



The Town of Hilton Head Island
U.S. 278 Gateway Corridor Committee
January 16, 2020, 4:00 p.m.
BENJAMIN M. RACUSIN COUNCIL CHAMBERS
AGENDA

**As a courtesy to others please turn off/silence ALL mobile devices during the Meeting.
Thank You.**

- 1. Call to Order**
- 2. FOIA Compliance** - Public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the requirements of the Town of Hilton Head Island.
- 3. Approval of Minutes** – January 8, 2020 Meeting
- 4. Discussion by Committee of Next Steps towards Recommendation**
- 5. Chairman’s Comments**
- 6. Public Comment**
- 7. Adjournment**



Town of Hilton Head Island
U.S. 278 Gateway Corridor Committee
Wednesday, January 8, 2020 at 3:00 p.m.
Benjamin M. Racusin Council Chambers
MEETING MINUTES

Present From the Committee: David Johnson, Jr., *Chairman*; Sarah Stewart, *Co-Chair*; Frank Babel, Alex Brown, Tom Crews, Jerry Cutrer, Craig Forrest, David Lunka, Tom Peeples, Brendan Reilley, John Taylor, Kyle Theodore, *Members*; Larry McElynn, *Beaufort County Liaison*

Absent from Committee: Hannah Horne, *Member*; Marc Grant, *Hilton Head Island Liaison*; Dan Wood, *Bluffton Liaison*;

Present from Town Council & Town Staff: Tamara Becker, *Town Council*; Charles Cousins, *Assistant to the Town Manager*; Krista Wiedmeyer, *Exec. Assistant/Town Clerk*

1. Call to Order

Chairman Johnson called the meeting to order at 3:00 p.m.

2. **FOIA Compliance** – Public notification of this meeting has been published, posted, and mailed in compliance with the South Carolina Freedom of Information Act and the Town of Hilton Head Island requirements.

3. Approval of Minutes – December 11, 2019

Mr. Crews moved to approve. Mr. Peeples seconded. The minutes were unanimously approved as written. Upon the conclusion of the meeting, Mr. Reilley, noted that there had been an error made, that he was not absent, but was present. The committee voted unanimously to approve the minutes from December 11, 2019 with the requested change.

4. Review and Status Report

Chairman Johnson opened the discussion by reporting that the SCDOT has updated the presentation that they originally gave in December to reflect some footnotes and explanation of some of the information. Specifically noting the information related to the service levels throughout the corridor.

Chairman Johnson reviewed some of the items that are still currently unknown about the project, such as interchange or intersection design, and cost. He reported that to date, they are still waiting on the receipt of a response to the letter submitted to the SCDOT.

Chairman Johnson reviewed with the committee his thoughts on what direction should be taken. He noted that the SCDOT said that they will internally be pairing down the alternatives in mid-March. The Chairman said if Town Council is to have any influence on this pairing down, a recommendation from the committee needs to be put in front of them by their mid-February meeting. He said that before this could happen, the recommendation would need to be reviewed by the Community Services and Public Safety Committee at their late January meeting, but no later than early February. He reported that a discussion about mitigation would come forward to the next meeting.

5. Discussion by Committee of Next Steps towards Recommendation

Chairman Johnson continued with the discussion by asking the committee how they would like to proceed with moving the recommendation forward for review. He asked if they a decision or choice should be made between the six alternatives and the different hybrids; give a recommendation of what we want the SCDOT to accomplish, or the list of solutions/must haves; or maybe a combination of these two options. He opened the discussion up to the committee, noting given the schedule they are faced with, how do they proceed.

The committee had a robust discussion about how the committee wants to begin working on moving forward with a recommendation. Chairman Johnson reminded the committee that if a recommendation is not moved forward, it just means that the Town will not have a voice in the pairing down. The committee as a body, voted unanimously to not make a recommendation that would include any one of the SCDOT's six alternatives or hybrids. The committee continued the discussion, and moved into a discussion that included dividing the corridor up into five different sections. The five different sections for the committee review are as follows; the bridges, causeways, Pinckney Island, Jenkins Island, and Hilton Head Island. The committee will begin the review and further discussion at the next committee meeting.

6. Public Comment

Members of the general public and community at large addressed the members of the committee about their concerns with corridor. Some mentioned the need or want for further traffic studies to be performed, others echoed the committee's decision to review the corridor in different sections.

7. Adjournment – The meeting concluded and was adjourned at 4:45 p.m.

Submitted by: Krista Wiedmeyer, Exec. Assistant/Town Clerk

Approved: 01/16/2019

DRAFT

Draft thoughts for discussion at January 16, 2020 Committee Meeting

Causeways

There are three causeways within the corridor that serve as important links between the mainland and bridges and between islands to the east of Skull Creek. Due to the nature of these causeways (construction and elevation) the committee has a concern that significant storm events could result in damage or breaches of these structures. Efforts should be made to harden and or elevate these structures to reduce the potential of damage which could result in limited or loss of vehicular access to Hilton Head Island, Jenkins Island and Hog Island.

Bridges

All bridges should have a similar useful life post project.

Pinckney Island

Eliminate all left turns on Pinckney Island with the installation of an underpass.

Jenkins Island

Improve safety on Jenkins Island, by eliminating left turn movements on 278, and consider taking advantage of the current Blue Heron Point Road underpass or use of a grade-separated intersection.

Minimize visual impact of any expansion of lanes in the entire corridor {Take advantage of Town owned property on the north side of US 278 on Jenkins Island to create a major vegetative buffer between the eastbound and west bound lanes.??}

Stoney

Mitigate impacts of route choice to property owners and businesses by considering frontage roads for improved access and opportunities for relocation of homes and business if the owner chooses. The use of Town owned property should be considered to accomplish this.

Provide for efficient traffic flow on/off the Cross Island

Consideration should be given to access improvement that will enhance the opportunity for economic development in Stoney. {mixed use}

Corridor-wide

1. Signals/intersections should be designed so they do not create backups on US 278 while at the same time providing adequate opportunities for traffic on side streets to enter/exit the highway.
2. Impact to the environment should be minimized and any mitigation should be met locally.
3. Work with the Town and the County to take advantage of aesthetics opportunities that create an experience of transitioning from the mainland to the islands. Bridge design and corridor landscaping.
4. Minimize the impacts to residences, businesses and traffic during construction phase – phasing of construction?
5. In designing the route, create roadway redundancy to address emergencies.
6. Enhance roadway's ability to meet community's needs resulting from natural disasters; including improving the causeways to address storm water events.
7. Provide safe pedestrian and bicycle facilities throughout the corridor as well as provide for safe crossings at strategic locations. Also provide connections to existing bike/ped facilities on each end of the corridor.
8. Work with the Town of Hilton Head and other governments in the region to plan for alternative transportation options – future multi-modal needs, park and ride, etc.
9. Include traffic calming techniques to reflect that the road travels through neighborhoods. {intelligent traffic systems} {maintaining character}
10. Mitigate noise impacts.