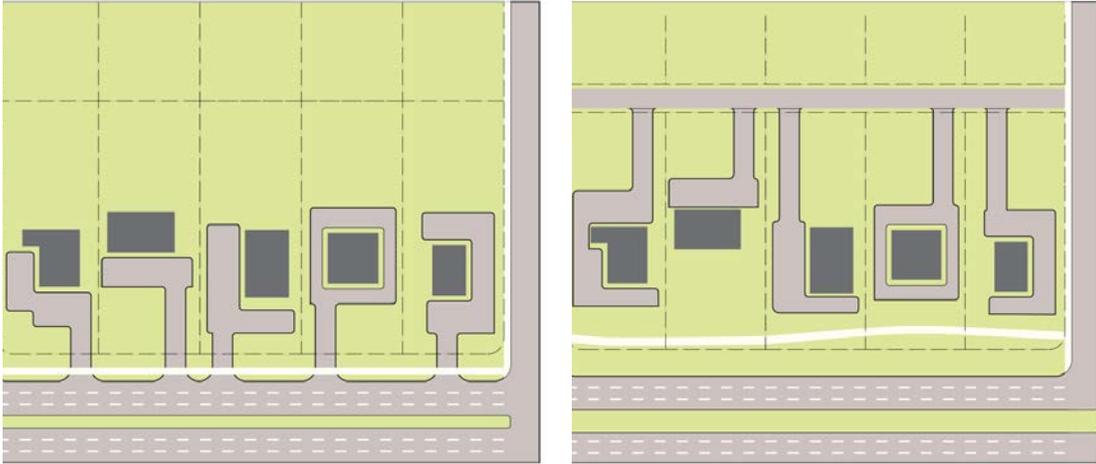


Figure 19 – Left graphic represents driveways fronting SC 19, which is not ideal. Right graphic represents driveways fronting internal street, which is preferred due to improvements in safety and traffic flow.

- Encourage the preservation of natural resources in tandem with development
 - Discourage the removal or disturbance of natural forest vegetation along SC 19
 - Consider amending open space requirements to result in connected open spaces and the preservation of natural resources identified on the Land Use Concept Map and the Strategic Green Infrastructure Map.
 - Adopt open space requirements for single family residential developments in the county
 - Encourage Low Impact Development (LID) techniques in new development including managing stormwater close to the source, disconnecting/limiting impervious surfaces, clustering development and including innovative design details in new development such as rain gardens, bioretention swales, and pervious pavements.
 - Encourage cluster conservation developments where appropriate through incentives.
 - In areas with access to water and sewer, incentives could include:
 - Reductions in minimum lot size (i.e. to 12,000 square feet if 50 percent of the area on the site in the Rural Density / Natural Resource area identified on the Land Use Concept Map is preserved as open space)
 - Exemption from Tree Survey requirements if 50 percent of the area on the site in the Rural Density / Natural Resource area identified on the Land Use Concept Map is preserved as open space
 - In areas without access to sewer, incentives could include:
 - Reductions in minimum lot size (lower limit dependent on soils and access to public water)

- Pursue land protection efforts for high priority natural resource hubs and connections shown on the Land Use Concept Map and the Strategic Green Infrastructure Map.



Figure 20 – Low Impact Development (LID) practices such as conservation subdivisions area appropriate for areas in the Rural Density / Natural Resources area identified on the Land Use Concept Map

6.5.4 Recommended Urban Neighborhood Improvement Strategies

- A jointly adopted overlay district that establishes design criteria for new development (i.e. consolidation of driveways, building orientation, screening and parking standards)
- Focus commercial and mixed-use development near proposed nodes at University Parkway and SC 19 intersection and Croft Mill Road
- Incorporate green spaces and pedestrian plazas as organizing elements in the vicinity of commercial nodes
- Define streetscape with street trees and buildings oriented toward the street
- Allow only shallow parking lots in front of buildings
- Encourage a mix of residential densities where water and sewer service is accessible
- Install a planted median to extend the boulevard feel from downtown;
- Shrubs (i.e. azaleas) and small trees (crape myrtle, magnolia, dogwood or cherry) could be planted in the median with appropriate spacing so as not to restrict sight distances
- Median plantings with seasonally blooming flowers could be located at median openings
- Bicycle and pedestrian facilities should extend along SC 19 and future parallel collectors
- Greenways and trails could connect major destinations and preserve natural resources
- Add gateway signage for the City of Aiken in the vicinity of University Parkway
- Study the possibility of moving utilities underground



Figure 21 – Precedent Imagery for Urban Neighborhood section illustrating plantings and gateway signage

6.5.5 Recommended Rural Neighborhood Improvement Strategies

- Adopt an overlay district to establish design criteria for new development (i.e. consolidation of driveways, forested highway and riparian buffers, screening standards)
- Focus commercial development near Balltown (Croft Mill Road), Ridgecrest (Reynolds Pond Road) Neighborhoods, and south side of I-20 interchange
- Allow only shallow parking bays in front of buildings with the majority of parking located behind buildings
- Pursue grant funding or public/private partnerships to extend sewer to interchange area
- Limit the intensity of development on steep slopes, in riparian areas, long leaf pine stands and near Henderson Heritage Preserve.
- Preserve Long Branch (Morris Pond) riparian area as a buffer and amenity for new development and to protect water quality
- Connect green space between new developments to link major habitats



Figure 22 – Precedent imagery for Rural Neighborhood Area illustrating open space preservation as an amenity and a mixed use commercial setting preferred by public meeting attendees

6.5.6 Recommended Rural Area Improvement Strategies

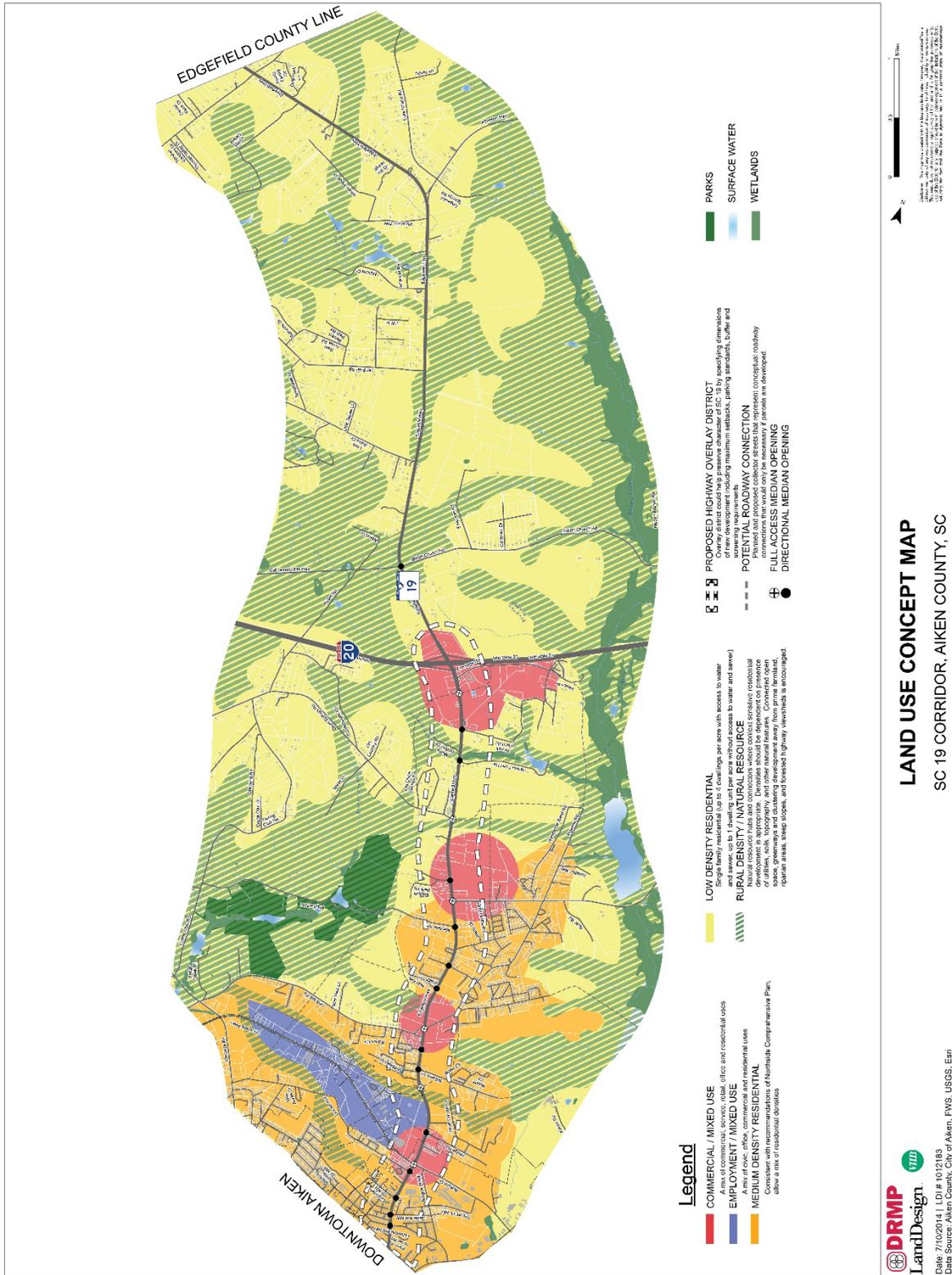
- Preserve rural character, farmland and forests that contribute to South Carolina Heritage Corridor
- Encourage low density uses

- Encourage consolidation of driveways or orientation of driveways to internal streets for residential and non-residential developments along US 19
- Incorporate design features in new development that preserves rural character (i.e. preserved or enhanced forested highway and riparian buffers, wooden fencing and other design details)
- Encourage conservation or cluster subdivisions to protect views from SC 19 and natural resources
- Utilize the opportunity for planted median feature on north side of interchange and at SC 19/191 split
- A planted median feature at SC 19/191 split could incorporate signage marking location of historic village of Eureka

Figure 23: Precedent Imagery for Rural Area illustrating wildflower planting that could be at SC 19/191 split, con-text sensitive rural development that preserves natural features and fields as amenities/open space, and a fencerow that could be used to border new development to match rural character of area.



Figure 24: Land Use Concept Map



7.0 Implementation Strategy

Due to the uncertain nature of future funding and exact time frame and it is not applicable for a priority list to be implemented for this study. Currently, there isn't funding allocated for the concepts given in the study. However, some items can be implemented immediately with little effort or cost. Other recommendations will cost millions of dollars and more effort. Therefore, the study team has categorized the concepts for each character area into the following characteristics:

- Short Term (Limited Funding and/or Effort)
- Medium Term (Increased Funding and/or Effort)
- Long Term (Major Funding and/or Effort)

It is recommended to refer to this study as funding is requested and acquired in order to produce the most efficient use of funds.

7.1 Funding Sources

Funding sources available to counties and cities to improve the corridor and implement the concepts in this study include:

County Penny Sales Tax Program: Aiken County has successfully passed three penny sales tax programs with the most recent occurring in November 2012. City and county projects that have been funded by the sales tax include: paving dirt roads, improving parks and expanding recreation, managing stormwater drainage projects, remodeling or constructing new public buildings such as libraries, EMS stations and the Aiken County Government Center, as well as purchasing new equipment and vehicles. While the most recent sales tax will not expire until 2020, implementing some of the recommendations from this project through a future sales tax fund will aid in the necessary corridor improvements.

Grants: Grants are used by municipalities in many ways. These grants can come from the government or other sources. Grants for landscaping, sewer expansion, and other items should be considered as appropriate. An example of such a grant is the USDA Rural Development grant, which may be of assistance when extending the sewer line to I-20.

SCDOT funding: Including the widening of SC 19 the Long Range Transportation Plan (LRTP) and the State Transportation Improvement Program (STIP) will help ensure funding for the necessary road widening in the future.

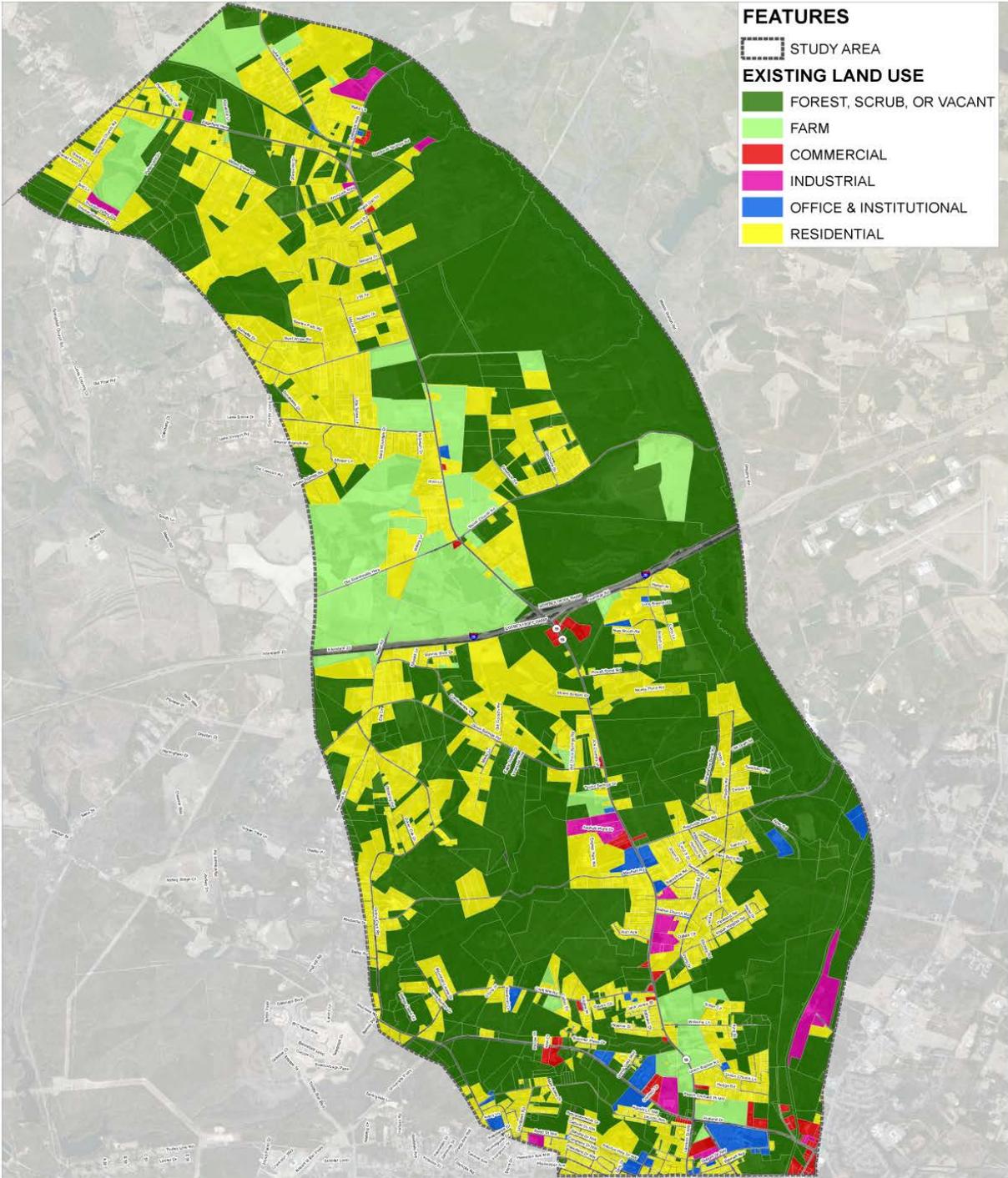
Private Funding: Private funding may be available through local sources for landscaping/signing or other aesthetics features of the roadway. In conjunction with this funding a Private Public Partnership (PPP) is also a great consideration for larger developers who wish to develop in key areas such as I-20.

Appendix 1

Existing Land Use and Suitability Maps



Map 1: Existing Land Use



FEATURES

- STUDY AREA

EXISTING LAND USE

- FOREST, SCRUB, OR VACANT
- FARM
- COMMERCIAL
- INDUSTRIAL
- OFFICE & INSTITUTIONAL
- RESIDENTIAL

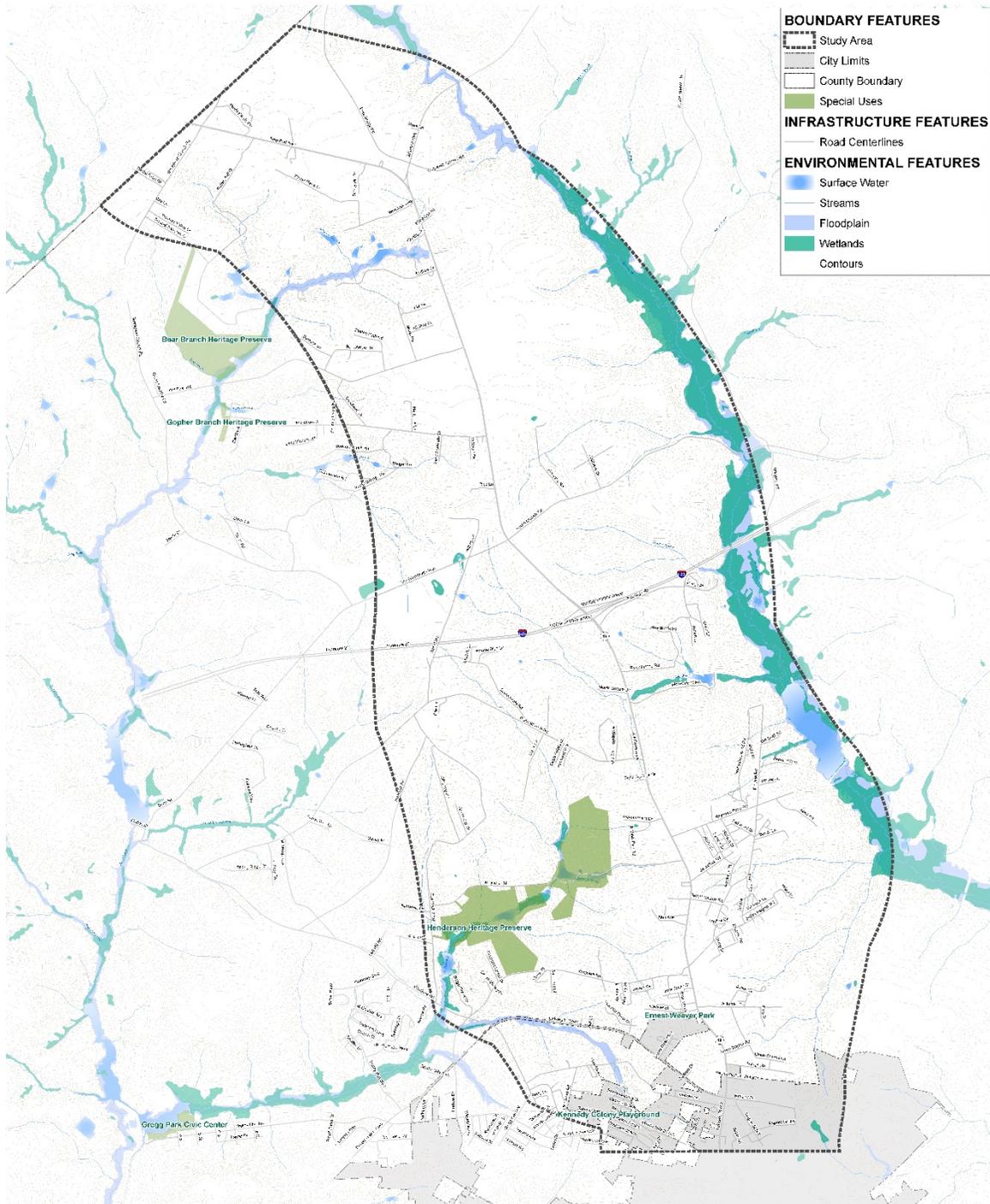
DRMP
LandDesign **VHB**
Date: 9/24/2013 | LDI # 1012183
Data Source: Aiken County

EXISTING LAND USE
SC 19
AIKEN COUNTY, SC



Disclaimer: This map was created with the best available data. However, it is provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map does not constitute a final survey of the land area in the project location and use of this data for any purpose should be well coordinated with the issuing office. Use, including the fact that the data is electronic and is in a constant state of modification.

Map 2: Environmental Features

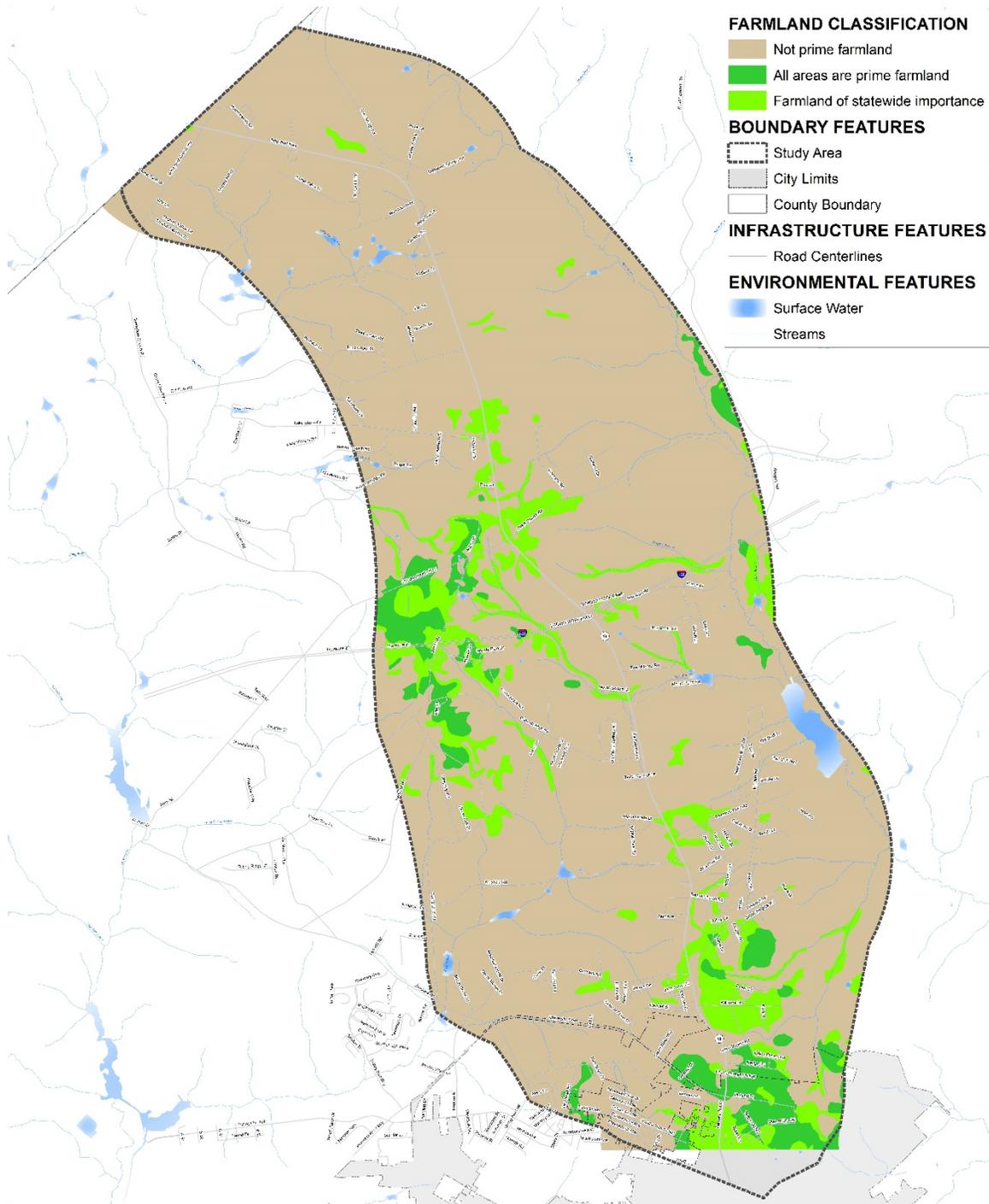


DRMP
LandDesign. 
Date: 8/14/2013 | LDI # 1012183
Data Source: Aiken County, City of Aiken, FWS, USGS, Esri

ENVIRONMENTAL FEATURES
SC 19
AIKEN COUNTY, SC


0 1 2 Miles
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Map 3: Prime Farmland Soils



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Date: 6/4/2014 | LDI # 1012163
Data Source: Aiken County, City of Aiken, NRCS

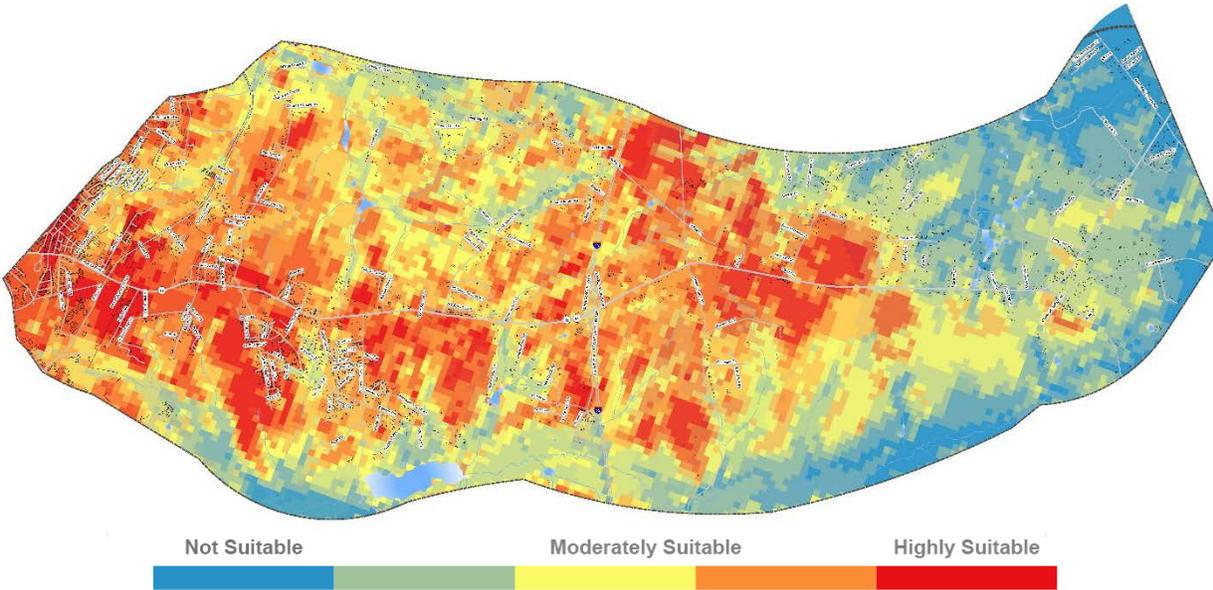
PRIME FARMLAND SOILS

SC 19
AIKEN COUNTY, SC

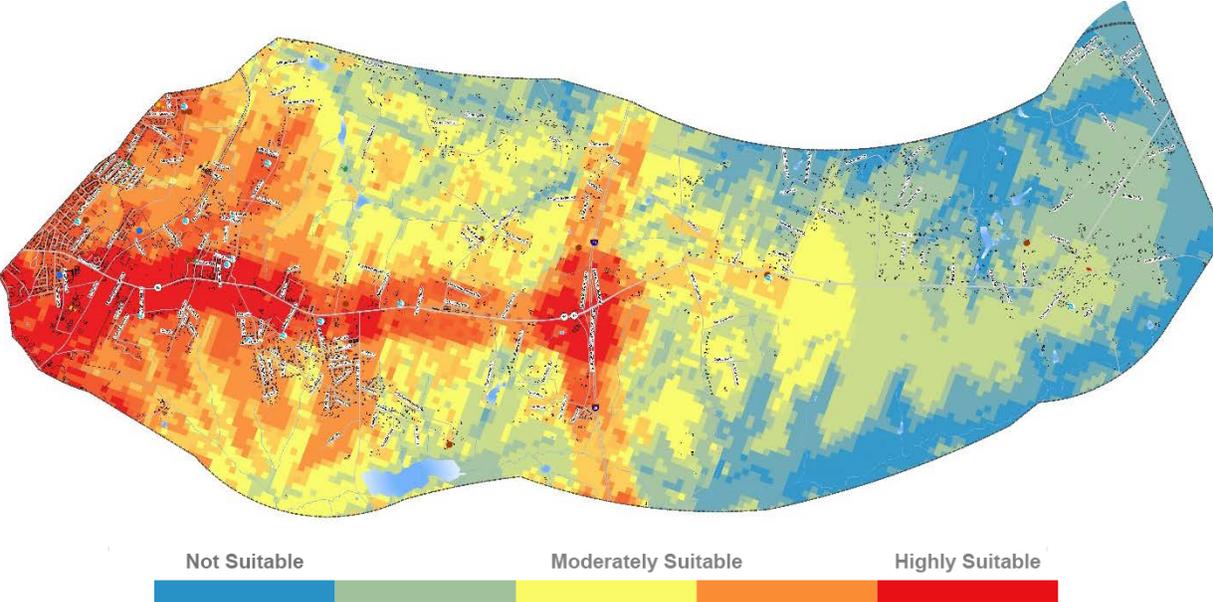


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Map 4: Residential Suitability



Map 5: Commercial Suitability



Map 6: Natural Resource Suitability

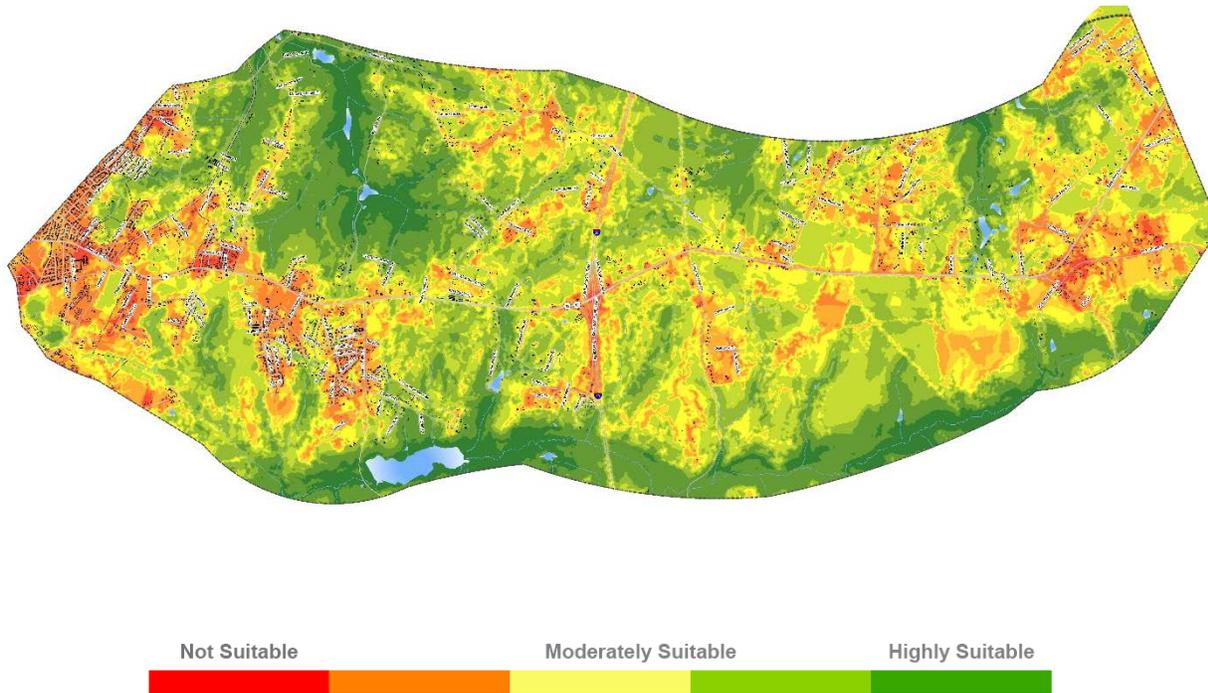
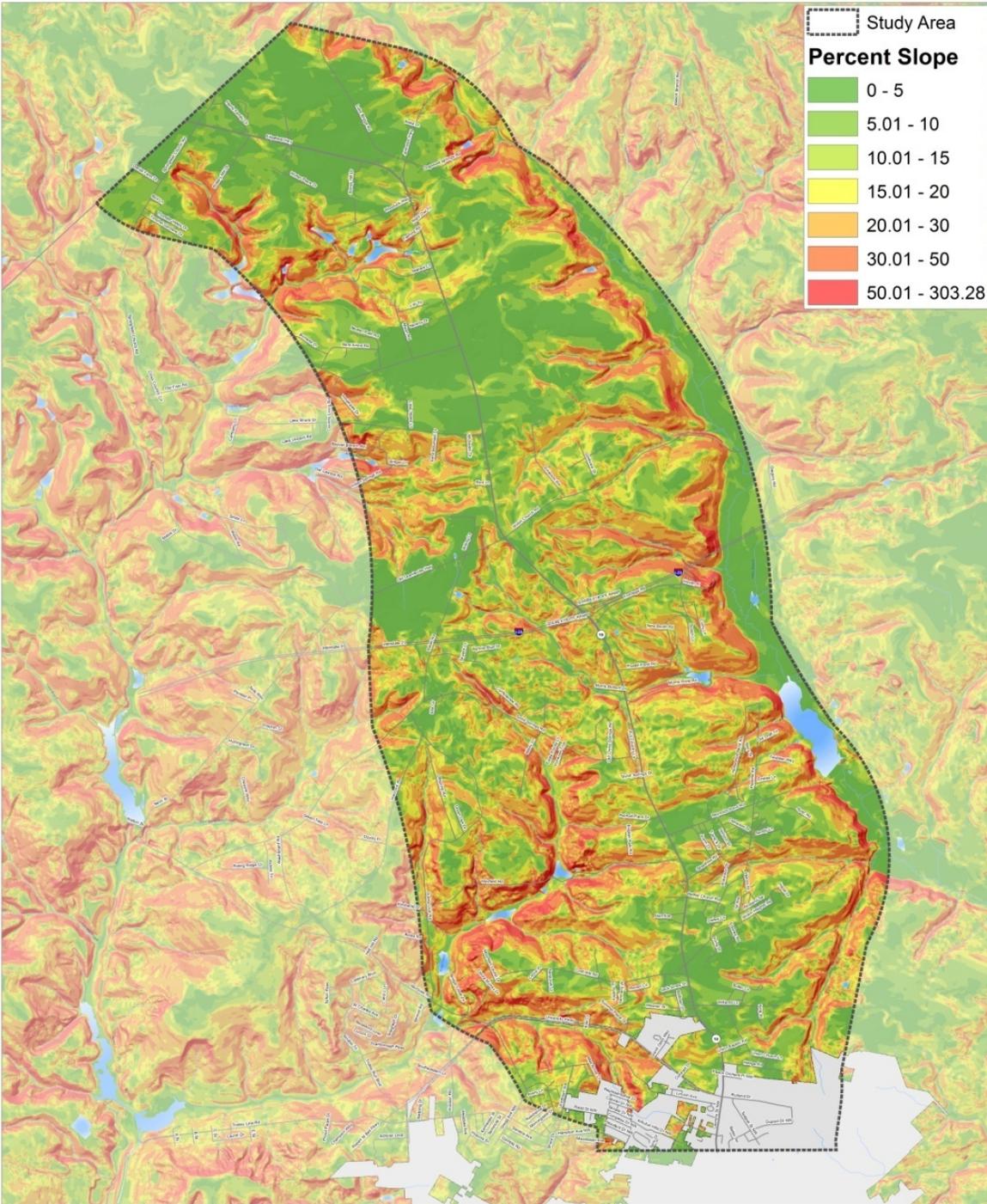


Table 1: Suitability Factors

<p>Residential Suitability factors included the following:</p> <ul style="list-style-type: none"> • Proximity to existing residential • Proximity to existing commercial and services • Proximity to schools • Proximity to parks and community facilities • Proximity to industrial uses (negative influence) • Proximity to city limits 	<ul style="list-style-type: none"> • Proximity to water supply lines • Lands with good drainage (absorption capacity from NRCS soils) • Land part of large parcels • Lands with buildable slope • Lands not environmentally constrained (regulated buffers, floodplain, and hydric soils)
<p>Commercial Suitability factors included the following:</p> <ul style="list-style-type: none"> • Proximity to concentrations of existing residential • Proximity to existing non-residential uses • Adjacency to high traffic roadways • Proximity to exits 	<ul style="list-style-type: none"> • Proximity to water and sewer lines • Lands with buildable slope • Lands not environmentally constrained (regulated buffers, floodplain, and hydric soils)
<p>Natural Resource Suitability factors included the following:</p> <ul style="list-style-type: none"> • Proximity to streams • Proximity to wetlands • Proximity to floodplains • Steepness of slope • Road density • Lands with forest cover 	<ul style="list-style-type: none"> • Lands with existing agricultural uses • Species richness (from SC GAP data) • Proximity to rare species occurrences (from City of Aiken Natural Resources study Inventory) • Proximity to parks • Lands part of large parcels • Habitat Value or Migration Route

Map 7: Percent Slope

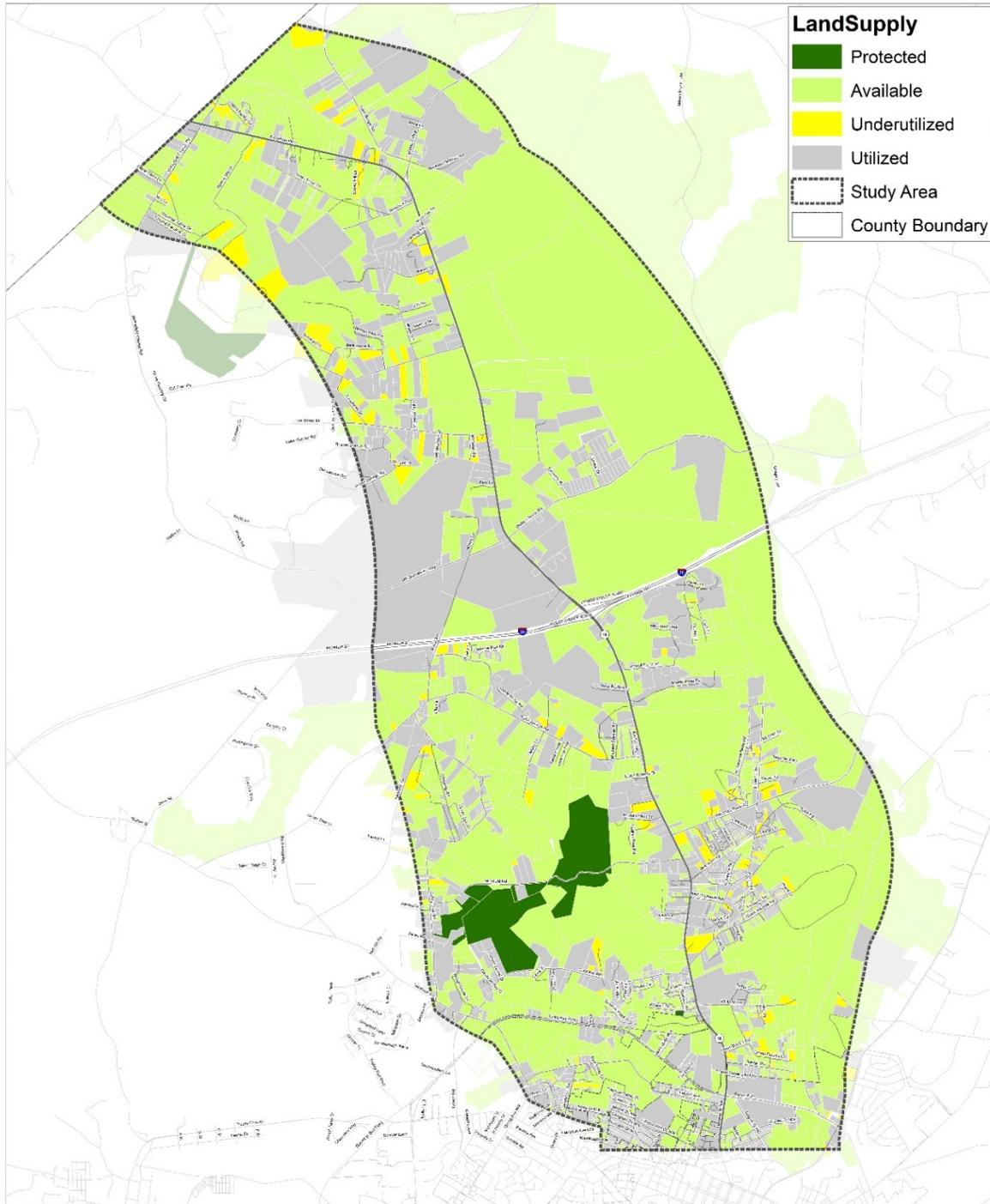


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LandDesign. 
Date: 8/15/2013 | LDI # 1012183
Data Source: Aiken County, City of Aiken, FWS, USGS, Esri

PERCENT SLOPE
SC 19
AIKEN COUNTY, SC

0 0.5 1 Miles
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Map 8: Land Supply



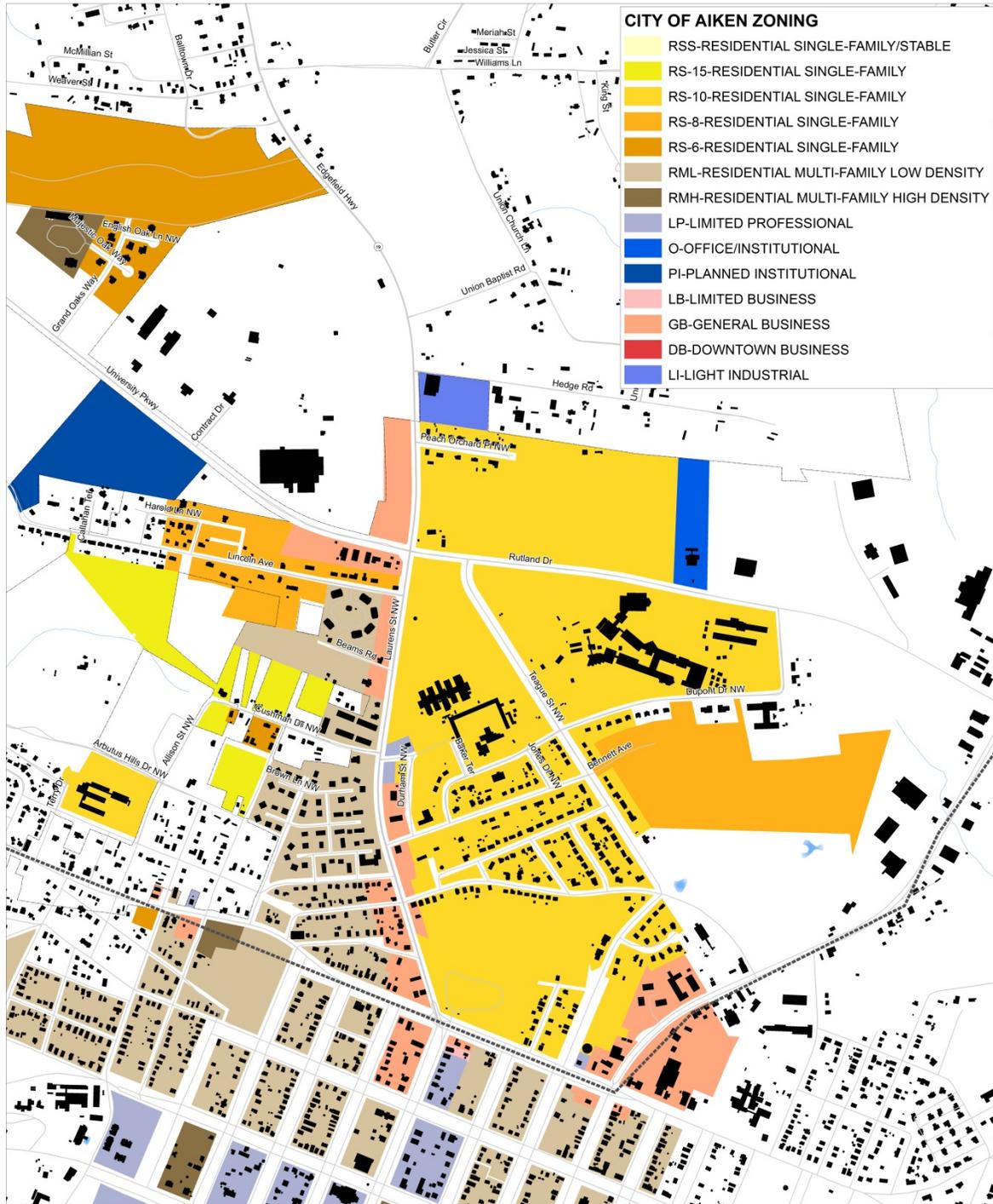
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Date: 8/15/2013 | LDI # 1012183
Data Source: Aiken County

LAND SUPPLY
SC 19
AIKEN COUNTY, SC



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Map 9: City Zoning



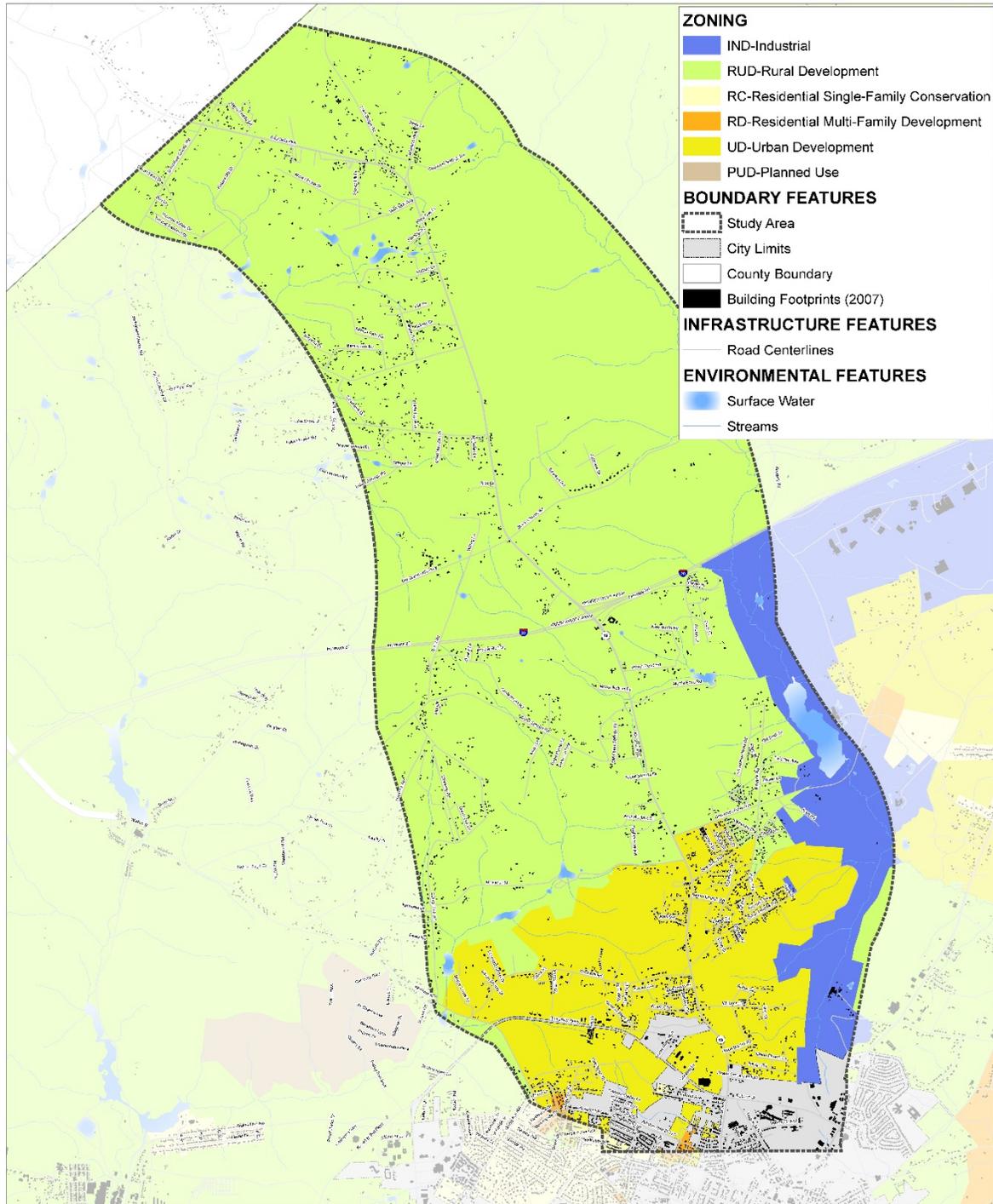
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 LandDesign 
 Date: 7/29/2014 | LDI # 1012183
 Data Source: City of Aiken

CITY ZONING
 SC 19
 AIKEN COUNTY, SC



Disclaimer: This map was created with the best available data however, it is provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map does not represent a legal survey of the land and is for guidance purposes only. Use of this data for any purpose entails the user's acknowledgment of the limitations of the data, including the fact that the data is dynamic and is in a constant state of maintenance.

Map 10: County Zoning

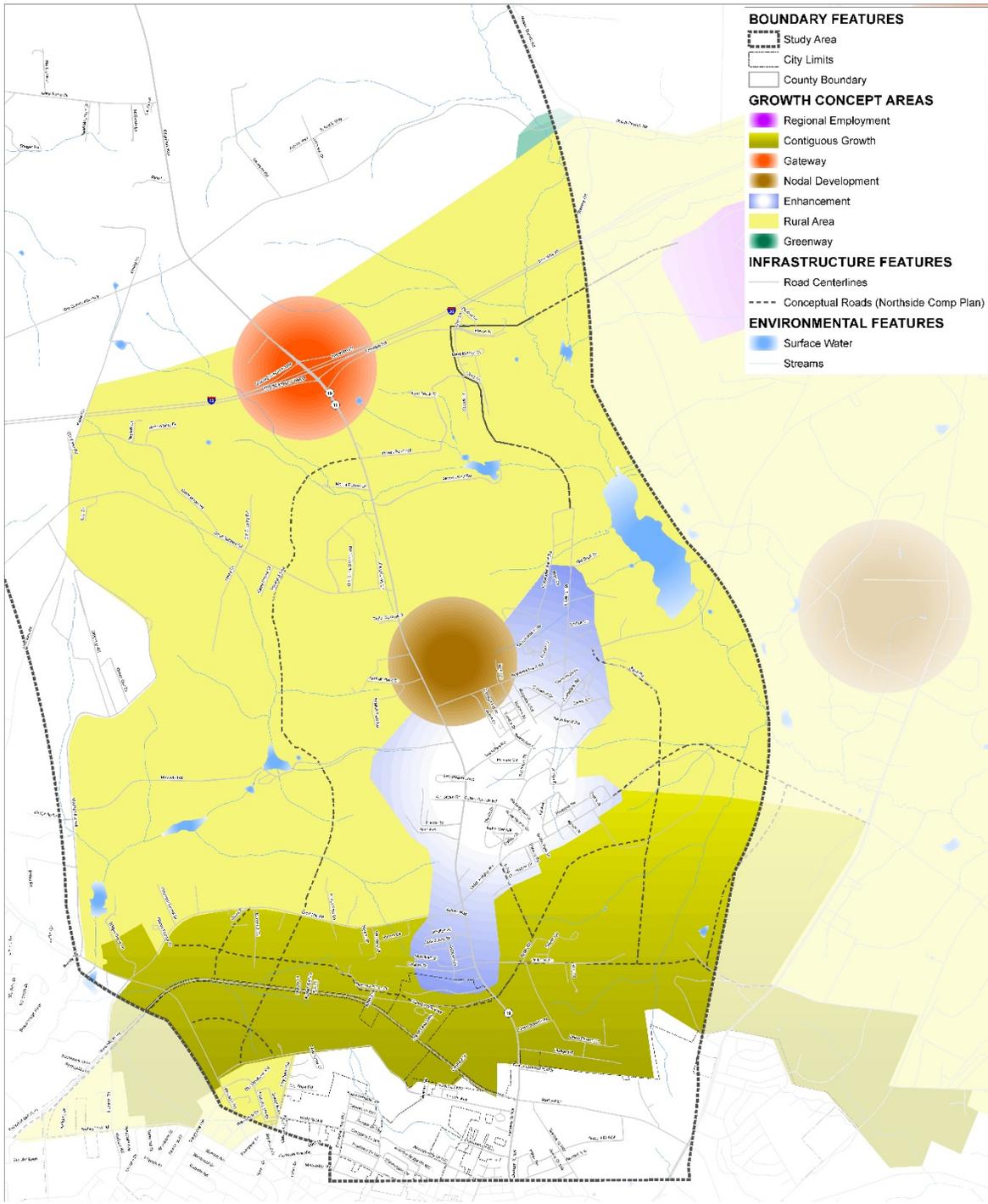


DRMP
 LandDesign 
 Date: 8/14/2013 | LDI # 1012163
 Data Source: Aiken County

COUNTY ZONING
 SC 19
 AIKEN COUNTY, SC


Disclaimer: This map was created as a best effort and does not constitute a warranty of any kind. The map data is derived from the 2007 Aerial Imagery and is not guaranteed to be accurate. The map data is not intended to be used for any purpose other than the general information provided. The map data is not intended to be used for any purpose other than the general information provided.

Map 11: Northside Comprehensive Plan Land Use Recommendations



DRMP
LandDesign. **VAB**

Date: 8/14/2013 | LDI # 1012183
Data Source: Aiken County

NORTHSIDE COMP PLAN RECOMMENDATIONS

SC 19
AIKEN COUNTY, SC



Disclaimer: This map was prepared as a service to the client and does not constitute a warranty of any kind. The user of this map is responsible for its use and for any errors or omissions. The user of this map is also responsible for its use in any way that may be prohibited by law. The user of this map is also responsible for its use in any way that may be prohibited by law.

Appendix 2
Public Meeting Summaries



Edgefield Highway (SC19 North) Corridor Planning Study

Edgefield Highway (SC 19 North) Steering Committee Workshop Summary

Date/Time: October 3, 2013; 1:30 PM – 3:00 PM

Location: Guest House International Inn, Aiken, SC

In conjunction with the Edgefield Highway (SC 19 North) Corridor Study, the Aiken County Planning Department conducted a Project Steering Committee Workshop. Those in attendance from the Study Team were:

Greg Moore, DRMP

Sandra Korbelik, City of Aiken

Phillip Hutcherson, DRMP

Gerald Jefferson, Aiken County

Jim Beck, DRMP

Stephen Strohminger, Aiken County

Jake Petrosky, Land Design

The purpose of the workshop was to gather input from committee members within the study area, to have interaction with the committee members on issues and opportunities within the roadway corridor, and to collaborate on the vision and surrounding needs for the corridor improvement.

The agenda was as follows:

1. **Introductions**
2. **Workshop Overview** – An overview of the purpose of the workshop and the desired information to be collected was given.
3. **Project History** – A brief history of the project was given including relevant past studies, funding source and cost of the project.
4. **Land Use Summary and Issue** – An overview of existing GIS land use data and census data was shown and described along with issues that the Team has gathered based on that data. These issues included:
 - a. Preserve the character of corridor
 - i. Neighborhood feel of the southern section
 - ii. Agricultural and forested lands of the northern section
 - b. Identify appropriate locations and character of commercial and residential development
 - c. An improved I-20 interchange area could serve as gateway
 - d. Support economic development by providing additional connectivity near I-20 interchange and future activity centers
 - e. Ensure that land uses compliment transportation and utility infrastructure
5. **Transportation Summary and Issues** An overview of existing transportation, traffic and mass transit data was shown and described along with issues that the Team gathered based on the data. These issues included:



Edgefield Highway (SC19 North) Corridor Planning Study

- a. Limited bus routes and on-demand service
 - b. Can access management improve safety/mobility?
 - c. Limited bike and pedestrian facilities
 - d. Anticipated future demand of existing facilities
 - e. High-accident locations along the corridor
6. **Corridor Needs/Guiding Principles** – An overview of the study process was given including the three main criteria:
 - a. Define the Problem
 - b. Define the Guiding Principles
 - c. Define and Select Alternatives
 7. **Break Out Session** – Attendees separated into 3 break out groups, led by Team members, to discuss key issues and a vision for the corridor. Notes from these groups are located below.
 8. **Summary of Break Out Session** – All attendees came together to review notes from each of the three break out groups.
 9. **Next Steps** – The Team gave an explanation of what steps would come next including additional committee meetings as well as a large public meeting. Steering Committee members were encouraged to conduct small group meetings hosted by the County and City staff.

Steering Committee Attendees

Name	Organization
Amanda Sievers	LSCOG
Rep. Bill Clyburn	SC State Representative
Charles Barton	Aiken County
David Kjellquist	Aiken Bicycle Club
Capt. David Turno	Aiken Public Safety
Dee Crawford	Resident
Donald Brooks	Resident
George Gratzick	Land Owner
Henry Patel	Business Owner
Kara Casamassina	Chad Ingram (SCDOT Commissioner)
Larry Foreman	Resident
Larry Willins	Resident
Lessie Price	City of Aiken Councilwoman
Paul DeCamp	ARTS
Reba Epps	Resident
Robert Stallworth	Resident
Sebastian Green	Business Owner
Steve Ranzer	Business owner and resident
Tommy Taylor	Land Owner
Tonya Corbin	Former Director of Housing



Edgefield Highway (SC19 North) Corridor Planning Study

Name	Organization
Warren Smith	Aiken Electric Coop.
Will Williams	Economic Development Partnership
Richard Smith	Resident
Tim & Glenda Medlock	Resident
Richard Johnson	Resident
Richard Szasz	Resident

Break Out Group 1 Comments:

- Need for economic development at I-20 Interchange
- Do not want development like Whiskey Road (too congested w/ frequent driveways)
- Need to improve Good Springs Road (SC 503) and Shiloh Church Road (SC 191) intersections with SC 19. Lots of accidents due to sight distance issues and speeds.
- Suggestion for flashing light and/or full signalization at Shiloh Church Road (SC 191) intersection to facilitate pedestrian crossings and slowing of traffic
- School bus picks up children along busy high speed road.
- Restaurants needed in area of the interstate for residents as well as travelers.
- Need more businesses along the corridor
- Currently there are several large tracts of land for sale along the corridor between I-20 and Reynolds Pond Road
- Lots of trucks use the route as a pass through
- Need to maintain current sidewalks
- Need for better signing
- Few bicyclists know and use the corridor but see a potential to attract users.
- Reynolds Pond Road is very busy during the peak AM and PM traffic times.
- Request for an additional southbound left turn lane at the signal with the SC 118 By-Pass (University Parkway / Rutland Drive) intersection.
- Many vehicles speed in the northern part of the corridor, particularly from Johnston Highway to the County line.
- Support widening for additional travel lanes through the entire corridor.

Break Out Group 2 Comments:

- No rumble strips or at least rumble strips that are safe for cyclists.
- More lanes from University Parkway to I-20, even to Hampton
- Lower speed limit needed
- Desire to preserve the rural character and natural feel of SC 19 north of I-20.
- Disconnected communities are a problem – MUP connections could help solve this.
- Would like to see better land use planning that encourages development patterns supporting a “park once” philosophy. This would involve uses aggregated together in more-dense development pods where users can park and visit multiple locations (grocery, bank, day-care, etc.) without making chain trips from one parking lot to another along the corridor.
- Safety issues:
 - SC 191/SC 19 & Shiloh Church Road/SC 19



Edgefield Highway (SC19 North) Corridor Planning Study

- Sight visibility limited both ways
- Speeds are an issue
- Croft Mill Road and SC 19 is a good precedent to see how improvements could be done
- Williams Lane near Aiken
- Lake Shore Drive – 11 Accidents
- Rutland Drive to SC 19 (Congestion from Aiken High School, right turn lane needed, Left only & no warning)
- Driveways – safety concern. Do not want SC 19 to turn into Ascauga Lake Road
- Left onto SC 19 from Good Springs Road
 - People speeding north bound & south bound
- Reynolds Pond Road & SC 19, flea market adds traffic
- Traffic @ recycle center
- More traffic because of Wal-Mart & Sam's
- Deer population and related crash history
- School bus stop signs needed
- More bus service
- Signage for truck route is poor into and around downtown, needs to be improved
- Roundabout @ Hampton should be looked at
- Additional travel lane to I-20
- SC 191 & Shiloh Church Road
 - Bike facility needed. Right now there are no shoulders or stripes
- Better maintenance for sidewalks around University Parkway
- Maintenance of shoulder is needed
- Landscaping needed – Hampton Avenue To University Parkway
 - Aesthetics, sidewalks, drainage issues should be fixed

Break Out Group 3 Comments:

- Preservation of open and forested areas and buffers is important
- Improve the attractiveness/look coming into downtown Aiken from I-20
- The current mix of land uses lacks compatibility and balance
- Uniformity of speeds needed; the speed limit changes throughout the corridor
- Desire consistent setback from the roadway
- Don't want another Whiskey Road
- Make speeds safer for residential
- Controlled economic development consistent with a land use plan and vision
- Safety is a problem along the corridor at several locations (Granville intersection, vertical grade, sight distance, visibility at night, 4-lane to 2-lane merge)
- Improve utilities and infrastructure (water, sewer, drainage issues)
- For attracting industrial economic development, access to I-20 is important
- South of I-20 seems tight and busy
- North of I-20 is more calm & tranquil
- Bad intersections –SC 191/SC 19 & Good Springs Road



Edgefield Highway (SC19 North) Corridor Planning Study

- Speeds are too high south of I-20 with no gateway or transition to calm traffic speeds of vehicles exiting I-20
- Lack of enforcement of speed
- Extend 4-lane section to the south
- Poor visibility and lighting at 4-lane to 2-lane merge
- Rear-end accidents are prevalent at Good Springs Road intersection
- Bicyclists don't feel safe on SC 19 cycling south of I-20
- Figure out how to accommodate cycling - maybe greenway, multi-use trail, shoulders
- Most heavily traveled section is between I-20 and Aiken
- Some Edgefield commuters travel along corridor
- Maintenance of sidewalks and greenways needs to occur more frequently and regularly
- Additional transit is needed but unsure of the best solution
- Industry that could be attracted to the corridor would want to be close to the interstate
- This is not a "one size fits all" corridor. A segmented approach is needed as described in the presentation with a focus on the interchange area, urban, suburban and rural character areas
- Current land use is a "hodge podge." Desire for planning of balanced / complimentary uses
- Like the green space and rural character of the northern section, would like to preserve this
- Poor visibility at night with the transition from 4 lanes to 2 lanes south of the I-20 interchange
- Traffic and safety are key issues that need to be addressed. Growth in traffic volumes over the last 10 years has been noticeable / significant.
- Transit approach should consider a park and ride facility. Bus service is not currently adequate to function as a viable connection for users without vehicles (long headways, limited coverage and accessibility within the corridor)

Additional Notes by the Study Team:

- Need for more detailed information about accident data (crash severity, bike/ped involvement)
- Need for better roadside maintenance
 - Tree cutting at edge of roadway
 - Hydroplaning
- Desire to ensure fair treatment to all parties during the development of the study. Include and consider input from all residents/users with help from the Steering Committee to spread the word.
- Need to look into work currently being done at Good Springs Road (coordination with SCDOT)
- Public needs to be kept aware of where things will happen, where the money is coming from and how much money it will take.
- Not a one size fits all corridor

END OF SUMMARY

This summary was prepared by Phillip Hutcherson and Greg Moore of DRMP, and is provided as a summary (not verbatim) for use by the project team.



Edgefield Highway (SC19 North) Corridor Planning Study

Edgefield Highway (SC 19 North) Steering Committee Workshop Summary

Date/Time: January 16, 2014; 2:00 PM – 4:00 PM

Location: Aiken Housing Authority, Aiken, SC

In conjunction with the Edgefield Highway (SC 19 North) Corridor Study, the Aiken County Planning Department conducted a second Project Steering Committee Workshop. Those in attendance from the Study Team were:

Chris Sunde, DRMP

Phillip Hutcherson, DRMP

Jim Beck, DRMP

Jake Petrosky, Land Design

Sandra Korbelik, City of Aiken

Gerald Jefferson, Aiken County

Stephen Strohminger, Aiken County

The purpose of the workshop was to present information to committee members within the study area in order to get input about the project and to discuss the upcoming public meeting.

The agenda was as follows:

- 1. Introductions**
- 2. Workshop Overview** – An overview of the purpose of the workshop and the desired information to be collected was given.
- 3. Review of Public Input** – A recap of previous public involvement meetings and key topics from the meetings were discussed.
- 4. Land Use Summary and Issue** – An overview of land use data and census data was shown
- 5. Transportation Summary and Issues** - An overview of transportation concepts for each character area was shown.
- 6. Break Out Session** – Attendees separated into 2 break-out groups, led by Team members, to discuss key issues and discuss the upcoming public meeting. Notes from these groups are located below.
- 7. Next Steps** – The Team announced information for the upcoming Public meeting will be forthcoming and encouraged attendees to invite friends to attend.

Steering Committee Attendees

Name	Organization
Gail Diggs	City Council
Lessie Price	City Council
Paul DeCamp	ARTS
Bill Allen	



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Bill Lowish	
Brenda Creswell	
Carey Mathison	
Stephanie Scott	
Bill (William) Seneker	
Richard Johnson, Jr.	
Janie E. Donnan	
Larry Willing	
Wayne Thompson	
Shirley Abney	

Break Out Group Comments:

Comments for Public Meeting:

- Simplify Materials
- Limit choices
- Tie current study to past plans
- Outline assumptions (i.e. current and projected traffic on segments)
- Provide an overview on tools that will be used (i.e. traffic model and engineering tools to reduce accidents) (i.e. medians and/or left turn lanes)
- Provide Cost Estimates for alternatives

Overall Comments:

- There are many drivers that travel from Edgefield to Savannah River Site, many of them currently carpool. A park and ride may be feasible, but not top priority.
- Consider flashing lights as traffic calming measure
- Intersection improvements can be done in the short-term
- Acquire right of way now for long term improvements
- Find/locate funding and time table
- There was a study from early 90's done by SCDOT for widening SC 19.
- Focus on SC-19, not on other parallel or connector roads. Other roads may not get built (feasibility issues)
- Encourage development on the north side, because south side of Aiken is limited
- Add additional reflective warning signs for upcoming roads to increase safety
- There are currently sight distance issues with plantings/bushes
- A greenway near middle section an idea
- Consider wide outside lanes as an alternate to bike lanes
- There are not enough buses provided currently

Urban Area (Hampton Ave. to University Pkwy):

- Downtown character should extend to Croft Mill Road instead of just to University Pkwy.
- Deceleration lanes are needed instead of just openings in the median like downtown.



Edgefield Highway (SC19 North) Corridor Planning Study

- Use correct landscaping to limit distractions & sight distance issues
- There are lots of non-motorists and children in this area
- On street parking is a concern
- Bike lanes is important
- Who will maintain median?
- Lighting is important
- Access management – occasional left turn
- Croft Mill has made a big difference with respect to travel and number of cars on SC 19
- Rutland Rd. is a concern due to the traffic from University and the new County complex
- Do we have traffic counts to show?
- Sidewalk demand on University to I-20, or at least until Reynolds Pond
- Maybe multi-use path north or Croft Mill
- Bike lanes needed south to Hampton at least from University
- Need buy-in/commitment on maintenance (who will maintain median?)
- On-street parking (safe for kids? bikes?)
- Landscaped medians downtown are confusing (regarding their width)
- Landscaping downtown in medians can be distracting, such as the blooming azaleas
- Discourage the use of Croft Mill Rd. Possibly by installing traffic signals
- Croft Mill takes you out of town, and traffic on the road increased when Sam's(?) opened

Rural Neighborhood

- University Pkwy to I-20 – only 5 places you need a turn lane
- Account for new business with efficient spacing of driveways
- Cut grass in landscaping
- Construct full improvements (4 lanes and sidewalks) from downtown to Croft Mill
- Account for growth
- Provide a 10' bicycle path off the road
- Very few bikes from Croft Mill out of town, occasionally north of I-20
- Promote and plan for bike riders
- Cyclists like the scenic countryside
- There are lots of tractors, bailers, farm equipment use the road
- Enhance Shaw's Creek, bring attention to it (signs, etc)
- Huge draw of people to an event one weekend per year near Reynolds Pond Rd and Good Springs
- Traffic signal is needed at Reynolds Pond. Or at least flashers/traffic calming because County dump draws a lot of traffic
- First priority is intersection improvements, second priority is roadway widening
- Attendees said they were open to new connector roads

Interchange/Gateway:

- Interchange area limits: ¼ mile north of I-20 to Powell Pond south of I-20
- North end of the corridor is farmland with tractors



Edgefield Highway (SC19 North) Corridor Planning Study

- Plan for development from Shiloh Church Rd south to I-20
- Shiloh Church Rd. and Graniteville Church Rd. needs traffic light
- Install signs on SC-19 like on Croft Mill Rd. at the SC-119/Croft Mill Rd. intersection and 500' before it
- Purchase right-of-way now for the full improvements: 4 lanes, sidewalk, etc.
- Same attendee who owns the 49 acres mentioned above also owns 135 acres to the west of SC-19. He saw another report that proposed a “super highway” from the west of SC-19 and cuts across his property.
- People currently get stuck in traffic on Whiskey Rd. and do not want that on SC-19
- There is no development along the SC-19 corridor because the road is only 2 lanes
- Regarding the gateway marking/signing/monumentation: attendee does not want gateways to look like “you’re entering a dump”. Comparison was drawn to Augusta’s gateways.
- Provide turn lanes long enough for appropriate deceleration

Additional Notes by the Study Team:

- Simplify the presentation and matrices for the public meeting. Less choices when taking presentation to public.
- Need bike lanes and signage
- Did not record any definitive response from attendees to park and ride lots on I-20 like on I-5
- Need to track down the old DOT study of widening.
- Need to tie this project to past plans and layout our assumptions (i.e. traffic projections) to start off the public meeting
- Wide outside lanes may be a good alternative to bike lanes for the Rural Neighborhood section since DOT may not maintain bike lanes well. The Urban Neighborhood section could have bike lanes if DOT or the City can maintain them. A sharrow may be an option in the urban section if we cannot get an agreement of maintenance.
- Multi Use Path for middle section may be an idea to discuss
- Need to outline safety improvements from medians. This was not stated in the presentation.
- We may want to segment projects into intermediate improvements needed and long term improvements

END OF SUMMARY

This summary was prepared by Phillip Hutcherson and Chris Sunde of DRMP, and is provided as a summary (not verbatim) for use by the project team.



Edgefield Highway (SC19 North) Corridor Planning Study

Edgefield Highway (SC 19 North) Public Meeting Summary

Date/Time: April 24, 2014; 4:00 PM – 7:00 PM

Location: Bethel Baptist Church, Aiken, SC

In conjunction with the Edgefield Highway (SC 19 North) Corridor Study, the Aiken County Planning Department conducted a Public Meeting. Those in attendance from the Study Team were:

Chris Sunde, DRMP	Sandra Korbelik, City of Aiken
Phillip Hutcherson, DRMP	Gerald Jefferson, Aiken County
Jim Beck, DRMP	Stephen Strohming, Aiken County
Jake Petrosky, Land Design	

The purpose of the meeting was to present information to members of the public within the study area in order to get input about the project.

The Public Meeting was a Drop-in format starting at 4:00. A sign-in table with a handout was near the front entrance. The room was set-up with 3 different display areas. One for the Rural (northern) Section, one for the Rural Neighborhood (middle) section and one for the Urban (southern) section. Team members were present at each location to answer questions and guide the attendees through the comment forms. Comment forms specific to each area were handed out in the display areas. Comment Boxes were located at the sign-in table to drop off before leaving.

At 4:15 a brief presentation was given by Phillip Hutcherson, the presentation briefly described the planning process, the project, and the expectations of the public meeting.

40 Attendees were present. The list of attendees is as follows:

Frances Nessler	Shirley A. Abney
Dave Nessler	June H. New
Rev. Lester A. Smalls	Tilden Hildebrand
Bill Lowish	Brenda Creswell
Johnny B. West	Sherry Sockwell
Pat Helms	Jeanette Bryson
Joseph R. Kirby	David Simoneau
Jane Kirby	Wallace Fortson
Kendra Upson William	Toushar Donehal
Jacquelyn Brown	James Matthews
Kathy L. New	Tina & John McGee
Ronald New	Francis Hubbard
Richard M. Szasz	Netter Dawkins
Brancie Stephens	Nimesh Patel



Edgefield Highway (SC19 North) Corridor Planning Study

Dee Crawford
James Warren
Jim McKinney
Susie Williams
Moses & Betty Mims
James M. Ertle

Joseph R. Lain
Patricia A. Price
Ethel W. Kemp
Tom Lex
Michael Staley
Robert Stallworth

From the Comment forms the comments are as follows:

Urban:

- Concerned about #2 from Columbia as an intersection.
- The Hampton → University should be an extension of the appearance of Laurens Street as you head into downtown.
- Acquire the ROW ASAP

Rural Neighborhood:

- What's the land behind the Palmetto store being cleaned off for?
- We need Shiloh Heights Rd. corner intersection to look like your coming into a community. Make it pretty.
- My house is on Hwy 19, Address 1448 Edgefield Hwy. Please don't put a double hwy through my house. I have been told that a road could go across the street of my house.
- This area has numerous traffic accidents w/ injuries.
- Need turning lanes at all intersections.
- This area has numerous traffic accidents w/ injuries.
- Need turning lanes at all intersections.
- Improvement at intersections
- Traffic Control Reynolds Pond Road
- Abandoned buildings (5)
- Wider shoulders
- Turning lanes at all intersections
- 2 lane road with continuous left/right turn
- curb and gutter
- Clean areas on highway
- Right of ways visible at each enter-section
- I think the project is an excellent idea, but I want it to get pass an idea and something really happen. I have lived on this highway since 1963.
- The amount of transportation has increased to the point I take my life in my hands trying to get in the highway.
- Need to make a gateway type design at the beginning of SR 19 at I-20 as you head to Aiken.
- 4 Lanes, landscaped median with trees and street lights.
- As you move away from I-20 you could eliminate the sidewalks and lights but have enough ROW to install in the future.
- As you approach university, the sidewalks, street lights and landscaped median would resume.



Edgefield Highway (SC19 North) Corridor Planning Study

- *Acquire the ROW ASAP
- If road is widened at Laurens St. NW and Peach Orchard Road - What kind of driveway will be allowed for houses facing Hwy 19, that now pull out into Hwy 19, for instance 1106 Laurens St. NW
- Need water & sewer @ I-20 and SC 19
- Hard to get out at times.
- Slow/Space traffic.
- Good luck. Thanks.

Rural:

- Appreciate the opportunity to give input.
- Do not want to lose tree line noise barrier.
- Hwy 19 and Shiloh Church Road needs improvement on intersection. Poor Visibility. Possible caution light.
- I-20 Intersection is in bad condition.
- Bike trail would be nice.
- Turning lanes at intersections.
- Better signage - People appear to be lost and use our drive as a turnaround point daily!
- Appreciate the opportunity for input
- Selfish reason - do not want to lose the noise buffer - that takes years to establish.
- Hwy 19 and Shiloh Church Road intersection - dangerous.
- I-20 intersection is in bad shape.
- If feasible, would like bike trail.
- Turning lanes at intersections.
- Update signs.
- Would like to see commerce concentrated at major intersections, ie I-20/Frontage, etc.
- Traffic control to be very considerate of church zones.
- Highway lighting should be a priority.
- Water and sewer needs to be provided to the I-20 interchange area
- Acquire the ROW ASAP even if it takes years to build.
- I would love to see Highway 19 north look like US1 so people can come off I-20 into Aiken, SC
- Just wide the road out?
- Red light at intersection 19 & 191 & Shiloh Church Rd.
- Wide road to the east side of HWY 19
- Preserve rural atmosphere!
- Limit access!
- Bike paths not needed in rural section
- Limit signage
- I would like for traffic flow to be enhanced on Hwy 19. I20, Edgefield, Johnston, Greenwood, Greenville and Clemson are all contributors to the congestion on this route. Enhance of traffic flow on this route would contribute to residential and commercial development of this area of Aiken County. School traffic and pedestrian travelers would benefit and safety would be enhanced for the entire route.
- "I would like for traffic flow more smoothly. It is a road that handles traffic from all of the upstate, and I-20 coming from Augusta. We have new businesses with an influx of trucks and construction vehicles. I would like to see a 4-lane highway with left turn lanes, caution lights or stop lights at major intersections.



Edgefield Highway (SC19 North) Corridor Planning Study

We need grocery stores, and restaurants. We need lanes to keep bikes and pedestrians off the highway. Safety is a major issue on this road. Speeding is a huge problem, with numerous accidents."

In addition, answers to questions were given to rank the priority of preferences in the area. Attached are the results of the surveys received. (1 received the highest vote total, 5 received the least)

Urban:

Safety:

- 4 On-street bike lanes
- 5 Sidewalks on one side of the street
- 1 Sidewalks on both sides of the street
- 2 Continuous center turn lane
- 3 Turn lanes only at intersections
- Other: _____

Aesthetics:

- 3 Landscaped median
- 1 Lighting
- 4 Parks and Greenways
- 4 Gateway sign/feature for City of Aiken
- 2 Signage for neighborhoods
- 6 Street trees along edge of road
- Other: _____

Residential Land Use:

- 7 Encourage large lot homes (lots>1 acre)
- 6 Encourage neighborhood homes (lots>1 acre lots)
- 1 Encourage detached housing including smaller lot cottage homes
- 5 Encourage a mix of attached housing (townhomes, duplexes, apartments)
- 1 Encourage a mix of attached and detached housing dependent on location (higher density near the City)
- 4 Encourage open space in new residential developments (i.e. greenways and trails, fields and other recreation facilities)
- 3 Preserve key natural resources (forests, water quality buffers, steep slopes) with subdivision design.
- Other: _____

Non Residential Land Use:

- 4 Strip mall shopping centers (buildings parallel to roadway with large parking lot in front)
- 1 Neighborhood mixed use centers (grocery, shops and restaurants clustered in a "village form" with parking on the periphery)
- 6 Restaurants (fast food)
- 2 Restaurants (sit down)
- 5 Convenience stores
- 3 Hotels
- Other: _____



Edgefield Highway (SC19 North) Corridor Planning Study

Rural Neighborhood

Safety:

- 5 On-street bike lanes
- 4 Sidewalks on one side of the street
- 2 Sidewalks on both sides of the street
- 6 Multi-use path
- 3 Continuous center turn lane
- 1 Turn lanes only at intersections
- 7 Other: _____

Aesthetics:

- 2 Landscaped median
- 1 Lighting
- 5 Parks and Greenways
- 4 Gateway sign/feature for City of Aiken
- 6 Signage for neighborhoods
- 7 Street trees along edge of road
- 3 Maintain forested buffers along highway with new development
- 8 Preserve farmland
- Other: _____

Residential Land Use:

- 2 Encourage large lot homes (lots>1 acre)
- 1 Encourage neighborhood homes (lots>1 acre lots)
- 5 Encourage detached housing including smaller lot cottage homes
- 7 Encourage a mix of attached housing (townhomes, duplexes, apartments)
- 4 Encourage a mix of attached and detached housing dependent on location (higher density near the City)
- 6 Encourage open space in new residential developments (i.e. greenways and trails, fields and other recreation facilities)
- 3 Preserve key natural resources (forests, water quality buffers, steep slopes) with subdivision design.
- 8 Other: _____

Non Residential Land Use:

- 2 Strip mall shopping centers (buildings parallel to roadway with large parking lot in front)
- 4 Neighborhood mixed use centers (grocery, shops and restaurants clustered in a "village form" with parking on the periphery)
- 5 Restaurants (fast food)
- 1 Restaurants (sit down)
- 6 Convenience stores
- 2 Hotels
- Other: _____

Rural

Safety:

- 3 Multi-use path
- 2 On-street bike lanes



Edgefield Highway (SC19 North) Corridor Planning Study

- 1 Turn lanes at intersections
- 4 Paved Shoulders
- 5 Other: _____

Aesthetics:

- 1 Maintain forested buffers along highway with new development
- 2 Preserve farmland
- 4 Signage for Eureka community at 19/191 split
- 4 Flower plantings/beautification feature in median at 19/191 split
- 3 Limit billboards to preserve rural character of South Carolina Heritage Corridor
- Other: _____

Residential Land Use:

- 3 Encourage large lot homes (lots>1 acre)
- 4 Encourage neighborhood homes (lots>1 acre lots)
- 6 Encourage detached housing including smaller lot cottage homes
- 7 Encourage a mix of attached housing (townhomes, duplexes, apartments)
- 5 Encourage a mix of attached and detached housing dependent on location (higher density near the City)
- 2 Encourage open space in new residential developments (i.e. greenways and trails, fields and other recreation facilities)
- 1 Preserve key natural resources (forests, water quality buffers, steep slopes) with subdivision design.
- Other: _____

Non Residential Land Use:

- 7 Strip mall shopping centers (buildings parallel to roadway with large parking lot in front)
- 1 Neighborhood mixed use centers (grocery, shops and restaurants clustered in a “village form” with parking on the periphery)
- 3 Restaurants (fast food)
- 2 Restaurants (sit down)
- 5 Convenience stores
- 4 Equestrian Facilities
- 6 Hunting Preserves
- Other: _____

Additional Notes by the Study Team:

Rural Neighborhood:

- Place traffic light at Reynolds Pond Road
- Replace pavement markings that were scrapped by the snow plow.

Urban

- Trees for shading
- Lighting needed for walking

Sticky notes were used on the aerials. Notes are attached in PDF form and placed in the location of the sticky note.



Edgefield Highway (SC19 North) Corridor Planning Study

END OF SUMMARY

This summary was prepared by Phillip Hutcherson and Chris Sunde of DRMP, and is provided as a summary (not verbatim) for use by the project team.

Appendix 3

Survey Summary

Edgefield Hwy (SC19 North) Corridor

What is your level of interest in the planning study?

Answer Options	Online Count	Hand Written Count	Sub-Total Counts
I would like to give my time by becoming a member of the	22	16	38
I would like to stay informed with newsletters and emails	47	31	78
I am not interested in the project	8	0	8
Other (please specify)	6	0	6
Total Count			130

Hand Written Other (Please Specify)

Response #	Response TEXT
1	nothing ever comes on this side of town

Online (Other Please Specify)

Response #	Response TEXT
2	assist with mailings or public meetings
3	I don't want involved in the project.
4	Comment on public input
5	help asap
6	LSCOG is represented on Steering Committee
7	own land on Good Spring Rd. Family farm



Edgefield Hwy (SC19 North) Corridor

What do you like or not like about the Edgefield Hwy corridor?

Hand Written Responses	
Response #	Response TEXT
1	It's a direct drive to I-20, Good area for new business, and needs consistnt speed limits
2	I liked the farm's
3	No eating place and lot of traffic from I-20
4	Cut trees and clean up road
5	Speeding, poor drainage (Eureka), and heavy traffic
6	Traffic
7	Dislike congestion
8	Dislike Trash & Junk in residential & buisness areas
9	Dislike Open burning of trash
10	Would like restuarants in the area
11	From Eureka to county line, drivers to fast
12	At Shiloh Church Road we need some type of signal - to many accidents
13	not enough lanes
14	Ilike as scenic highway
15	The speed limit is too high. Nees to be lowered to I-20 from Aiken
16	Dislike the no of accidents in the past 15 years
17	Dislike the no of deaths in the past 15 years due to accidents
18	Speed limit inconsistent - should be lowered to 45 from shiloh church road all the way into town
19	Vehcihle speeds above posted limits
20	Intersection improvement need @ shiloh chruch Road & Good Springs Road
21	Small, nice and quite place to live
22	Roads are narrow
23	need more business
24	Narrow, Dark
25	Raods are narrow and dark
26	No passing lanes
27	18 wheel trucks speeding from I-20 to County Line
28	Dislike the narrow corridor it provides

- 29 Dislike the lack of reflectors and lights at night
- 30 Like the access
- 31 Dislike slow farm tractors
- 32 Speed, traffic
- 33 No turning lanes
- 34 no traffic signals
- 35 Dislike speeding
- 36 Dislike, don't have reflectors
- 37 Nothing

- 38 dislike people speeding on the straight away after you pass Eureka sign all the way tot Springfield Chruch Road
- 39 Like that it is two lane
- 40 Like that is was finally paved
- 41 The lines on new paved road need to be repainted or reflectors.
- 42 Lines need to be brighter, you cant see them when it rains
- 43 Need more relectors
- 44 From I-20 to County line needs more patrl due to racing
- 45 No caution light at intersection
- 46 Shiloh church- Corner Store several deaths.
- 47 It is newly paved
- 48 Speed of drivers
- 49 People speed all the time
- 50 Cannot make a left turn in drieway with being in danger of being rear ended
- 51 Dislike Up Keep. Trash on side of Road, sut grass, road up keep
- 52 Not enough Red lights
- 53 Like Access to I-20
- 54 Congestion
- 55 We need a traffic light at the end of Reyonlds Pond Road coming off Highway 19
- 56 Need to be four laned
- 57 Need to be four lane
- 58 Too much traffic
- 59 Bad visibility pulling out from side roads
- 60 Stop sign too far back on reynolds Pond Road
- 61 The road Hwy 19 needs widening from univ. parkway to I-20
- 62 It needs a bike path
- 63 should be comparable to Hwy1 Columbia Rd.
- 64 Needs widening and more adopt a highway groups.

- 65 Rubber neckers
- 66 no turn lanes
- 67 bikes that do not obey the law
- 68 getting really busy
- 69 no red light at reynolds pond road
- 70 congestion is getting bad
- 71 safety crazy drivers
- 72 the appearance is not inviting for development
- 73 Too much traffic
- 74 Too many junkyards ugly entrance into city
The area between Unvi. Pkwy \$ I-20/Edefiled County line should be widened to 4 lanes to include a bike path.
This city is growing and there is more traffic on the road.
Get rid of junkyards and beat up vacant houses. We need set restrictions in the area on businesses.

Online Responses

Response #	Response TEXT
75	a nice country road, but needs some improvement with some turning lanes - but no increase in speed limit please!
76	I like the open space, green space, farms, etc..
77	I like that some of the problem may be addressed
78	Too Much Traffic.
79	Not bicycle friendly.
80	Road is so narrow in places.
81	Continues to be a rural or at least mostly rural hwy
82	the road (pavement) is in pretty good shape. I wish the lanes were wider with a wider shoulder
83	The road is too narrow
84	Narrow lanes - don't like
85	It is not bicycle friendly. When driving a motor vehicle there are limited opportunities to pass slow moving vehicles.
86	Like new pavement and wider shoulder
87	no bike lanes
88	There are many abandoned or run down properties that should be removed.
89	The corridor lacks turning lanes at key intersections. The rural character of the northern portion is appealing.
90	CONJESTED DUE TO TWO LANE HIGHWAY
91	It's ugly! The gateways into Aiken should reflect Aiken's beauty and character. Not peeling billboards, junkyards, trash, etc.
92	Looks depressed. Not a great impression when coming in from out of town.
93	It is a direct route to my house from Aiken
94	Don't like anything about it.
95	There are too many properties not kept up....

96 It looks awful coming into town compared to US 1 from the interstate. It does not give a very good first impression
 of the City to newcomers. I try to direct people to use US 1.
 97 The part north of I-20 which is more rural with pastures and fields. The area north of Hampton ave looks run down
 with abandon homes/ buildings and debris. Not wide enough for pedestrian and cyclists.
 98 I like it!
 99 It looks ugly. Combination of high speeds and many driveways is unsafe.
 100 No turn off lanes...too much stopping and starting
 101 from I-20, unattractive entrance to City
 102 Too busy, speed is a problem, s/b 4 lanes
 The unused sidewalk that is always over grown with the weeds, the hideous homes, and landscaping on the
 103 houses, the very blatant show of no pride in ownership. The lack of a smooth road surface and traffic backup.
 104 It is one entrance to the City of Aiken that has not been visually degraded - to much.
 105 RANDOM
 very unattractive. The trailer parks are packed in between large vacant houses, which gives the impression that
 106 Aiken is more of a "ghost town." I live in Augusta and work in Aiken, and the first time I came through I thought I
 107 It's too narrow
 and Shiloh Church Road. Curve after passing Shiloh Church Road heading North on Hwy 19 need to be straighten
 108 for more visibility of vehicles travelling South of Hwy 19
 109 Likes: Overall scenic and rural feel. Dislikes: Varying speed limits, not enough places to pass. No pedestrian or bicycle paths
 110 1. Not a four lane highway 2. No turn lanes or center turn lane
 111 I like that it is open farm land. I dislike the heavy traffic and dangerous intersections.
 This road is a convenient highway for those coming from Augusta and Atlanta area, it should reflect a positive
 112 image of aiken and it does not.
 113 very congested--- needs to be 4 lane to I20
 114 Dislike the volume and speed of traffic as well as the litter and bicycles. Like the farmland setting and it should be preserved as that.
 115 Needs paving and passing lanes added.
 needs to be a gateway to Aiken, not a road that the City of Aiken and other businesses won't use on their directions
 116 to Aiken from I-20.
 certain area's. Also, we do not like the lack of lighting and think that we could have lighting at some kind of
 117 reasonable interval. It would create a more fluid traffic route to increase the lanes from 2 to 4. The trucks and farm
 desired. It doesn't reflect well on Aiken. As one who takes pride in my city, it is kind of embarrassing. The segment
 118 of the corridor from I-20 to the Edgefield County line is nice, let's keep it that way by preserving farmland (i.e., no
 119 good for business traffic, but other types of transportation should be encouraged.
 120 Ease of traffic
 121 Likes:new paving north of I-20, rural setting north of I-20 Dislike: 2 lane road, would like to see 4 lanes and a turning lane
 122 The corridor is basically fine the way it is. Aiken Central Planners should restrict their activities to within Aiken city limits.

123 This is a major entrance into the City of Aiken. Several parts of the highway heading into town are not the most
124 attractive. Also, on the end heading out of town, past Hwy 20, there is no shoulder which is dangerous.
125 Only one lane from Aiken.
126 Need to be widen. Traffic volume increase. Need to also extend sidewalk and bike pathway to I-20.
127 See comments below
128 Some sections have wide,paved shoulders and sidewalks. Particularly Hampton Ave to Rutland Dr (118). But,
129 there is no lighting at all along the corridor.
130 F
131 to much traffic for a single lane highway.
132 I DO NOT FULLY UNDERSTAND, YET. PLEASE GIVE MORE INFORMATION ABOUT (CORRIDOR).
133 Laurens. Intersection at Reynolds Pond Road and Edgefield Highway/SC19 North. Intersection of Mayfield Road.
134 Intersection of Good Springs Road, attempting to turn either south on to Edgefield Road or turning north on to
135 Very Conjested in certain areas
136 As first impressions are important, people entering the city for the first time get a distorted impression of the city.
137 way. There are only two lanes but traffic dictates the need for a widening project of at least 2 more lanes. I would
138 also like to see some landscaping and condemnation of absentee landlord properties along side this stretch of
139 The speed limit in some of the areas is too high. There is a very steep drop-off from the road to the shoulder.
140 I do not want extra lanes added to the highway.
141 Do not like that it is only 2 lanes. Lack of zoning. Needs a facelift.
142 Narrow lanes, too congested for size of road, curvey, and speed limit to high for some portions where residences are close to highway.
143 have been many times that I have been nearly involved in rear end accidents especially at Good Springs Road.
144 These two areas are a place waiting for a fatal accident. My wife was rear ended at intersection of Reynolds Pond
145 It offers great growth potential for the Aiken area
146 close to I-20 and easy to get to Aiken,SC
147 That it is a two lane road and not easy to travel. It needs to be similar to Hwy 1 north so that commercial and
148 personal travel can be easier.
149 How unkempt it is; dilapidated buildings, etc. Whole area needs sprucing up/landscaping.
150 Any improvement to this particular area is a plus. I would love to see more businesses in this area of Aiken.
151 Entering into Aiken City Limits is unslightly. Looks bad to people coming into Aiken from off I-20. Grass, trash and
152 roads need attention in a consistent manner.
153 The road is well maintned but the amount of traffic is beginning to place a strain on the roadway. If it is not
154 addressed in the next 5 years it will begin to strangle the area and hurt growth.
155 I like the rural setting, don't like the increase in traffic.

Edgefield Hwy (SC19 North) Corridor

How do you use Edgefield Highway? (Choose all that apply)

Answer Options	Online Count	Hand Written Count	Sub-Total Counts
Local Resident	60	33	93
Bus User	3	0	3
Pedestrian / Cyclist	13	0	13
School (Employee / Student)	2	2	4
Pass through travel	48	8	56
Local Business Patron	18	7	25
Employee of Local Business	15	5	20
Do not use the road	0	0	0
Other (please specify)	11	4	15
Total Count			229

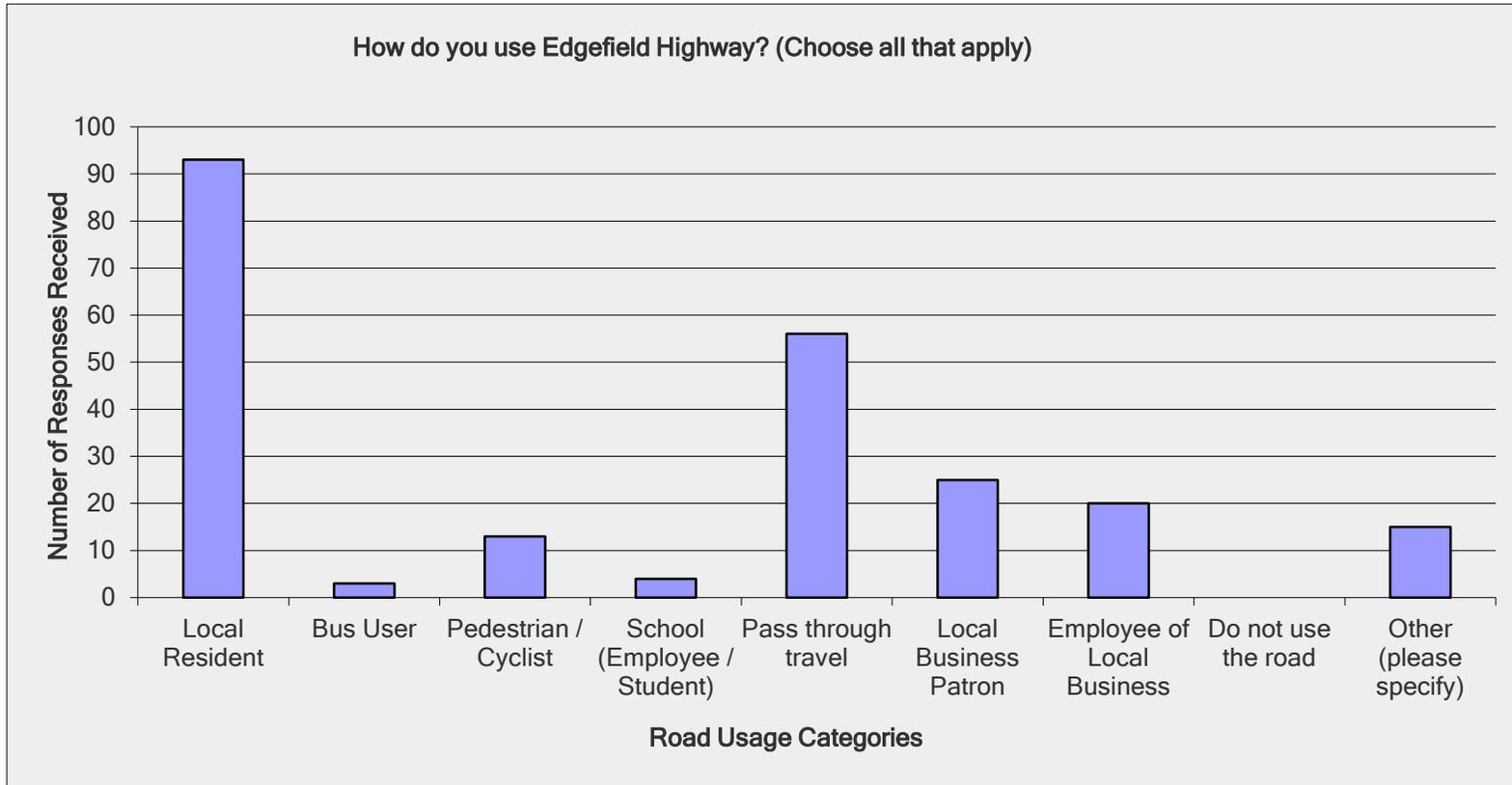
Hand Written Other (Please Specify)

Response #	Response TEXT
1	Church
2	Into Aiken Travel
3	Back and forth to church

Online (Other Please Specify)

Response #	Response TEXT
4	When showing property north of Aiken
5	For Business
6	business - real estate agent
7	I use SC 19 to get to the church I attend (Springfield Baptist Church)
8	retired do volunteer work
9	Commuter to work from Aiken to Edgefield County
10	I live just off of it
11	road lead to y church, Springfield Baptist Church

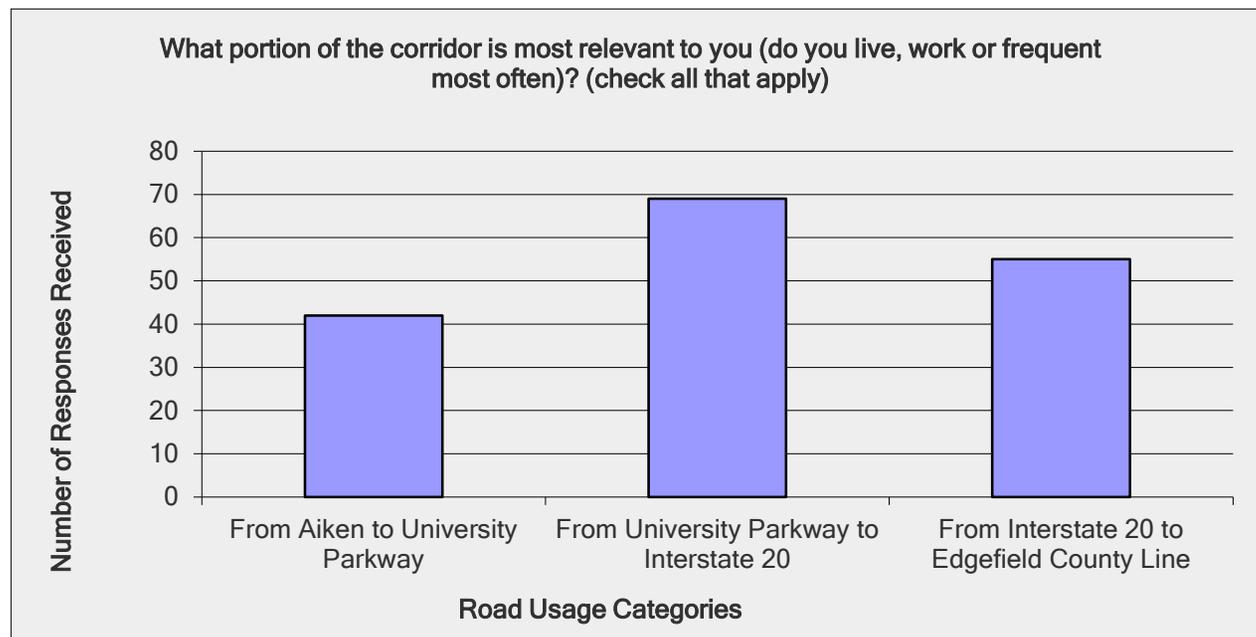
- 12 I live on Powell Pond and make anywhere from 3 to 4 round trips daily.
- 13 Try to avoid most of the time because of above comments.



Edgefield Hwy (SC19 North) Corridor

What portion of the corridor is most relevant to you (do you live, work or frequent most often)? (check all that apply)

Answer Options	Online Count	Hand Written Count	Sub-Total Counts
From Aiken to University Parkway	19	23	42
From University Parkway to Interstate 20	43	26	69
From Interstate 20 to Edgefield County Line	24	31	55
	Total Count		166



Edgefield Hwy (SC19 North) Corridor

What elements do you want to see on the corridor? (Choose all that apply)

Answer Options	Online Count	Hand Written Count	Sub-Total Counts
Additional bicycle and pedestrian facilities	41	8	49
Additional Bus Stops	2	6	8
Additional green space, recreational, community activity areas	33	12	45
Intersection improvements (i.e. turn lanes, cross walks, signals)	53	26	79
Increased business and stores	24	16	40
Park-n-Ride Facility	4	4	8
Additional capacity, including additional travel lanes	42	17	59
Preservation of farms and forests	35	21	56
Other (please specify)	11	1	12
Total Count			356

Hand Written Other (Please Specify)

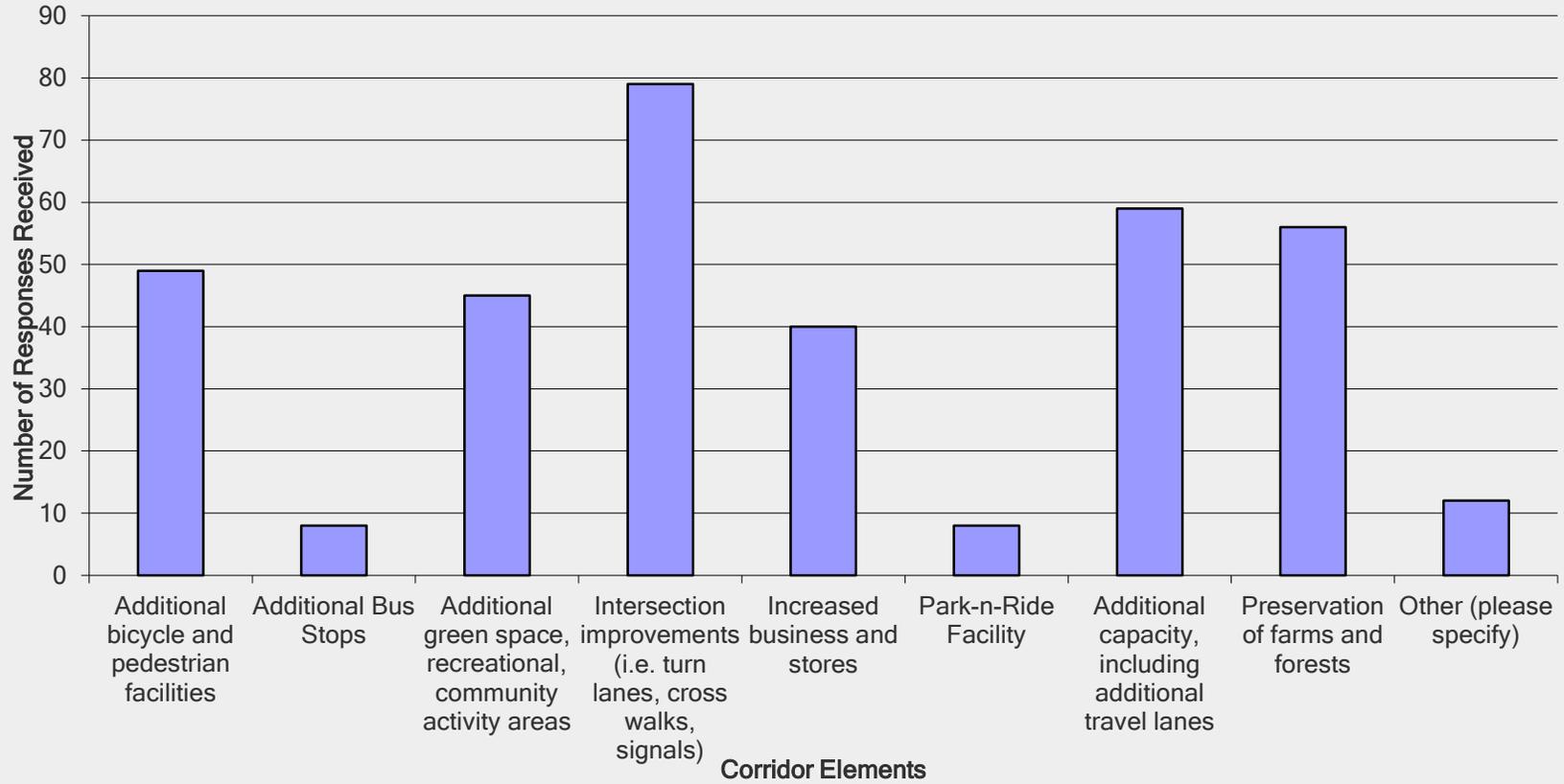
Response #	Response TEXT
1	Need Stoplight near Shiloh Church Road and 191
2	Natural Gas

Online (Other Please Specify)

Response #	Response TEXT
3	Additional Law enforcement.
4	have mostly residential and farm and/or forest
5	Gateway look at the interchange and as you come into Aiken
6	Beautification of existing business and residential areas
7	would like to see a more aesthetically pleasing route, as long as it is a good use of the money. Want the best use of our money.
8	None of the above
	maintenance of unkempt shoulders and ROW, maintenance of sidewalks
9	(weed overgrowth)

- 10 lighting
- 11 Clean up 19 Go Green ECO
- 12 Better residential development
- 13 Welcome signs entering Aiken. Trsh on side of road picked up and better maint of grass

What elements do you want to see on the corridor? (Choose all that apply)



Edgefield Hwy (SC19 North) Corridor

Based on your answer to #4, where would you like that to occur?

Hand Written Responses		#4 Answer
Response #	Response TEXT	
	Intersection 19 & 191, Intersection at LakeShore Dr, Intersection 19 & Old Friar Rd, Springfield	
1	Church Rd	
2	In the country	
3	From Hampton Ave to Edgefield County Line	D,E,G
4	Edgefield Hwy - Shiloh Church Rd. been many accidents there	D
5	Between Aiken and Edgefield County Lines	A,B,C,D,E,G,H
6	Turn Lanes from I-20 to Hampton Ave	B,C,D,F
7	Shiloh Church Road, Good Springs Road	D,H
8	In Edgefield	C,G,H
9	4 lanes from I-20 to University Parkway	D,E,G
10	i-20 to university parkway	D,E,G,H
11	All the way	H
12	Anywhere from Crofts Mill Road in Aiken to the red light in Trenton	B,C,D,H
13	Red light at #19 & Shiloh Church Road or Improve visibility on turning of shiloh Church Road onto #19	B,D,H
14	191 - Shiloh Church Road	D,E,H
15	Hwy #19 in Aiken to the County Line	E,G,H
16	I-20 to Aiken	A
17	I20 to 118	G
18	All before I20 except H	D,E,G,H
19	Reynolds Pond Road	D
20	End of Reynolds Pond Road, coming off Highway 19	D
21	Where possible	H
22	By-pass to I-20	D,E
23	More near I-20	A,C,D
24	Add turn lanes or change to 3 or 4 lane	D,H
25	at 118 bypass and a Peach Orchard Rd.	D
26	From I-20 to Aiken	A,C,D,E,G,

27 From University Parkway to I-20

C,E,H

Online Responses

Response #	Response TEXT	
28	anywhere along the corridor. we want a pleasing entrance to City of Aiken.	C,D,E,.H
29	Keep it simple! Don't waste a lot of money on this area, keep it rural the way it belongs!	C,D,E,H
30	At Hwy 191 Bushiness should be clustered at the intersection of Edgefield hwy and Johnston Hwy(Eureka) and	D,E,H
31	at Edgefield Hwy and I-20. Above I-20 No more than a turn lane should be added above I-20.	A,B,C,D,E,F,G,H
32	Bicycle lane	A
33	Aiken to Edgfield	A
34	Leading from out of town to the I-20 intersection (and beyond)	A,H
35	Bike lane from Aiken to university pkwy	A,D,E
36	I would like to see bicycle connectivity between Aiken and Edgefield.	A,C,G,H
37	Downtown aiken to 191	A,D,E,H
38	from Hampton Ave. to Edgefield County line	D,E,H
39	Good Springs Rd	D
40	At the interchange at I-20 and maybe the area around Croft Mill Road. The intersection of Hwy 19 and Shiloh Church Road. Very dangerous intersection where several	A,C,D,E,G,H
41	deaths has already occurred.	A,D
42	FRON AIKEN TO INTERSTATE 20	A,G
43	Any place possible!	A,H
44	Any scenic or bio-diverse area.	H
45	All the way from Aiken to the County Line	A,D,G
46	Wherever it is possible?	A,C,D,H
47	from downtown to the interstate.	A,C,D,G,H
48	Hampton ave. to Edgefield county line.	A,C,G,H
49	The whole way 118/19 desperately needs a WB-to-NB RT lane;[]	A,C,D,E,H
50	most of 19 needs to be at least 3 lanes (2WLTL) and 4 in the built-up areas, for safety	D,G
51	from univ pkwy to i-20	D
52	Laurens St North	A,C,H
53	along the entire route south of the interstate..	C,H
54	from I-20 to Edgefield Cnty Line	A,G
55	From University parkway (Hwy 118) to Trenton.	G
56	Between significant interscotions, i.e., Rutland Ave., Croft Mill Rd., and I-20.	H

57	Beautification ALL around - whether green space, businesses - MORE inviting - I see a considerable amount of commercial real estate on this highway, and any of those locations would be great to welcome businesses. The greenery is beautiful, and most should remain, but I do believe that a recreational facility would help breathe life into that community and perhaps encourage	A,C,E
58	the residents to take better care of their homes.	C,E,H
59	Between downtown and I20	C,D,E,G,H
60	Hwy 19N and Hwy 191 (Shiloh Church Road)	A,D
61	Between Rutland Ave and I-20	A,D,G
62	ASAP	A,D,G
63	Intersection Hwy 19 and Old Graniteville Hwy. should be kept up ! the current side walk which cost 10's of thousands of dollars is over grown and	A,D,H
64	has gotten narrower due to lack of up keep.	A,C,G
65	Hampton ave to I20 or hwy 191	G
66	Hwy 19 and Shiloh Church Road Hwy 19 and Lake Shore Drive Hwy 19 and Goodsprings Road	A,D,H
67	At 30% and 60% of the distance from I20 to Edgefield.	A,D,G
68	North of I-20	A,H
69	118/Rutland Drive, Croft Mill/Shiloh Heights, 191/Shiloh Church Road, Lake Shore Dr., Old Friar Road Additional lanes from University Pkwy to I-20. Increased business and stores around I-20 along with	D,G
70	greenspace or recreational areas that would encourage and attract travelers along I-20. Avenue and I-20. It'd be nice if businesses along the corridor could put an effort into making aesthetic	C,D,G,H
71	improvements to their properties (tax breaks as an incentive?). Since this is one of the main roads on	A,C,H
72	areas appropriate and outside of local business traffic	A,C
73	In the Rutland Drive area	A,E
74	all along the corridor	OTHER
75	turning lanes from city limits to county line. lanes from city limits to county line	D,E,G,H
76	It would be wonderful if it happened the entire length from 20 into town! Bicycle lanes should be includ	A,C,H
77	four lane all the way out!	D,G
78	Aiken and few miles beyond I-20	A,C,D,F,G,H
79	From Hampton to the County Line.	D,G
80	Near the I-20 interchange (intersection improvements) Additional capacity between SC 118 and I-20	A,C,D,G, OTHER
81	2. Rutland/Laurens (Crosswalks, signage) 3. Hampton to Rutland (lighting)	A,B,D, OTHER
82	University parkway and sc 19 / Reynolds pond and sc19 / Powell pond and sc 19	A,D,G
83	Additional travel lanes from University Parkway to Edgefield County Lines.	A,G
84	Where needed	A,D,G
85	TIME THERE WAS A SIGN STATING A GREG GAS PLUS WAS COMING TO THAT AREA. THIS SEEMS LIKE A GOOD PLACE FOR A BUSINESS.	E

86	Road, Reynolds Pond Road, Good Springs Road, Powell Pond Road. Some type of traffic control at intersection of Frontage Road I-20 and Edgefield Road.	D,G
87	Various Between I-20 and Hampton	A,D,G
88	Between I-20 and Rutland Drive	C,E,G
89	while the pedestrian facilities be located at the 3 mile marker from Hampton Avenue. Turn the eyes into green space and this is facilities like the building at the corner of Plunkett Avenue and to preserve the land of our local farmers. There are very few stores on the corridor, the area around I-	A,C,D,E,G
90	20 would be a place to bring in more businesses.	A,D,H
91	Red light at Shiloh Church Rd	D,H
92	bike - the whole way intersection improvements - major ones without lights 4 lane to interstate, 3 lane interstate to county line	A,D,G
93	From Aiken to I 20	A,D,E,G
94	Areas from Rutland Avenue and University Parkway north to I-20 to Edgefield County line.	A,D,G
95	infrastructure improvements at I-20 intersection	A,D,E,G
96	Aiken to I-20 on 19	A,C,D,E,G,H
97	near University parkway and at the Croft mill Rd intersection.	E,G,H
98	Along the Highway 19 corridor.	A,C,D,H
99	From University Parkway all the way to I-20.	E,G
100	Entering the City limits	C,D,OTHER
101	The entire length of the roadway.	A,D,G
102	At the intersection of I-20 off ramps at Hwy 19. Preservation of farms from I-20 overpass to County lines. No pass lines from intersection of Shiloh Church Rd. to I-20.	A,D,H

Appendix 4

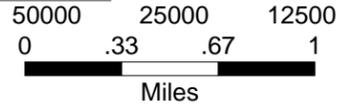
Traffic Demand Model Figures



2006 Base Year (Draft) Facility Type

- Freeway
- Expressway
- Arterial
- Collector
- Local
- Centroid Connector

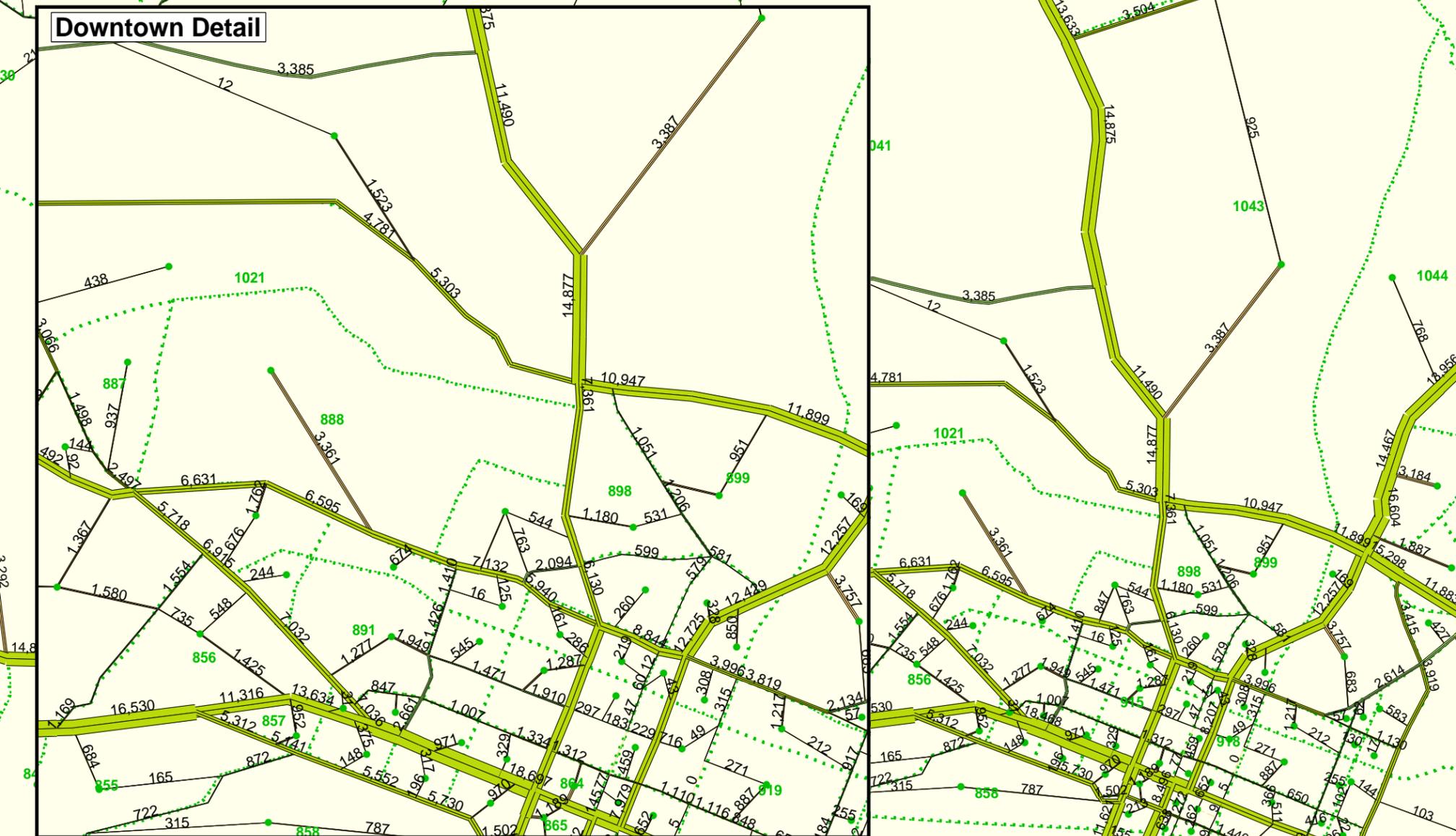
Total Daily Flow



Results have not been validated by VHB



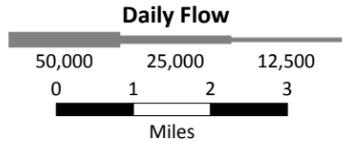
Downtown Detail





2006 Base Year - Daily Flow
Volume over Capacity Ratio

- 0.0 to 0.80
- 0.80 to 0.95
- 0.95 to 1.10
- > 1.10



February 3, 2014





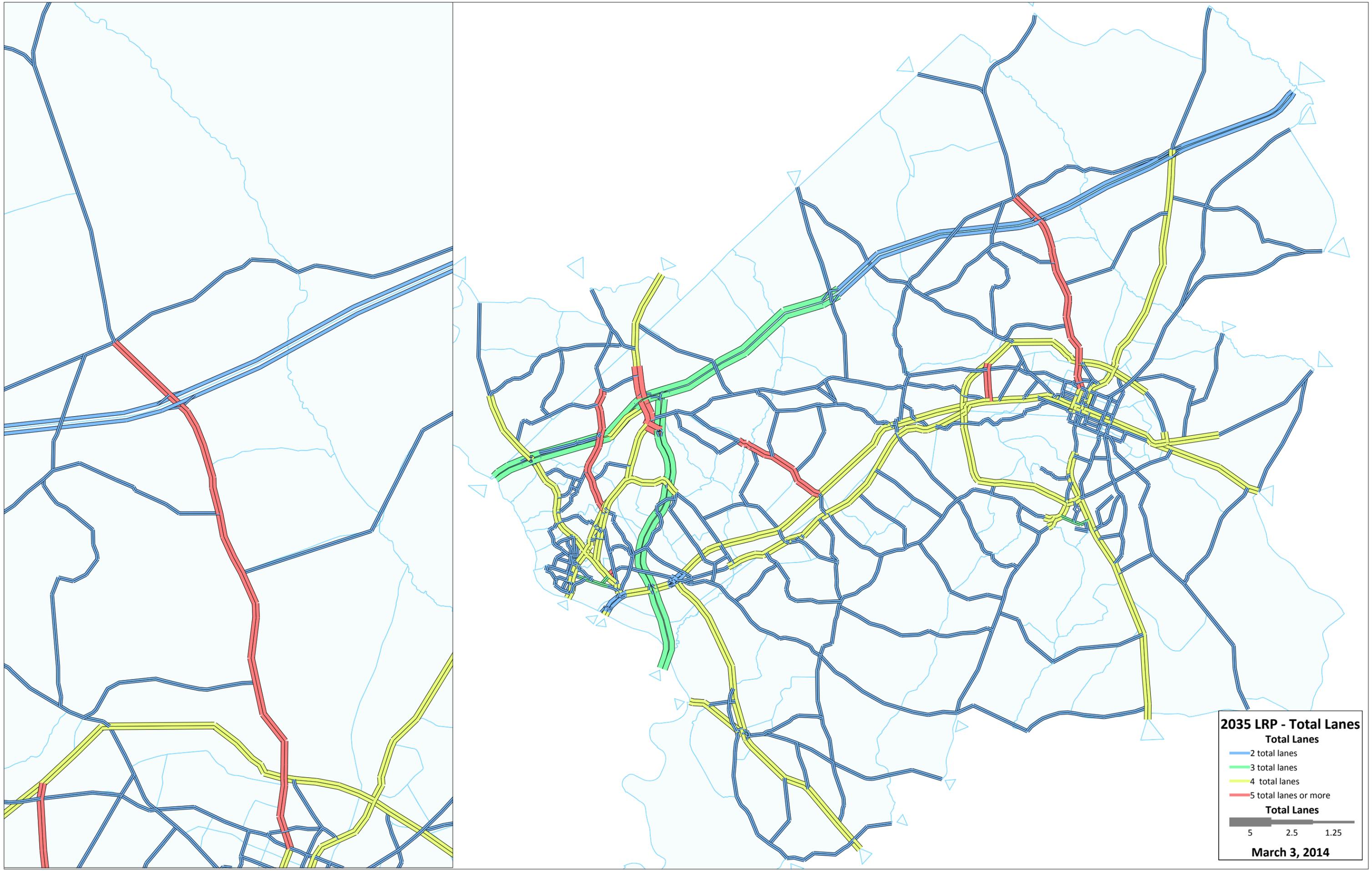
2035 EC - Daily Flow
Volume over Capacity Ratio

- 0.0 to 0.80
- 0.80 to 0.95
- 0.95 to 1.10
- > 1.10

Daily Flow

50,000 25,000 12,500

March 3, 2014



2035 LRP - Total Lanes

Total Lanes

- 2 total lanes
- 3 total lanes
- 4 total lanes
- 5 total lanes or more

Total Lanes

5 2.5 1.25

March 3, 2014



2035 LRP - Daily Flow
Volume over Capacity Ratio

- 0.0 to 0.80
- 0.80 to 0.95
- 0.95 to 1.10
- > 1.10

Daily Flow

50,000 25,000 12,500

March 3, 2014



2035 Alt 1 - Total Lanes

Total Lanes

- 2 total lanes
- 3 total lanes
- 4 total lanes
- 5 total lanes or more

Total Lanes

5 2.5 1.25

March 3, 2014



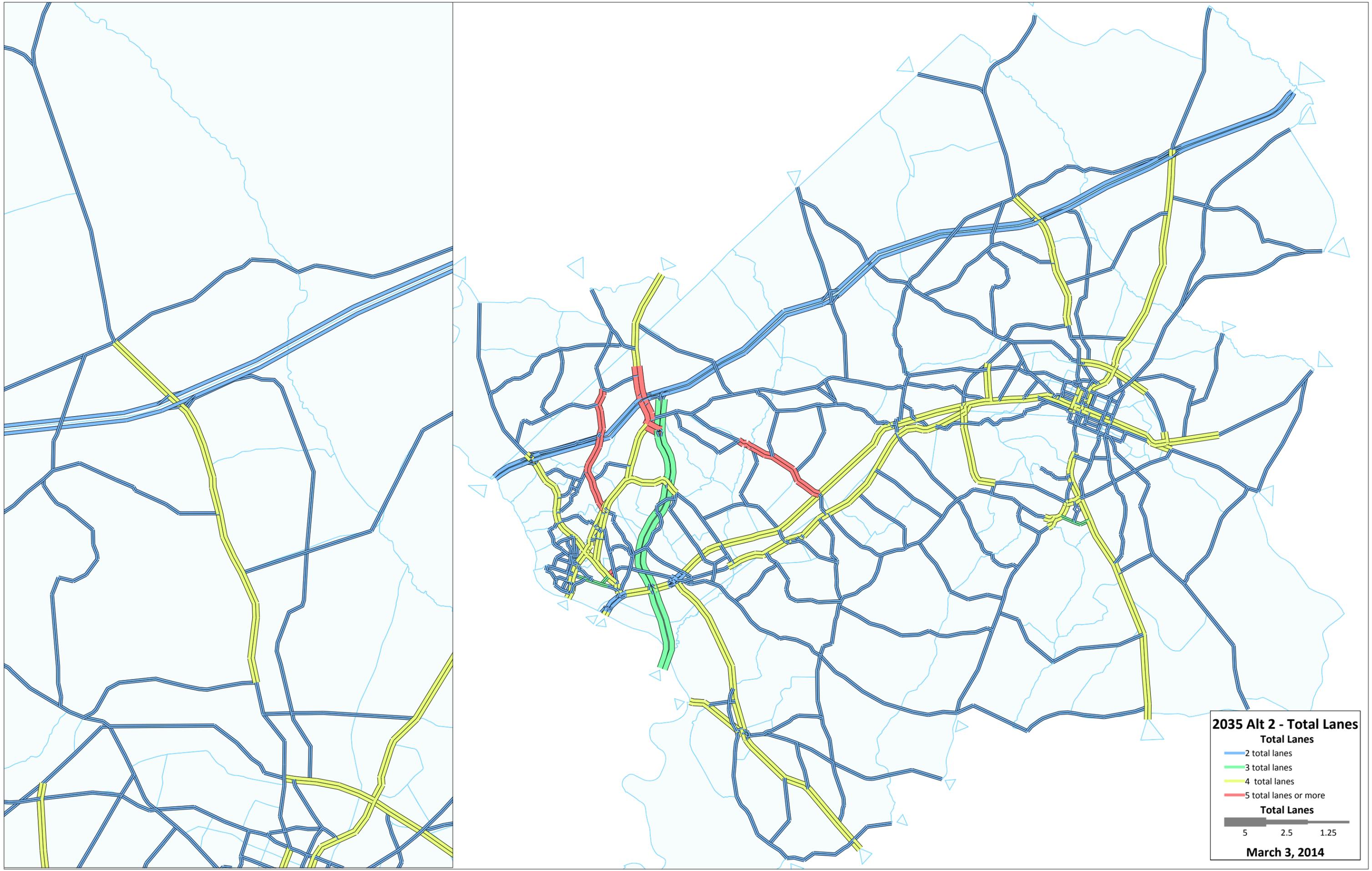
2035 Alt 1 - Daily Flow
Volume over Capacity Ratio

- 0.0 to 0.80
- 0.80 to 0.95
- 0.95 to 1.10
- > 1.10

Daily Flow

50,000 25,000 12,500

March 3, 2014



2035 Alt 2 - Total Lanes

Total Lanes

- 2 total lanes
- 3 total lanes
- 4 total lanes
- 5 total lanes or more

Total Lanes

5 2.5 1.25

March 3, 2014



2035 Alt 2 - Daily Flow
Volume over Capacity Ratio

- 0.0 to 0.80
- 0.80 to 0.95
- 0.95 to 1.10
- > 1.10

Daily Flow

50,000 25,000 12,500

March 3, 2014

Appendix 5

Recommendation / Concept Tables



State Road 19 (Edgefield Hwy) Corridor Planning Study

Short Term (Limited Funding and/or Effort)

Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
1	Maintain at least one 12' lane in each direction	N/A Existing	High speed limit and high volume of trucks/tractors	Maintain safe width for cars and trucks	Safety
2	Coordinate with Department of Public Safety for more frequent speed limit enforcement	Coordination efforts	Public comment of high volume of speeding vehicles	Effort to curb speeding.	
3	Implement consistent and / or more visible address markers	General per sign estimate?	Need to clearly mark destinations to avoid confusion. Many rear end collisions noted in this area may be due to slow moving traffic trying to find a turn.	Maintain efficient traffic flow	Safety / Aesthetics
4	Maintain existing posted speed limit (55 mph along the corridor with 45mph near Eureka/Johnston Highway)	\$30,000	Maintain arterial characteristics of moving cars in a rural roadway. Slow vehicles near Eureka for traffic calming and increased awareness of Eureka area.	Maintain efficient traffic flow	
5	Coordinate with SCDOT on maintenance schedule	Coordination efforts	Public comment of slow response to maintenance issues	Keep the roadway maintained and grass low to increase safety by removing hazards and increasing sight distance at driveways and side roads.	
6	Maintain low density of driveway spacing	Coordination efforts	There are multiple conflict points associated with frequent driveways.	Maintain low density of driveway spacing will reduce conflicts of vehicles slowing to turn into or trying to speed up existing driveway	Aesthetics
7	Investigate/Implement Adopt-A-Highway or other citizen performed beautification options	Coordination efforts	Public comment of slow response to maintenance issues / upkeep	Keep the roadway clean to increase aesthetics value	
8	Encourage low density uses and the conservation of natural areas	Future Planning Coordination	Public preference for large lot homes, open space and preservation of natural features with subdivision design	Compatibility with existing uses (agricultural uses, large lots, hunting preserve and equestrian uses)	
9	Incorporate design features in new development that preserve rural character (i.e. forested highway and riparian buffers, wooden fencing, etc.)	Future Planning Coordination	Public preference for maintaining forested buffers along highway and farmland	Preserve rural character, farmland and forests that contribute to the South Carolina Heritage Corridor designation	
10	Ensure current road paving projects on the Sales Tax initiative are completed	Coordination efforts	Public Comment about occurrence of road rutting and other maintenance issues.	Reduce maintenance needs and improve roadway conditions	

Medium Term (Increased Funding and/or Effort)

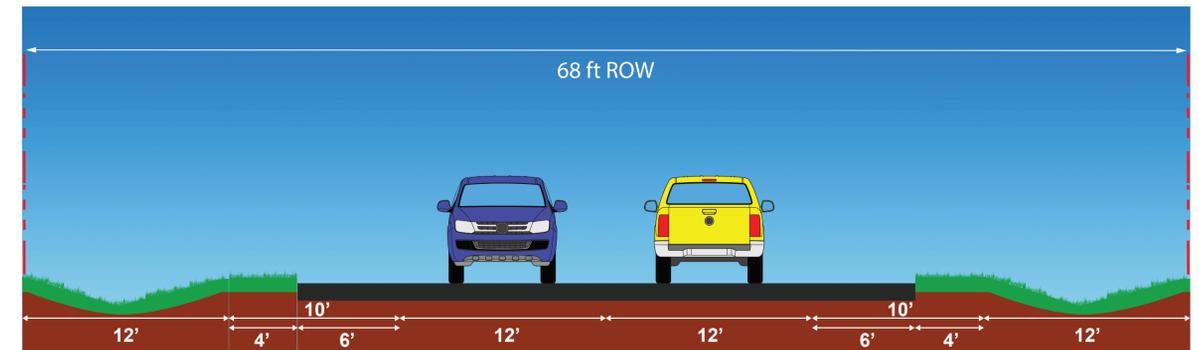
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
11	Increase frequency of "Share the Road" signs every 2 miles each direction	\$2,000	Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway	Provide a safe facility for all modes of travel	Safety
12	Increase frequency of "Deer Crossing" signs	\$2,000	There are locations of frequent deer crossing in wooded areas that have the potential to cause crashes if drivers are not aware.	Provide warning from drivers of potential of hazards.	
13	Intersection advanced warning signs at Shiloh Church, Lake Shore Drive, Johnston Highway	\$1,500	These intersections have high turn volumes and high accident rates.	Notify vehicles of approaching intersection	
14	Advanced warning signs on key side road approaches to SC 19 (Shiloh Church Road, Lake Shore, Springfield Church)	\$1,500	Sight distance and no warning of up coming intersection	Notify vehicles of approaching intersection	
15	Lake Shore NB Left Turn Lane	\$150,000	Public comment on the high accident rate, high volume of turning vehicles, and limited sight distance	Create a safer intersection	
16	Johnston Highway realignment	\$150,000	Public comments and the difficulty of trucks turning left onto Johnston Hwy	Provide a safe turning location for high volume of left turn trucks	
17	Mallard NB left turn lane	\$150,000	Establish traffic calming by limiting the long straight roadway by providing the need for vehicular movement	Need for traffic calming to curb speeding	
18	Springfield Church Road left turn lanes	\$150,000	Establish traffic calming by limiting the long straight roadway by providing the need for vehicular movement	Need for traffic calming to curb speeding	
19	Old Friar Road NB left turn lane	\$150,000	Establish traffic calming by limiting the long straight roadway by providing the need for vehicular movement	Need for traffic calming to curb speeding	
20	Add gateway type signage and landscaping with easy maintenance vegetation or wild flowers to Johnston Highway Intersection	\$3,000	Existing location is good for landscape feature	To create a sense of place / gateway for historic Eureka	Safety / Aesthetics
21	Increase signage for key locations (Eureka, Heritage Corridor Nature Route)	\$3,000	Public comment of not being aware of key area features.	Community awareness and to provide way finding	Aesthetics

Long Term (Major Funding and/or Effort)

Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
22	Shiloh Church Intersection Improvement potentially a traffic signal with turn lanes or roundabout	\$250,000	Public comment on high accident rate, high volume of turning vehicles, and limited sight distance; poor future level of service	Create a safer, more efficient intersection	Safety
23	10 ft. Shoulder (6' paved 4' grass) /remove hazards such as steep slopes and trees /place guardrail where necessary	\$5,500,000	Hazards such as ditches, trees & steep slopes too close to the existing roadway, no existing zone for bikes, no space for tractors, buses and mail carriers to pull over. Also need to move mailboxes away from the travel way	Create a safer area along the roadside	Safety / Aesthetics

RURAL SECTION CONCEPT RECOMMENDATIONS

From Edgefield County Line to Shiloh Church Road
Length = 5.5 miles • Existing Right-of-Way = 75'



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State Road 19 (Edgefield Hwy) Corridor Planning Study

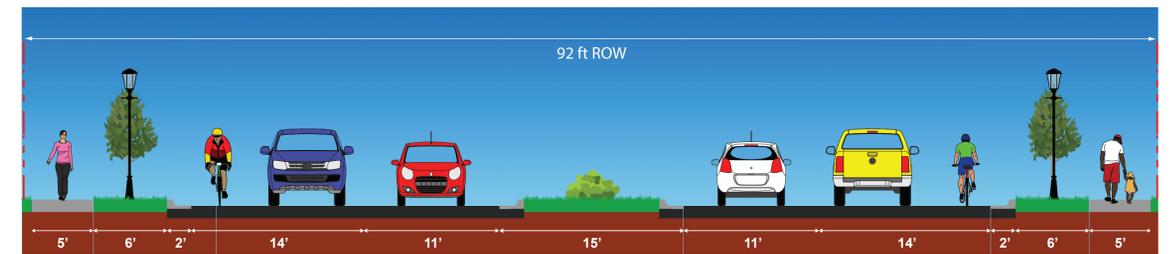
Short Term (Limited Funding and/or Effort)					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
1	Maintain at least one 12' lane in each direction	N/A Existing	High volume of trucks/tractors going to Edgefield County as well as stopping at the Interchange.	Maintain safe width for cars and trucks	Safety
2	Place "Share the Road" signs	\$1,000	Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway	Provide a safe facility for all modes of travel	
3	Post uniform 35mph Speed limit	\$1,000	Maintain arterial characteristics in an interchange area	Maintain efficient speed	Safety / Aesthetics
4	Coordinate with SCDOT on maintenance schedule	Coordination efforts	Public comment of slow response to maintenance issues / upkeep	Keep the roadway maintained and grass low to increase safety by removing hazards and increasing sight distance at driveways and side roads.	
5	Investigate/Implement Adopt-A-Highway or other citizen performed beautification options	Coordination efforts	Public comment of slow response to maintenance issues / upkeep	Keep the roadway clean to increase aesthetics value	Aesthetics
6	Pursue grant funding and partnerships to extend sewer service to the area south of the interchange	Future Planning Coordination	Public desire for restaurants for local use as well as commercial business and hotel to gain business from Interstate travelers.	Allow for greater diversity of land uses on the south side of the interchange	
7	Focus commercial development near commercial/mixed use nodes south of the I-20 Interchange	Future Planning Coordination	Proximity to interstate exit provides potential for the amount of retail and services available at a Community Commercial Center (125-200k square feet)	Focusing commercial development near commercial/mixed use nodes preserves the rural character of the other parts of the corridor while accommodating new development and fulfilling demand for non-residential development	
8	Preserve Long Branch riparian forest as buffer between interchange area more rural parts of corridor	Future Planning Coordination	Public ranked preserving key natural resources high; area drains to Shaw Creek, which is a municipal water source	Preserve rural character, key natural features and water quality	

Medium Term (Increased Funding and/or Effort)					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
9	Improve intersection turning radii for all ramp termini	\$300,000	Improve truck safety and traffic flow at intersections with ramps.	Increase safety and decrease future maintenance	Safety
10	Adopt an overlay district to establish design criteria for new development (i.e. consolidation of driveways, buffers, screening and parking standards)	Future Planning Coordination	Support for limiting driveways to maintain capacity and reduce accidents; support for improved quality of development	Maintain safety and improve aesthetics	Safety / Aesthetics
11	Add directional signing to hotels, restaurants, gas at of ramps	Future Planning Coordination	Limited direction to interchange businesses	To provide way finding for interchange amenities	
12	Add Landscape Feature	\$3,500	Public Comment to create a sense of location and entrance into Aiken Community	Create an aesthetically pleasing entrance for motorists entering the Aiken community	Aesthetics

Long Term (Major Funding and/or Effort)					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
13	Signal at ramp entrance / exits	\$300,000	Poor future intersection operations / level of service	Create a more efficient intersection	Safety
14	Maintain and increase 4 lane roadway through this section	\$3,000,000	Future traffic projections will require more capacity than the areas with existing 2 lanes can provide	Create more capacity to fit future projected volume	
15	Increase width of outside lane to 14' to accommodate a shared use lane	Included	Public comments on the need to safely accommodate bicycles	Provide a safe facility for bicyclist	
16	Add / refurbish raised median with dedicated left turns	\$250,000	Public comment for aesthetics, need for access control	Provide new aesthetically pleasing landscaping. Maintain efficient traffic flow	Safety / Aesthetics
17	Add curb & gutter and sidewalk to both sides of the roadway	\$500,000	Pedestrian facilities will be needed for future development	Provide a safe facility for pedestrians	
18	Add 6' planting strip between curb and sidewalk	Included	Public comment for more vegetation near roadway and the need for a safety "buffer" for pedestrians.	Increase the space between pedestrians and vehicles	
19	Add lighting	\$500,000	Currently there is a lack of lighting on pedestrian facilities and for way finding.	Create a sense of safety and improve visibility during night hours	Aesthetics
20	Install wildlife friendly culvert at Long Branch stream crossing	\$20,000	Public ranked preserving key natural resources high	Maintain habitat connection between Shaw Creek and habitat west of SC 19	

INTERCHANGE SECTION CONCEPT RECOMMENDATIONS

From Shiloh Church Road to Powell Pond Road
Length = 1 mile • Existing Right-of-Way = 75' to 127.5'



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State Road 19 (Edgefield Hwy) Corridor Planning Study



Short Term (Limited Funding and/or Effort)					
Limited Funding and/or Effort					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
1	Maintain at least one 12' lane in each direction	N/A Existing	Need for wide lanes with the high speed limit and high volume of trucks/tractors	Maintain safe width for cars and trucks	Safety
2	Increase frequency of "Share the Road" signs every 2 miles	\$2,000	Emphasize a place for bikes, tractors and other slow moving vehicles to operate along the roadway	Provide a safe facility for all modes of travel	
3	Ensure current Reynolds Pond and Good Springs Road improvements are implemented	Coordination efforts	SCDOT currently has plans for intersection improvements at these intersections	Use of existing funds to assist in improving the corridor	
4	Implement consistent and / or more visible address markers	\$20,000	Need to clearly mark destinations to avoid confusion.	Maintain efficient traffic flow	Safety / Aesthetics
5	Create uniform 45mph posted speed limit	N/A Existing	Maintain arterial characteristics in a suburban/ rural neighborhood area	Maintain efficient and consistent speed	
6	Ensure current road paving projects on the Sales Tax initiative are completed (Balltown Rd. & Phillips St. & Sandy Lane)	Coordination efforts	Public Comment about occurrence of road rutting and other maintenance issues.	Reduce maintenance needs and improve roadway conditions	
7	Add sidewalk/pathways from neighborhoods to SC 19 on Sassafras Rd., Shiloh Heights Rd, Bethel Church Rd.	\$250,000	Lack of existing pedestrian facilities and presence of "goat paths" made by people creating their own path	Connectivity of neighborhoods with limited vehicle usage	
8	Coordinate with SCDOT on maintenance schedule	Coordination efforts	Public comment of slow response to maintenance issues	Keep the roadway maintained and grass low to increase safety by removing hazards and increasing sight distance at driveways and side roads.	
9	Encourage parallel connector roads to be constructed as development occurs	Planning Coordination	Relieve traffic on SC 19; current lack of connectivity to other areas and facilities	Eliminate traffic from SC 19, better connection to roads like US 1 and University Parkway	Safety / Aesthetics
10	Pursue Williams Lane Extension	Planning Coordination	Relieve traffic on SC 19; current lack of connectivity to other areas and facilities	Eliminate traffic from SC 19, better connection to roads like US 1 and University Parkway	
11	Investigate/Implement Adopt-A-Highway or other citizen performed beautification options	Planning Coordination	Public comment of slow response to maintenance issues / upkeep	Keep the roadway clean to increase aesthetics value	
12	Focus commercial development near commercial/mixed use nodes at Ball Town (Croft Mill Road) and Ridgecrest (Reynolds Pond Road) neighborhoods	Future Planning Coordination	Market demand limited to amount of additional retail and services available at neighborhood commercial centers (30-100k square feet)	Focusing commercial development near commercial/mixed use nodes preserves the rural character of the other parts of the corridor while accommodating new development and fulfilling demand for non-residential development	Aesthetics
13	Limit the intensity of development in key natural areas (steep slopes, riparian areas, long leaf pine woods)	Future Planning Coordination	Public ranked preserving key natural resources high; portion of area drains to Shaws Creek, which is a municipal water source; portion of area adjacent to Henderson Heritage Preserve, which is a unique natural resource	Preserve rural character, key natural features and water quality	
14	Preserve Long Branch riparian forest as buffer between interchange area more rural parts of corridor	Future Planning Coordination	Public ranked preserving key natural resources high; area drains to Shaw Creek, which is a municipal water source	Preserve rural character, key natural features and water quality	
15	Implement water quality features near key water bodies such as Shaws Creek			Preserve key natural features and water quality	

Medium Term (Increased Funding and/or Effort)					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
16	Acquire Addition R/W for Road widening north of Reynolds Pond	\$155,000	Projected future volumes will require additional capacity.	Ensure property is not developed	Safety
17	Acquire Addition R/W for road widening south of Reynolds Pond	\$515,000	Projected future volumes will require additional capacity.	Ensure property is not developed	
18	Pursue grant funds for study, design and construction of Rail with Trail along Southern Railway	Future Planning Coordination	Called for in Aiken County Bicycle and Pedestrian Plan	Increase recreational opportunities and pedestrian/bicycle facilities	Safety / Aesthetics
19	Adopt an overlay district to establish design criteria for new development (i.e. consolidation of driveways, buffers, screening and building placement)	Future Planning Coordination	Support for limiting driveways to maintain capacity and reduce accidents; support for improved quality of development	Maintain safety and improve aesthetics	
20	Increase signage for key locations (Battle of Aiken, Aiken Memorial Gardens, Henderson Heritage Preserve, Ball Town Community, Shiloh Heights Community, Aiken High School, USC Aiken, Hospital, Airport)	\$7,000	Public comment of not being aware of key area features. Churches are such a key to this corridor with many along SC19 and in adjacent neighborhoods.	Increased community awareness and to provide way finding	Aesthetics

Long Term (Major Funding and/or Effort)					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
21	Create 4 lane roadway through this section	\$15,200,000	Projected future volumes will require 4 lanes	Provide more capacity to accommodate future projected vehicle volumes	Safety
22	Add Shared Lane Marking between University and Croft Mill Rd	N/A	Bike Lane Called for in Aiken County Bicycle and Pedestrian Plan, but without maintenance commitment sharrow is better for bicyclists	Increase Bicycle Safety	
23	Pave Van Bryan Road	\$300,000	Public comment regarding unsafe roadway	Ensure safe rideable roadways	
24	Signal or roundabout at Reynolds Pond Road	\$150,000	Future level of service failure. Improvements beyond SCDOT planned improvements	Ensure the intersection will function efficiently with projected future volumes	Safety / Aesthetics
25	Align Williams Land and Weaver Street to one intersection on SC 19	\$300,000	Line up roads for better access control and better serve connectivity of the potential Williams lane extension	Efficiency of roadway network	
26	Add raised median with dedicated left turns @ Hedge Rd., Williams Lane, Allan Ave., Sassafras Rd., Mayfield Road, Reynolds Pond Road, Good Springs Road, Morris Pond road, Powell Pond Rd.	\$950,000	Aesthetics and need for access control	Provide new aesthetically pleasing landscaping. Maintain efficient traffic flow	
27	Add curb & gutter and sidewalk from University Ave, to Reynolds Pond Rd.	\$1,150,000	Pedestrian facilities will be needed for future development	Provide a safe facility for pedestrians	
28	10 Ft. Shoulder (6' paved 4' grass) / remove hazards / guardrail in northern section	N/A	Hazards too close the existing roadway, no existing room for bikes, no room for tractors and buses to pull over	Provide a safe roadway shoulder and remove hazards such as trees, steep ditches, steep high slopes from the edge of roadway. Add paved width for bicycle use.	
29	Add 6' planting strip between curb and sidewalk when widened	N/A	Public comment for more vegetation near roadway	Increase space between pedestrians and vehicles, and provide additional green space	Aesthetics
30	Add lighting at key areas from University Ave to Reynolds Pond Rd. when widened	\$1,150,000	Currently there is a lack of lighting on pedestrian facilities and for way finding.	Create a sense of safety and improve visibility during night hours	
31	Provide oil/water separator or other method to control runoff near Longs Pond Branch	Future Planning Coordination	Need to maintain clean natural areas with increased traffic on the adjacent roadway	Preserve Greenspace	
32	Extend sewer service north of Reynolds Pond Road	Future Planning Coordination	Provide infrastructure for development in this area	Create utilities for development	
33	Investigate the need for a multiuse pathway on one or both sides of SC 19 from Reynolds Pond to the Interchange area or the possibility of a greenway in this area.	Future Planning Coordination	Lack of existing pedestrian facilities and presence of "goat paths" made by people creating their own path	Access for pedestrians and bicyclists	

RURAL NEIGHBORHOOD SECTION CONCEPT RECOMMENDATIONS

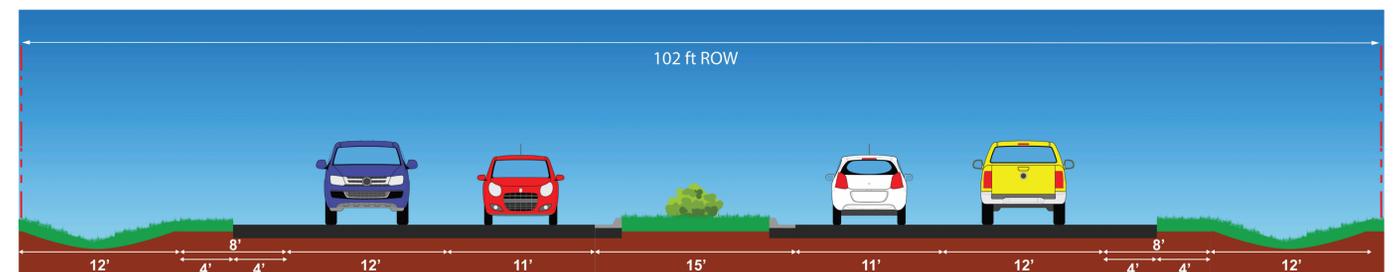
From Powell Pond Road to University Parkway

Northern Segment is 1.5 miles -

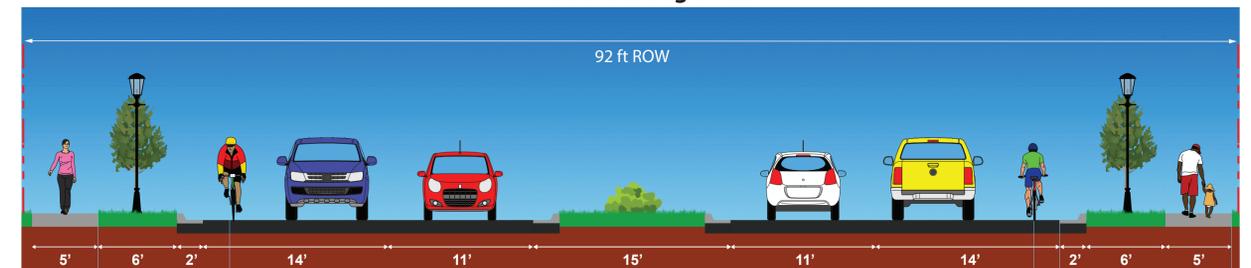
Powell Pond Road to Reynolds Pond Road, Existing Right-of-Way = 75'

South is 2.3 miles - Reynolds Pond Road to University Parkway, Existing Right-of-Way = 75'

Northern Segment



Southern Segment



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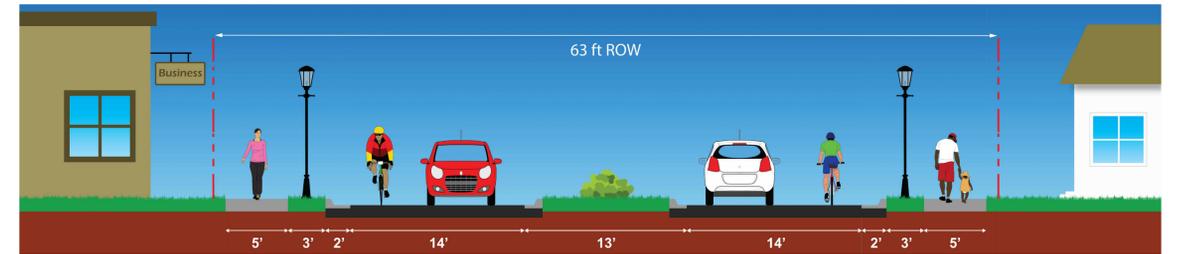
State Road 19 (Edgefield Hwy) Corridor Planning Study

Short Term (Limited Funding and/or Effort)					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
1	Maintain at least one 12' lane in each direction pending future development	N/A Existing	Maintain wide lanes for delivery trucks and bicycle sharing	Maintain safe width for cars and trucks	Safety
2	Maintain 35mph Posted Speed limit	N/A Existing	Maintain urban arterial characteristics	Maintain efficient speed	
3	Place "Share the Road" signs	\$2,000	Emphasize a place for bikes and other slow moving vehicles to operate along the roadway	Provide a safe facility for all modes of travel	
4	Implement Mid-block pedestrian crossing at either Plunkett or Gayle Ave	\$10,000	Pedestrian Crossings for school and other destinations. Provide good spacing of pedestrian crossings.	Provide a safe and designated pedestrian crossing location	
5	Pursue Traffic Study for Hampton Intersection to review traffic flow, pedestrian movements and adjacent property access.	\$25,000	High Crashes and complaints about driver expectancy (confusing intersection).	Provide a safe and efficient intersections for all modes of traffic and access	Safety / Aesthetics
6	Implement Consistent or more visible address markers	\$5,000	Need to clearly mark destinations to avoid confusion and achieve an even traffic flow	Maintain efficient traffic flow	
7	Encourage roads in new developments to be designed with short block lengths and connections to existing roads	Coordination efforts	Public comments to relieve traffic on SC 19; improved bicycle and pedestrian connectivity and facilities	Eliminate traffic from SC 19, better connection to roads like US 1 and University Parkway	
8	Ensure County Sales Tax Program paves McCormick Street and Morgan Street	Coordination efforts	Need to maintain roadways for safety and ridability	Use of existing funds to assist in improving the corridor	
9	Coordinate with SCDOT on Maintenance Schedule	Coordination efforts	Public comment of slow response to maintenance issues	Keep the roadway maintained and grass low to increase safety by removing hazards and increasing sight distance at driveways and side roads.	Aesthetics
10	Investigate/Implement Adopt-A-Highway or other citizen performed beautification options	Coordination efforts	Public comment of slow response to maintenance issues	Keep the roadway clean to increase aesthetics value	
11	Focus commercial development near commercial/mixed use nodes at University Parkway and Ball town (Croft Mill Road)	Coordination efforts	Character of adjacent development and market demand should limit retail and services to neighborhood commercial centers (30-100k square feet)	Focusing commercial development near commercial/mixed use nodes preserves the rural character of the other parts of the corridor while accommodating new development and fulfilling demand for non-residential development	
12	Accommodate a mix of civic, office, commercial and residential uses west of SC 19 along University Parkway	Coordination efforts	Potential for employment generating uses complimenting new county government center	Increase jobs in the study area	
13	Encourage a mix of residential densities where utilities exist	Coordination efforts	Public comment and growing demand for mix of housing types	Accommodate a mix of housing types	Aesthetics
14	Encourage greenways and trails that connect major destinations and preserve natural resources	Coordination efforts	Public desire for more bicycle and pedestrian facilities and to preserve natural resources	Increase safety and improve/maintain aesthetics	

URBAN SECTION CONCEPT RECOMMENDATIONS

From University Parkway to Hampton Avenue
Existing Right-of-Way - Varies, typically 75' • Length - 0.75 miles

Medium Term (Increased Funding and/or Effort)					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
15	Advanced signage for Hampton Av, Columbia, Av, Gayle Ave, & University Parkway	\$8,000	Intersections with higher turning volumes and high accident rates.	Notify vehicles of approaching intersection	Safety
16	Add Bus pullouts at all current and planned bus stops	\$6,000	Increase Capacity of Roadway. Increase safety of riders	Increase Bus rider safety and access	Safety / Aesthetics
17	Improve Existing Sidewalk to make ADA compliant	\$30,000	Need to stay compliant and update cross walk pavement marking and ADA ramps onto side streets.	Safe Facilities for pedestrians	
18	Adopt an overlay district to establish design criteria for new development (i.e. consolidation of driveways, buffers, screening and building placement)	Coordination efforts	Support for limiting driveways to maintain capacity and reduce accidents; support for improved quality of development; support for preservation of neighborhood feel	Maintain safety and improve aesthetics	Aesthetics
19	Acquire Addition R/W for Road widening along the project	\$23,000	Small portions or properties will need to be acquired to obtain a complete street and avoid impacting houses on other properties.	Ensure property is not developed	
20	Increase signage for key locations (Bethany Cemetery, Hahn Village, Aiken High School, City of Aiken Offices, Aiken County complex)	\$2,000	Public comment of not being aware of key area features. Churches are such a key to this corridor with many along SC19 and in adjacent neighborhoods.	Community Awareness	
21	Add Gateway signage for City of Aiken Limits, in the immediate vicinity of University Parkway Intersection	\$3,500	Public Comment to create a sense of entering the Aiken Area	Create an aesthetically pleasing entrance for commuters going into the Aiken area	



Long Term (Major Funding and/or Effort)					
Item	Improvement / Concept	Cost / Effort Involved	Justification	Purpose	Guiding Principle
22	Add Shared Lane Markings	N/A	Bike Lane Called for in Aiken County Bicycle and Pedestrian Plan, but without maintenance commitment sharrow is better for bicyclists	Increase Bicycle Safety	Safety
23	Add raised median with dedicated left turns @ Columbia Ave, Gayle Ave, Cushman Drive, Lincoln Ave	\$0	Public comment on need for aesthetics and for access control. Also safety of removing left turns from the travel lanes.	Provide new aesthetically pleasing landscaping. Maintain efficient traffic flow	Safety / Aesthetics
24	Add curb & gutter, planting strip, and sidewalk to both sides of the roadway	\$0	Pedestrian facilities currently needed in this area	Provide a safe facility for pedestrians	
25	Add lighting at key areas from University Ave to Reynolds Pond Rd.	\$0	Currently there is a lack of lighting on pedestrian facilities and for way finding.	Create a sense of safety and improve visibility during night hours	
26	Create recommended typical roadway with 2 lanes, landscaped median, sidewalks, shared lane, planting/lighting strip	\$3,000,000	Preserve neighborhood character and consistency with SC 19 to the south of Hampton Ave., increase pedestrian and motorist safety, extend boulevard streetscape northward, maintain efficient traffic flow	Preserve Urban Character	Aesthetics
27	Pave Pine Crest Road between Ravenell St. and Columbia Ave.	\$200,000	Need to maintain roadways for safety and ridability	Provide connectivity of Roadway system	



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