



The Town of Hilton Head Island Planning Commission CIP Committee Meeting

**January 8, 2019
3:00 p.m.
Conference Room 4**

AGENDA

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. Committee Business**
- 4. Unfinished Business**
- 5. New Business**
 - Shelter Cove Transportation Study Recommended Improvements
- 6. Adjournment**

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

Memo



To: Planning Commission – CIP Committee

From: Darrin Shoemaker, Traffic and Transportation Engineer (Voice (843)341-4774)
(Cell (843)384-5021)

Via: Jeff Buckalew, Town Engineer
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer

Date: 01/07/2019

Re: Shelter Cove Area Transportation Study Recommended Improvements

Recommendation: It is recommended that the CIP Committee members of the Planning Commission review Town staff's preferred alternate treatment at each of six study intersections on William Hilton Parkway within the ongoing Shelter Cove Area Transportation Study. Staff will be prepared to guide this review at the Committee Meeting on January 8, 2019.

Summary: The Town's consultant that is conducting the Shelter Cove Area Transportation Study has identified alternate treatments toward the improvement of safety and operations at the six study intersections on William Hilton Parkway. Moving in the on-island direction, these study intersections are those of William Hilton Parkway with Shelter Cove Lane (off-island intersection near the Beaufort County Sheriff's Office), Shelter Cove Plaza/Whole Foods Market, Shelter Cove Lane (signalized intersection at Hickory Tavern), Shelter Cove Town Center (right-in/right-out driveway near Jos. A. Banks), Shelter Cove Lane (on-island intersection near Kroger Fuel Depot), and Queens Folly Road/King Neptune Drive. Recommended alternate treatments as identified by the consultant are summarized in the attached table matrix, and Town staff's tentatively preferred alternates are depicted on the attached graphics. Town staff's tentatively preferred treatments can be summarized as signalizing and improving the Queens Folly Road/King Neptune Drive signal in a manner that is a hybrid of Alternate's one and three as identified by the consultant. Town staff's preferred alternate at the off-island Shelter Cove Lane intersection is to improve and signalize the intersection, and Town staff's preferred alternate at the signalized Shelter Cove Lane intersection is to improve and rebuild the intersection as a conventional signalized T-intersection that would accommodate additional turn lanes and periodically halt off-island Wm. Hilton Pkwy. Town staff's preferred alternate at both the on-island Shelter Cove Lane and Shelter Cove Plaza/Whole Foods Market intersections is to effect a partial median closure that would continue to allow ingress left turns but prohibit egress left turns. Town staff's

preferred alternate at the Shelter Cove Town Centre driveway is to allow this intersection to remain as existing. Town staff's preferred alternates in tandem would provide signalized pedestrian crossings at the off-island Shelter Cove Lane intersection and at the existing Shelter Cove Lane signal while eliminating the lone remaining unsignalized pedestrian crossing of William Hilton Parkway at Shelter Cove Plaza/Whole Foods Market.

Background: The Town executed a contract with HDR Engineering of the Carolinas, Inc. on August 24th, 2018 to assess existing conditions in the Shelter Cove area corridor associated with William Hilton Parkway. The contract includes assessments of safety and operating conditions relative to both motor vehicle and non-motorized (bicycle/pedestrian) needs. The Town is aware of and has tentatively endorsed an effort by the Palmetto Dunes Property Owners Association to construct a new access to serve the community that aligns with William Hilton Parkway's median crossover at Shelter Cove Plaza/Whole Foods Market. The Town's contract with the consultant requires that this proposal be taken into consideration and that they coordinate with the association and their engineering consultants in the development of recommendations.

On-Island Wm. Hilton Pkwy. / Shelter Cove Lane Intersection

ADDITION TO MEDIAN TO ELIMINATE
EGRESS LEFT TURNS

PARTIAL MEDIAN CLOSURE TO
PROHIBIT EGRESS LEFT TURNS
FROM SIDE STREET

Wm. Hilton Pkwy. / Shelter Cove
Town Centre Right-in/Right-out
Driveway



Wm. Hilton Pkwy. / Queens Folly Road / King Neptune Drive



Wm. Hilton Pkwy. / Queens Folly Road / King Neptune Drive

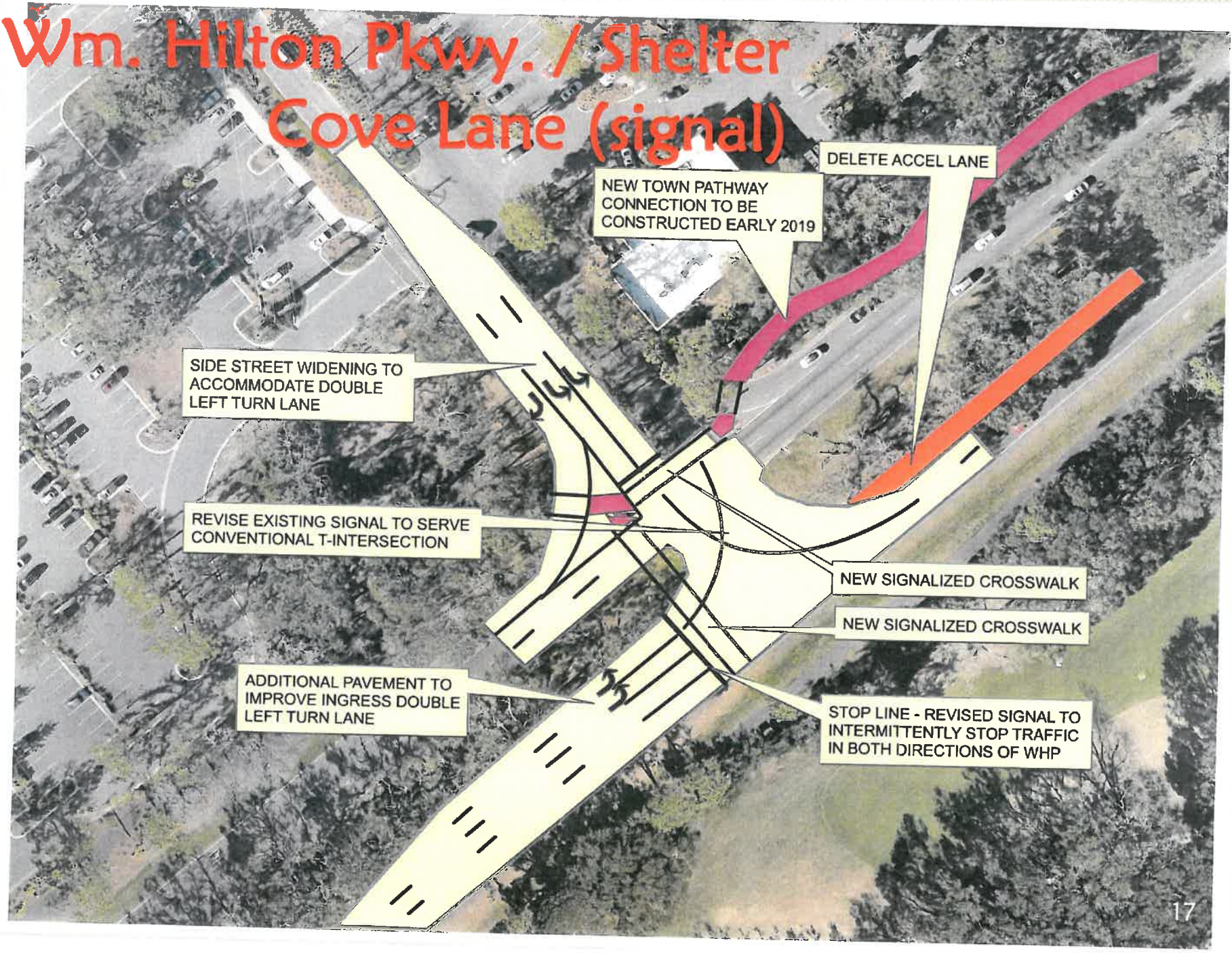
WIDEN KING NEPTUNE DRIVE TO EXPAND TO THREE LANES, ACCOMMODATING DOUBLE LEFTS

ADD LEFT TURN SIGNALS TO SERVE KING NEPTUNE DRIVE

ADD LEFT TURN SIGNALS TO SERVE QUEENS FOLLY ROAD

WIDEN QUEENS FOLLY ROAD TO EXPAND TO THREE LANES, ACCOMMODATING DOUBLE LEFTS

Wm. Hilton Pkwy. / Shelter Cove Lane (signal)



DELETE ACCEL LANE

NEW TOWN PATHWAY CONNECTION TO BE CONSTRUCTED EARLY 2019

SIDE STREET WIDENING TO ACCOMMODATE DOUBLE LEFT TURN LANE

REVISE EXISTING SIGNAL TO SERVE CONVENTIONAL T-INTERSECTION

NEW SIGNALIZED CROSSWALK

NEW SIGNALIZED CROSSWALK

ADDITIONAL PAVEMENT TO IMPROVE INGRESS DOUBLE LEFT TURN LANE

STOP LINE - REVISED SIGNAL TO INTERMITTENTLY STOP TRAFFIC IN BOTH DIRECTIONS OF WHP

Wm. Hilton Pkwy. / Shelter Cove Lane (off-island intersection)

IMPROVE SIDE STREET APPROACH;
WIDEN TO TWO APPROACH LANES

REMOVE DEFICIENT
ACCELERATION LANE

SIGNAL CONTROLLED CROSSWALK

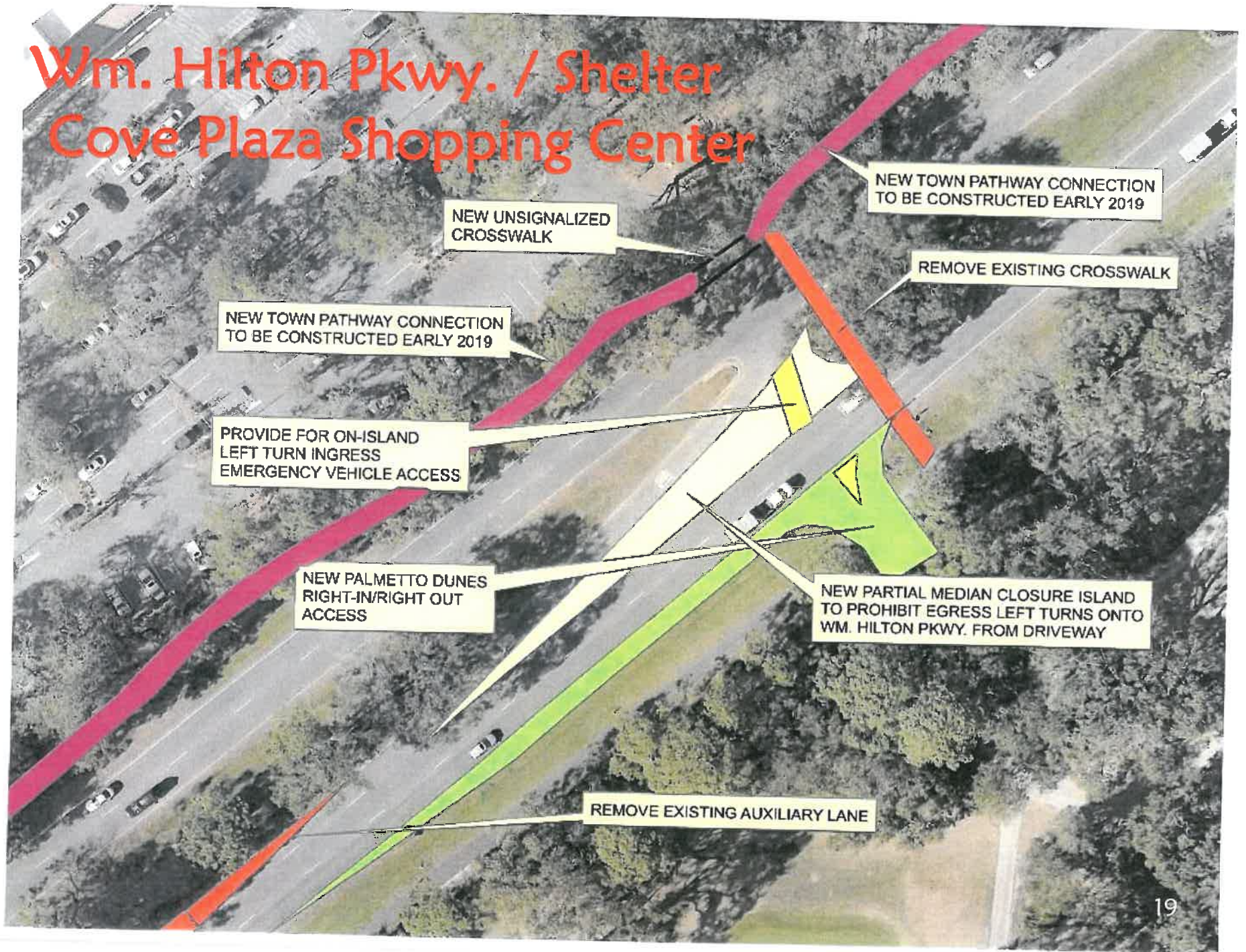
SIGNALIZE INTERSECTION

NEW TOWN PATHWAY
CONNECTION TO BE
CONSTRUCTED EARLY
2019

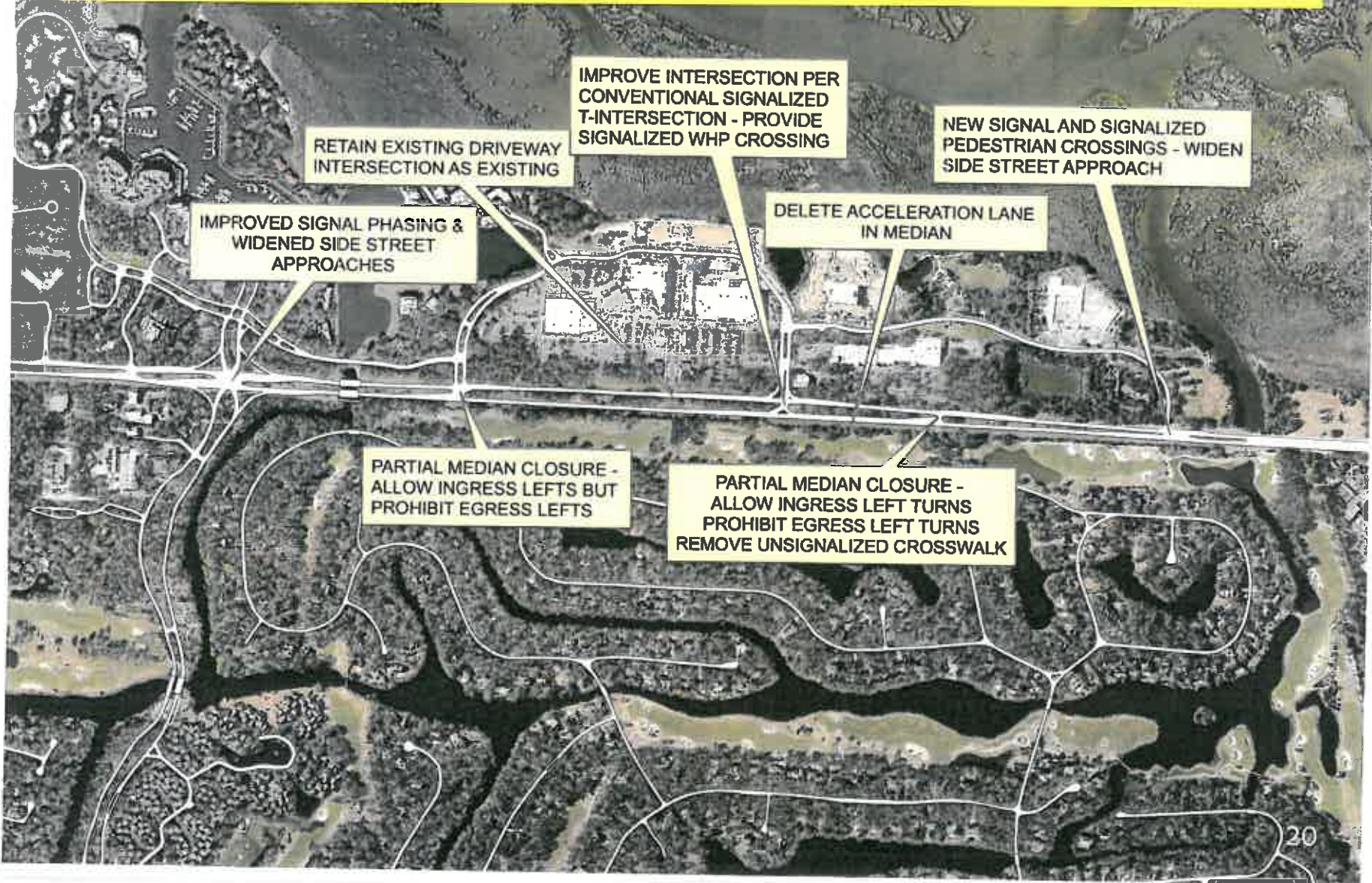
SIGNAL CONTROLLED CROSSWALK



Wm. Hilton Pkwy. / Shelter Cove Plaza Shopping Center



Summary of Currently Preferred Treatments



RETAIN EXISTING DRIVEWAY INTERSECTION AS EXISTING

IMPROVED SIGNAL PHASING & WIDENED SIDE STREET APPROACHES

IMPROVE INTERSECTION PER CONVENTIONAL SIGNALIZED T-INTERSECTION - PROVIDE SIGNALIZED WHP CROSSING

NEW SIGNAL AND SIGNALIZED PEDESTRIAN CROSSINGS - WIDEN SIDE STREET APPROACH

DELETE ACCELERATION LANE IN MEDIAN

PARTIAL MEDIAN CLOSURE - ALLOW INGRESS LEFTS BUT PROHIBIT EGRESS LEFTS

PARTIAL MEDIAN CLOSURE - ALLOW INGRESS LEFT TURNS PROHIBIT EGRESS LEFT TURNS REMOVE UNSIGNALIZED CROSSWALK