



# **The Town of Hilton Head Island Regular Intergovernmental and Public Safety Committee Meeting**

**September 10, 2018**

**10:00 a.m. – Benjamin M. Racusin Council Chambers**

## **AGENDA**

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**As a Courtesy to Others Please Turn Off All Cell Phones and Pagers during the Meeting**

- 1. Call to Order**
- 2. Freedom of Information Act Compliance**  
Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 3. Approval of Minutes**
  - a. Intergovernmental and Public Safety Committee Meeting of August 6, 2018
- 4. Unfinished Business**
- 5. New Business**
  - a. Approval of Proposed 2019 Intergovernmental & Public Safety Committee Meeting dates
  - b. Pathway Safety Enhancements - Unsignalized High-Speed Crosswalks
  - c. Discussion of Hilton Head Island Biking Interests
    - i) Reviewing the Importance of biking to the Hilton Head Island community
    - ii) Reviewing the Importance of biking safety
    - iii) Discussion of what is being done to measure and improve of both of those items
- 6. Adjournment**

**Please note that a quorum of Town Council may result if four (4) or more of Town Council members attend this meeting.**

**TOWN OF HILTON HEAD ISLAND**  
**INTERGOVERNMENTAL & PUBLIC SAFETY COMMITTEE**

Minutes of the Monday, August 6, 2018  
Regular Meeting

*Members Present:* Bill Harkins, *Chairman*, David Ames, *Council Member*, Marc Grant, *Council Member*

*Members Absent:* David Bennett, *Mayor and Committee Member*

*Others Present:* Senator Tom Davis, *South Carolina Senator*, Lt. Jason Covington, *Beaufort County Sheriff's Office*; Lt. Andres Florencio, *Beaufort County Sheriff's Office*; Kim Likins *Council Member*; Chet Williams, *Attorney*; Kiera Morris, *Beaufort County Sheriff's Office*

*Staff Present:* Joshua Gruber, *Assistant Town Manager*; Greg Deloach, *Assistant Town Manager*; Brian Hulbert, *Staff Attorney*; Carolyn Grant, *Communications Director*; Faidra Smith, *Administration Manager*, and Phyllis Deiter, *Senior Administrative Assistant*

*Media Present:* Eleanor Lightsey, *Lowcountry Inside Track*

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**1. Call to Order**

The meeting was called to order at 8:34 AM by Chairman Harkins.

**2. Freedom of Information Act Compliance**

Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.

**3. Approval of Minutes**

A motion to approve the minutes of the June 4, 2018 Intergovernmental and Public Safety Committee meeting was made by David Ames and seconded by Marc Grant. The motion was approved by a vote of 3-0.

**4. Unfinished Business**

**5. New Business**

**A. Jasper Port Ocean Terminal – Town Supportive Role – Senator Tom Davis**

Mr. Harkins welcomed Senator Davis to the committee asking him to share his insights on the progress of the Jasper Port Terminal and how Hilton Head Island can help from a political standpoint. Senator Davis noted the importance to look at matters from a regional basis. The Southern Carolina Alliance, which includes the seven surrounding counties, discusses these regional issues collectively thereby accomplishing more together. Supporting the Jasper Port will benefit all the rural counties.

The Jasper Port site, 15 hundred acres, is owned jointly by the South Carolina State Ports Authority and the Georgia Ports Authority. Jasper Port schedule is to be operational for 2026/2027 based on the needed timelines: Georgia in 2028; South Carolina in 2035. The current ports in both Charleston and Savannah are geographically constrained for any further expansion. In addition, shipping companies are purchasing mega ships that carry upwards of 18-24,000 TEUs at one time. This is important because the port in Charleston and the port in Savannah are constrained, not by channel depth but by bridge height. A 14,000 TEU ship will not fit under the Cooper River Bridge in Charleston or under the Talmadge Bridge in Savannah.

There is a concern that the Port will not be ready in 2026/27 since Charleston's timeline isn't until 2035. Georgia is now openly considering other expansion alternatives; in particular, developing a piece of Hutchinson Island. Senator Davis has engaged discussions with the 15 legislators that reside in the 7 county area to demonstrate to Georgia that that facility will be ready when needed. They want to obtain the money for the necessary infrastructure, which includes a port access road extending from Rt. 17 towards the Talmadge Bridge and the railroad corridor with additional easements for spurs extending to the site. Putting money into the Jasper County Port Infrastructure Fund on a recurring basis is a concrete way to demonstrate to Georgia that they can realistically look to have the Port operational in 2026/27.

Senator Davis plans to collect resolutions from the various municipalities in Beaufort County in support of the Port. Davis will lobby the legislature to appropriate, on a recurring basis, sufficient funds to amortize the entire cost of the port infrastructure road over the next 8/9 years.

The committee asked Senator Davis various questions regarding the partnership between the two states. The Senator answered that currently each state equally contributes to the Port's permitting activities. As they move forward, the states will ensure that equities are maintained as capital in advance for this joint venture agreement. There were further discussions about the positive outcome of the tax generation benefit of both states, sparking economic activity in the whole area. The Port will create a variety of good outcomes, including better job opportunities, improved health care outcomes, and superior education availability. Bringing the 7 counties and elected officials together will demonstrate our combined support to Governor McMaster, renewing the commitment to make Jasper Port a reality.

The discussion changed as David Ames asked a question regarding the Housing Tax Credit. Senator Davis indicated the criteria the housing authority uses essentially freezes out areas like Hilton Head Island because of the various requirements. The credits are passed through the Federal Government to the Governor's office, who is charged with the making that criteria. Adjusting the criteria cannot be done legislatively. It must be done through the Governor's office.

**B. 2<sup>nd</sup> Quarter 2018 Crime Statistics – Lt. Jason Covington, Beaufort County Sheriff's Office**

Lt. Jason Covington began the presentation for the 2<sup>nd</sup> quarter crime statistics with the statistics for Crimes against Persons. He listed the numbers for each category and indicated the location of these from the highlighted map. The following category Crimes against Property highlighted a rise in the burglaries from this quarter last year. It was based on many of the vacant timeshare units and vacant homes had seen appliances and other items stolen.

Beaufort County Sheriff's Office made an arrest on a subject that was involved in several of those cases. Moving on, the statistics for the following categories, Vehicle Collisions, Traffic Citations, Marine Patrol, Volunteer Hours, and Calls for Service for the 2<sup>nd</sup> Quarter were noted. There were short conversations drilling down a few of the specific numbers in detail.

Chairman Harkins asked Lt. Covington about the vehicle tragedy where a girl was recently killed. Mr. Harkins asked for the Lieutenant's thoughts regarding areas on the Island where other pedestrians are injured and what could be done in these locations. Lt. Covington noted one area as the bicycle crossing at the Oaks and Hilton Head Gardens going over to Northridge Cinema. Through the last 10 years, it has had the most injuries. Mr. Harkins noted the new Dollar General to that area would create more people crossing over Rt. 278. The Lieutenant stated another critical location as the crosswalk from Palmetto Dunes to the Whole Foods strip mall. The third area would be the crosswalk by the Yacht Cove area. Mr. Harkins indicated bushes and trees along the road are potential areas that can obscure a person crossing the street. Lt. Covington noted that there isn't a traffic signal at these crossing areas. Mr. Harkins asked that BCSO work with the Town Engineers on this issue for ideas on making these areas safer. Mr. Harkins is looking to present these and other ideas to the South Carolina DOT.

Mr. Harkins asked for public comments. Kim Likins, Town Council Member, asked about the increase in crime in Northridge Plaza. What was BCSO doing to circumvent the crime in that area? Lt. Covington spoke of the bar in the Northridge Plaza. His office has assigned a task force to the area with an increased presence. Ms. Likins also indicated that she has heard that overall crime is increasing on the Island. Ms. Likins wanted to see the statistical breakdown from the past 5 years to have a complete picture. Mr. Ames asked that this be done with graphs rather than numerically.

Eleanor Lightsey asked what the BCSO Marine Patrol does with Open Land Trust, as noted on the statistics Marine Patrol page. The Lieutenant explained that Open Land Trust are Town and County properties that have been purchased to hold the land as a preserve. They have officers assigned to those areas to check for illegal dumping or damaging these areas.

## 6. Adjournment

With no further discussion items, there was a motion for adjournment by Mr. Ames and seconded by Mr. Grant. The meeting was adjourned at 9:14 A.M.

Respectfully submitted:

\_\_\_\_\_  
Phyllis Deiter  
Senior Administrative Assistant

Approved on: \_\_\_\_\_

\_\_\_\_\_  
Bill Harkins, Chairman



**The Town of Hilton Head Island  
**Proposed** Intergovernmental and  
 Public Safety Committee  
 Meeting Dates  
 2019**

**10:00 A.M. – BENJAMIN M. RACUSIN COUNCIL CHAMBERS**

MONDAY PRECEDING THE 1ST TOWN COUNCIL MEETING

<b>JANUARY 7, 2019 **</b>	<b>JULY 1, 2019</b>
<b>FEBRUARY 4, 2019 4<sup>th</sup> Qtr. Crime Stats</b>	<b>AUGUST 5, 2019 2<sup>nd</sup> Qtr. Crime Stats</b>
<b>MARCH 4, 2019</b>	<b>SEPTEMBER 9, 2019 *</b>
<b>APRIL 1, 2019</b>	<b>OCTOBER 7, 2019 **</b>
<b>MAY 6, 2019 1<sup>st</sup> Qtr. Crime Stats</b>	<b>NOVEMBER 4, 2019 3<sup>rd</sup> Qtr. Crime Stats</b>
<b>JUNE 3, 2019</b>	<b>DECEMBER 2, 2019</b>

\*The September 9 meeting has been scheduled the 2<sup>nd</sup> Monday of the Month due to the 1<sup>st</sup> Monday falling on the Labor Day holiday.

\*\*The January and October meetings will precede the 2<sup>nd</sup> Town Council Meeting.



# TOWN OF HILTON HEAD ISLAND

## *Public Projects and Facilities Management Department*

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**TO:** Stephen G. Riley, ICMA-CM, Town Manager  
**VIA:** Scott Liggett, PE, Director of PP&F/Chief Engineer  
**FROM:** Jeff Buckalew, PE, Town Engineer  
**CC:** Darrin Shoemaker, PE, Town Transportation and Traffic Engineer Josh Johnson, District 6 Traffic Engineer, SCDOT  
**DATE:** August 8, 2018  
**SUBJECT:** Pathway Safety Enhancements - Unsignalized High-Speed Crosswalks

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### **Objective:**

Develop and implement a plan to enhance the safety of pedestrian and bicyclists at unsignalized crosswalks on high speed roadways ( $\geq 45$ MPH).

### **Summary:**

Based on research, accident history, coordination with SCDOT and a citizen's advisory group, and engineering analysis and judgement, each unsignalized cross walk (UXW) along US 278 and other high speed roads shall be assessed for viable and effective safety enhancements. Recommended enhancements shall be SCDOT compliant (on SCDOT roadways) and implemented based on prioritization considering benefits, funding and accident history. Construction and installation shall be accomplished using Town staff (Facilities Management), on-call contracts(s), and/or invitations for bids as warranted. All enhancements shall be funded by the CIP Pathway Safety account.

### **Safety Measures:**

These tools shall be considered at each site.

Consistent Signage – Use of the “walking man” pedestrian crossing sign (MUTCD W11-2 fluorescent yellow-green) shall be employed at ALL unsignalized crosswalks. There shall be two signs straddling the crosswalk, each with a directional down arrow (MUTCD W16-7P) drawing the motorists' attention to the area where pedestrians or bicyclists may enter the roadway. Where sight distance or driver expectations may warrant, advanced warning signs (walking man) with an “AHEAD” sign (MUTCD W16-9P) should be employed

### **Pavement Markings**

- Crosswalk - All crosswalks shall have white thermoplastic “ladder” markings that comply with SCDOT standards.
  - Yield markings (A.K.A. shark's teeth) should be considered at 20-50 feet preceding the crosswalk to advise motorists to YIELD to a pedestrian in the crosswalk.
  - Advanced Warnings – the words **PED XING** in elongated fonts, white thermoplastic, shall be placed in each lane in advance of the crosswalks. The spacing for a 45 MPH road is 60 feet on center.
  - Consider white thermoplastic transverse strips in advance of the crosswalk in a thickness and spacing to provide a rumble strip affect to warn motorists of the crosswalk ahead.
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Additional Reflectorization

- Sign Post - On the posts of the retroreflective pedestrian crossing signs, a reflective strip (fluorescent yell-green, matching the sign) shall be installed, running from the ground to the bottom of the sign
- RRPM – Raised Reflective Pavement Markers (white) shall be installed along the near transverse edge of the crosswalk at spacing acceptable to SCDOT (avoiding the wheel lines)
- Pedestrian Refuges / Media Noses – install yellow RRPM or reflective yellow strips along the top of concrete curb on median noses at pedestrian refuges.

Warning devices Enhanced by Illumination – Warning signs (“Walking Man”) illuminated by dawn to dusk, constant perimeter lighting should be employed in areas where there is no adjacent, ambient lighting at night. This should further heighten driver awareness of the crosswalk at night. There are many such products that provide illumination using solar power, as would be recommended.

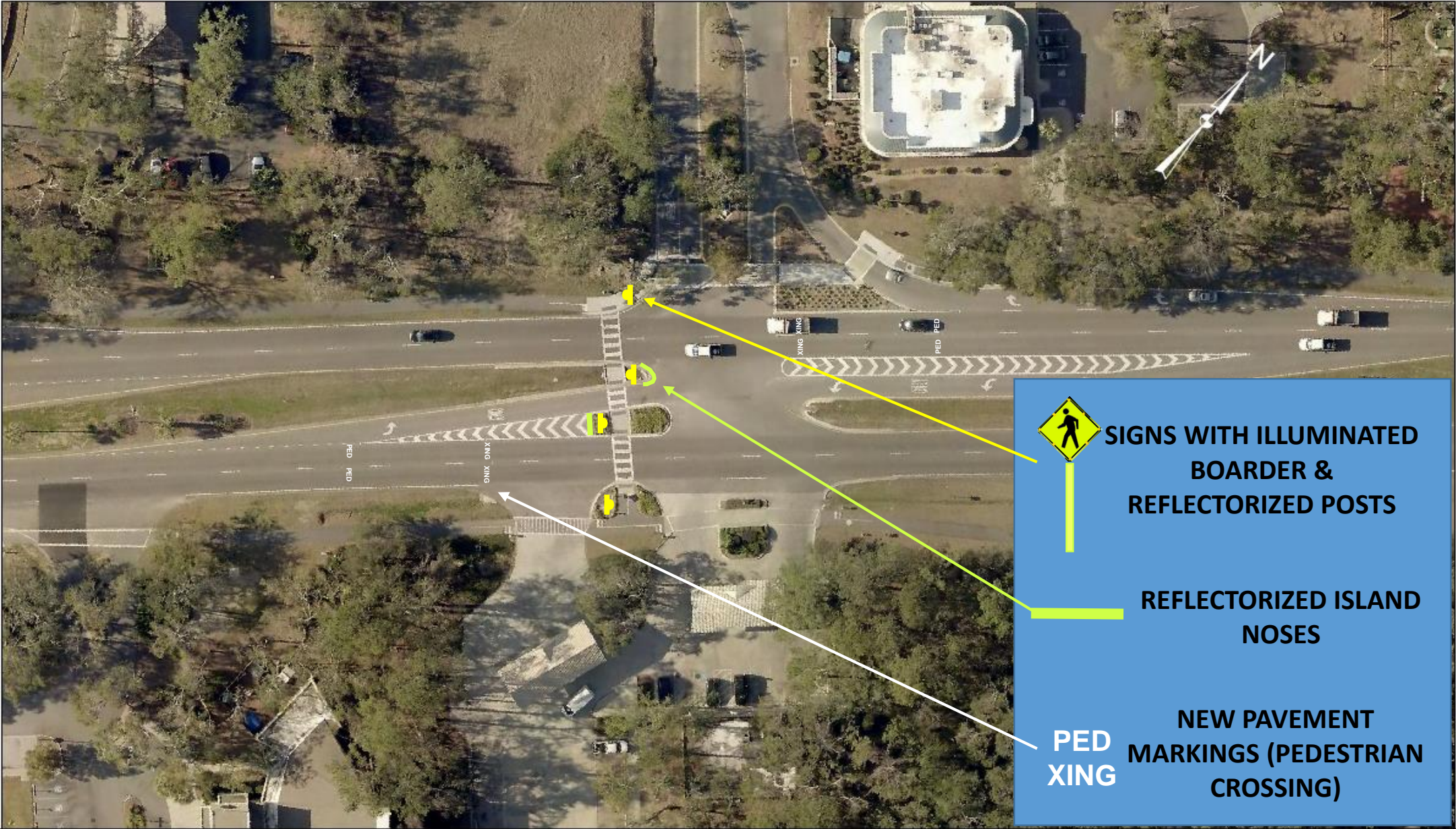
User-Actuated or Flashing Illumination type of warning devices – rapid flashing beacons, flashing illuminated sign boarders, in-ground illuminated pavement markers, etc. are not recommended at these crosswalks. Our rationale is that due to motorist demographics (out-of-state visitors and elderly drivers) and unfamiliarity with state law, the illumination, pedestrian activated or not, may cause motorist to abruptly or unexpectedly brake to allow pedestrians to enter the roadway. While one lane may stop, the adjacent lane may not, creating a confusing and much more dangerous situation for the pedestrian and following motorists.

**Projects:**

*All crosswalks will be a “project” and have improvements defined for implementation. The Yacht Cove project as shown below is provided as an example for this approach.*

**Yacht Cove Drive**

<b>US 278 @ Yacht Cove Drive (and Circle K convenient store)</b>	
W.B. Shoulder – Remove DUAL sign and add PED sign. Use existing post and Left Arrow.	1 PED Sign 1 Reflective Post Strip
W.B. Median – Add PED sign and Right Arrow	1 PED Sign 1 RT ARROW 1 Post 1 Reflective Post Strip
E.B. Shoulder – Remove DUAL sign and add PED sign. Use existing post and Right Arrow.	1 PED Sign 1 Reflective Post Strip
E.B. Median – Add PED sign and Left Arrow	1 PED Sign 1 LT ARROW 1 Post 1 Reflective Post Strip
Install white thermoplastic PED XING elongated font pavement markings in each lane approaching the crosswalk	4 PED XING white thermoplastic
Install white yield markings (shark’s teeth) in advance of the crosswalk	# white thermos triangles
Install transverse raised reflective pavement markers (white) along front edge of crosswalk, avoiding wheel lines	16 white RRPM
Install reflectors or reflective strips along the median refuge curbing	2 Reflective Median Strips



**SIGNS WITH ILLUMINATED  
BOARDER &  
REFLECTORIZED POSTS**

**REFLECTORIZED ISLAND  
NOSES**

**NEW PAVEMENT  
MARKINGS (PEDESTRIAN  
CROSSING)**

