



Major Thoroughfares Corridor Plan

Town of Hilton Head Island, SC

Council Presentation - April 9, 2024

PROJECT TEAM

TOWN STAFF

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- **Agenda Item 1: Major Thoroughfares Corridor Plan**

Systems
Segments
Implementation

- **Agenda Item 2: WHP-3 Segment - Beach City Road to Dillon Road**

- **Agenda Item 3: WHP-2 Segment - Wilborn Road to Beach City Road and Main Street**

MTCP

OVERVIEW & PURPOSE

- Focus on analyzing and understanding current conditions
- Target safety of roadways and pedestrian/bicycle movements
- Direct improvements to critical areas and corridors
- Design standards for infrastructure, materials, & aesthetics



MTCF PROJECT AREA

WHP SEGMENTS

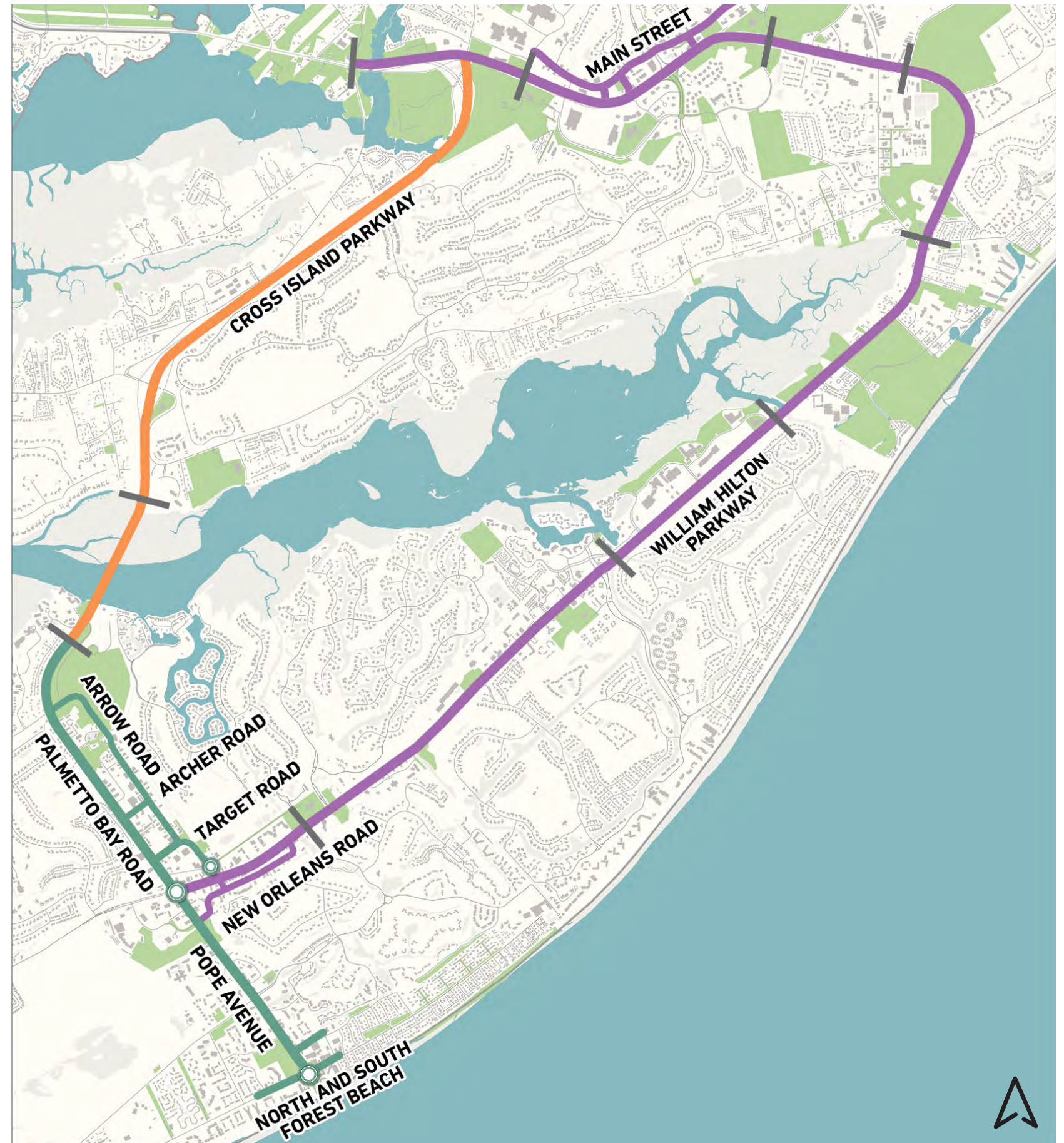
- » WHP - 1: Spanish Wells Road / Wild Horse Road to Wilborn Road / Jarvis Park Road
- » WHP - 2: Wilborn Road / Jarvis Park Road to Beach City Road / Gardner Drive and Main Street
- » WHP - 3: Beach City Road / Gardner Drive to Dillon Road
- » WHP - 4: Dillon Road to Mathews Drive / Folly Field Road
- » WHP - 5: Mathews Drive / Folly Field Road to Shelter Cove Lane
- » WHP - 6: Shelter Cove Lane to Queens Folly Road / King Neptune Drive
- » WHP - 7: Queens Folly Road / King Neptune Drive to Wexford Drive / Shipyard Drive
- » WHP - 8: Wexford Drive / Shipyard Drive to Sea Pines Circle and New Orleans Road

SOUTH ISLAND SEGMENTS

- » Palmetto Bay Road and Arrow Road
- » Sea Pines Circle
- » Pope Avenue and Coligny Circle
- » Forest Beach Drives

CROSS ISLAND PARKWAY SEGMENTS

- » Cross Island Parkway
- » Fraser Bridge and approaches



MTCF
PLAN FRAMEWORK

Systems

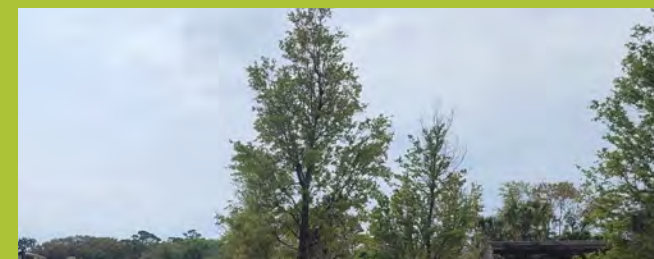
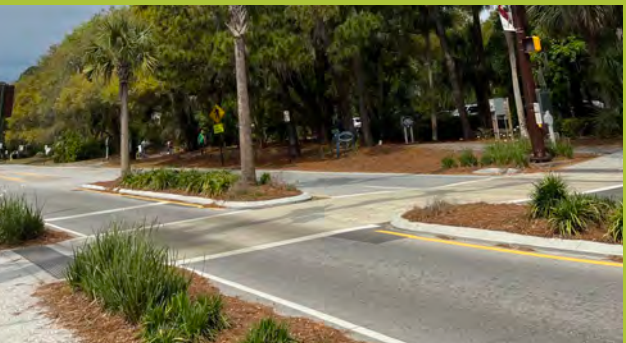
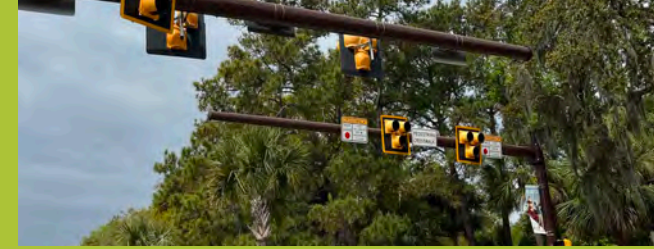
‘Systems’ are those essential elements that contribute to a corridor’s character and functionality.

Segments

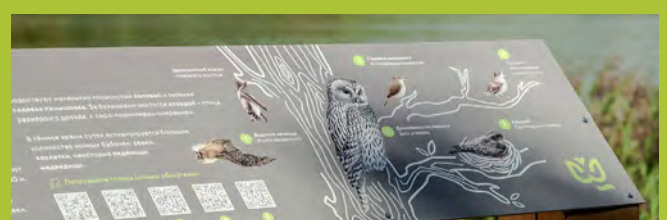
‘Segments’ identifies specific areas for systems improvements within each corridor.

Implementation

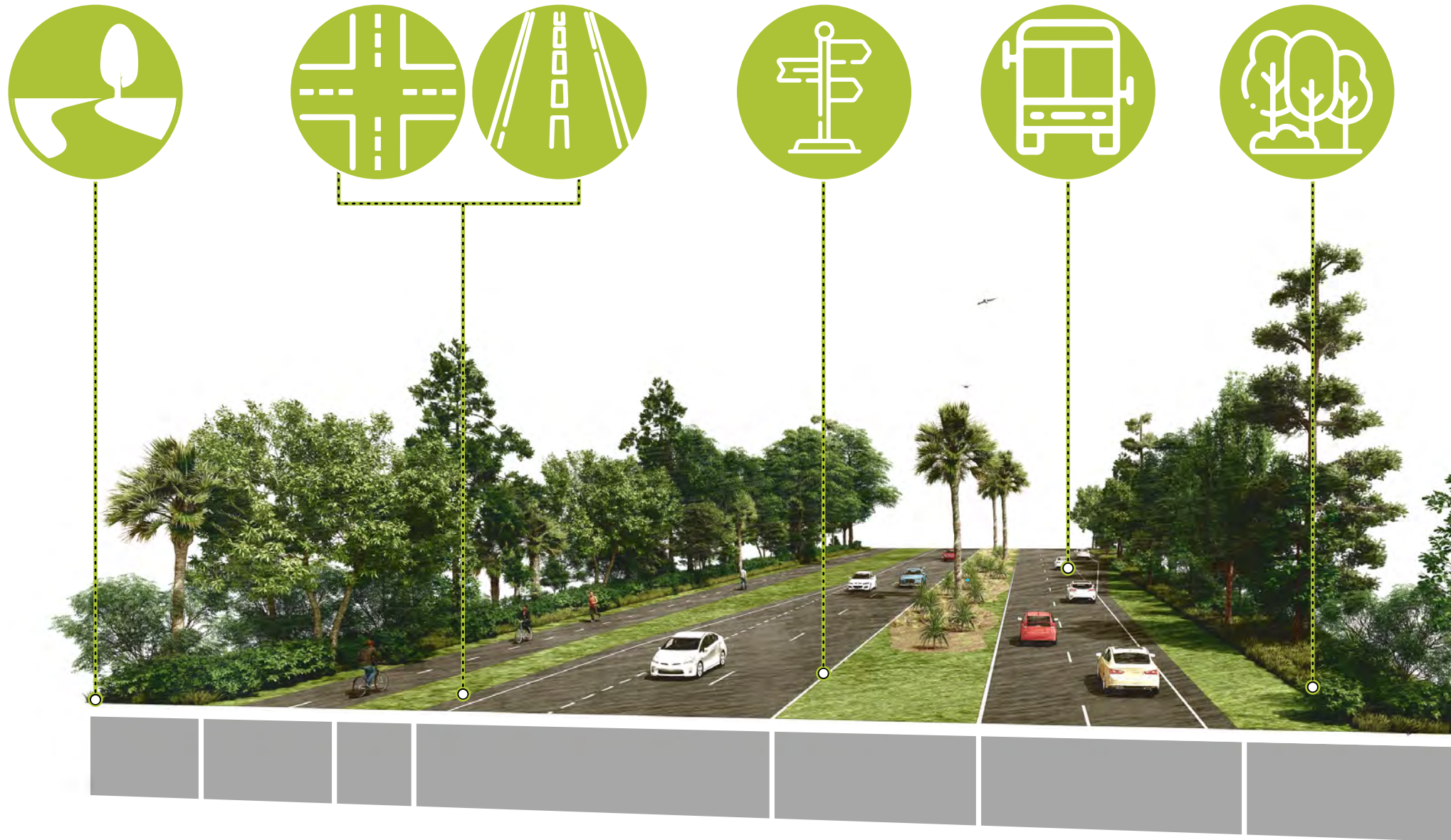
‘Implementation’ includes aspirational and attainable actions to help achieve the Plan’s vision.




Systems



Systems CHALLENGES & OPPORTUNITIES



EXISTING CONDITIONS

-  **Safe and robust pathway system for all, regardless of age or ability**
-  **Prioritize the safety of pedestrians and cyclists**
-  **Reduce speeds and improve design geometry**
-  **Comprehensive logo, branding, signage, and wayfinding system**
-  **Prioritize transit use with increased amenities**
-  **Appropriate planting palettes, site furnishings, & materials**



Systems LANDSCAPE & AESTHETICS



HIGHLIGHTS

- ① Standardize materials and corridor furnishings
- ② Island-appropriate lighting
- ③ Planting palettes at medians and buffers
- ④ Maximize physical separation and aesthetics
- ④ Prioritize maintenance to sustain clear sight lines and pathways

LANDSCAPE AND AESTHETIC RECOMMENDATIONS

Systems **WAYFINDING, SIGNAGE, BRANDING, & ART**



1



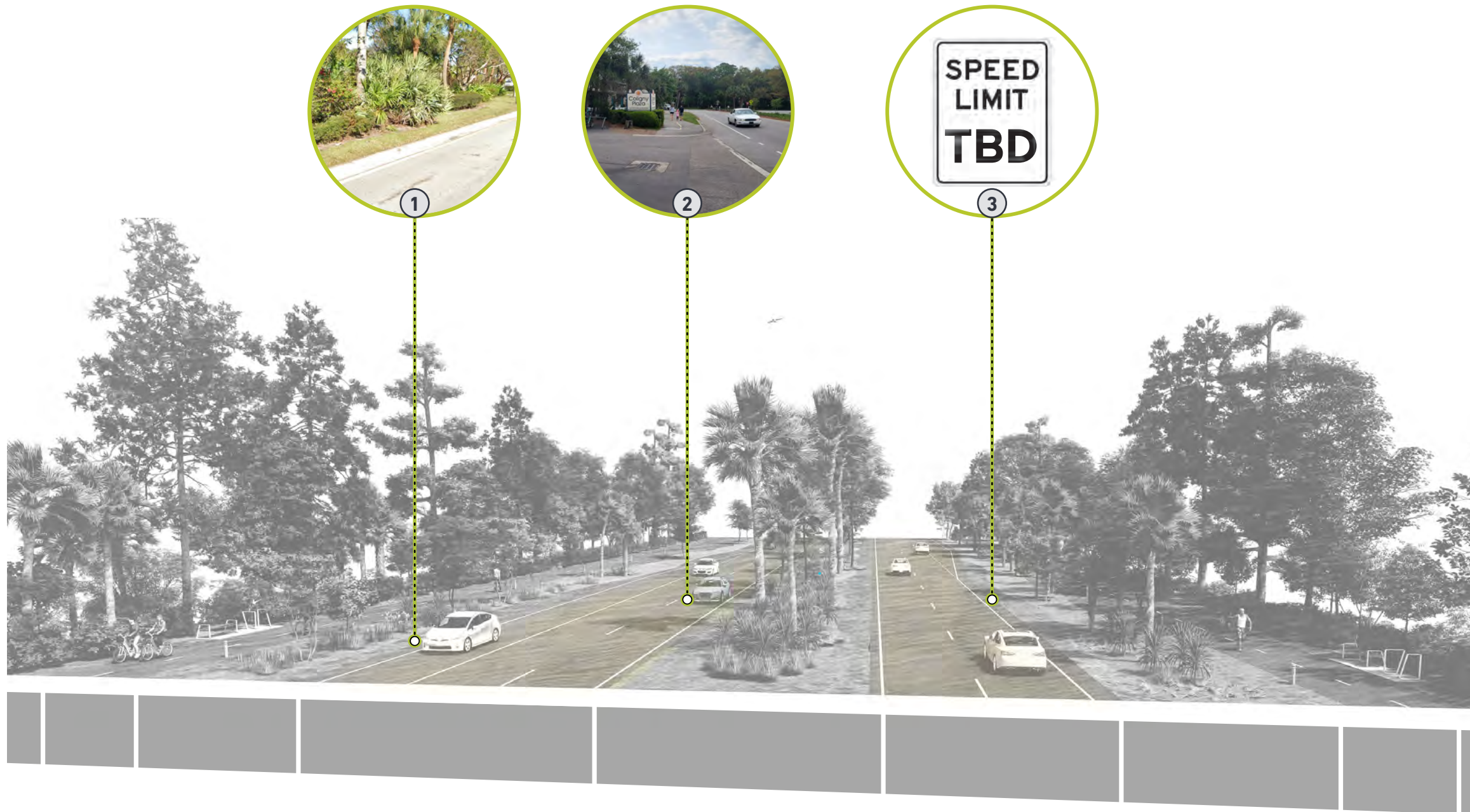
2



HIGHLIGHTS

- ① Consider Branding and Art Opportunities
- ② Improve pathway signage and wayfinding

WAYFINDING, SIGNAGE, BRANDING, & ART RECOMMENDATIONS



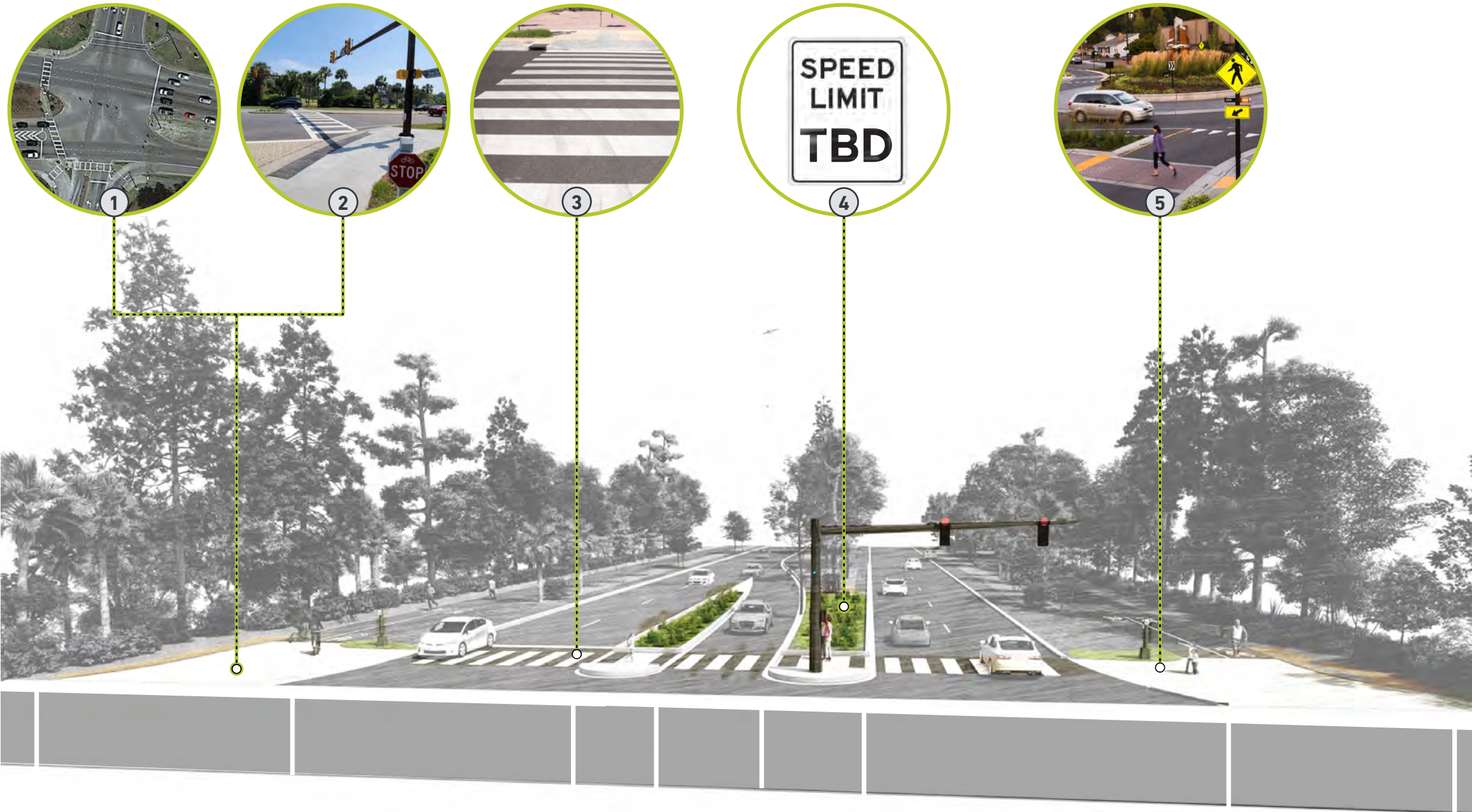
HIGHLIGHTS

- ① Develop standards with SCDOT (speeds, road widths, and landscape)
 - ② Access management
 - ③ Balance vehicular efficiency with travel speeds
- Increase enforcement**

ROADWAY RECOMMENDATIONS



Systems INTERSECTIONS



HIGHLIGHTS

- ① Standardize intersection geometry
- ② Improve queuing areas along pathways
- ③ Improve crossing standards
- ④ Balance efficiency with travel speeds
- ⑤ Prioritize ped/bike safety at intersections

INTERSECTION RECOMMENDATIONS



HIGHLIGHTS

Fill gaps & create connections

Advocate for laws to improve bicycle and pedestrian safety

- ① Increase amenities (wayfinding and comfort stations)
- ② Consistent palette of markings and signage along pathways
- ③ Uniform palette for all pathway materials and edge treatments
- ④ Implement 10-12' as the Island pathway design standard

PATHWAY RECOMMENDATIONS



HIGHLIGHTS

- ① Comprehensive Parking and Transit Plan
- ① Develop strategy for an expanded system to satisfy workforce needs
- ② Formalize transit stops and amenities
- ③ Standardize signage at all transit stops

TRANSIT RECOMMENDATIONS

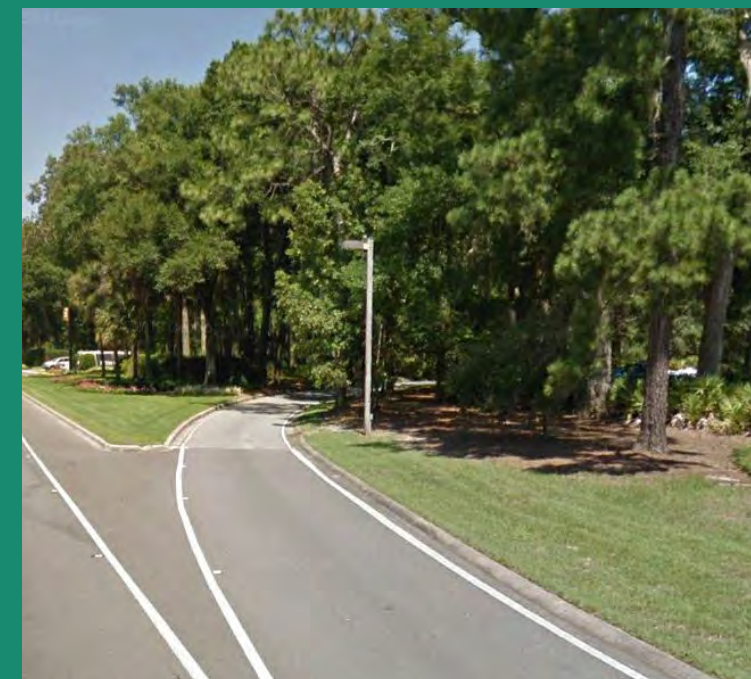
Systems SUMMARY



TYPICAL CORRIDOR AFTER SYSTEMS RECOMMENDATIONS



Segments



Segments OVERVIEW

WILLIAM HILTON PARKWAY SEGMENTS

- WHP - 1:** Spanish Wells Road / Wild Horse Road to Wilborn Road / Jarvis Park Road
- WHP - 2:** Wilborn Road / Jarvis Park Road to Beach City Road / Gardner Drive and Main St.
- WHP - 3:** Beach City Road / Gardner Drive to Dillon Road
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Segments
OVERVIEW

SOUTH ISLAND SEGMENTS

Palmetto Bay Road and Arrow Road

Sea Pines Circle

Pope Avenue and Coligny Circle

Forest Beach Drives



Segments
OVERVIEW

CROSS ISLAND PARKWAY SEGMENTS

Cross Island Parkway

Fraser Bridge and approaches



Segments
PRIORITIZATION



- Improvements located in high crash areas
- New controlled or reconfigured intersections
- Improve access management
- Turn lane improvements
- Improvements to unsignalized crossings
- Reduction in conflict points
- Reduction of speed
- Complete streets
- Traffic calming



- Connects neighborhoods separated by roadways
- Fills gaps in pathway network
- Creates new neighborhood connections
- Reduces pathway conflict points



- Improvements support Island character
- Signature corridor or street within network
- Aesthetic and character improvements
- Median recommendations to enhance aesthetics

*William Hilton Parkway
Segment 3
Preliminary Engineering*

HILTON HEAD ISLAND // APRIL 9, 2024

MKSK + Kimley»Horn + **TOOLE**
DESIGN

Analysis
OBJECTIVES & GUIDING PRINCIPLES

OBJECTIVES OF LOCAL STUDY

1

Improve safety for all modes of travel

2

Reduce conflict points for all modes of travel

3

Increase mobility for all modes of travel.

Analysis GUIDING DOCUMENTS & STUDIES

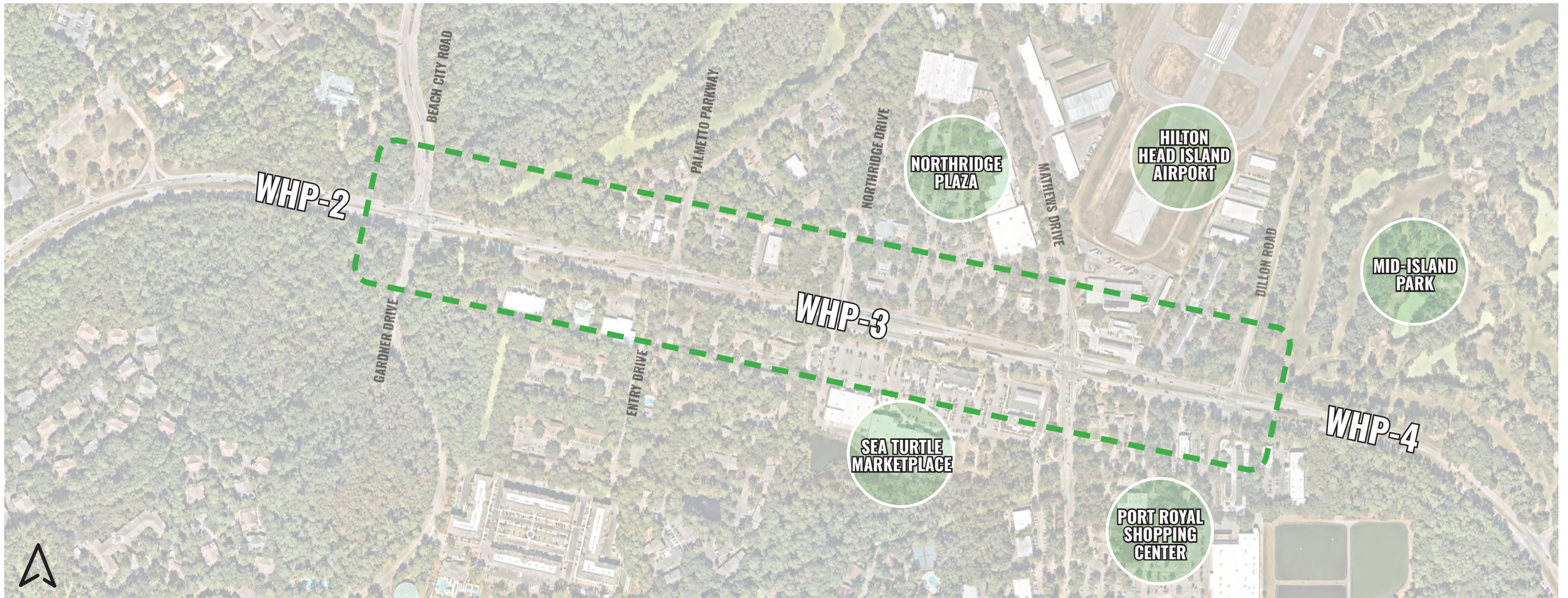
District Planning + Mid-Island District Context



MTCP Context



Analysis LOCATION OF STUDY AREA



Analysis **HISTORY OF US ROUTE 278 (WHP)**

1965

- Opening of US 278 (WHP)
- Original Intent - move vehicular traffic

+/- 1975

- Onset of development along US 278 (WHP)
- Driveways, pathways, other infrastructure alter roadway character

1998

- Opening of Cross Island Parkway US278, toll road
- WHP becomes Business US 278
- Users + development shifted after opening of Cross-Island Prkwy

2021

- Cross-Island Parkway toll expired

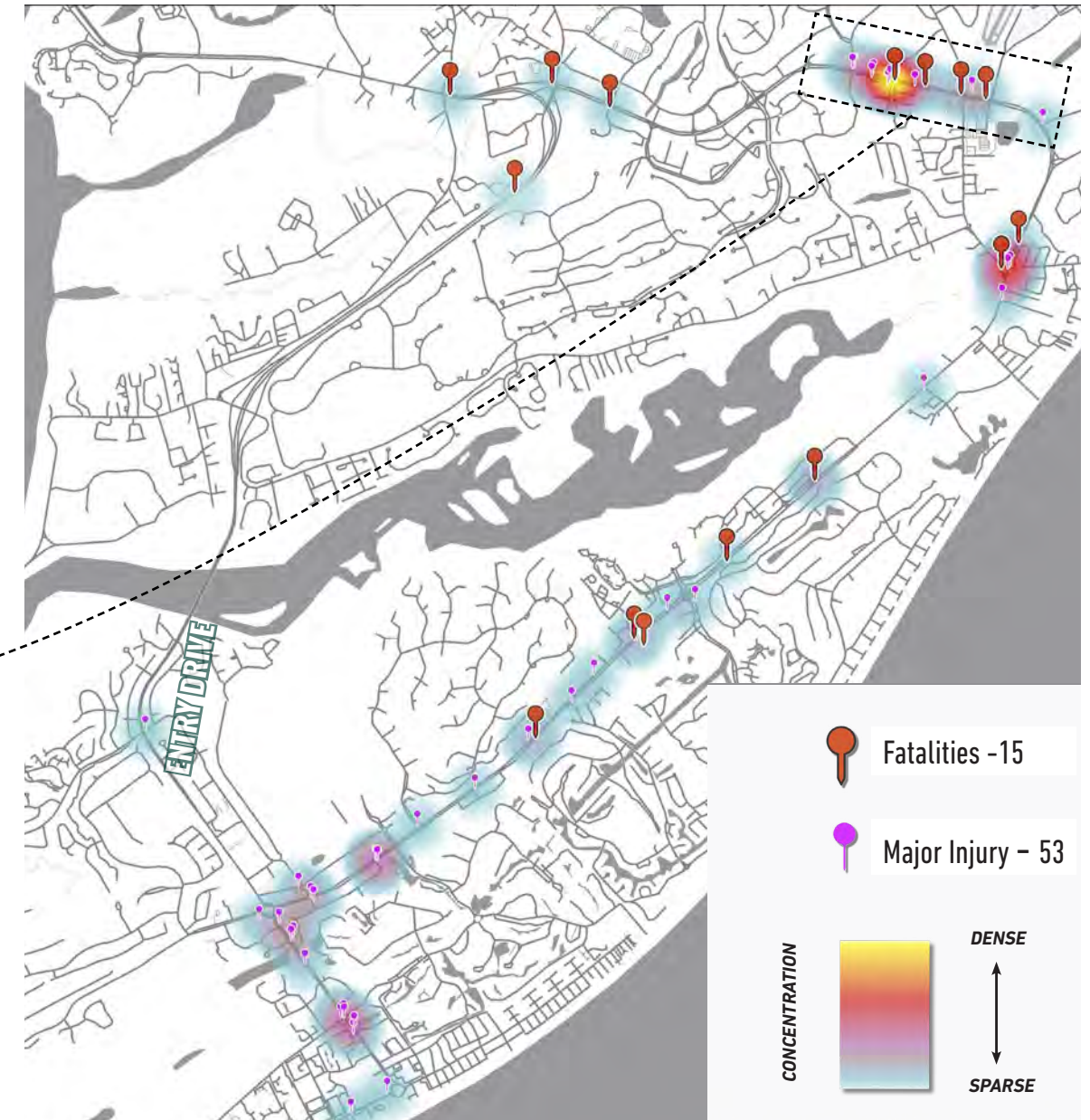
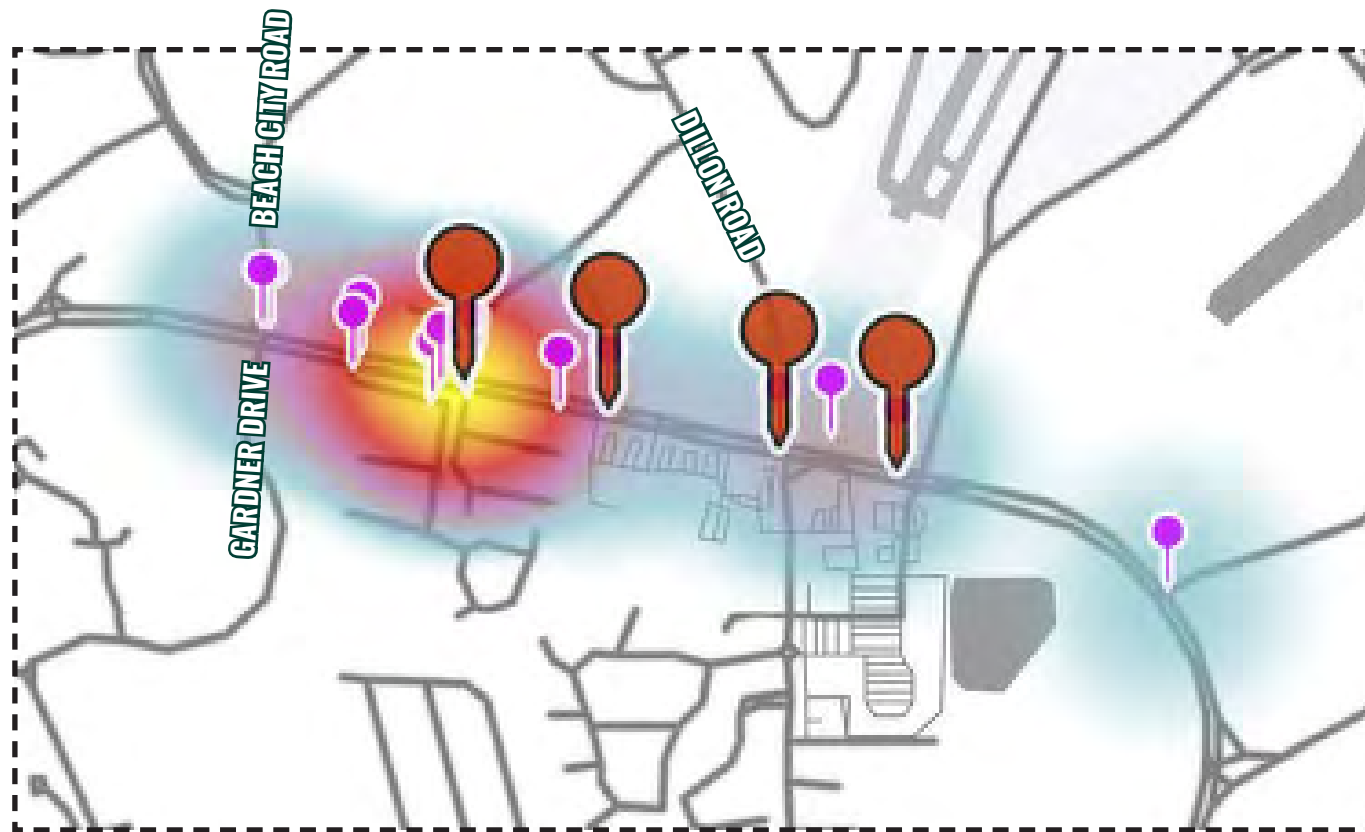
Today

- High number of collisions and incidents involving pedestrians
- Development of Major Thoroughfares Corridor Plan



WHY RECONSIDER THE DESIGN OF WHP-3?

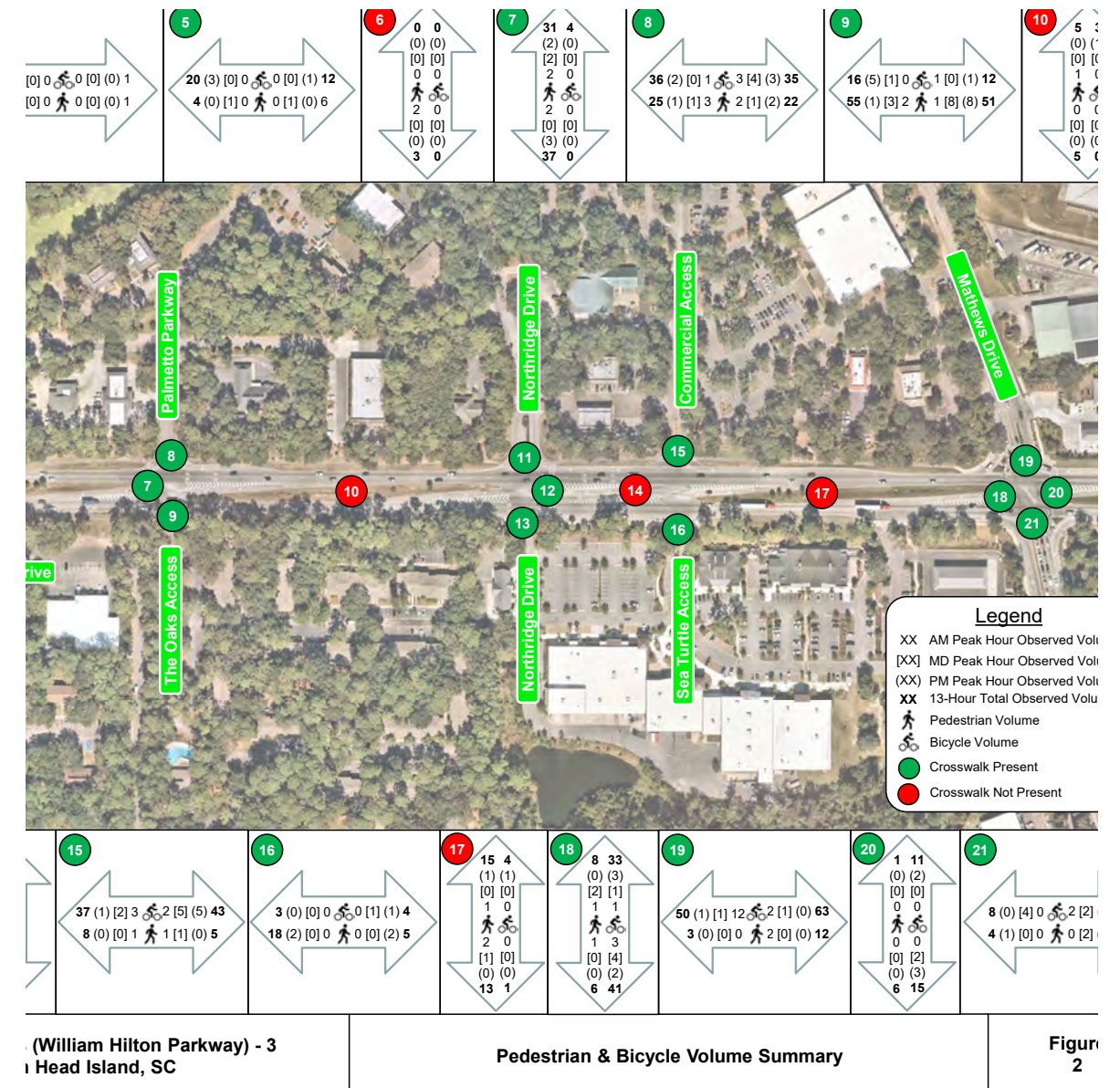
- Address pedestrian & bicycle safety issues



Bicycle and pedestrian crashes resulting in fatalities and major injury (2014-2022)

WHY RECONSIDER THE DESIGN OF WHP-3?

- Address pedestrian & bicycle safety issues
- Address pedestrian accessibility issues

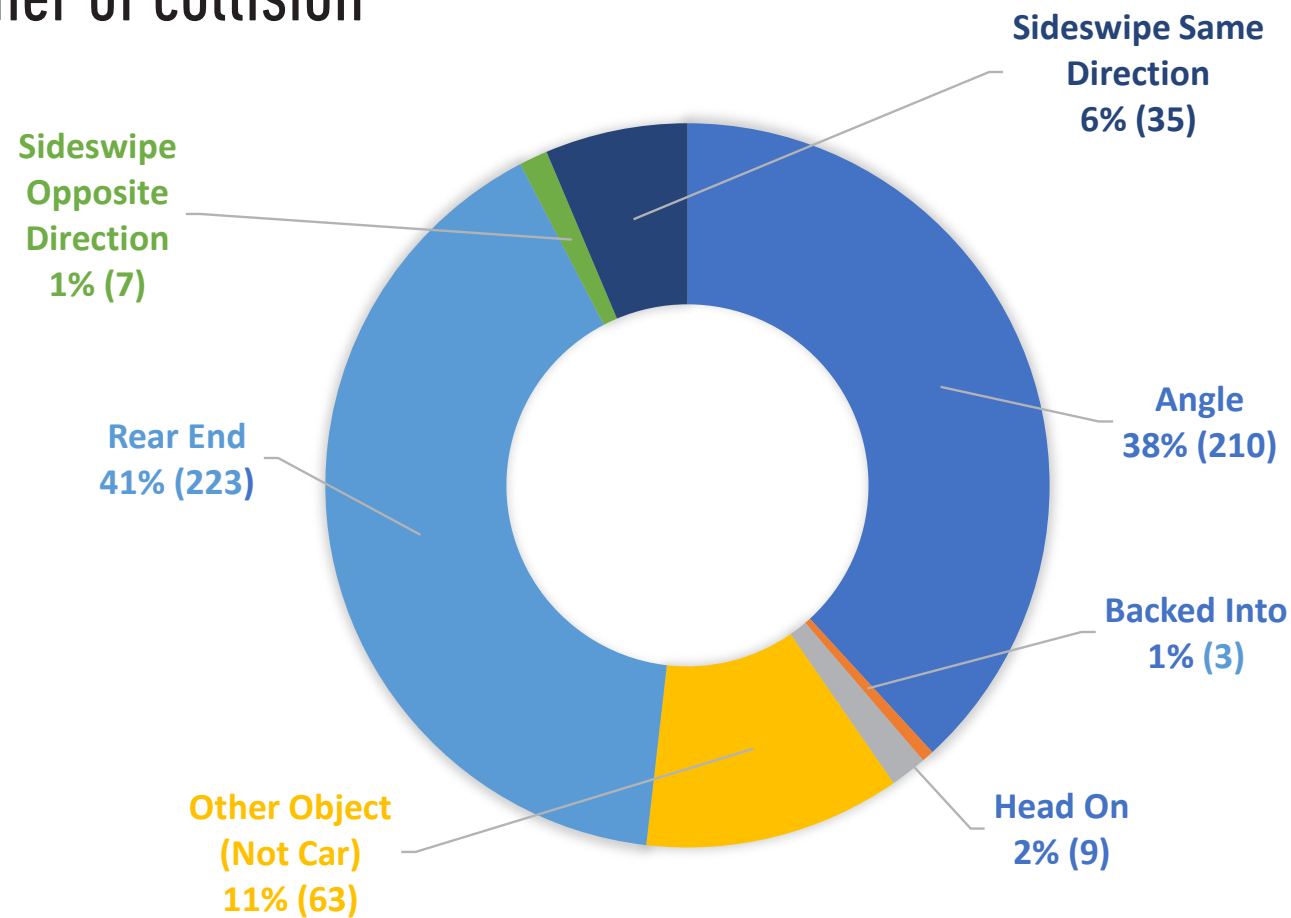


Pedestrian crossing patterns from data collection / inventory Spring 2024

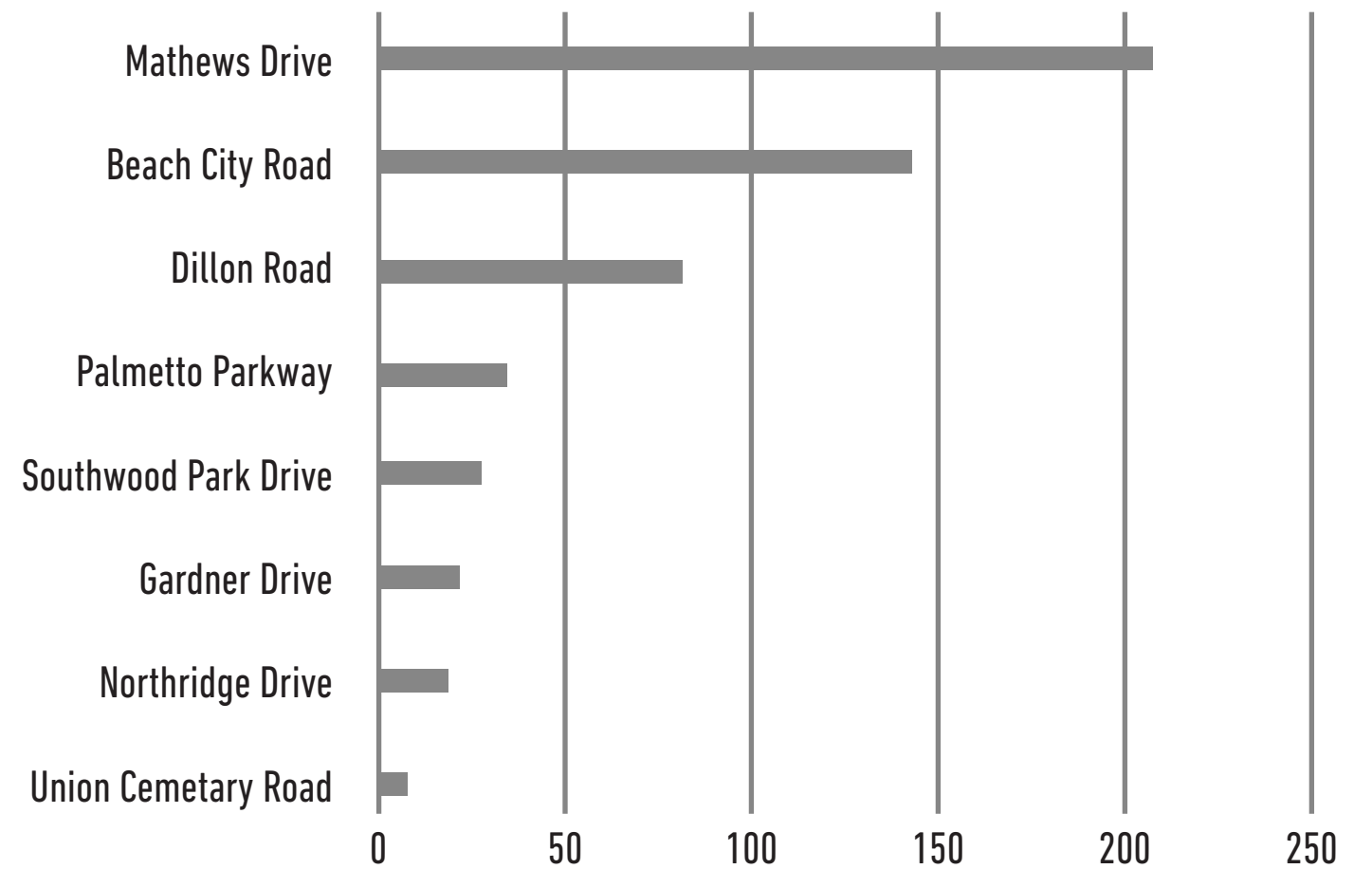
WHY RECONSIDER THE DESIGN OF WHP-3?

- Address pedestrian & bicycle safety issues
- Address pedestrian accessibility issues
- Address pattern of vehicular collisions

Manner of collision

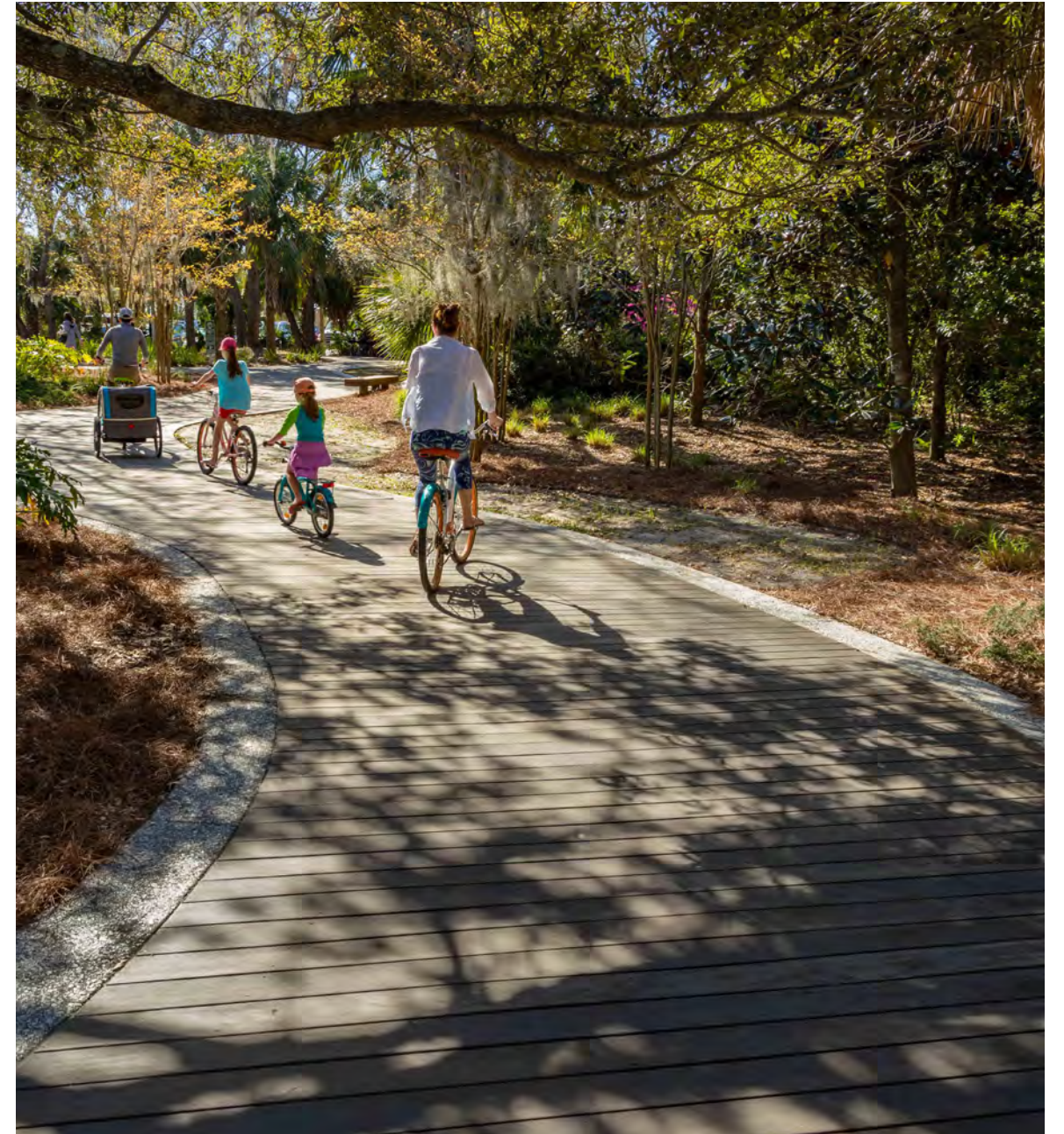


Crash frequency by intersection



WHY RECONSIDER THE DESIGN OF WHP-3?

- Address pedestrian & bicycle safety issues
- Address pedestrian accessibility issues
- Address pattern of vehicular collisions
- Increase mobility for all modes of transportation



WHY RECONSIDER THE DESIGN OF WHP-3?

- Address pedestrian & bicycle safety issues
- Address pedestrian accessibility issues
- Address pattern of vehicular collisions
- Increase mobility for all modes of transportation
- Plan for better relationship between transportation network and land uses



WHY RECONSIDER THE DESIGN OF WHP-3?

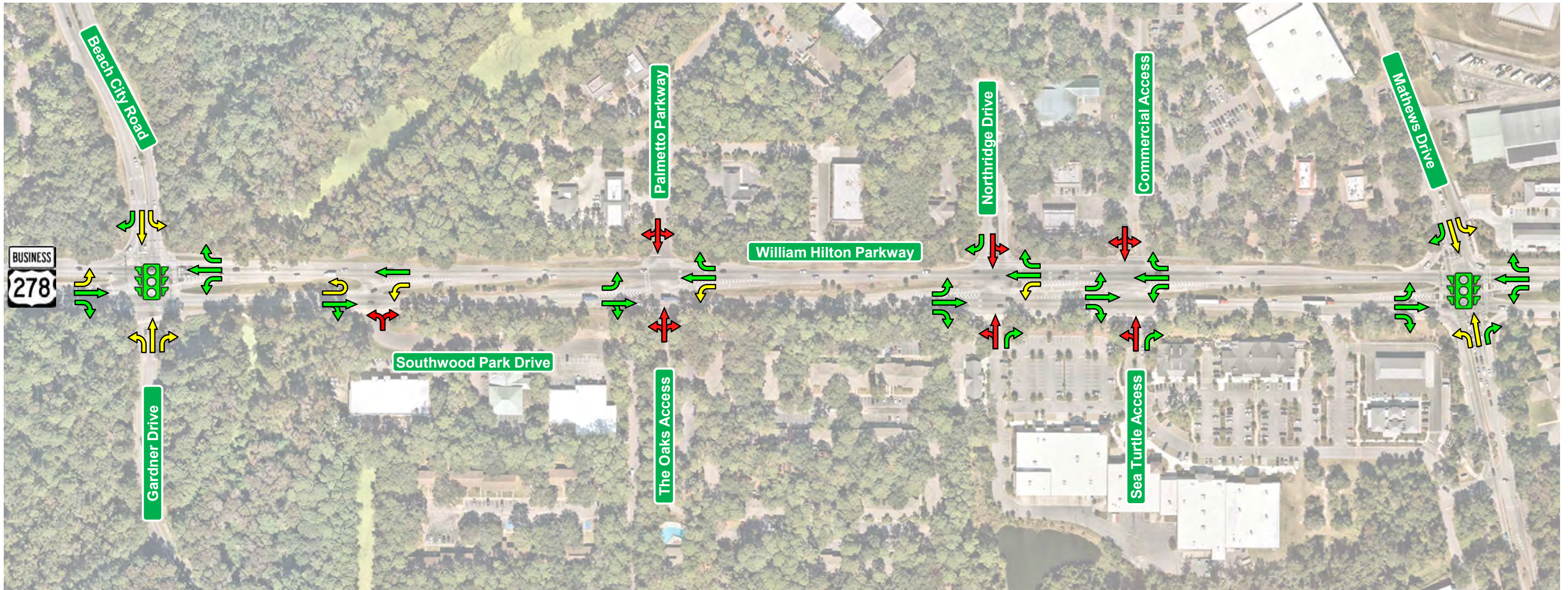
- Address pedestrian & bicycle safety issues
- Address pedestrian accessibility issues
- Address pattern of vehicular collisions
- Increase mobility for all modes of transportation
- Plan for better relationship between transportation network and land uses
- Build upon interim improvement plan with Town Council feedback
 - Pathway lighting
 - Puck lighting
 - Pedestrian markings at crossings
 - RRFB at crossings
 - Speed limit reduction
 - Kiosk improvements

WHY RECONSIDER THE DESIGN OF WHP-3?

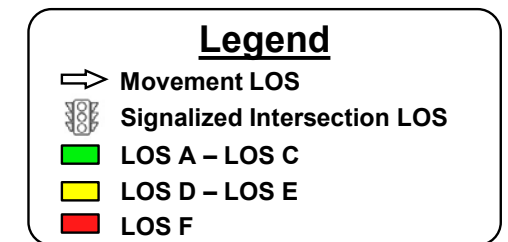
William Hilton Parkway – Beach City Road to Dillon Road – Interim Improvements



Analysis EXISTING AND FUTURE PEAK HOUR TRAFFIC ANALYSIS



Future (2033) Capacity Analysis Results without design intervention to roadway corridor



An aerial photograph of a residential neighborhood, showing houses, streets, and trees, all overlaid with a semi-transparent green filter. The text 'Tools and Mechanisms' is written in a white, cursive font across the center of the image.

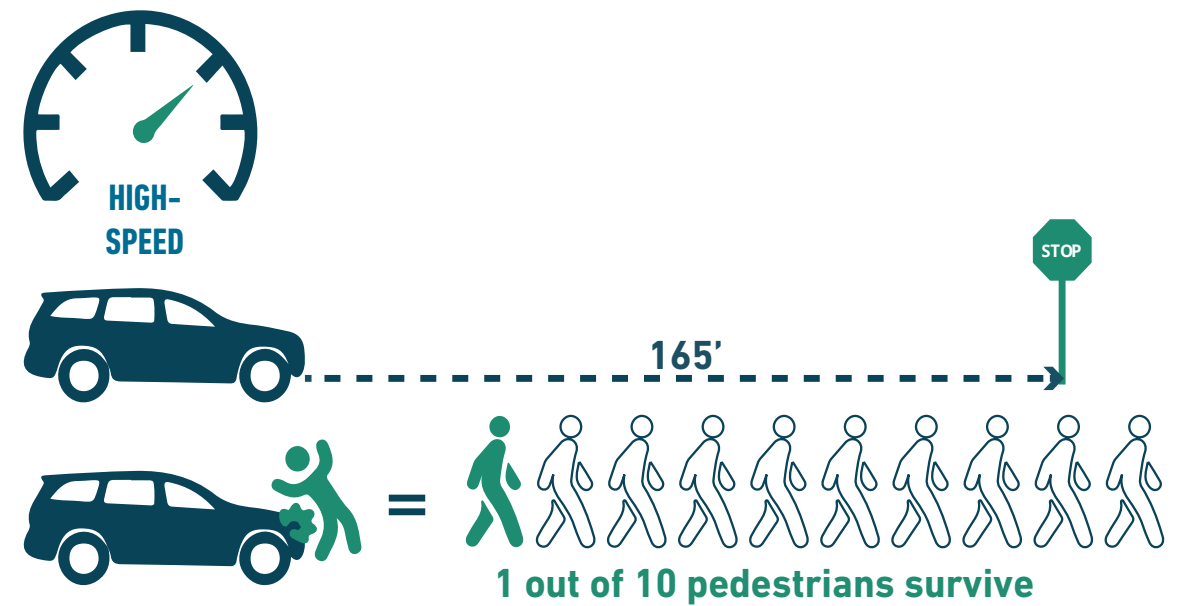
Tools and Mechanisms

Speed Reduction

*Reducing speed has been proven effective at stopping fatalities



VS

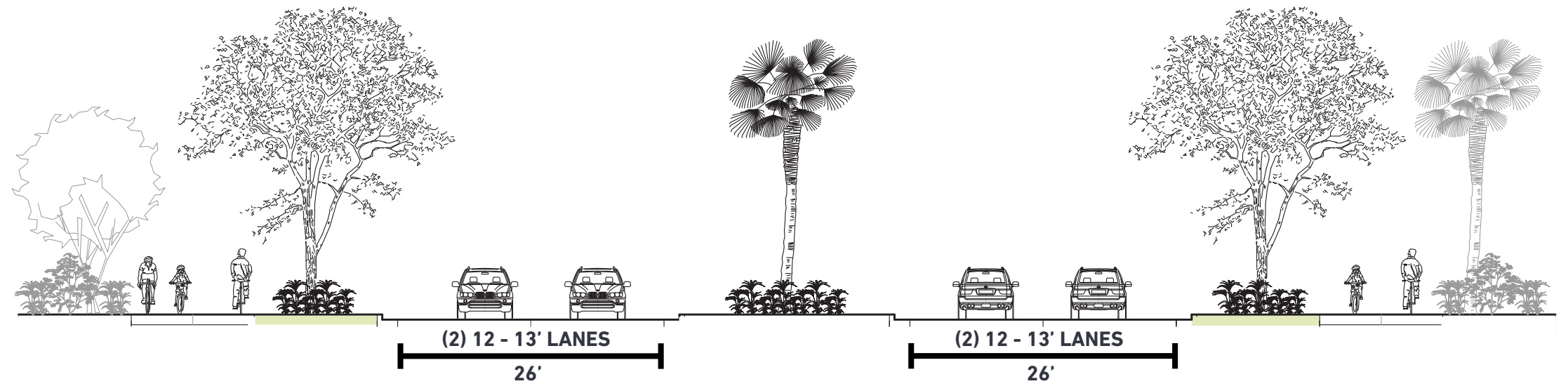


Speed Reduction

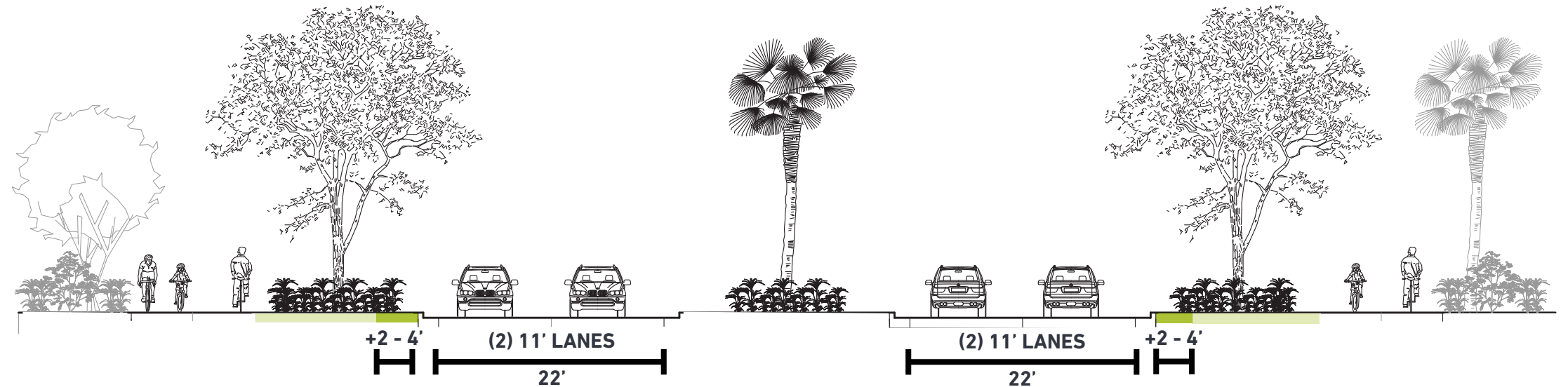
*Reducing speed has been proven effective at stopping fatalities

- Reduce lane widths to promote slower travel speeds

Existing Conditions



Proposed Conditions



Speed Reduction

*Reducing speed has been proven effective at stopping fatalities

- Reduce lane widths to promote slower travel speeds
- Coordinate signals for speed management
- Balance vehicular efficiency with travel speeds in coordination with SCDOT



Tools & Mechanisms SPEED REDUCTION

Speed Reduction

- *Reducing speed has been proven effective at stopping fatalities
- Reduce lane widths to promote slower travel speeds
- Coordinate signals for speed management
- Balance vehicular efficiency with travel speeds in coordination with SCDOT
- Reduce signal cycle duration



Speed Reduction

*Reducing speed has been proven effective at stopping fatalities

- Reduce lane widths to promote slower travel speeds
- Coordinate signals for speed management
- Balance vehicular efficiency with travel speeds in coordination with SCDOT
- Reduce signal cycle duration
- Establish new controlled intersections
 - Traditional intersections
 - Roundabouts

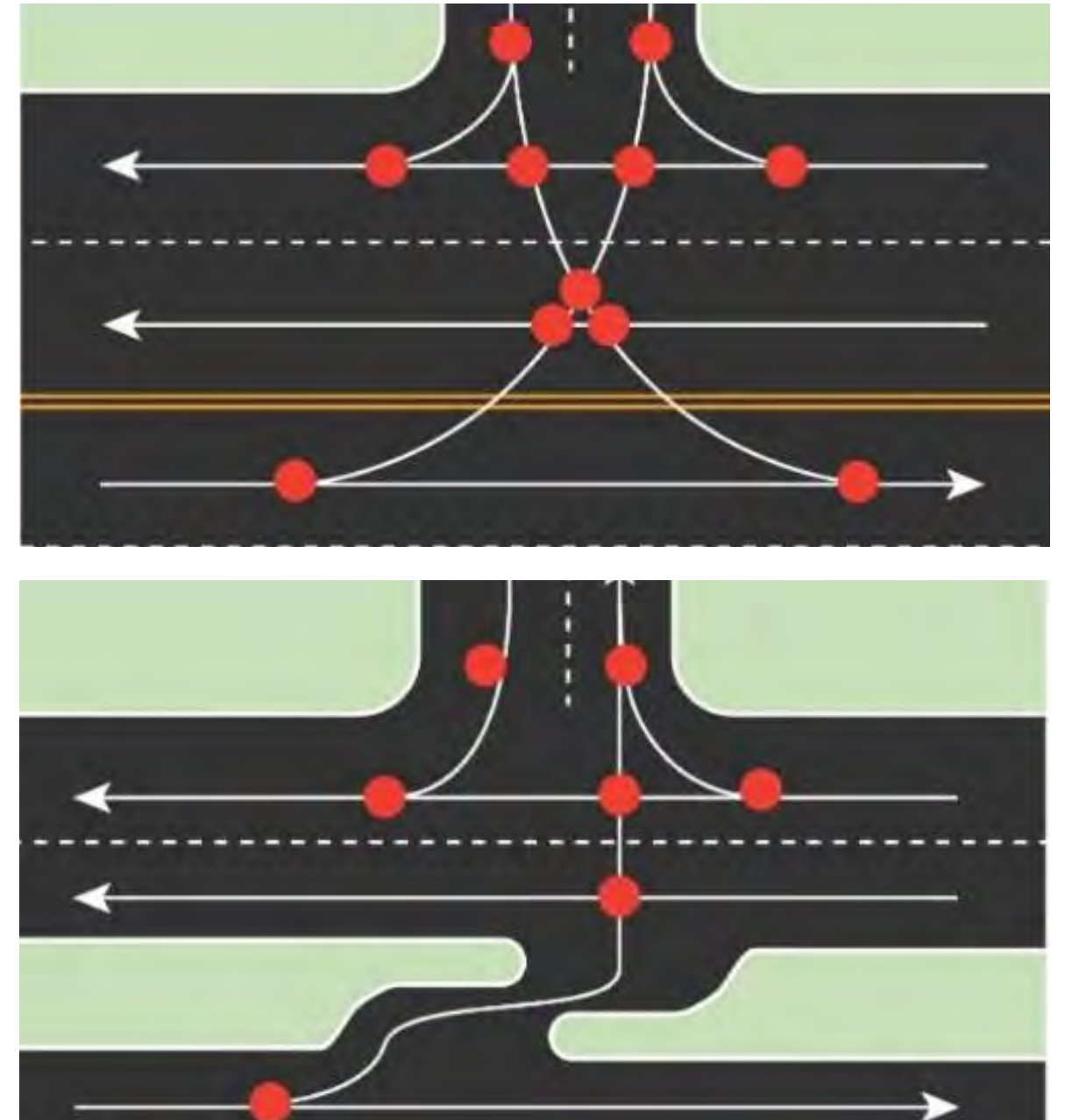


Tools & Mechanisms
CONFLICT REDUCTION

Conflict Reduction

*Removing or redesigning high conflict areas will reduce the probability of dangerous encounters

- Modify access/turning movement

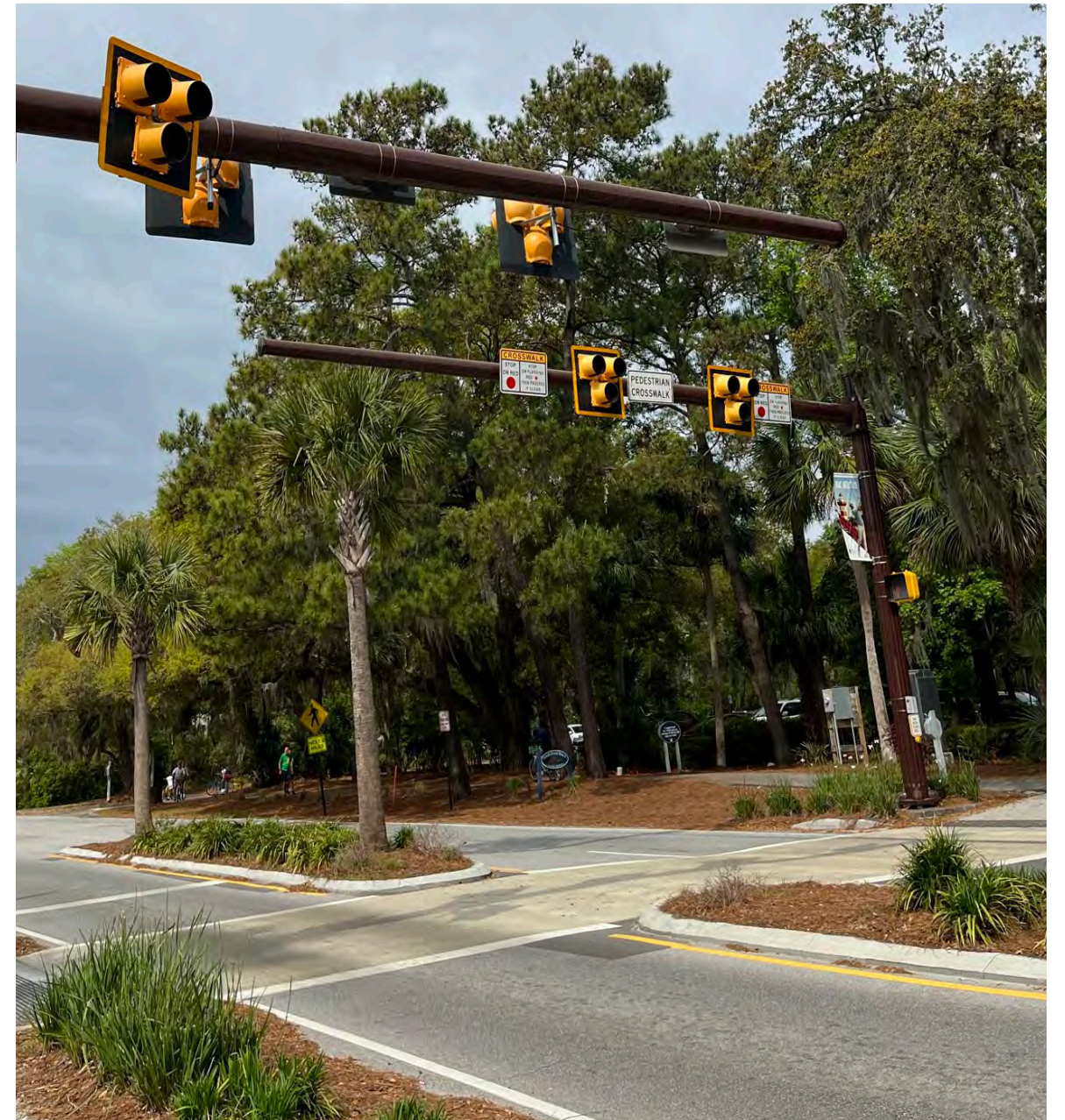


Tools & Mechanisms CONFLICT REDUCTION

Conflict Reduction

*Removing or redesigning high conflict areas will reduce the probability of dangerous encounters

- Modify access/turning movement
- Provide protected pedestrian crossings



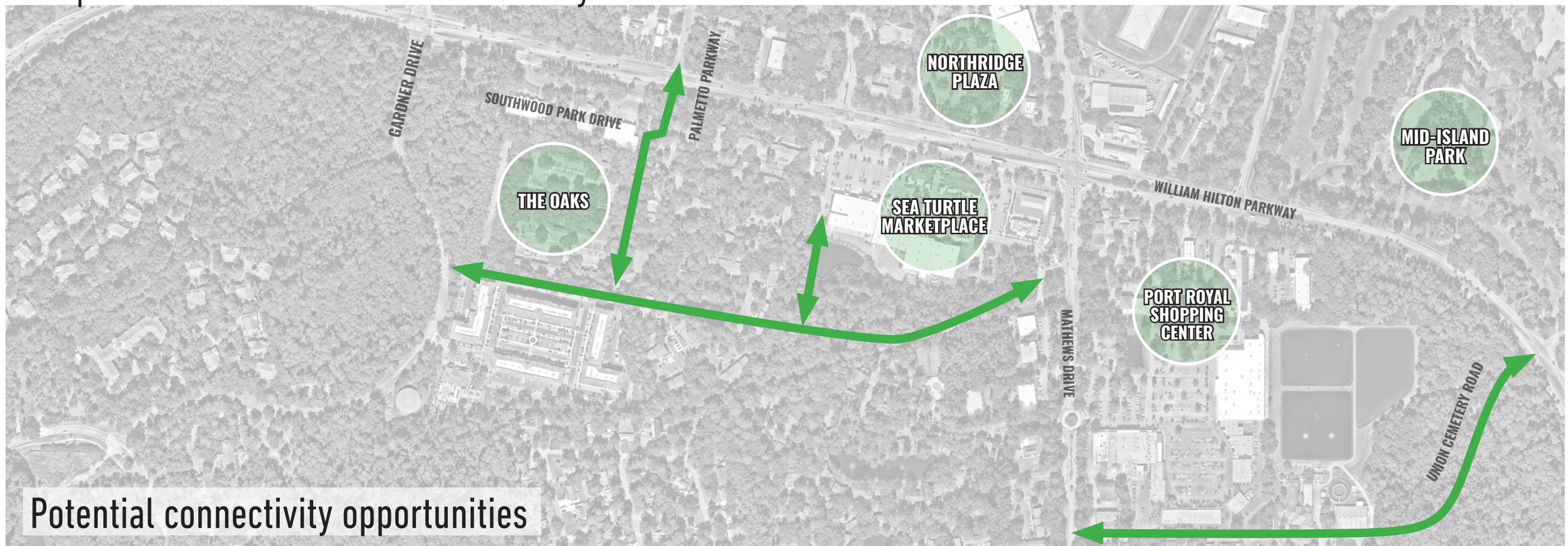
Tools & Mechanisms

CONFLICT REDUCTION

Conflict Reduction

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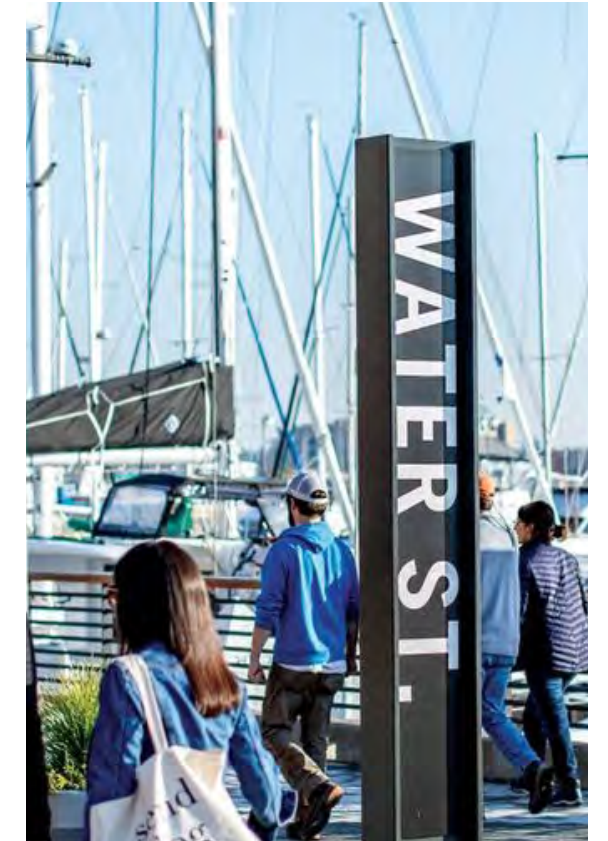
- Modify access/turning movement
- Provide protected pedestrian crossings
- Create parallel network connectivity




Placemaking

*Providing a unique identity and sense of place will aid in with both of the goals above while providing an identifiable segment of William Hilton Parkway

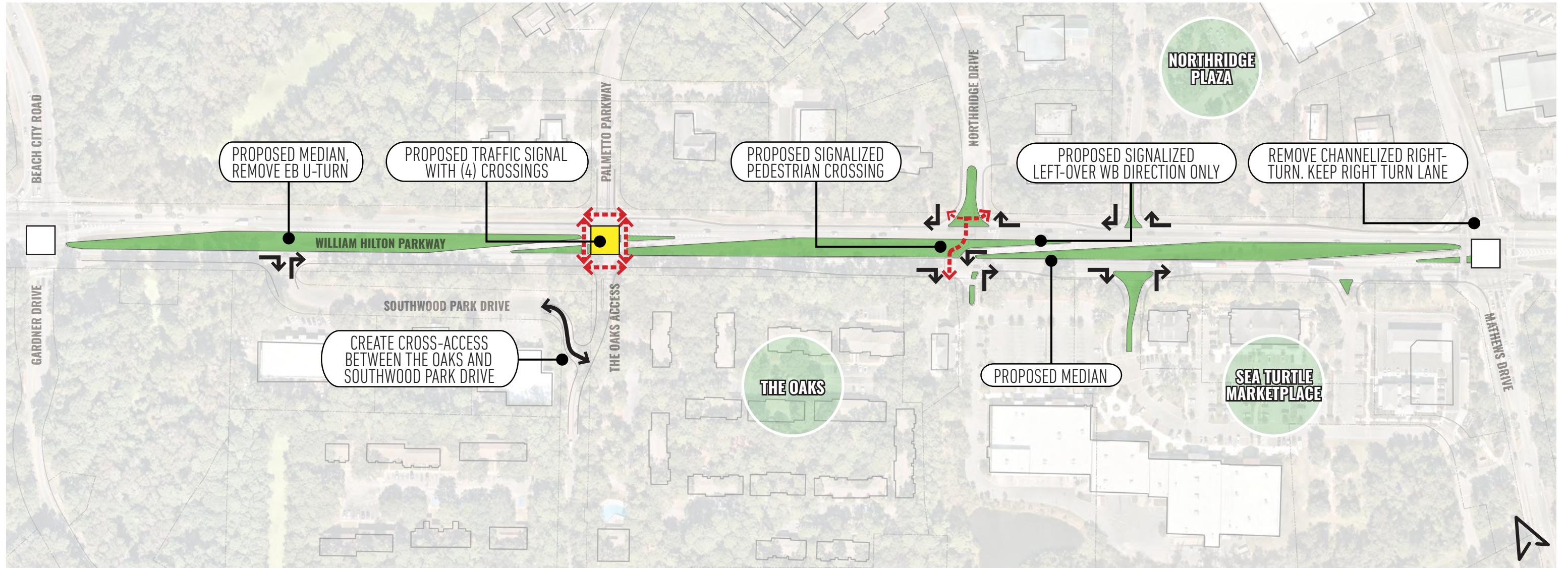
- Incorporate Mid-Island District character recommendations to establish district identity:
 - Locate entry markers on WHP as a threshold to the district
 - Utilize a signature landscape for median planting to promote district identification
 - Provide additional district accents such as tree up-lighting, art, and wayfinding signage










*Preliminary
Engineering*

OPTION 1: SIGNALIZED INTERSECTIONS

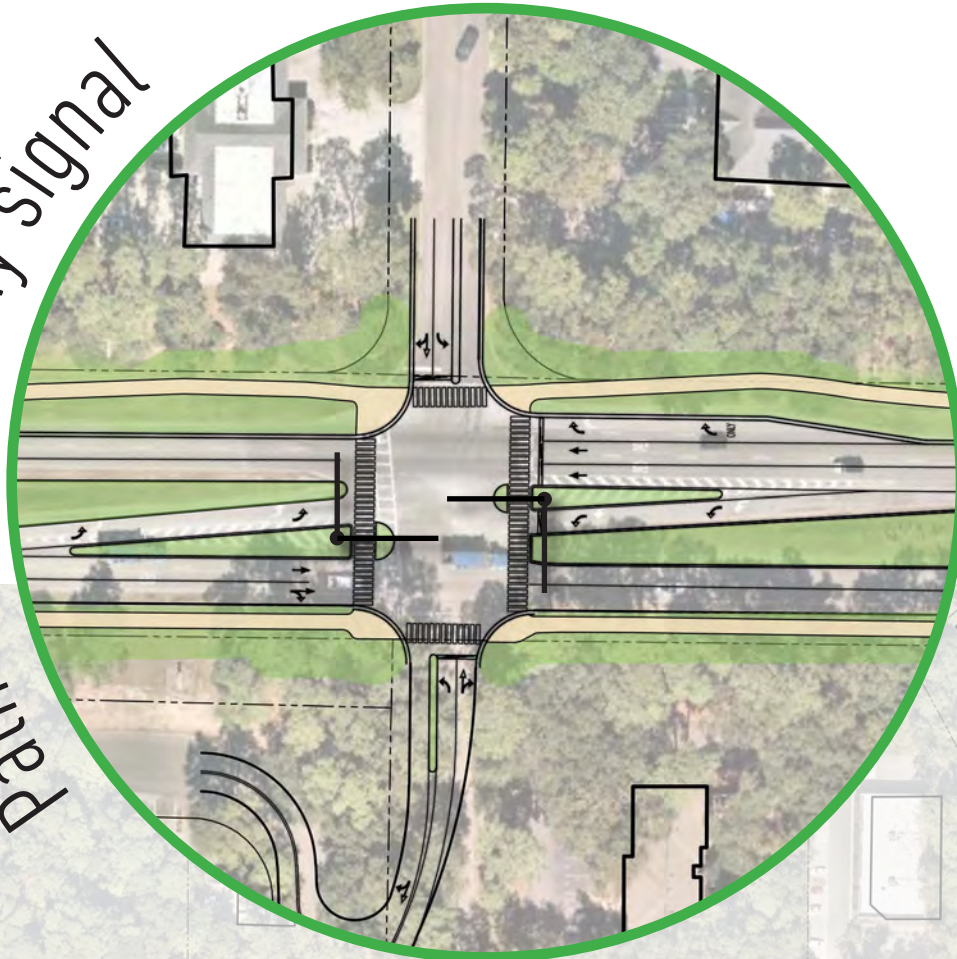


Legend

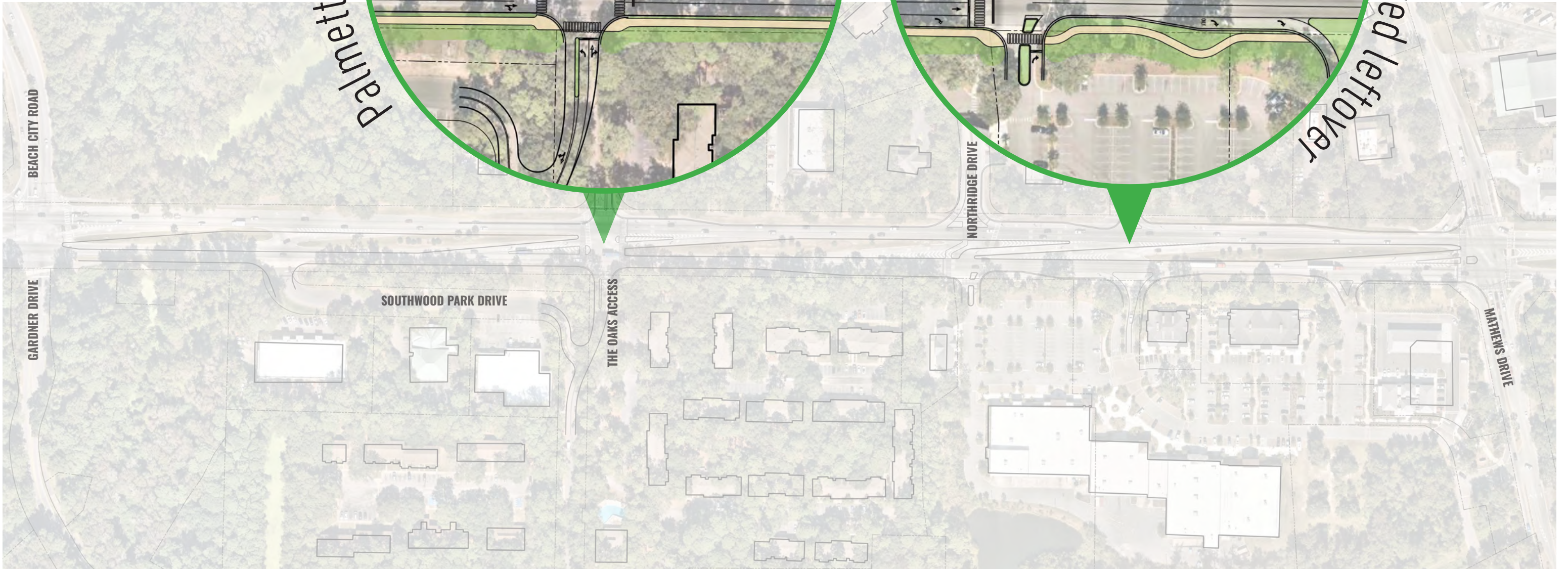
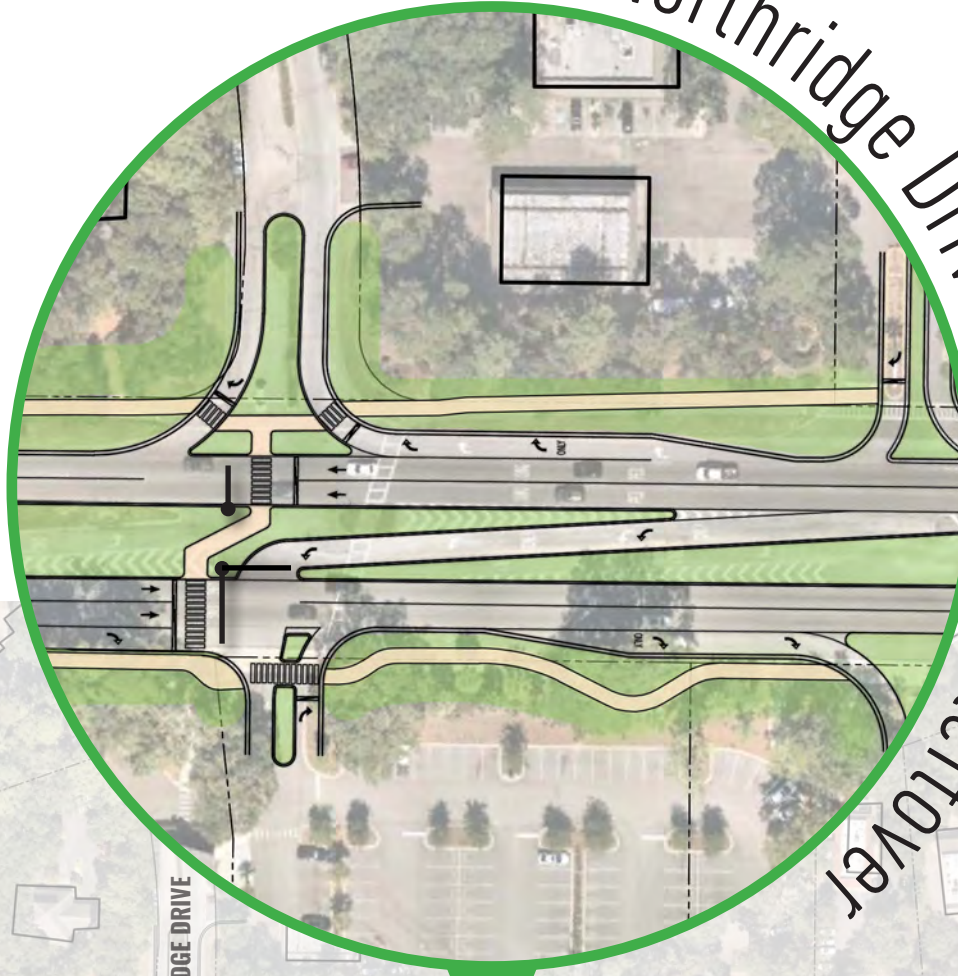
-  Proposed Signalized Intersection
-  Existing Signalized Intersection
-  Proposed Planted Median
-  Proposed Pathway Crossing
-  Proposed Vehicular Movement / Connection

OPTION 1: SIGNALIZED INTERSECTIONS

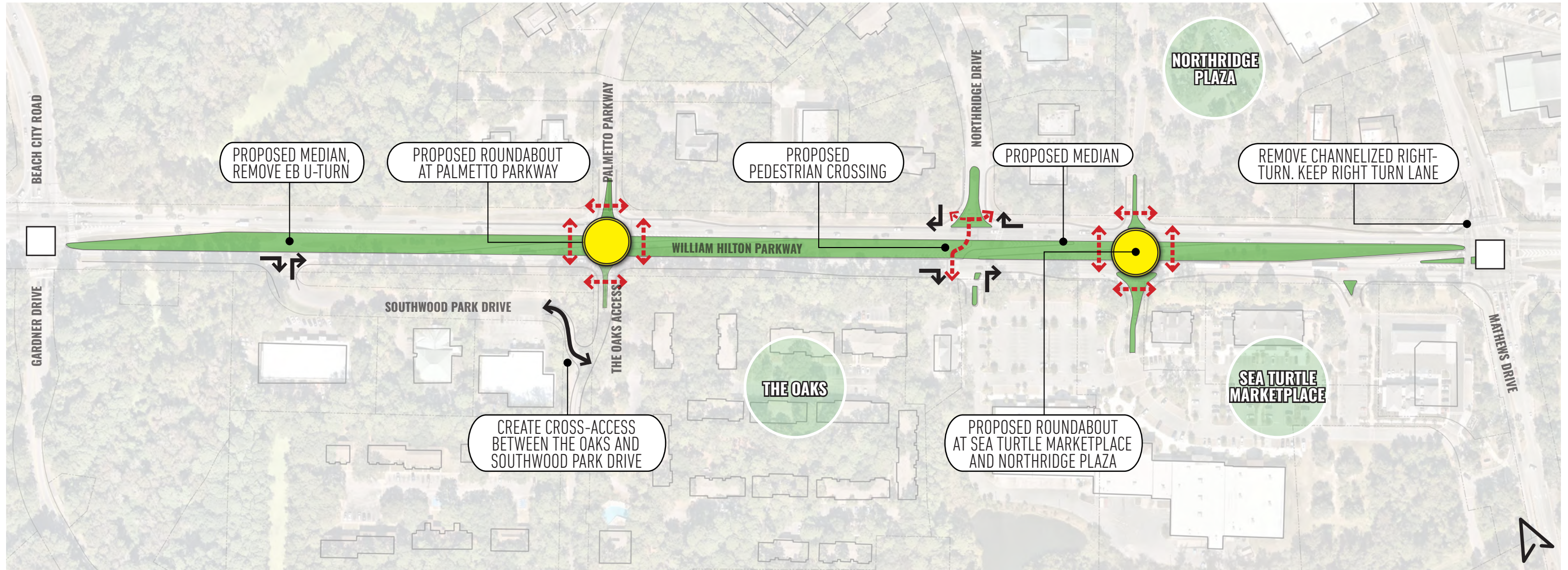
Palmetto Parkway signal



Northridge Drive signalized leftover



OPTION 2: ROUNDABOUT INTERSECTIONS

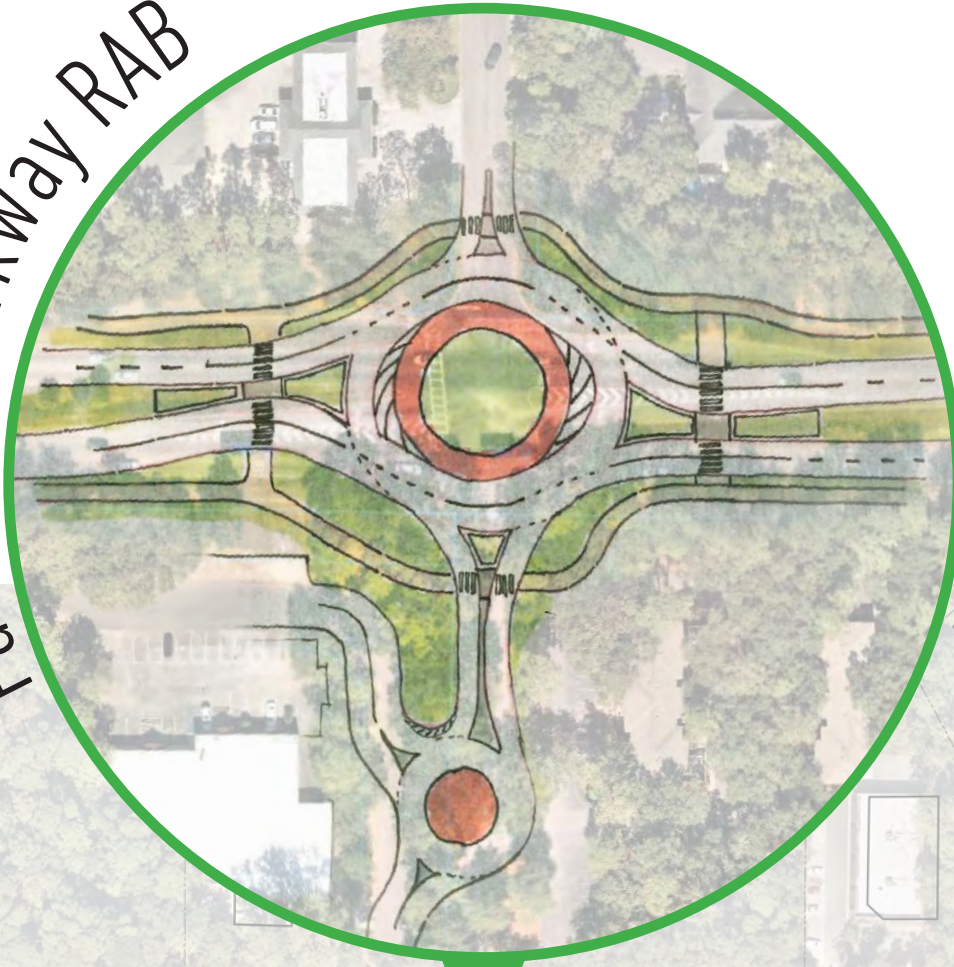


Legend

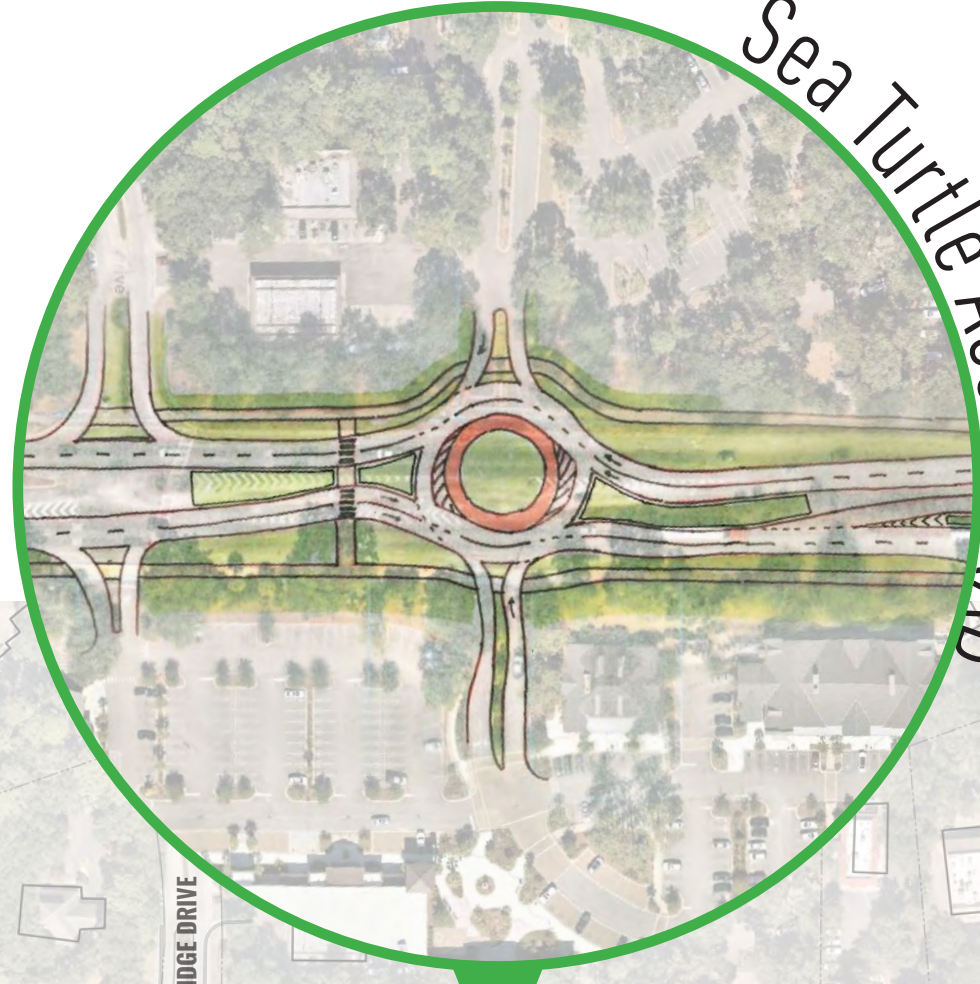
- Proposed Roundabout
- Existing Signalized Intersection
- Proposed Planted Median
- Proposed Pathway Crossing
- Proposed Vehicular Movement / Connection

OPTION 2: ROUNDABOUT INTERSECTIONS

Palmetto Parkway RAB



Sea Turtle Access RAB



Option 1: Signalized Intersections

Pros

- Controls pedestrian movements crossing WHP and removes guess work by those crossing
- Focuses crossing infrastructure where pedestrians are crossing today
- Controls left-turning movements from WHP onto the side streets
- Removes conflicts between through and left-turning movements at problematic intersections
- Easily adapts into the existing roadway network traffic control system

Cons

- Does not reduce the number of conflict points to the same level as RAB's
- Does not reduce motor vehicle speeds along the corridor

Option 2: Roundabout Intersections

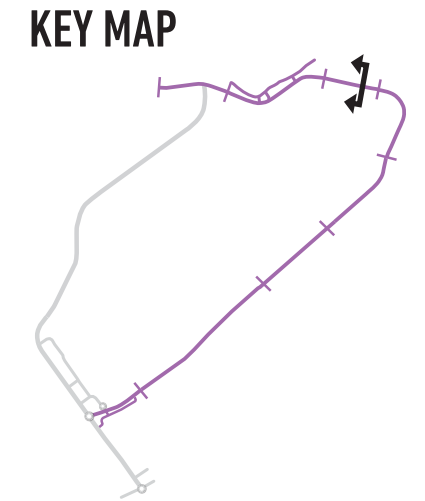
Pros

- Slow traffic at a constant speed through the corridor to make it easier for pedestrians to cross the street
- Narrows the roadway section pedestrians are required to cross
- Removes conflicts between left-turns and through movements
- Addresses one of the most predominate crash types present, reduces angle crashes

Cons

- Roundabout fatigue on the island
- Visitor / tourist unfamiliarity with the operations of the RAB
- Close spacing between multiple roundabouts and traffic signals

Visualizations
WILLIAM HILTON PARKWAY 3



PATHWAYS
 12' TYP.

PATHWAY CROSSING ENHANCEMENTS
 ALL ACCESS DRIVES AND ROADWAYS TYP.

MEDIAN ENHANCEMENTS
 INCREASE WIDTH + PLANTING

PEDESTRIAN BUFFER
 12' RECOMMENDED



- ADDITIONAL ENHANCEMENTS**
- PATHWAY & ACCENT LIGHTING INSTALLATION
 - UPDATED TRANSIT STOP DESIGN AND LOCATION
 - PATHWAY CONNECTIONS TO ADJACENT BUSINESSES

*William Hilton Parkway
Segment 2 & Main Street
Preliminary Engineering*

HILTON HEAD ISLAND // April 9, 2024

MKSK + Kimley»Horn + **TOOLE**
DESIGN

Analysis
OBJECTIVES & GUIDING PRINCIPLES

1

Improve safety for all modes of travel

2

Reduce conflict points for all modes of travel

3

Increase mobility for all modes of travel.

4

Establish an identity for Main Street

Analysis GUIDING DOCUMENTS & STUDIES

District Planning + Mid-Island District Context



MTCP Context

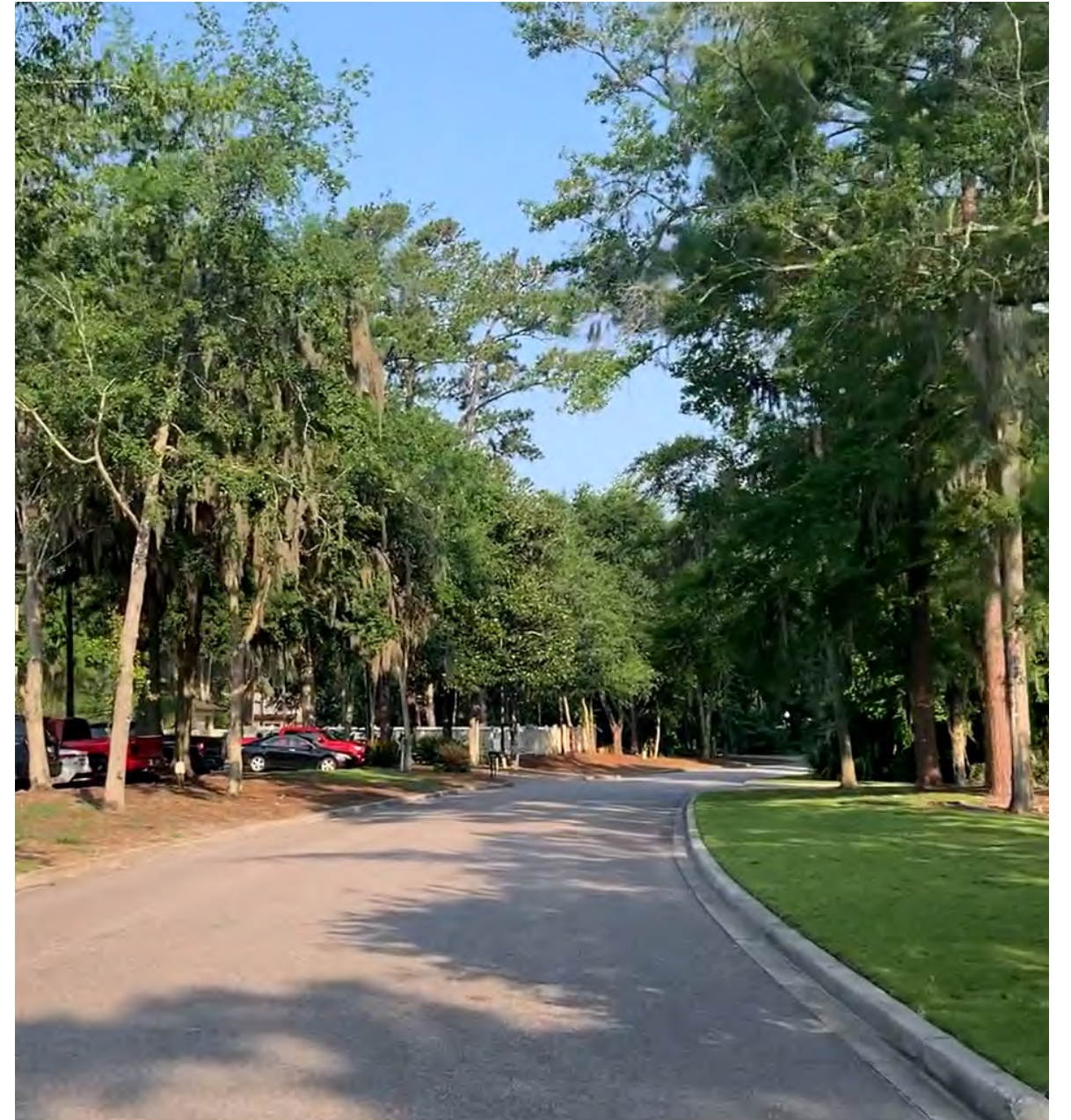


Analysis LOCATION OF STUDY AREA



WHY RECONSIDER THE DESIGN OF WHP 2 & MAIN STREET

- Improve pedestrian & bicycle connectivity and safety



WHY RECONSIDER THE DESIGN OF WHP 2 & MAIN STREET

- Improve pedestrian & bicycle connectivity and safety
- Improve existing pedestrian crossings



WHY RECONSIDER THE DESIGN OF WHP 2 & MAIN STREET

- Improve pedestrian & bicycle connectivity and safety
- Improve existing pedestrian crossings
- Incorporate Safe Routes to School principles due to:
 - proximity to schools
 - limited existing pedestrian infrastructure

Safe Routes to School (SRTS)

Creating safe routes with engineering

- Improve children's safety
- Improve accessibility
- Encourage more bicycling and walking



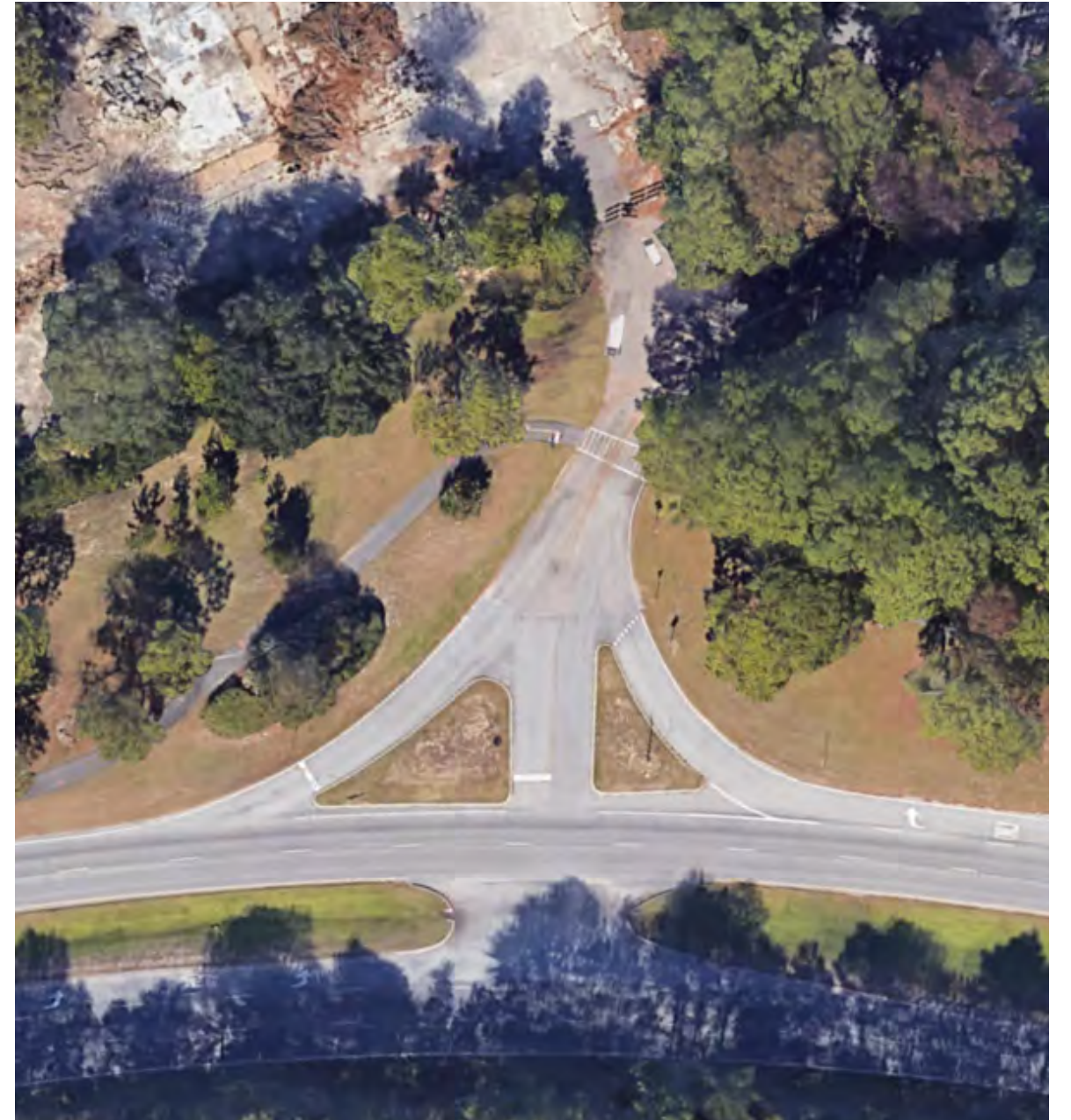
WHY RECONSIDER THE DESIGN OF WHP 2 & MAIN STREET

- Improve pedestrian & bicycle connectivity and safety
- Improve existing pedestrian crossings
- Incorporate Safe Routes to School principals
- Provide multimodal facilities and transit options



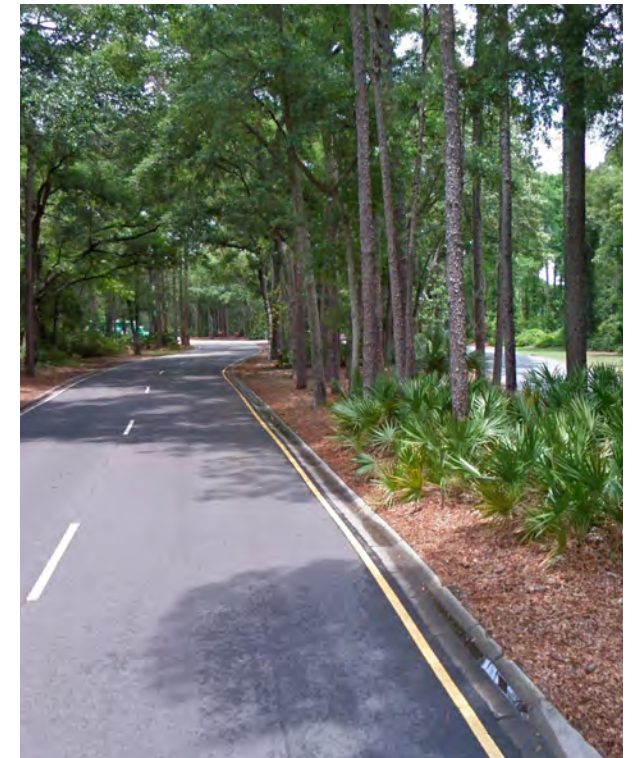
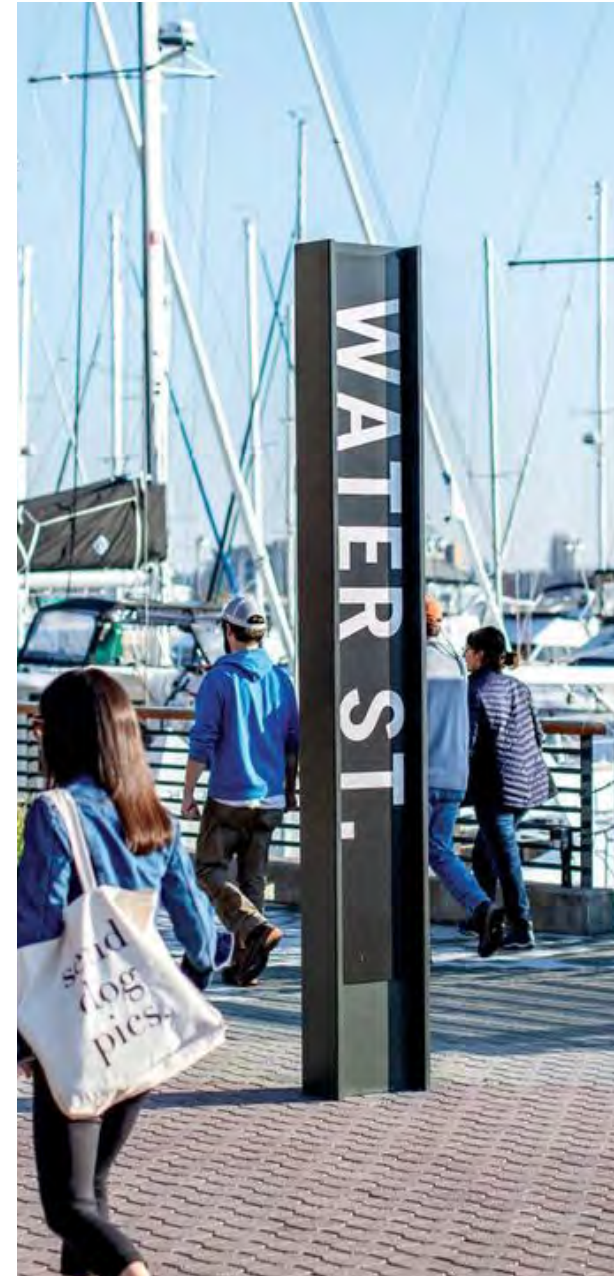
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- Improve intersections, create consistent vehicular geometry, reduce conflicts

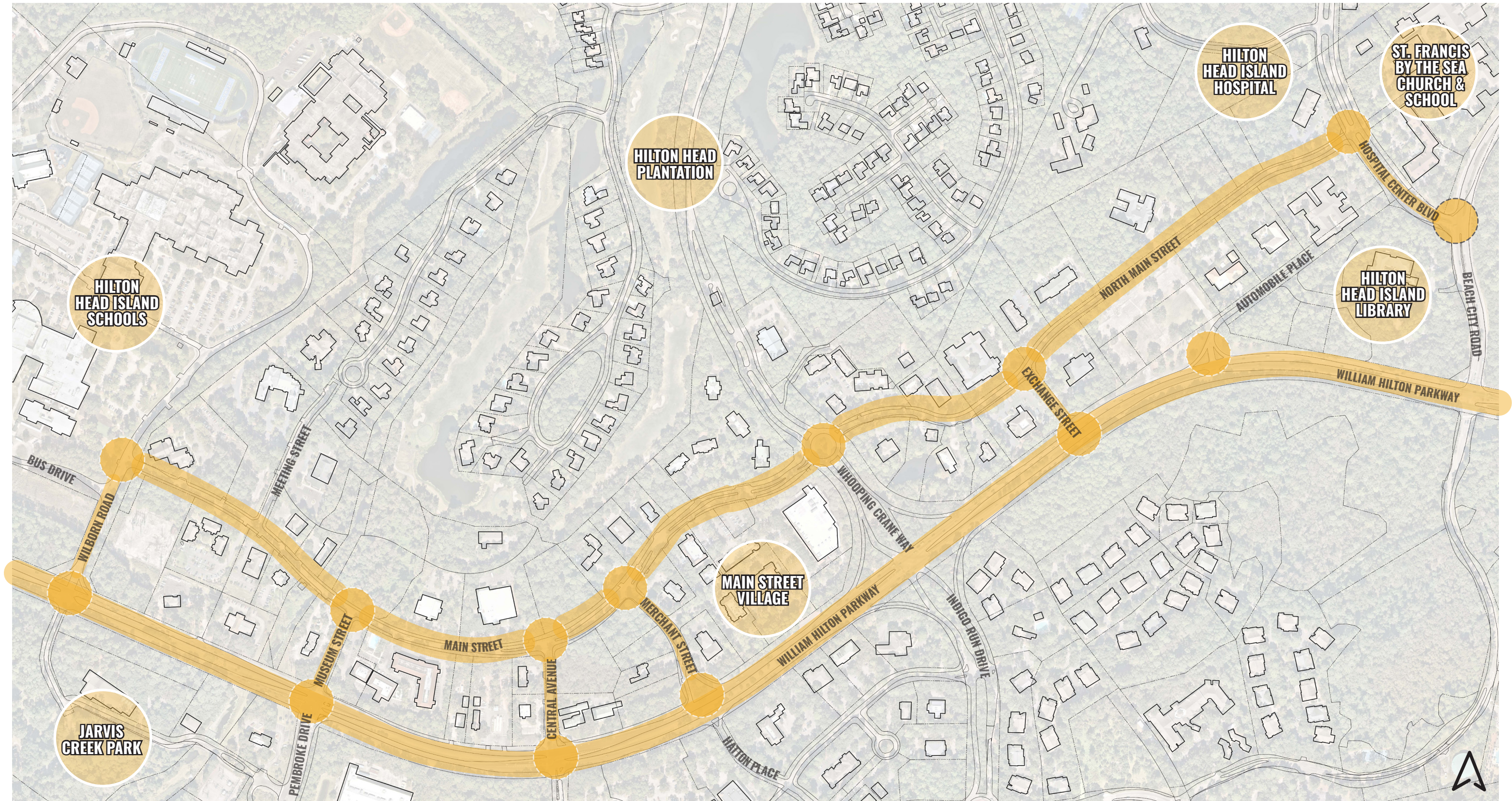


WHY RECONSIDER THE DESIGN OF WHP 2 & MAIN STREET

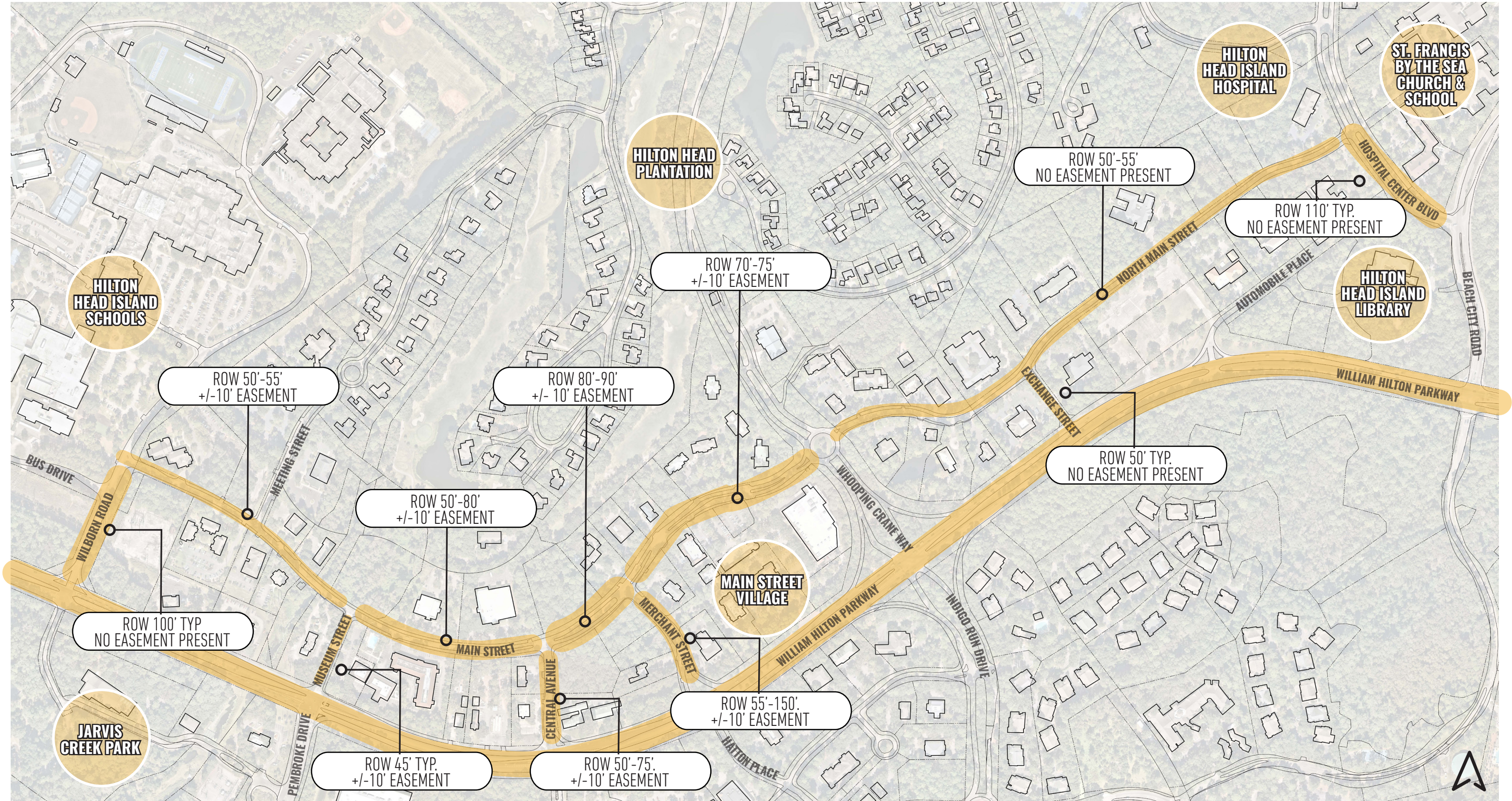
- Improve pedestrian & bicycle connectivity and safety
- Improve existing pedestrian crossings
- Incorporate Safe Routes to School principals
- Provide multimodal facilities and transit options
- Improve intersections, create consistent vehicular geometry, reduce conflicts
- Establish a district identity with landscape, signage, and wayfinding improvements



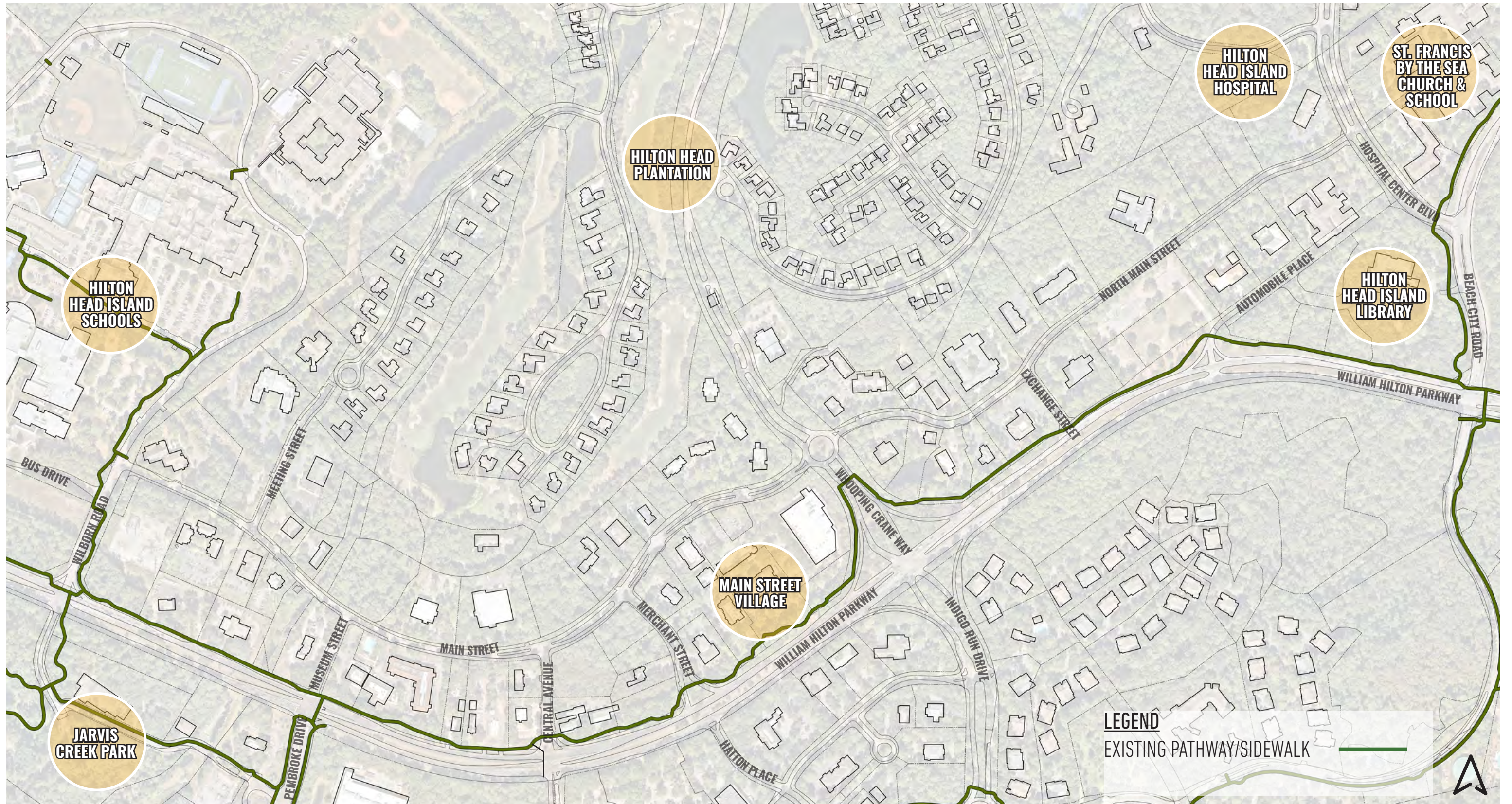
Analysis PROJECT EXTENT & FOCUS AREAS



EXISTING RIGHT-OF-WAY EXTENT



Analysis EXISTING PEDESTRIAN CONNECTIVITY

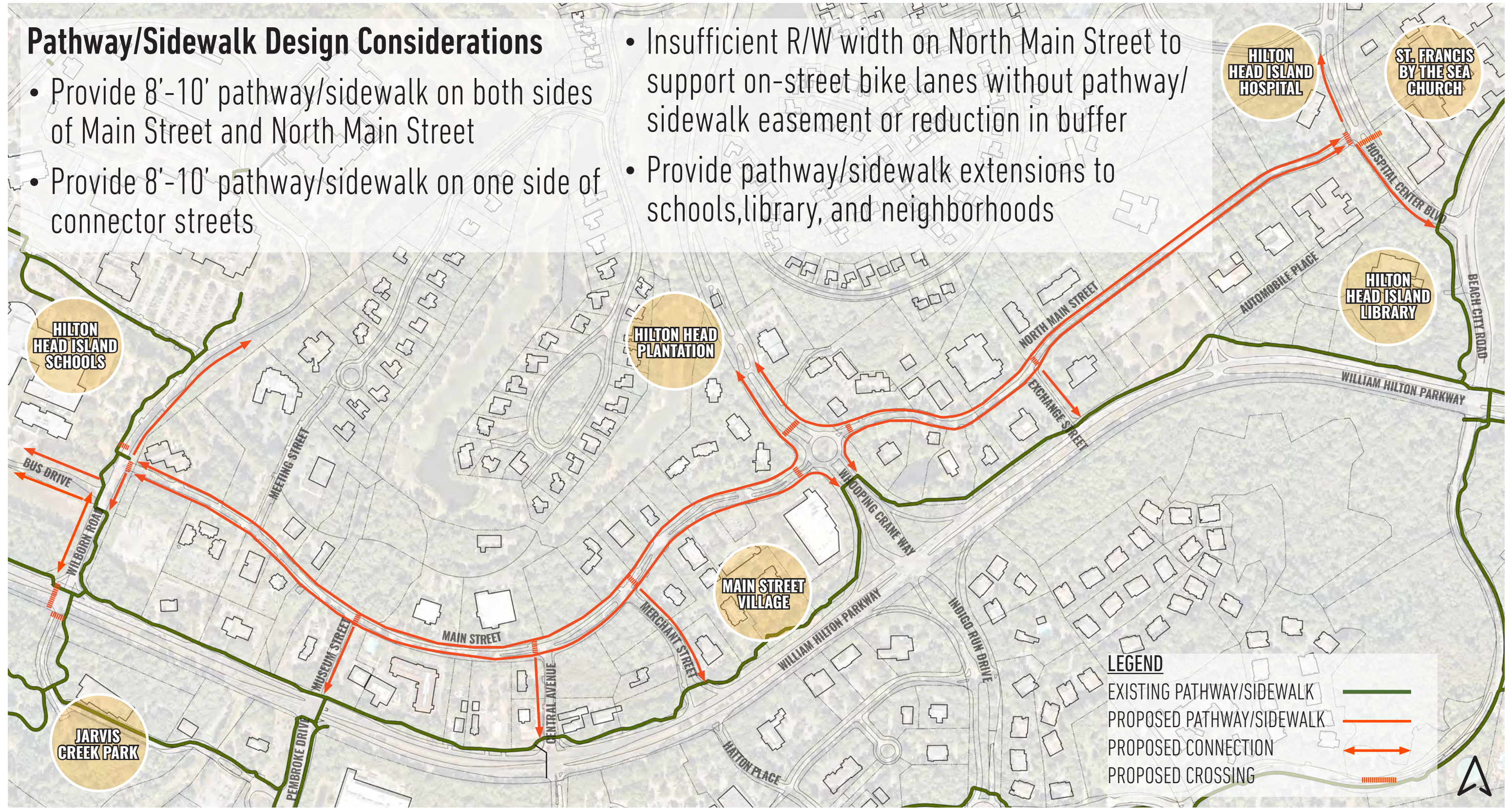


Analysis PROPOSED PATHWAY CONNECTIVITY

Pathway/Sidewalk Design Considerations

- Provide 8'-10' pathway/sidewalk on both sides of Main Street and North Main Street
- Provide 8'-10' pathway/sidewalk on one side of connector streets

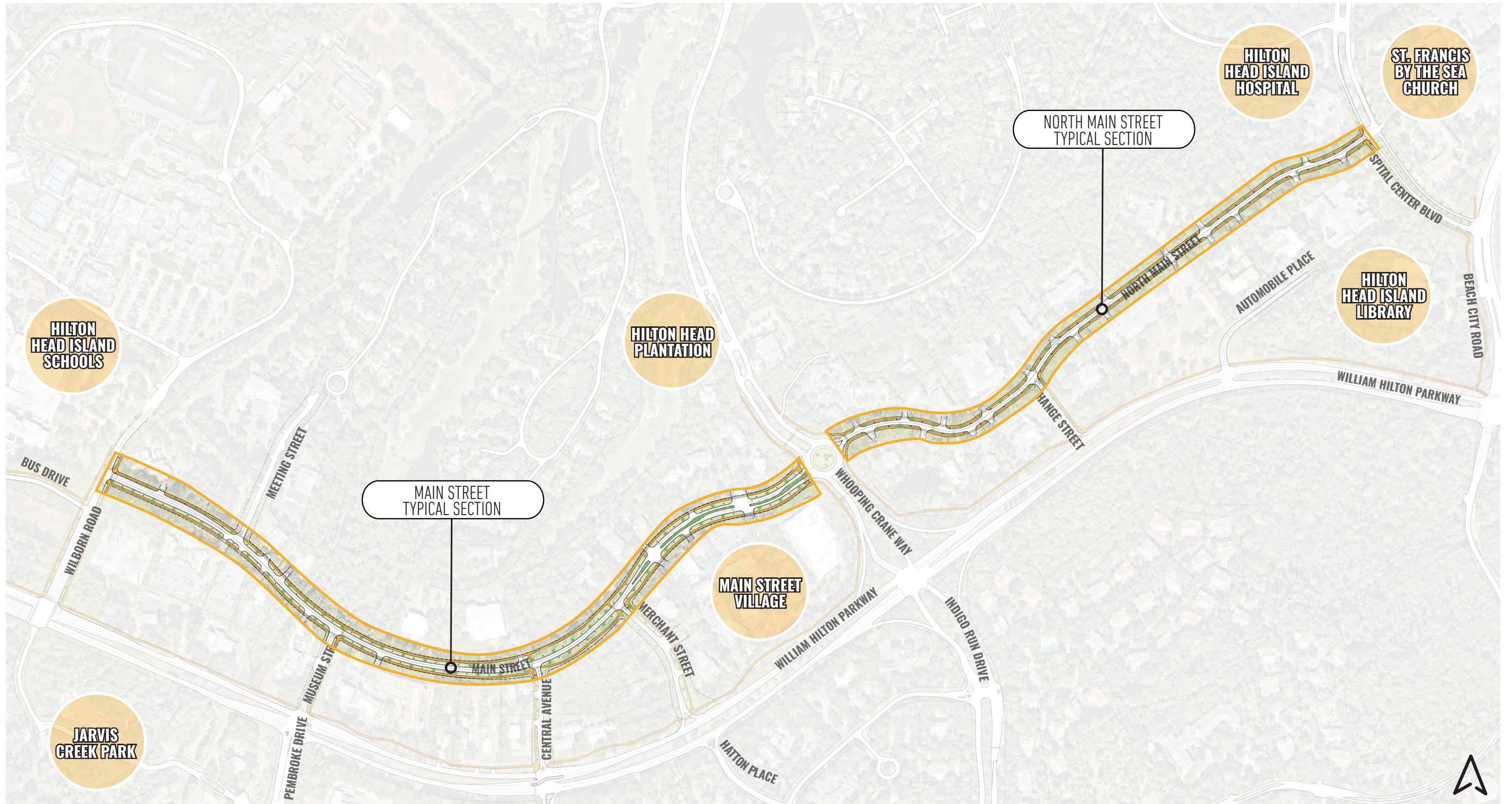
- Insufficient R/W width on North Main Street to support on-street bike lanes without pathway/sidewalk easement or reduction in buffer
- Provide pathway/sidewalk extensions to schools, library, and neighborhoods



A scenic view of a paved road curving through a lush green landscape. The road is flanked by tall, slender trees and manicured bushes. A car is visible in the distance on the right side of the road. The overall scene is bathed in a warm, golden light, suggesting a sunset or sunrise. The text 'Preliminary Engineering' is overlaid in a white, cursive font in the center of the image.

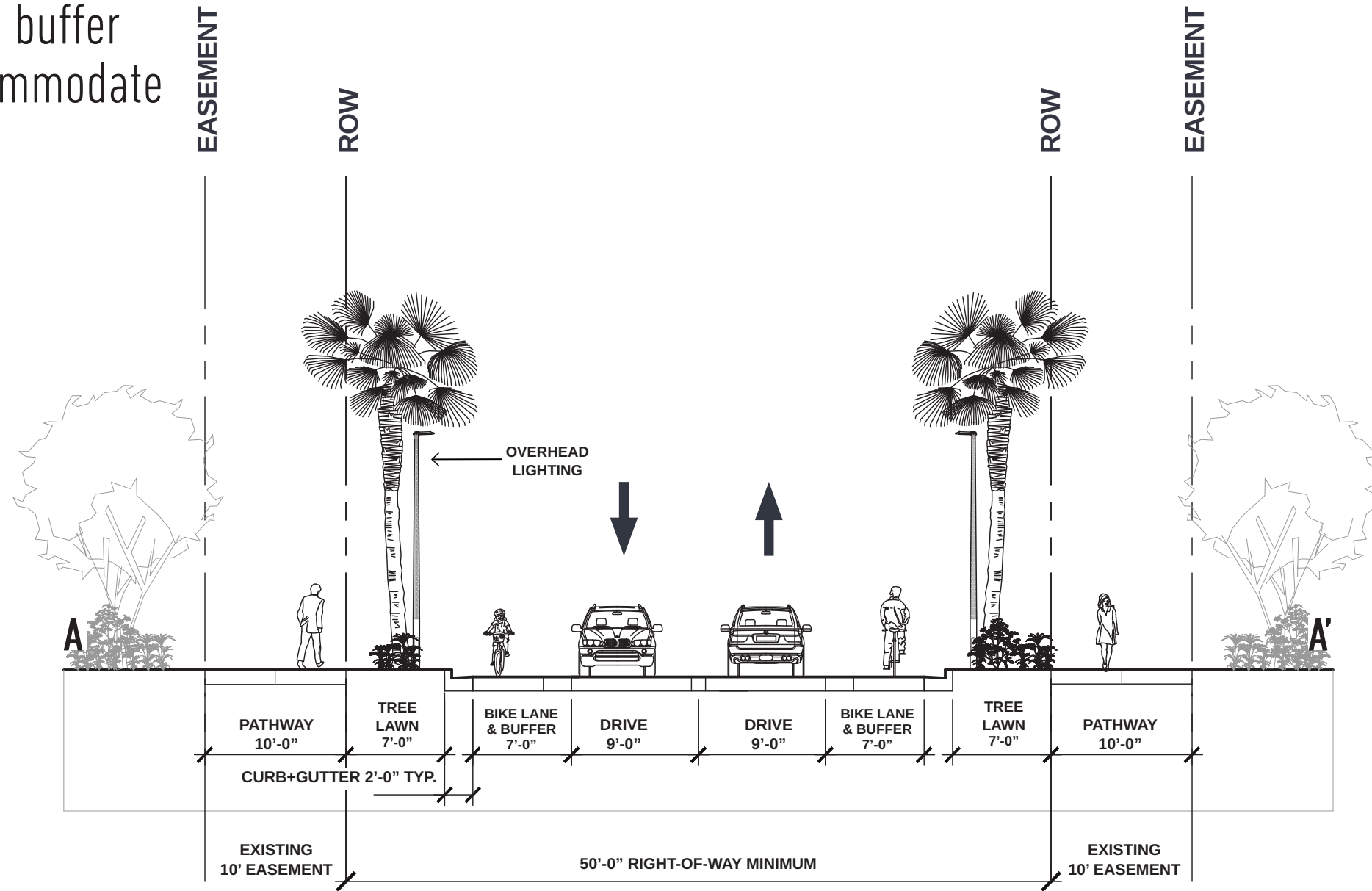
*Preliminary
Engineering*

Preliminary Engineering PROPOSED ALIGNMENT

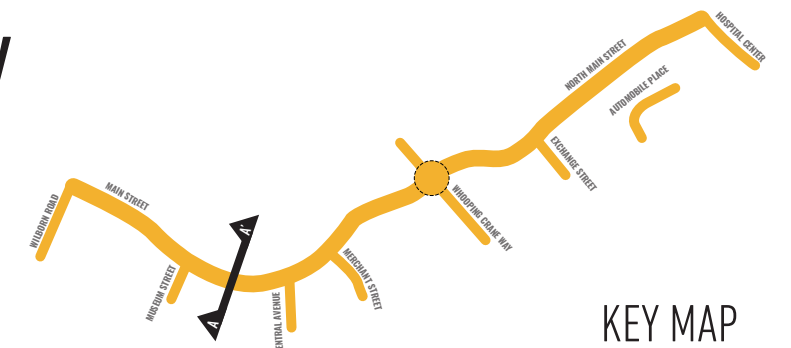


Preliminary Engineering
MAIN STREET IMPROVEMENTS: OPTION 1

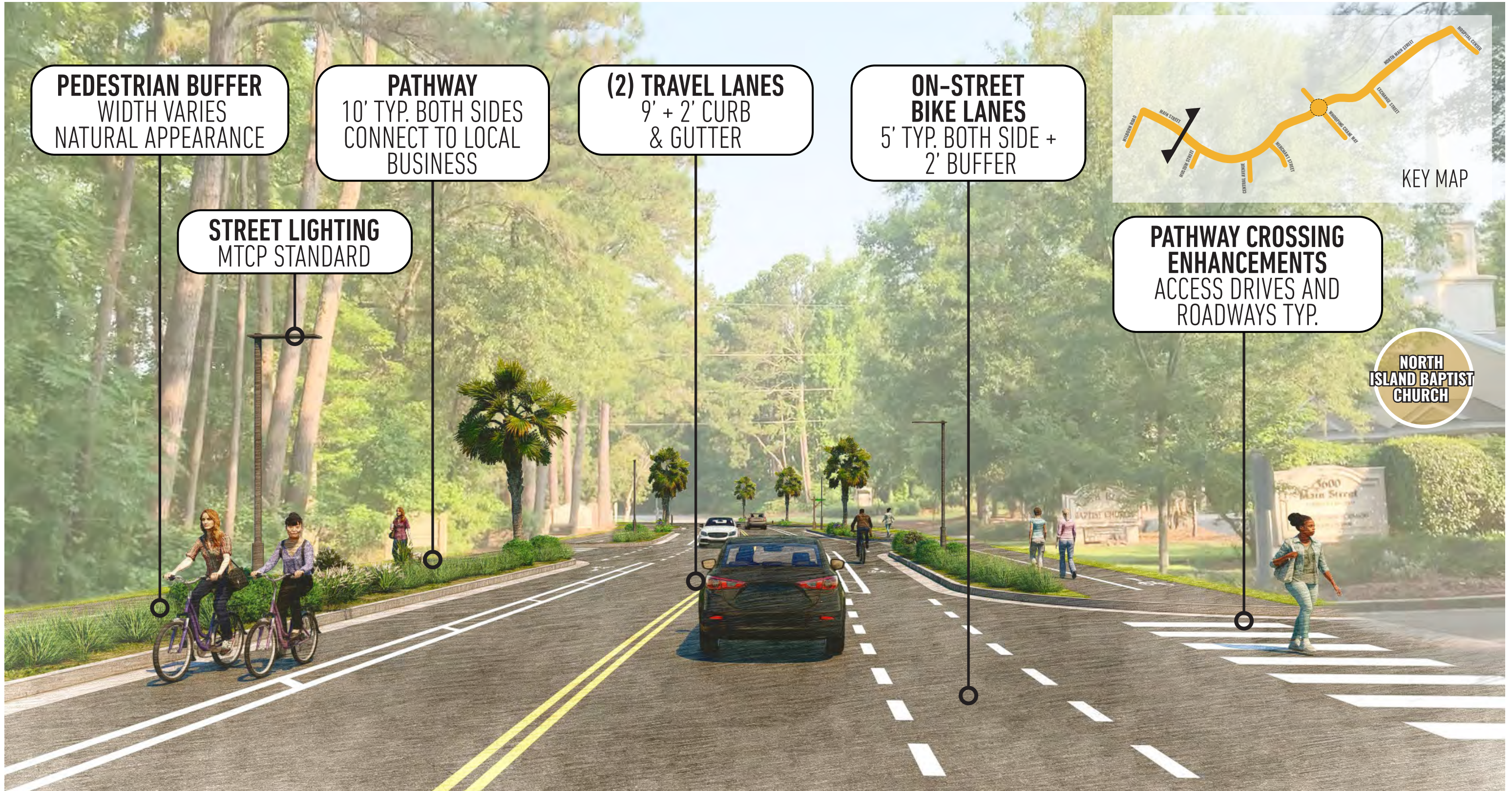
*Tree lawn / pedestrian buffer reduced in size to accommodate on-street bike lanes



**Main Street between Wilborn Road and Whooping Crane Way
 (Easement Present)**



3800 MAIN STREET: OPTION 1



PEDESTRIAN BUFFER
WIDTH VARIES
NATURAL APPEARANCE

PATHWAY
10' TYP. BOTH SIDES
CONNECT TO LOCAL
BUSINESS

(2) TRAVEL LANES
9' + 2' CURB
& GUTTER

**ON-STREET
BIKE LANES**
5' TYP. BOTH SIDE +
2' BUFFER

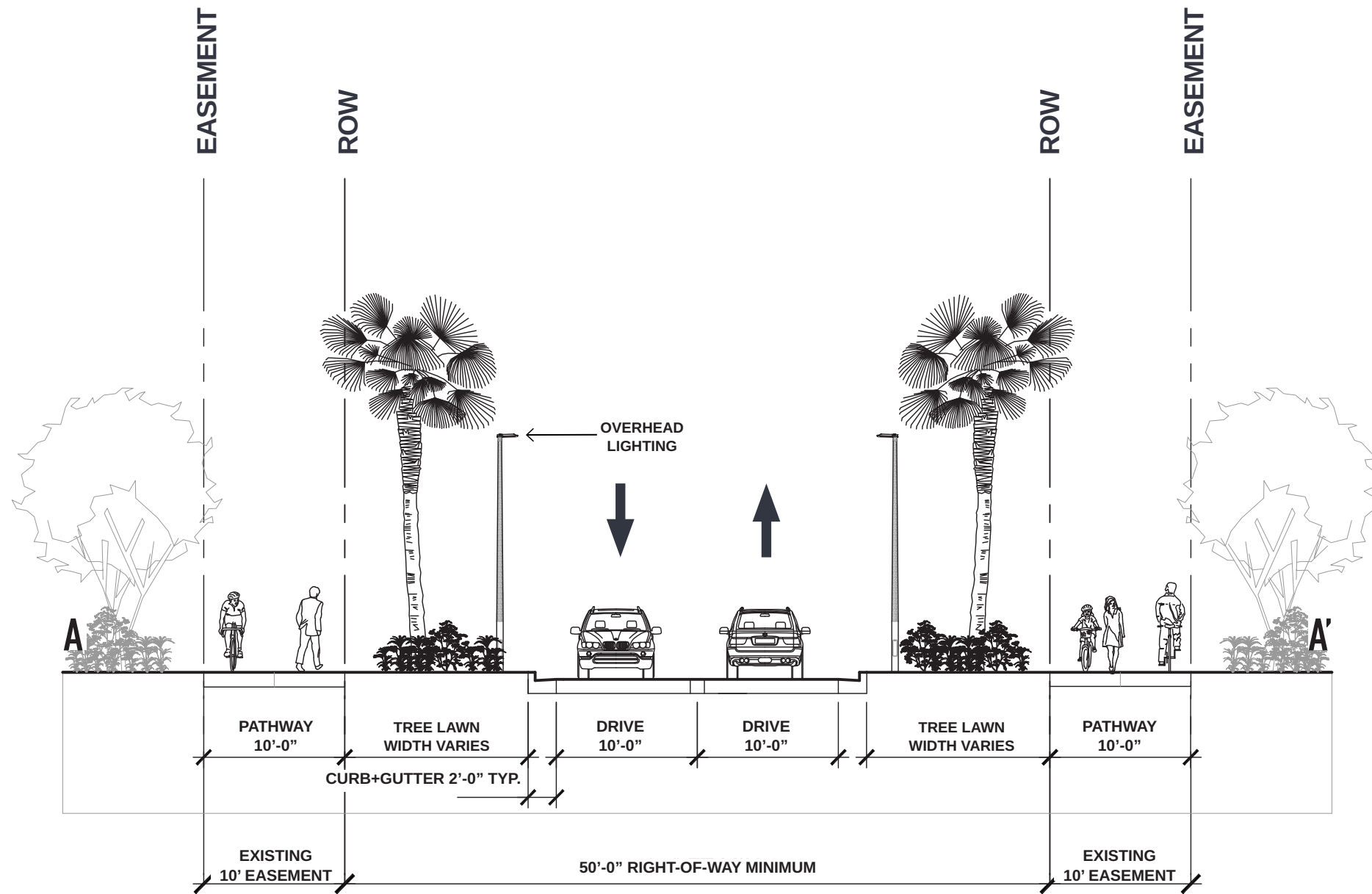
STREET LIGHTING
MTCP STANDARD

**PATHWAY CROSSING
ENHANCEMENTS**
ACCESS DRIVES AND
ROADWAYS TYP.

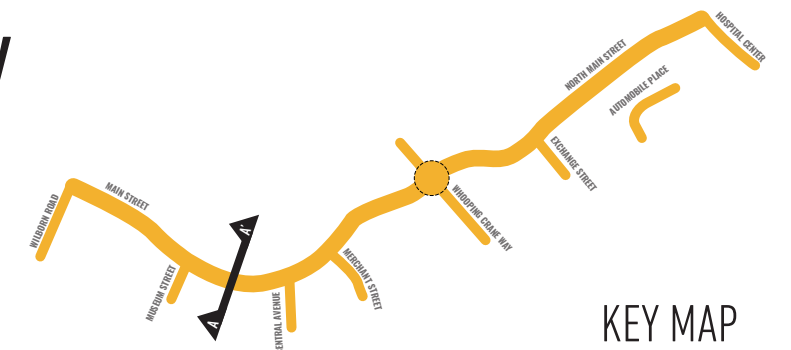


**NORTH
ISLAND BAPTIST
CHURCH**

Preliminary Engineering
MAIN STREET IMPROVEMENTS: OPTION 2



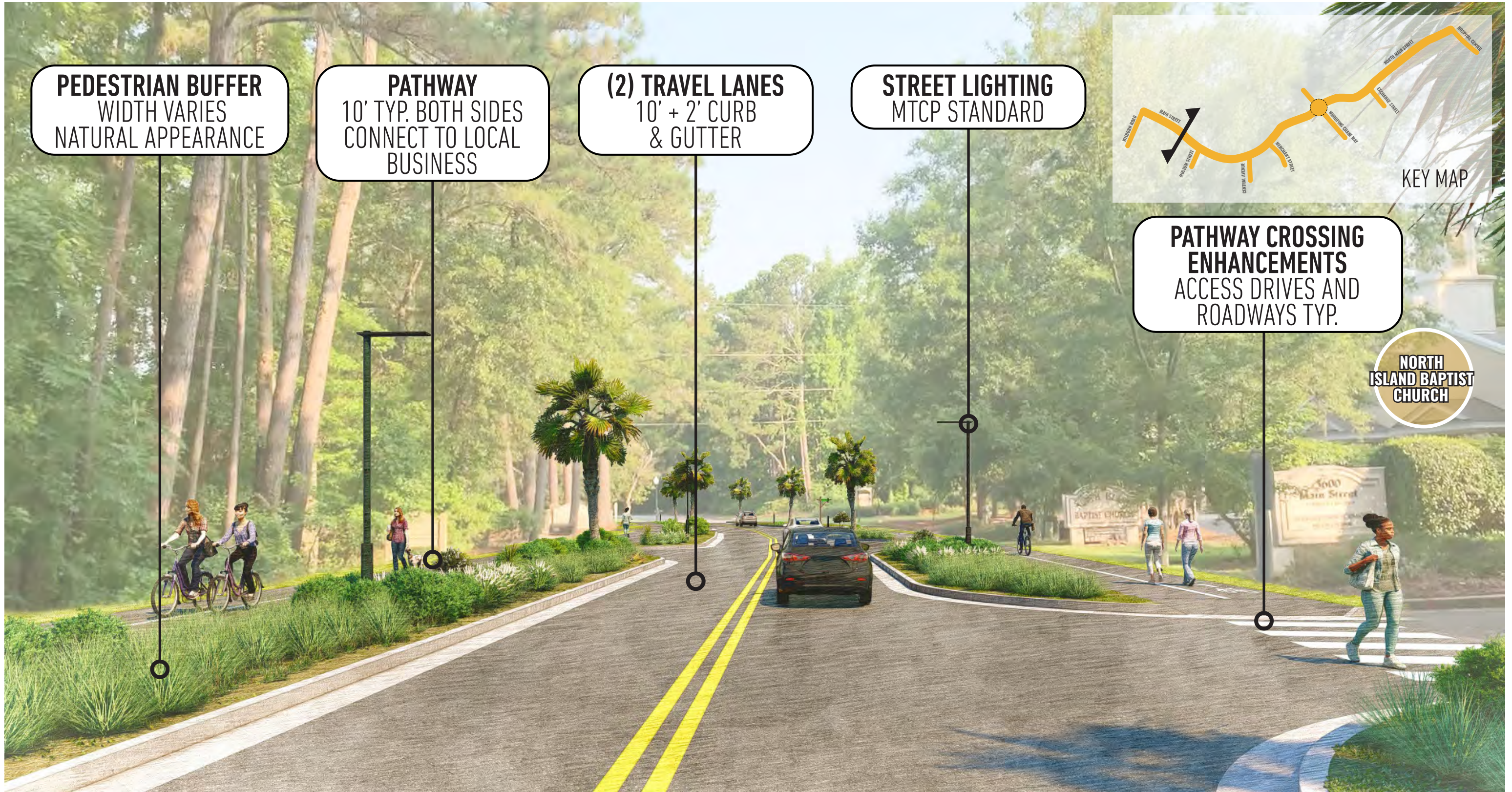
Main Street between Wilborn Road and Whooping Crane Way
 (Easement Present)



KEY MAP

Visualizations

3800 MAIN STREET: OPTION 2



PEDESTRIAN BUFFER
WIDTH VARIES
NATURAL APPEARANCE

PATHWAY
10' TYP. BOTH SIDES
CONNECT TO LOCAL
BUSINESS

(2) TRAVEL LANES
10' + 2' CURB
& GUTTER

STREET LIGHTING
MTCP STANDARD

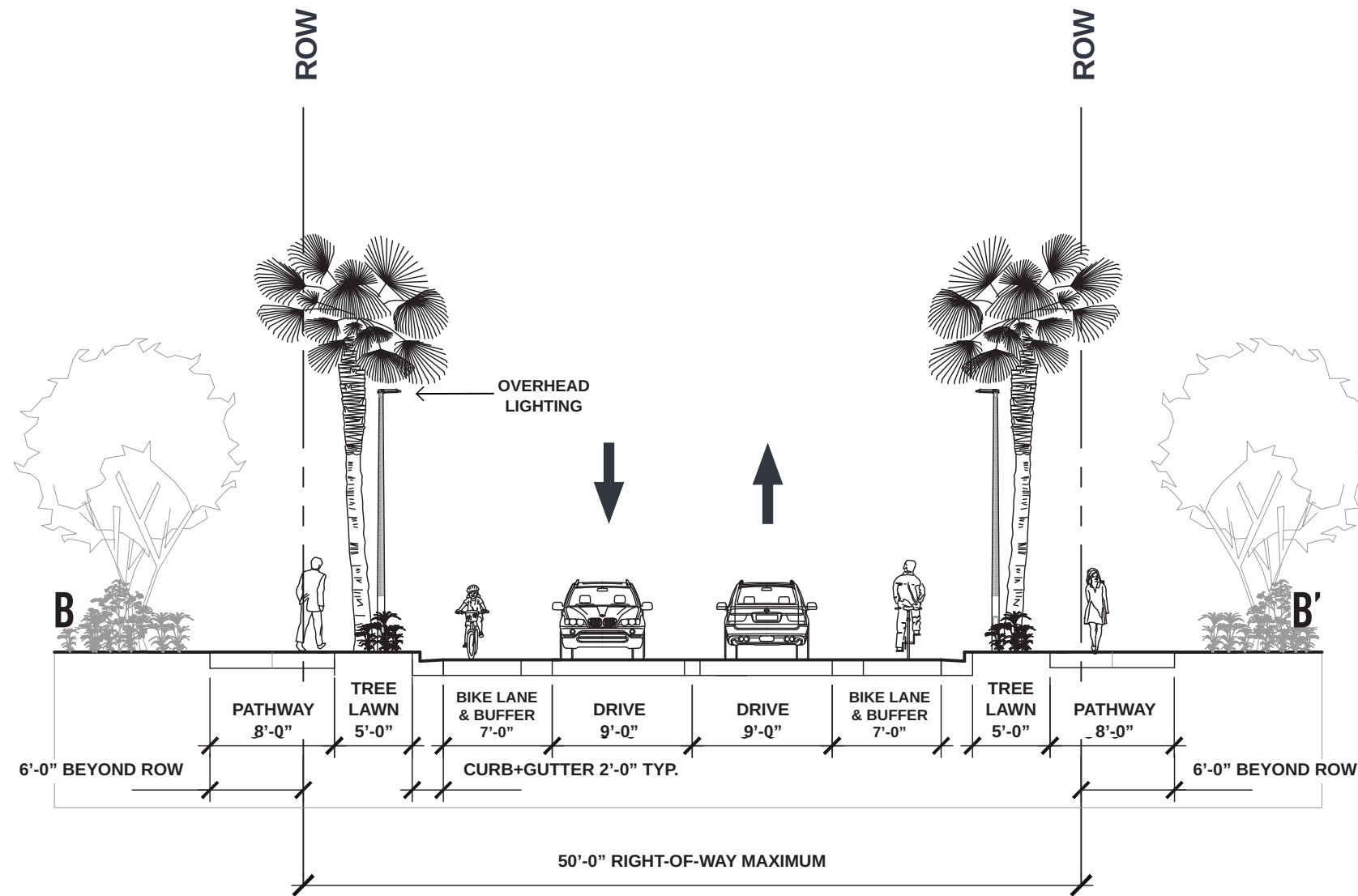


**PATHWAY CROSSING
ENHANCEMENTS**
ACCESS DRIVES AND
ROADWAYS TYP.

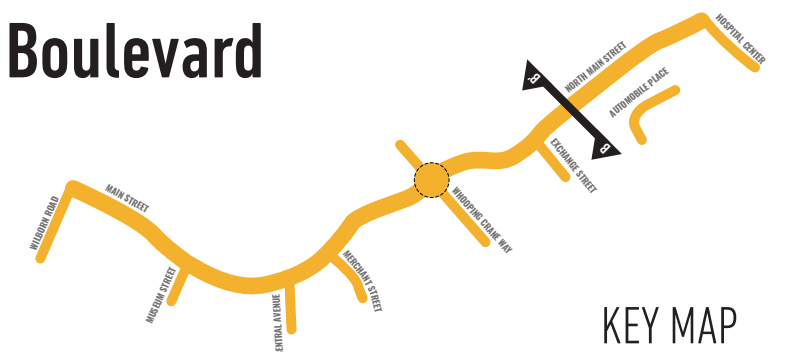
**NORTH
ISLAND
BAPTIST
CHURCH**

NORTH MAIN STREET IMPROVEMENTS: OPTION 1

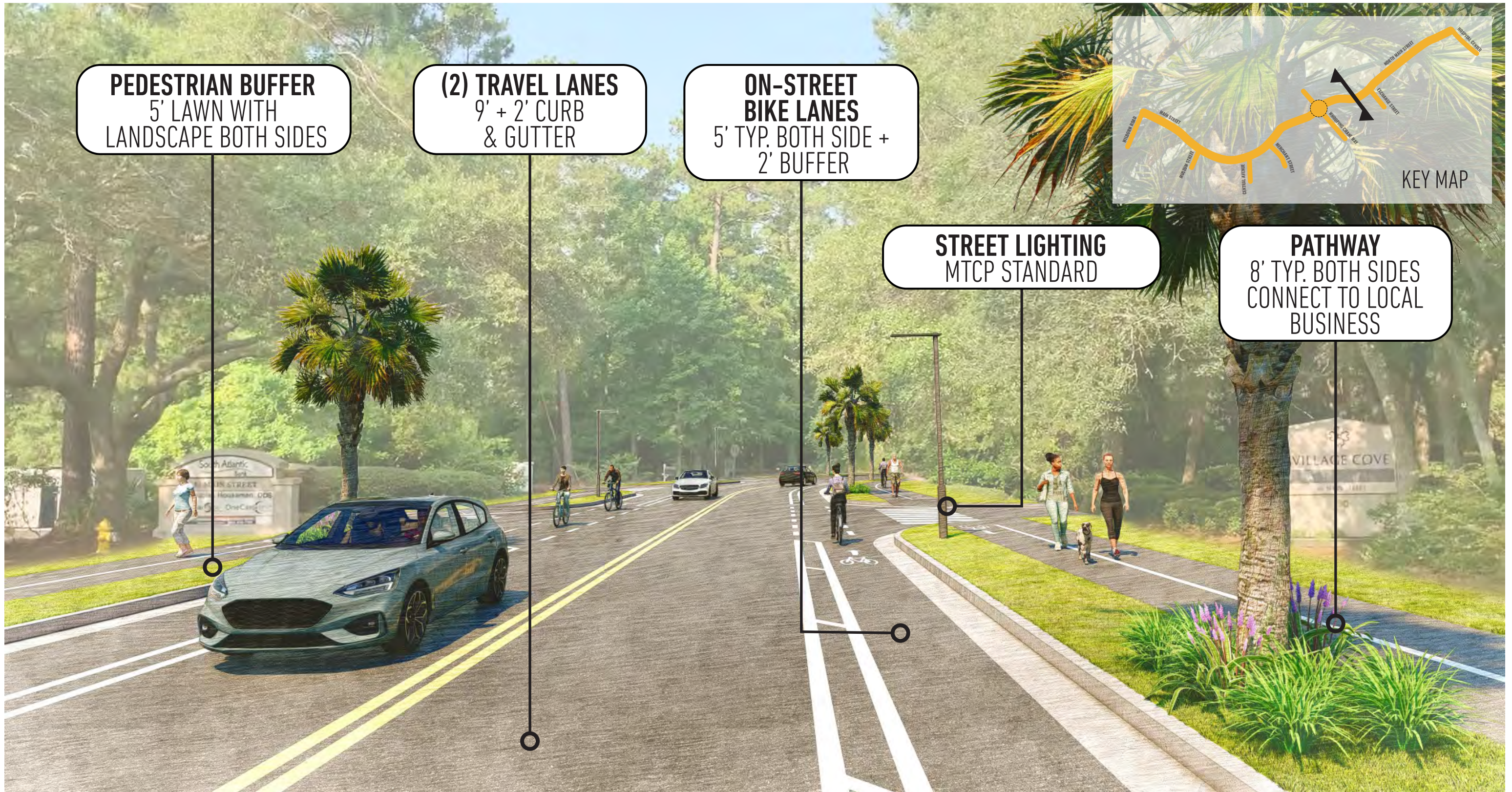
*Easement proposed to accommodate on-street bike lanes



North Main Street Between Whooping Crane Way and Hospital Center Boulevard (Proposed Easement)



80 NORTH MAIN STREET: OPTION 1



PEDESTRIAN BUFFER
5' LAWN WITH
LANDSCAPE BOTH SIDES

(2) TRAVEL LANES
9' + 2' CURB
& GUTTER

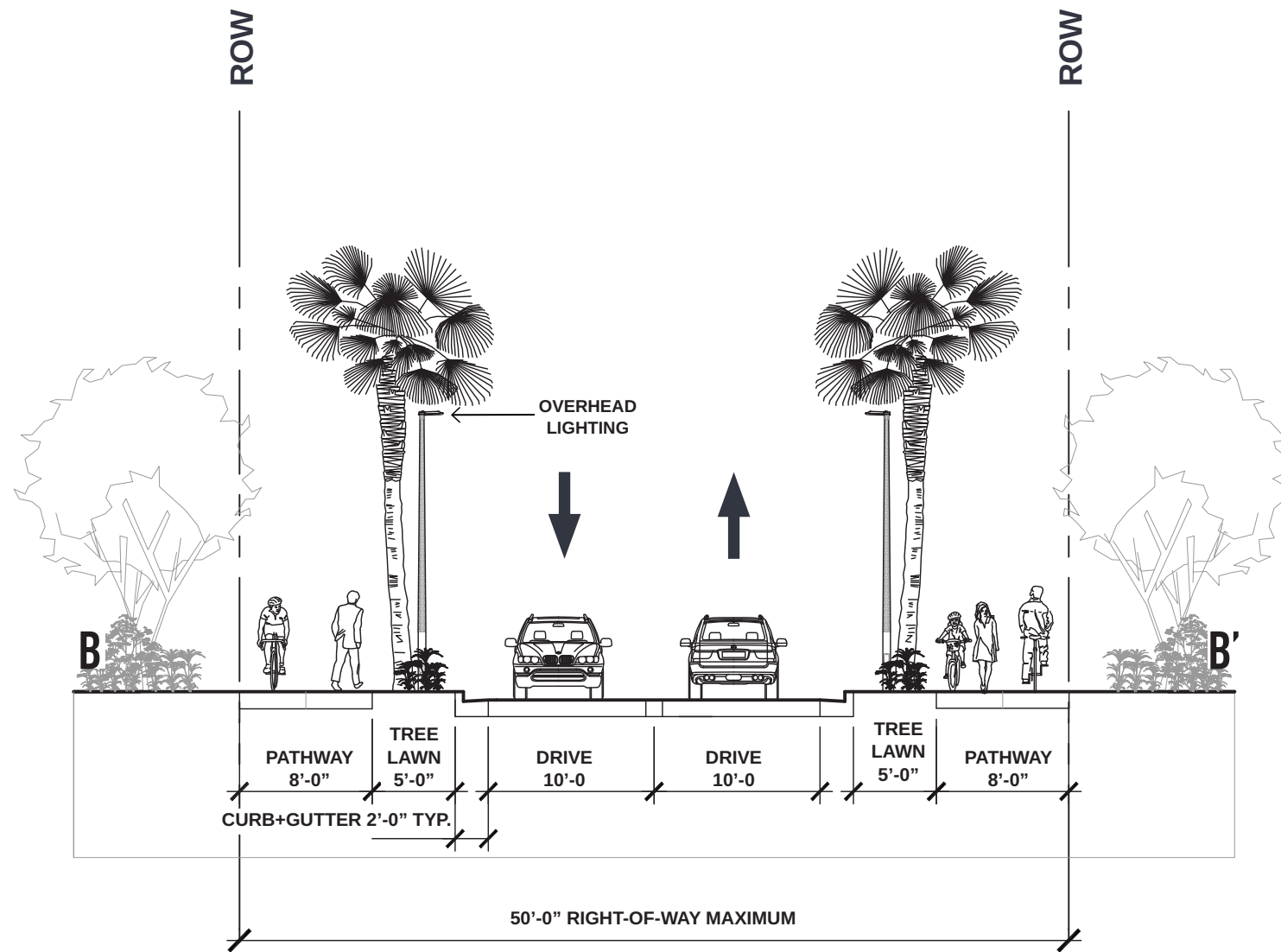
**ON-STREET
BIKE LANES**
5' TYP. BOTH SIDE +
2' BUFFER

STREET LIGHTING
MTCP STANDARD

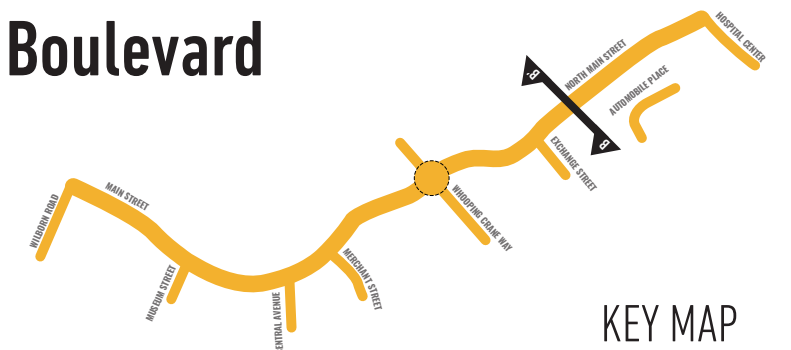
PATHWAY
8' TYP. BOTH SIDES
CONNECT TO LOCAL
BUSINESS



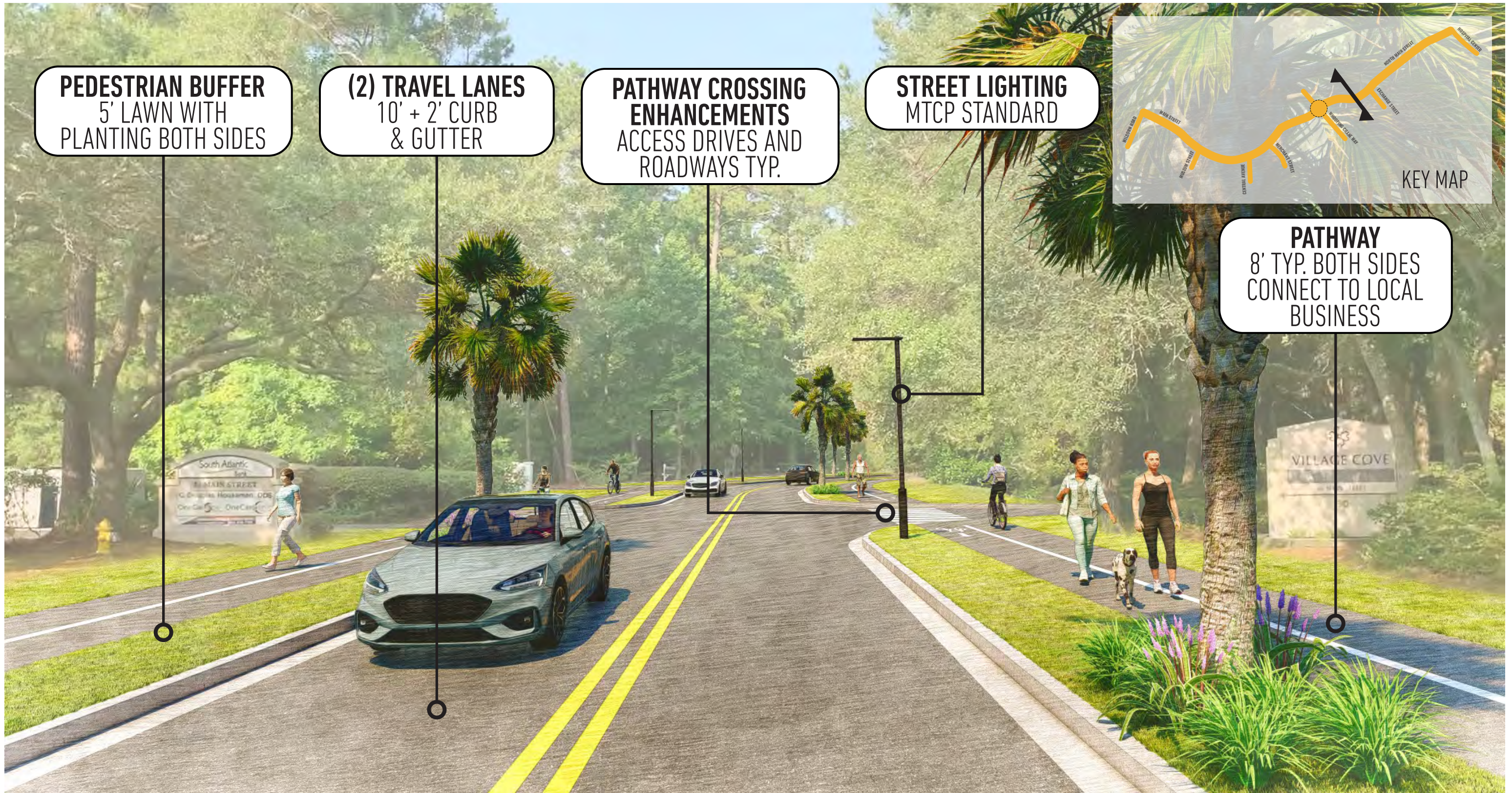
NORTH MAIN STREET IMPROVEMENTS: OPTION 2



North Main Street Between Whooping Crane Way and Hospital Center Boulevard (No Easement)



80 NORTH MAIN STREET: OPTION 2

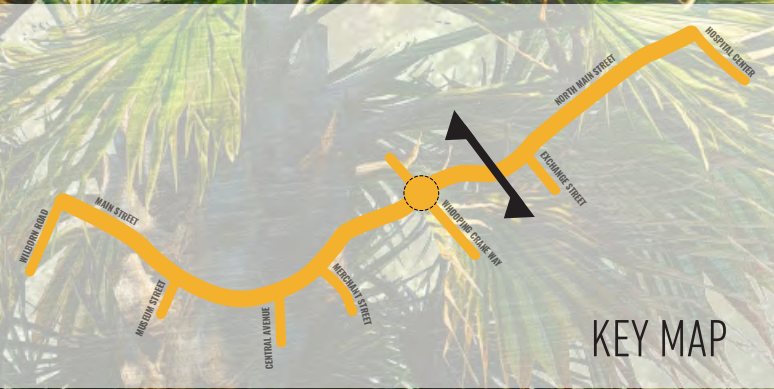


PEDESTRIAN BUFFER
5' LAWN WITH
PLANTING BOTH SIDES

(2) TRAVEL LANES
10' + 2' CURB
& GUTTER

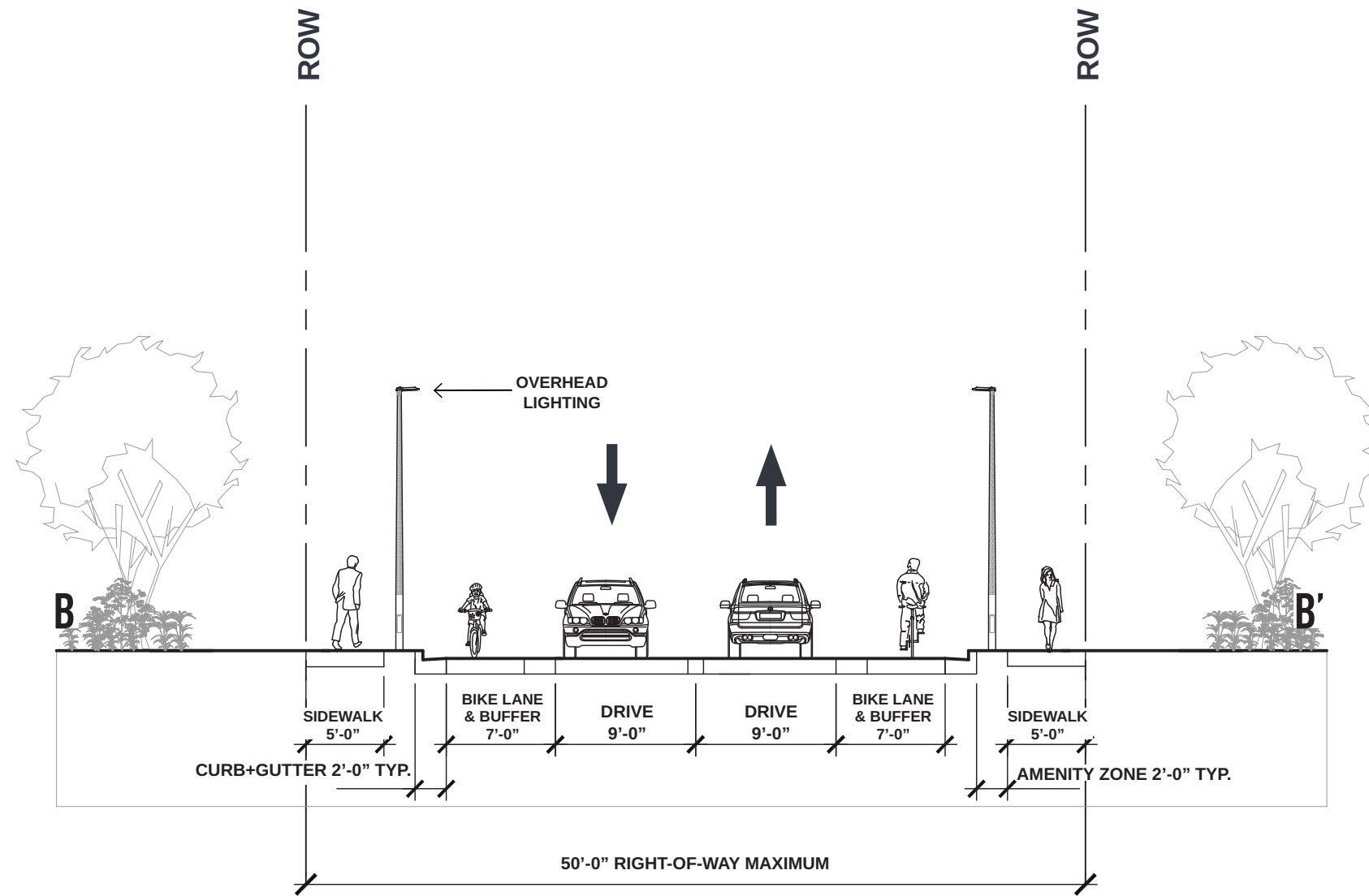
**PATHWAY CROSSING
ENHANCEMENTS**
ACCESS DRIVES AND
ROADWAYS TYP.

STREET LIGHTING
MTCP STANDARD

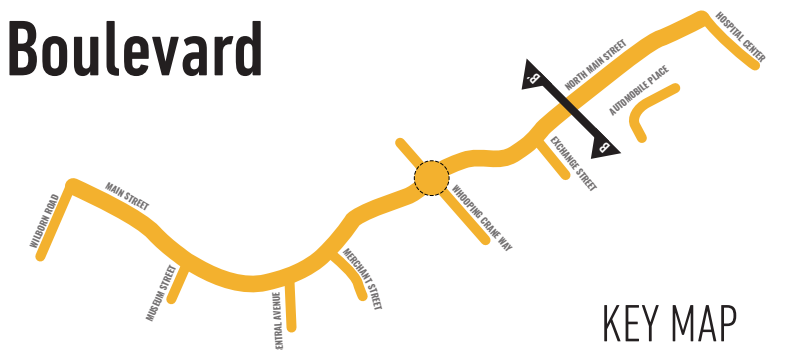


PATHWAY
8' TYP. BOTH SIDES
CONNECT TO LOCAL
BUSINESS

NORTH MAIN STREET IMPROVEMENTS: OPTION 3



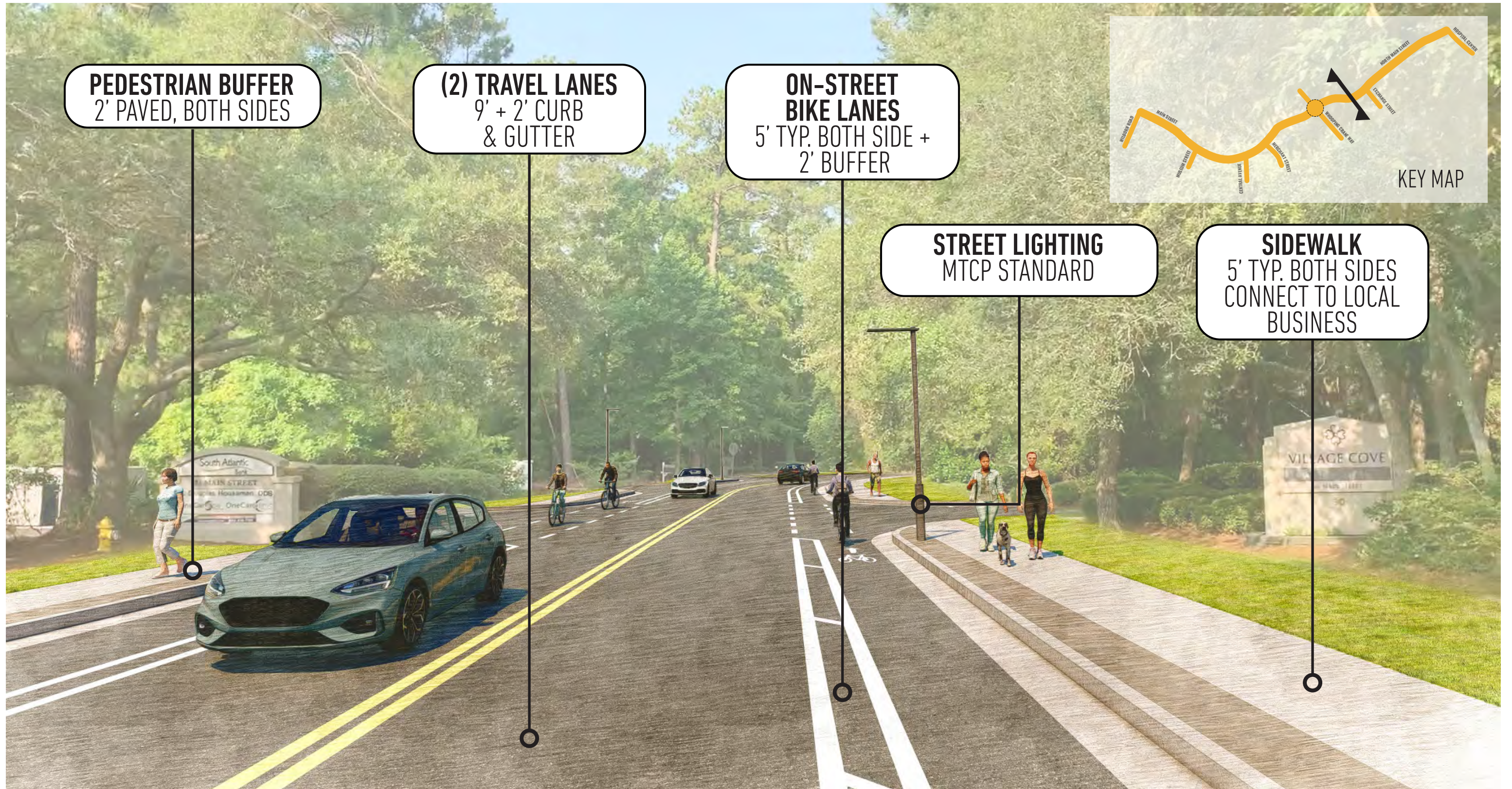
North Main Street Between Whooping Crane Way and Hospital Center Boulevard (No Easement)



KEY MAP

Visualizations

80 NORTH MAIN STREET: OPTION 3



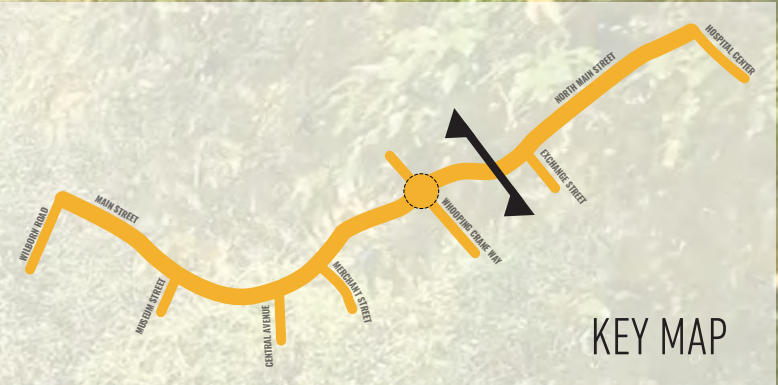
PEDESTRIAN BUFFER
2' PAVED, BOTH SIDES

(2) TRAVEL LANES
9' + 2' CURB
& GUTTER

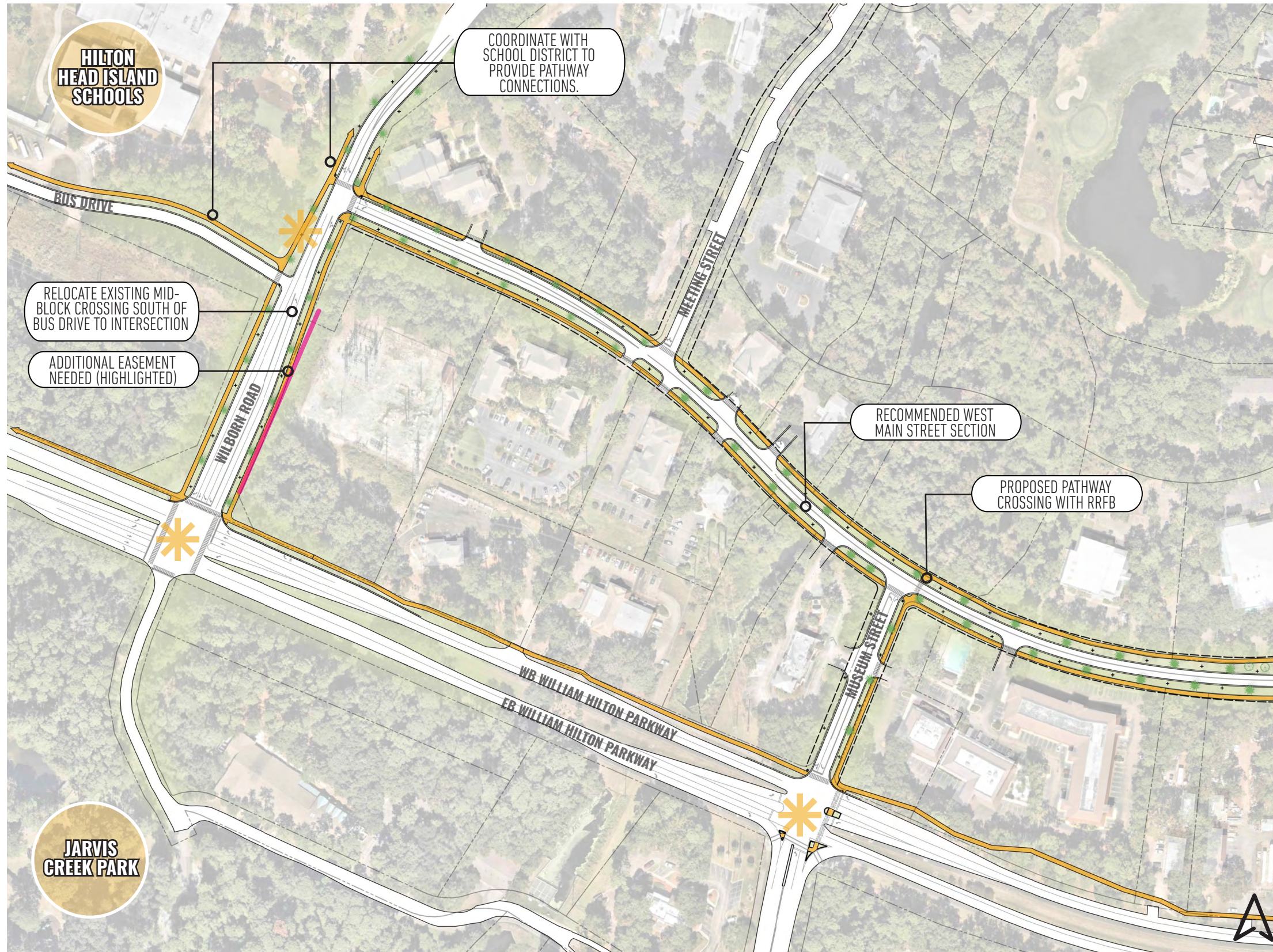
**ON-STREET
BIKE LANES**
5' TYP. BOTH SIDE +
2' BUFFER

STREET LIGHTING
MTCP STANDARD

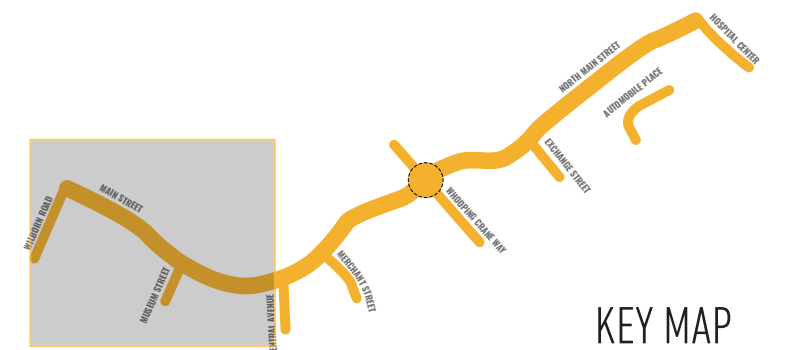
SIDEWALK
5' TYP. BOTH SIDES
CONNECT TO LOCAL
BUSINESS



Preliminary Engineering WILBORN ROAD TO CENTRAL AVENUE

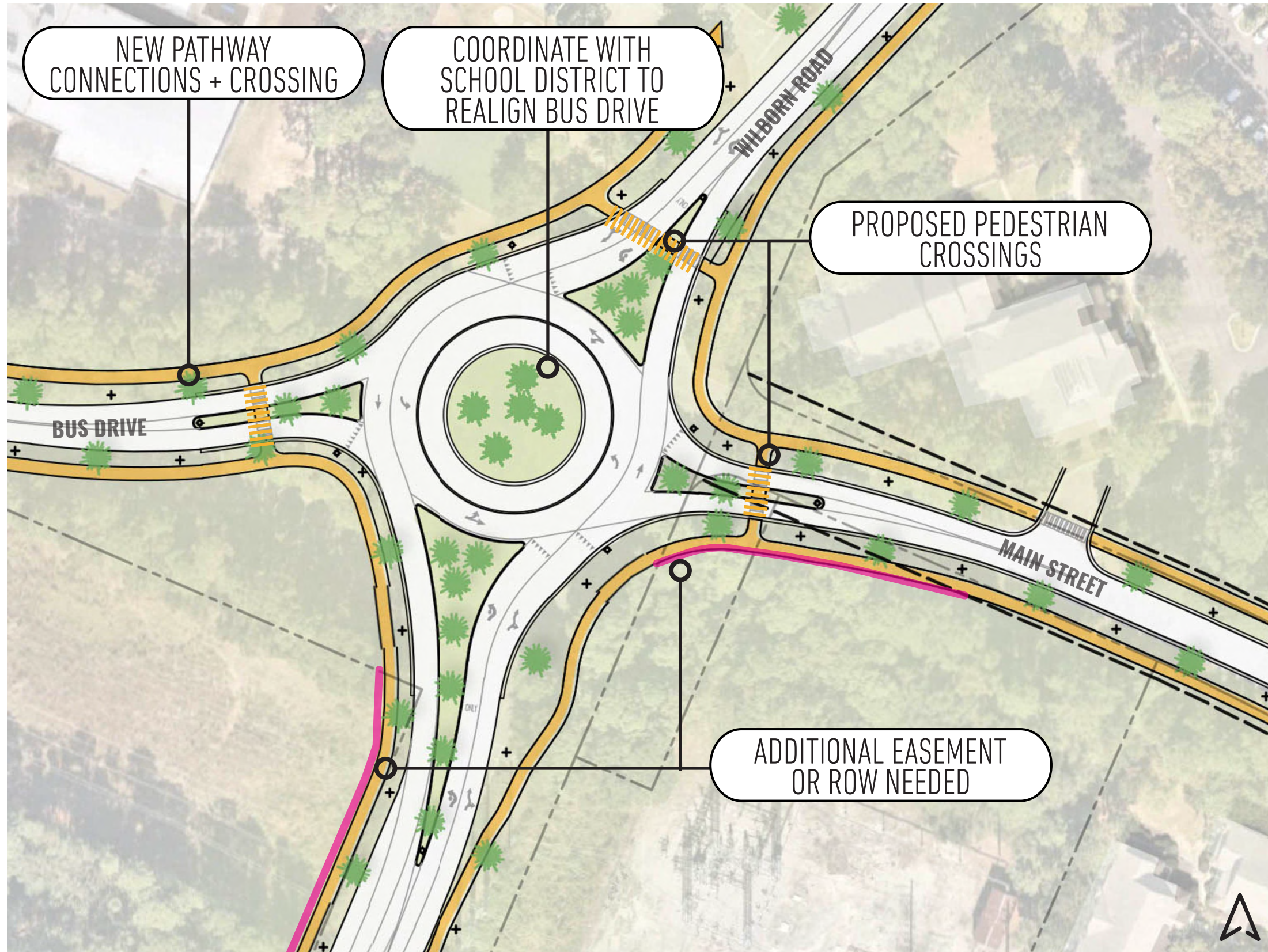


 ENLARGEMENT

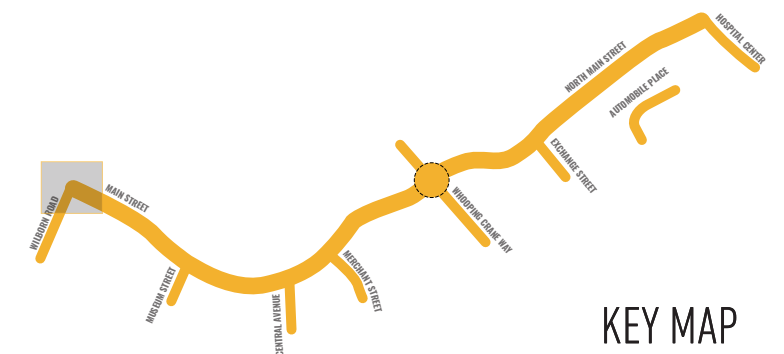


KEY MAP

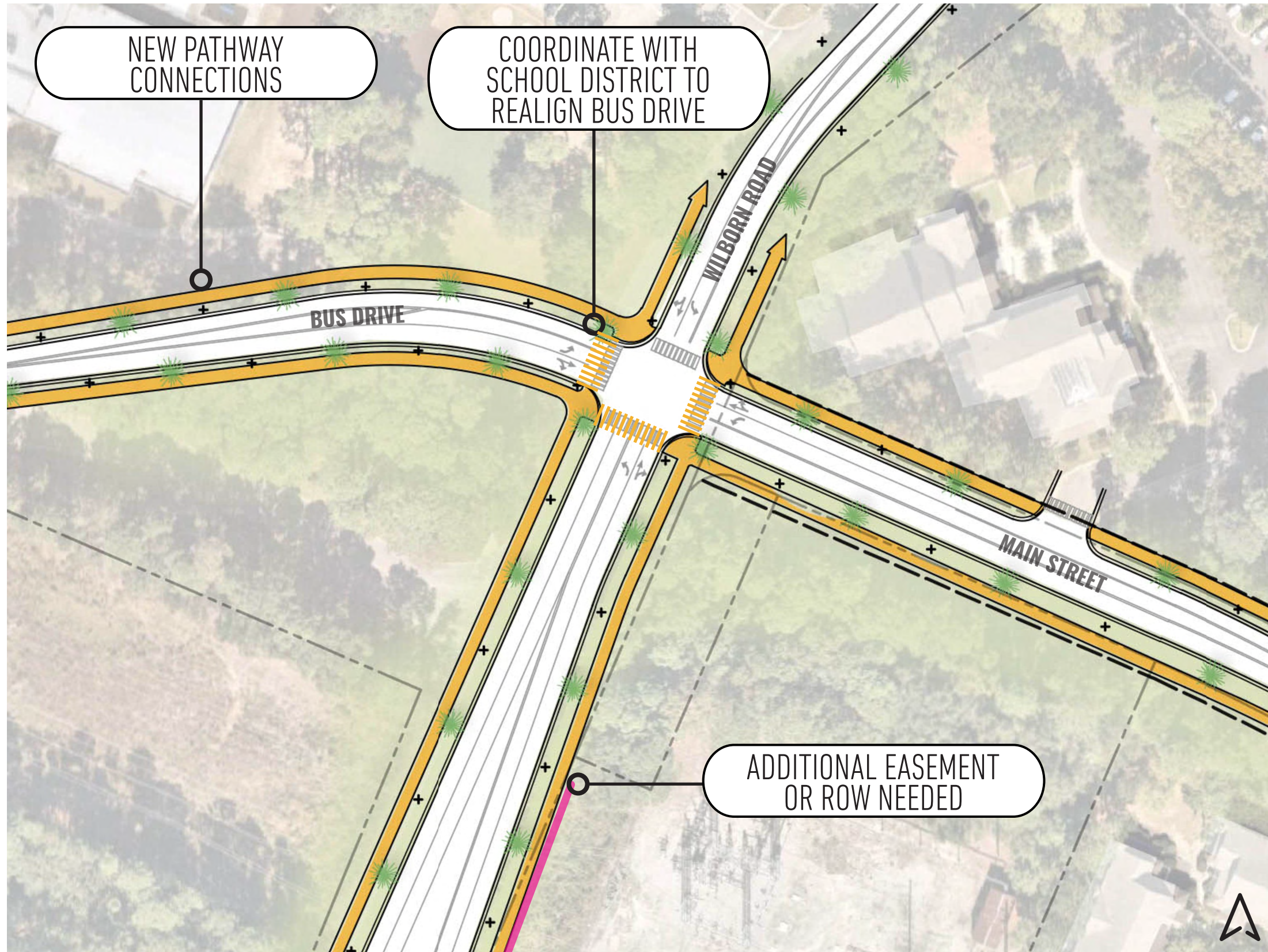
WILBORN ROAD AT MAIN STREET AND BUS DRIVE: OPTION 1



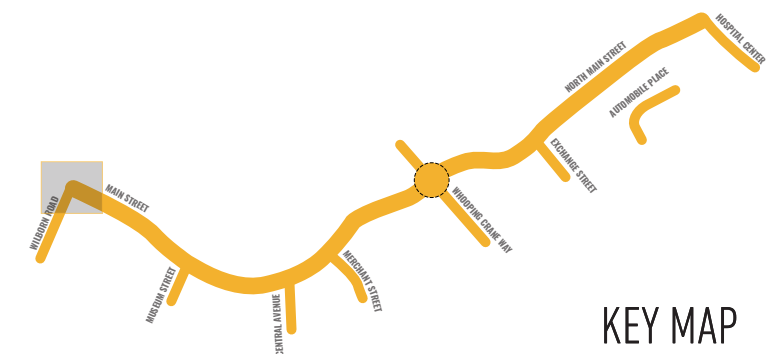
- Roundabout configuration connecting Main Street, Wilborn Road and Bus Drive
- Continuous movement reduces congestion and stacking during peak traffic hours
- Eliminate pedestrian crossing south of Bus Drive



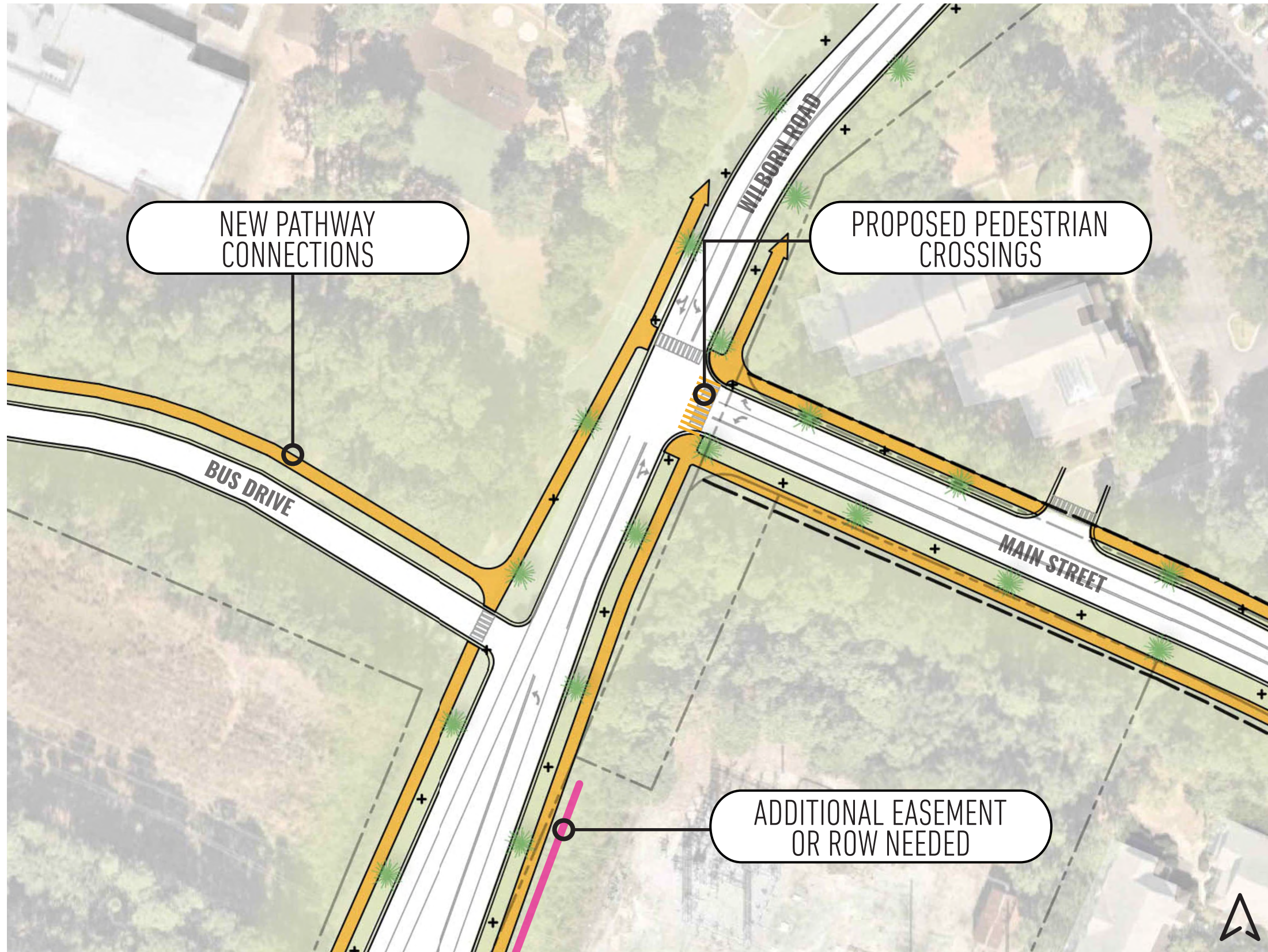
WILBORN ROAD AT MAIN STREET AND BUS DRIVE: OPTION 2



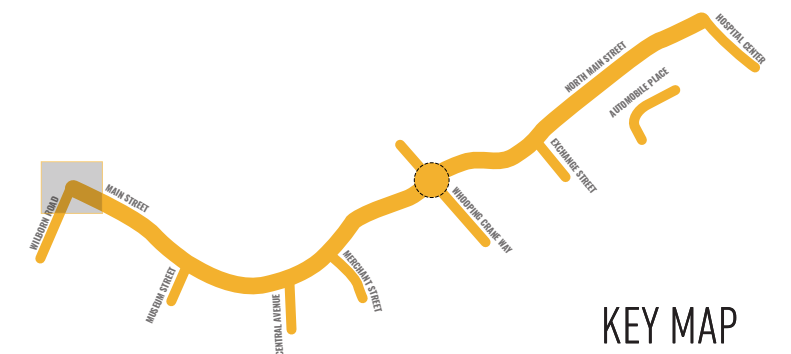
- Realign roadways to create two-way stop condition connecting Main Street, Wilborn Road and Bus Drive. Thru traffic on Wilborn, stop condition Main Street.
- Provides safer crossing conditions for pedestrians compared to existing alignment



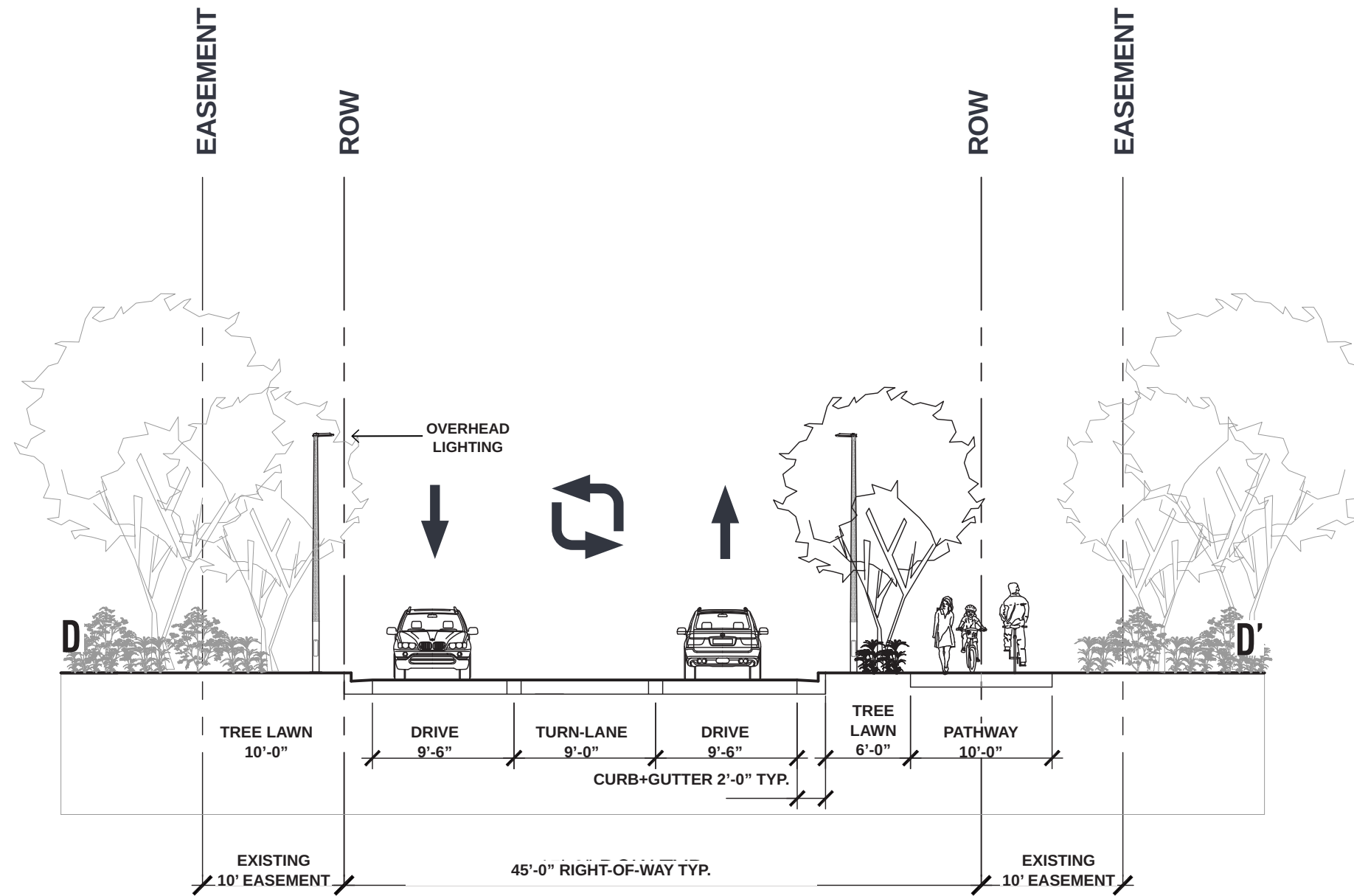
WILBORN ROAD AT MAIN STREET AND BUS DRIVE: OPTION 3



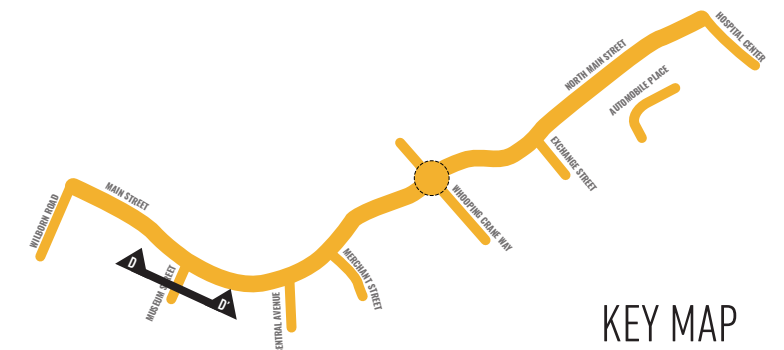
- Tie-in new Main Street alignment with relocated pedestrian crossing. No change to intersection
- Eliminate pedestrian crossing south of Bus Drive



Preliminary Engineering MUSEUM STREET SECTION



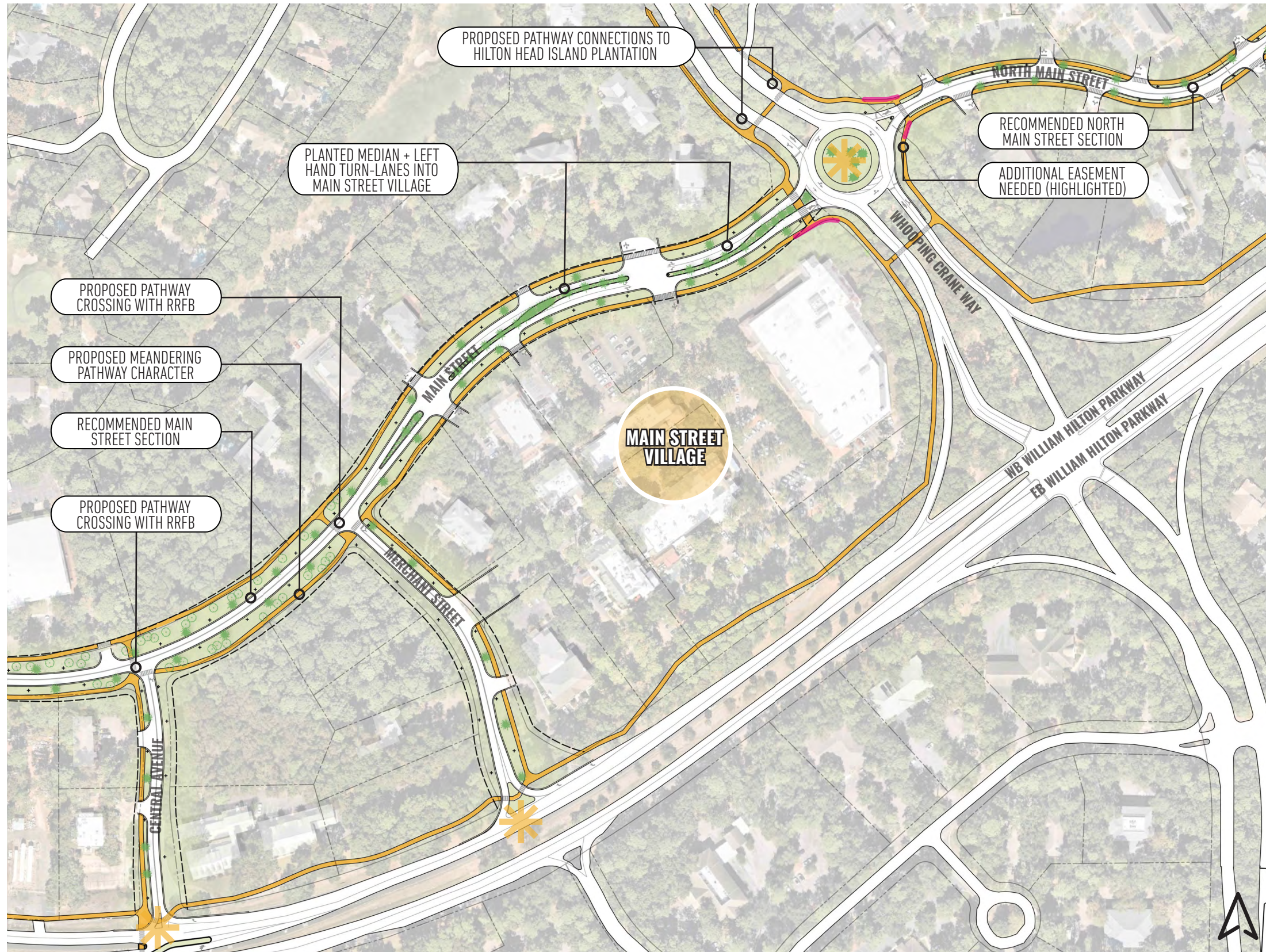
**Museum Street typical approaching Main Street
(Easement Present)**



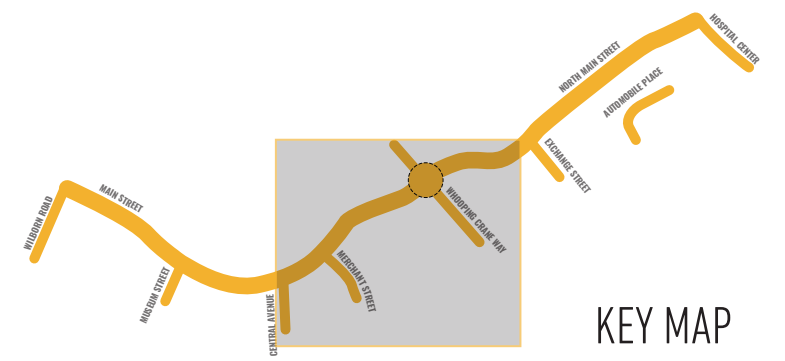
KEY MAP

Preliminary Engineering

CENTRAL AVENUE TO EXCHANGE STREET

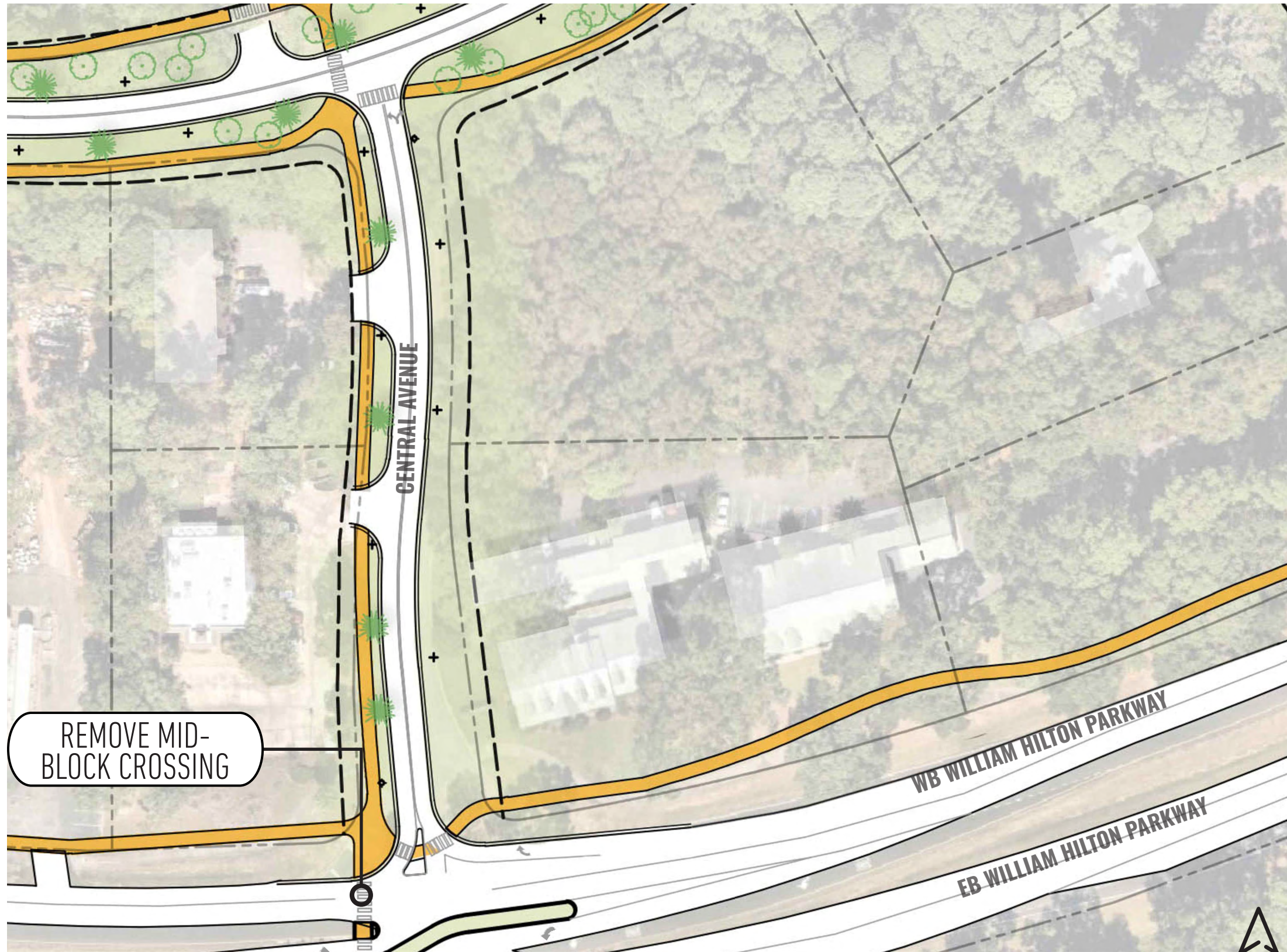


 ENLARGEMENT

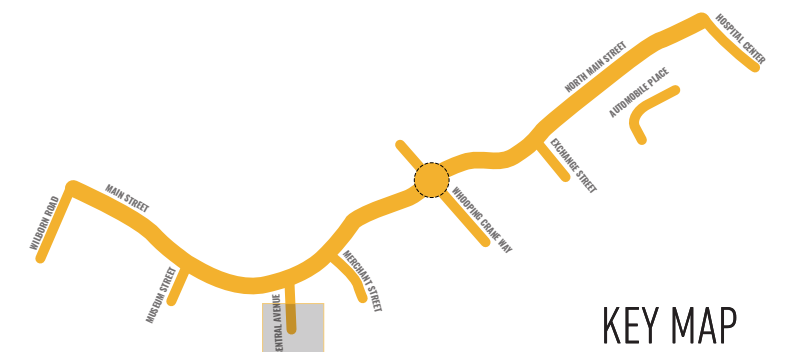


KEY MAP

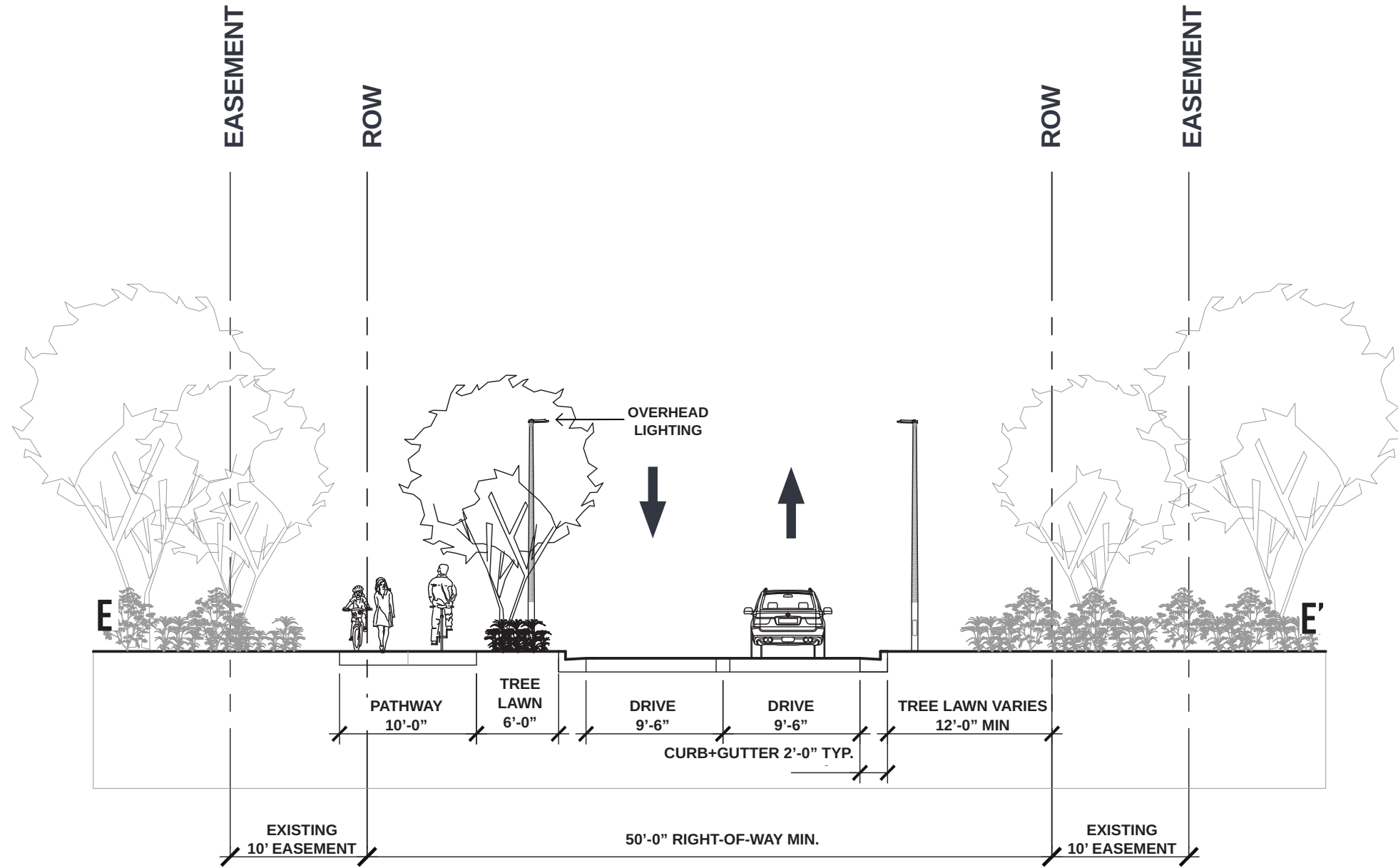
CENTRAL AVENUE AT WILLIAM HILTON PARKWAY



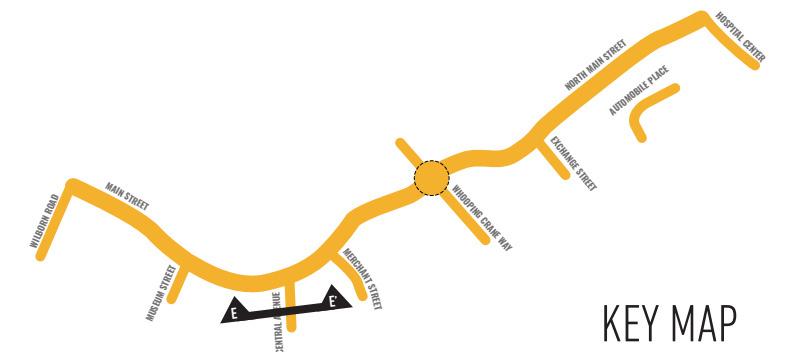
- Remove slip-lane configuration
- Provide splitter island for safer vehicular turning movements
- Consider removal of mid-block crossing per MTCP



Preliminary Engineering
CENTRAL AVENUE SECTION

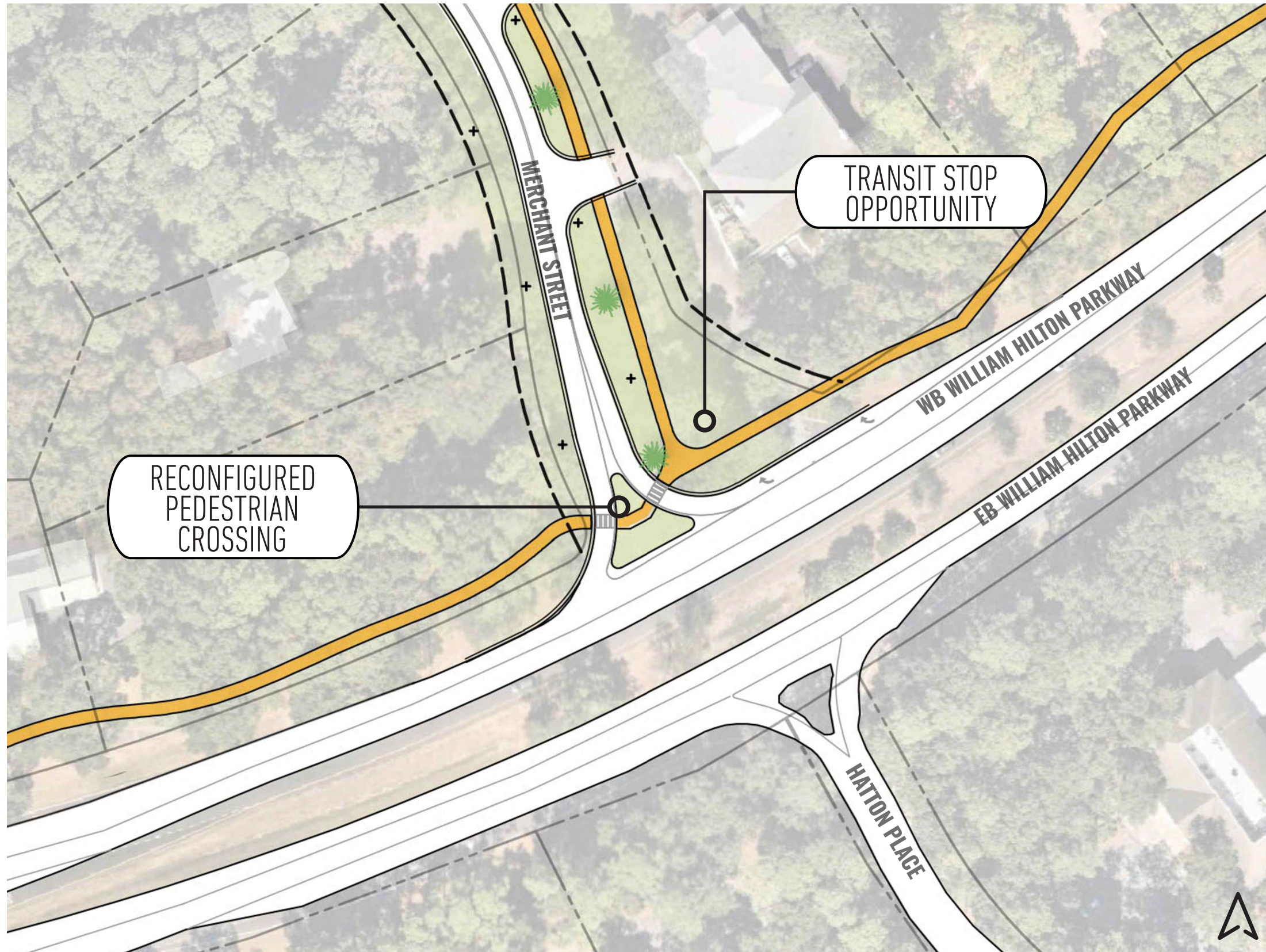


Central Avenue at narrowest ROW approaching Main Street
 (Easement Present)

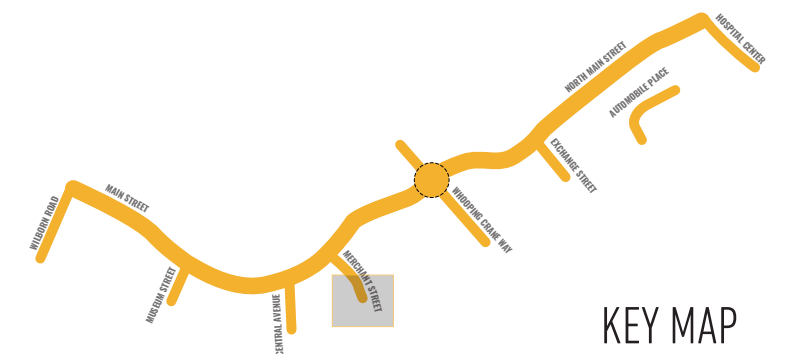


KEY MAP

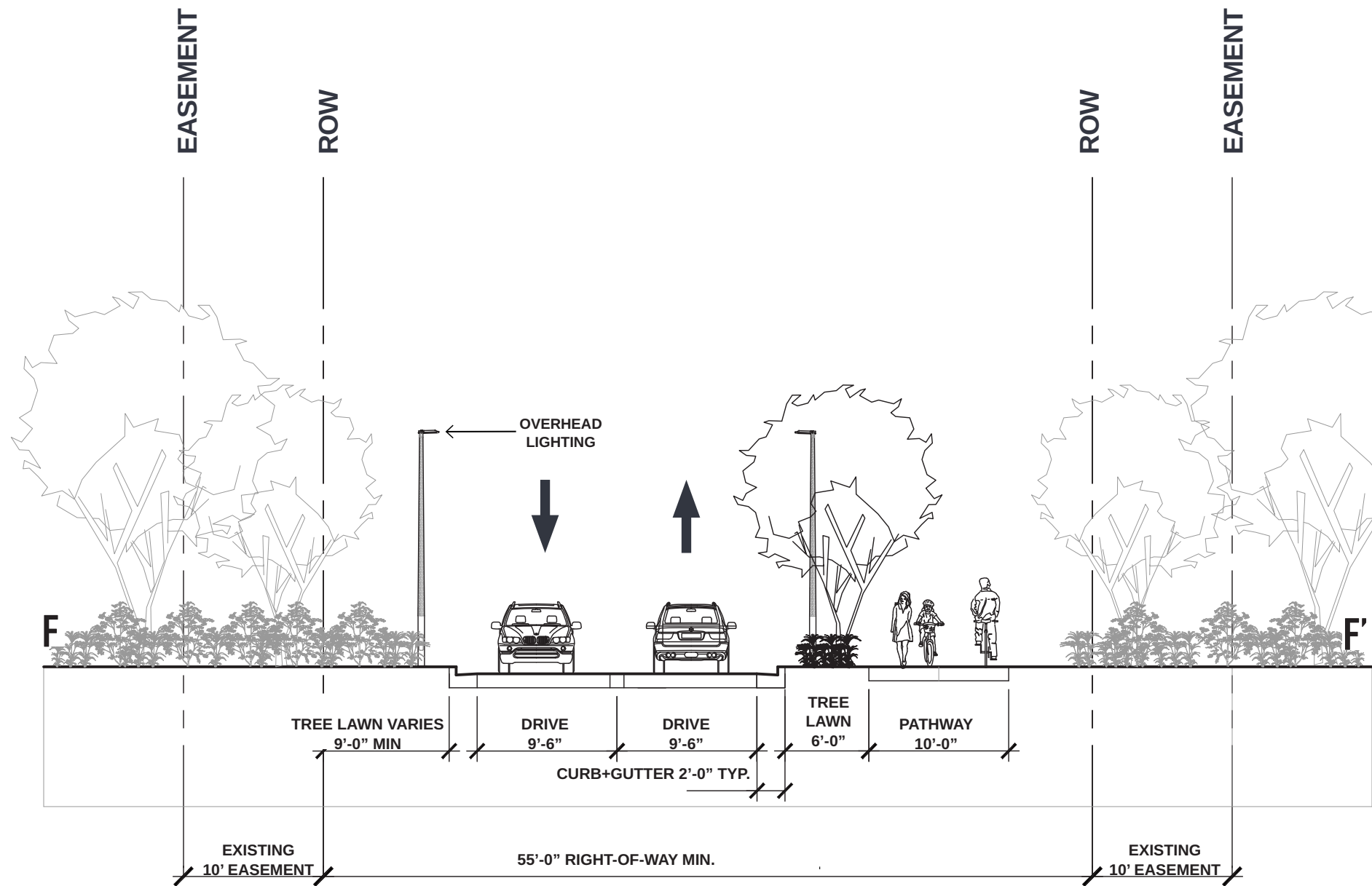
MERCHANT STREET AT WILLIAM HILTON PARKWAY



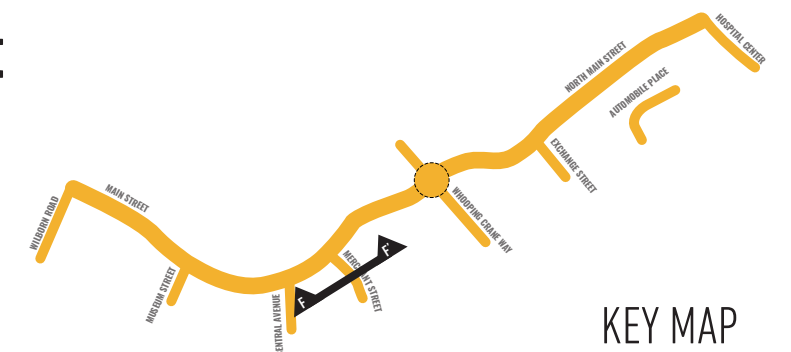
- Opportunity for Palmetto Breeze Trolley stop
- Reconfigure roadway to parallel lane configuration to create expected turning movements for all user



Preliminary Engineering
MERCHANT STREET SECTION

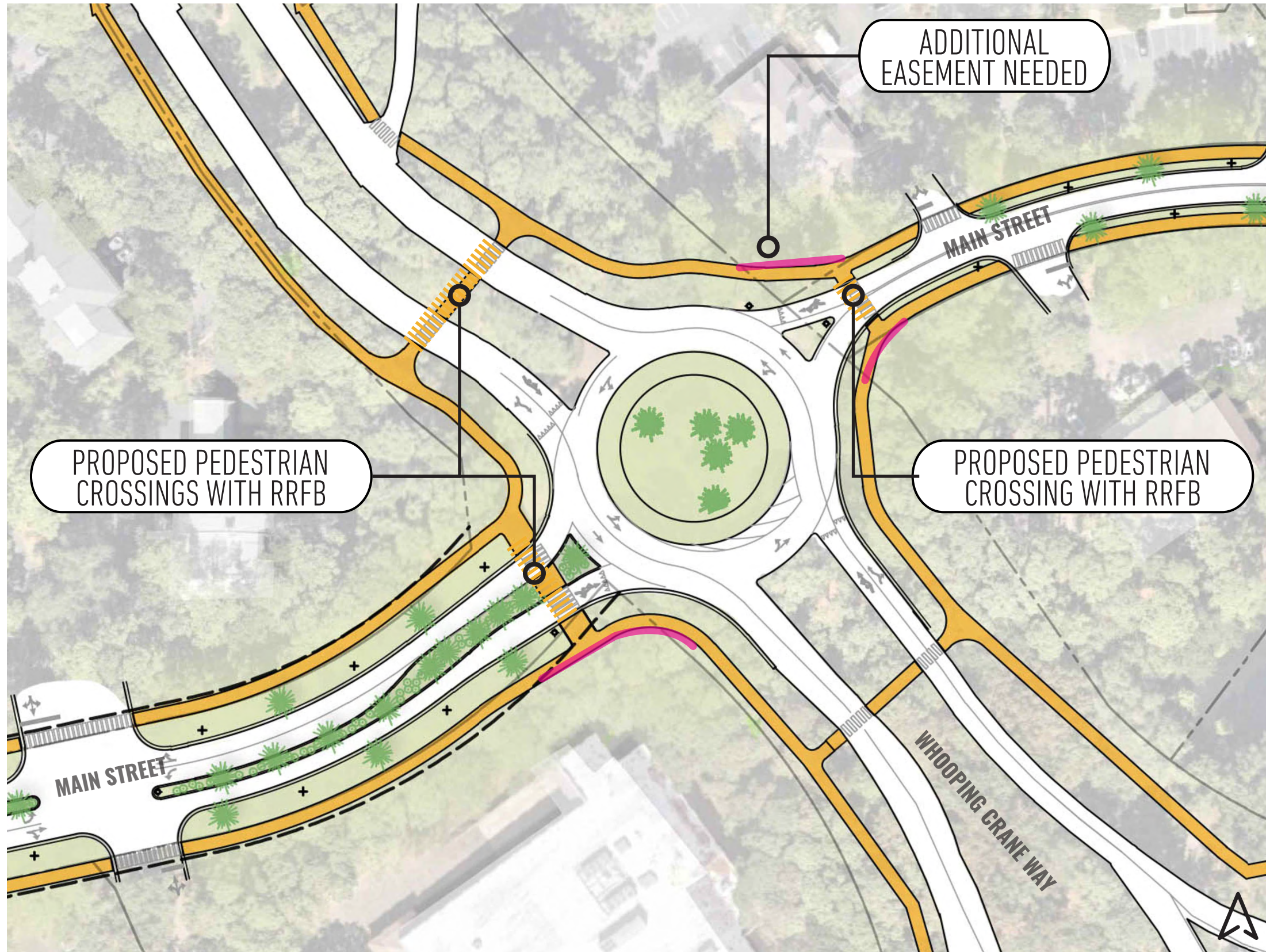


Merchant Street at narrowest ROW approaching Main Street
 (Easement Present)

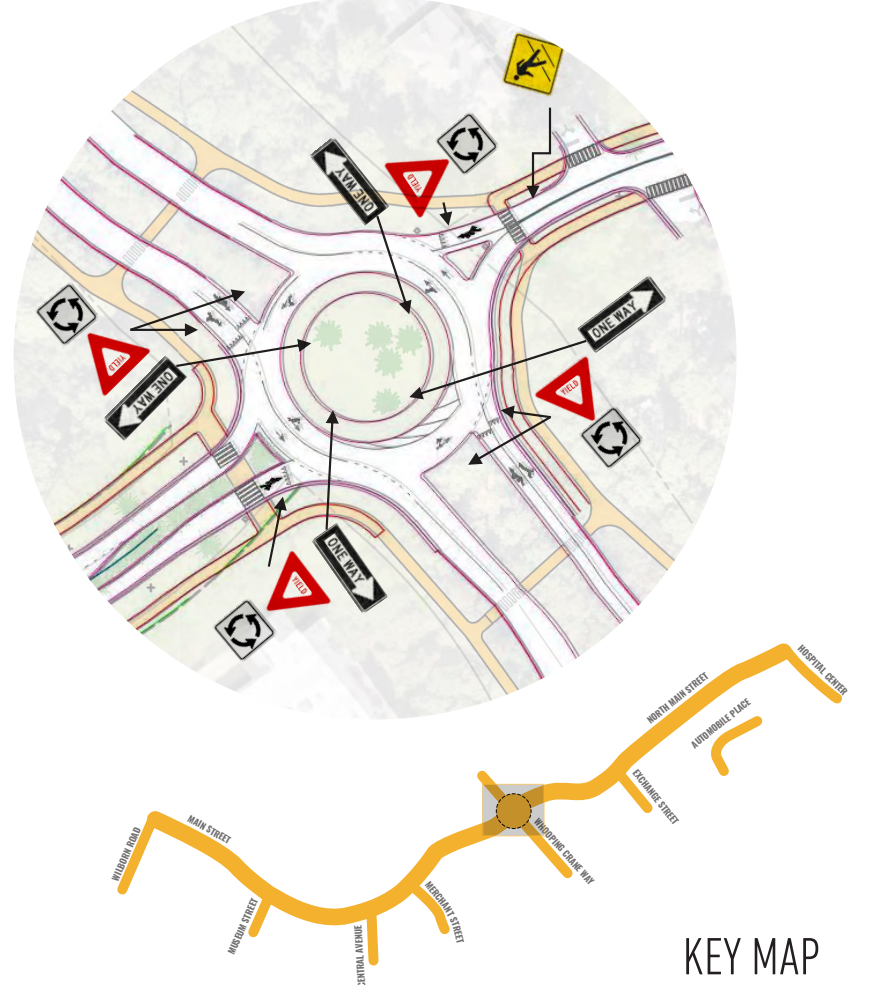


KEY MAP

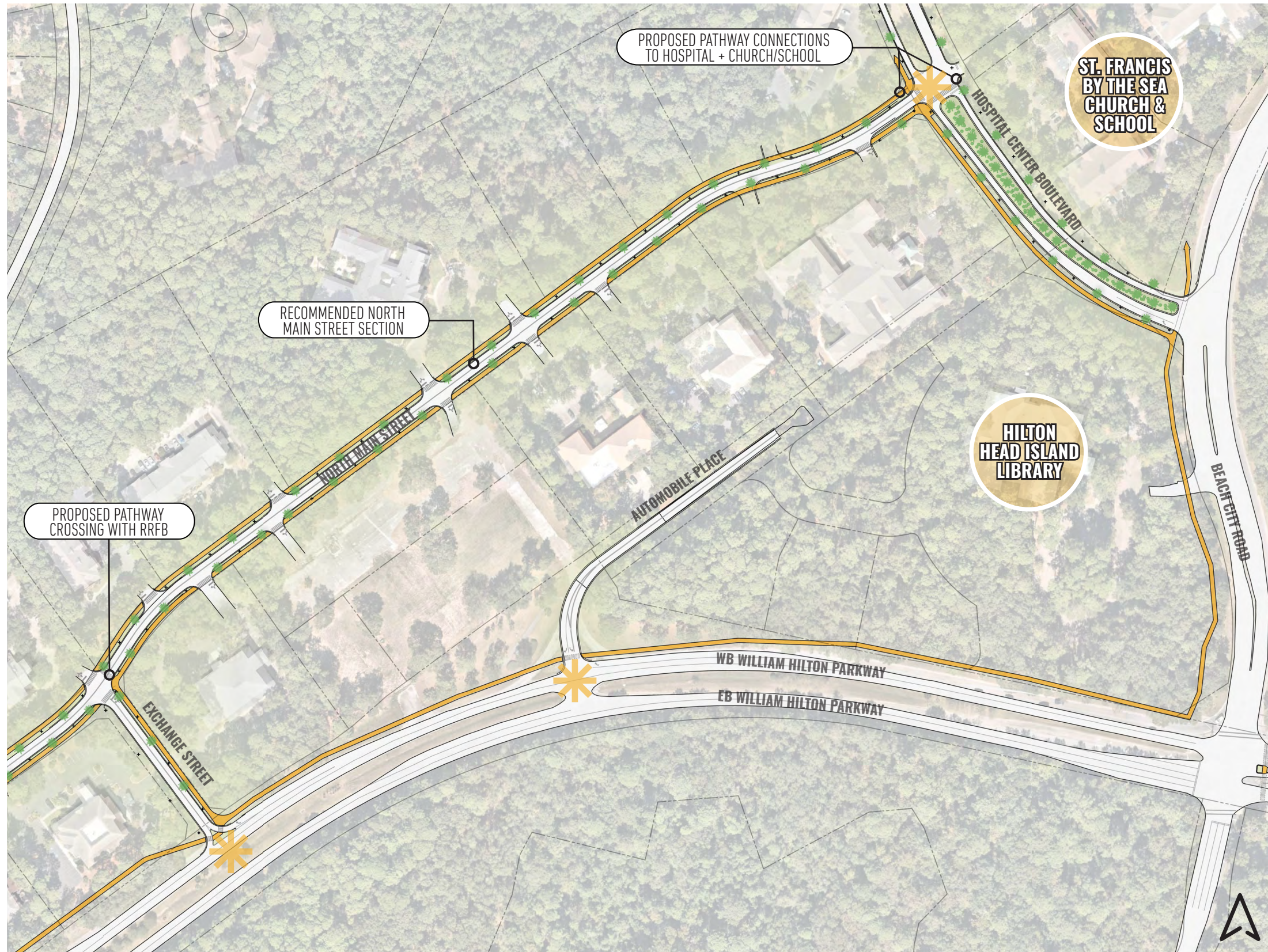
Preliminary Engineering
WHOOPING CRANE WAY CIRCLE



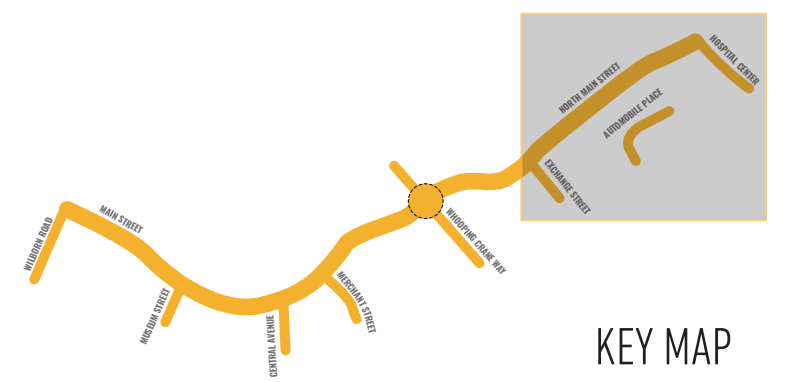
- Provide signage updates and lane markings. Reconfigure to align with MTC standards. See enlargement below
- Provide new pedestrian crossings and connections to Hilton Head Plantation



Preliminary Engineering
EXCHANGE STREET TO HOSPITAL CENTER BOULEVARD

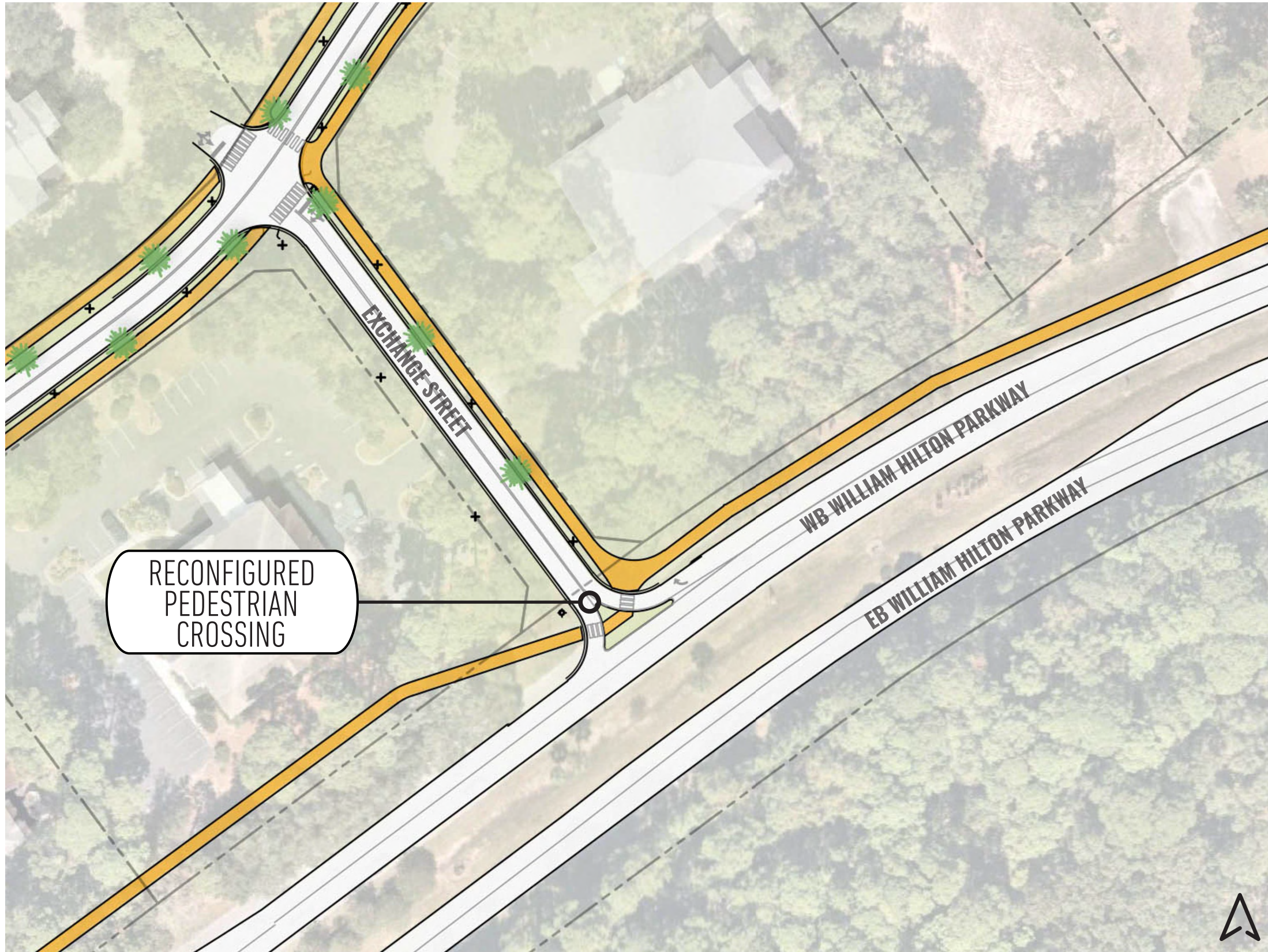


 ENLARGEMENT

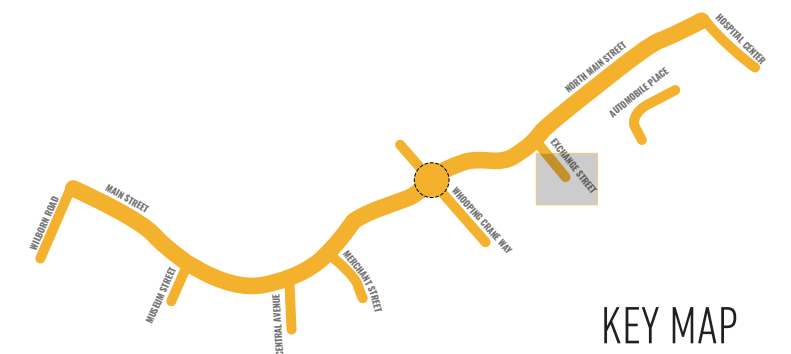


KEY MAP

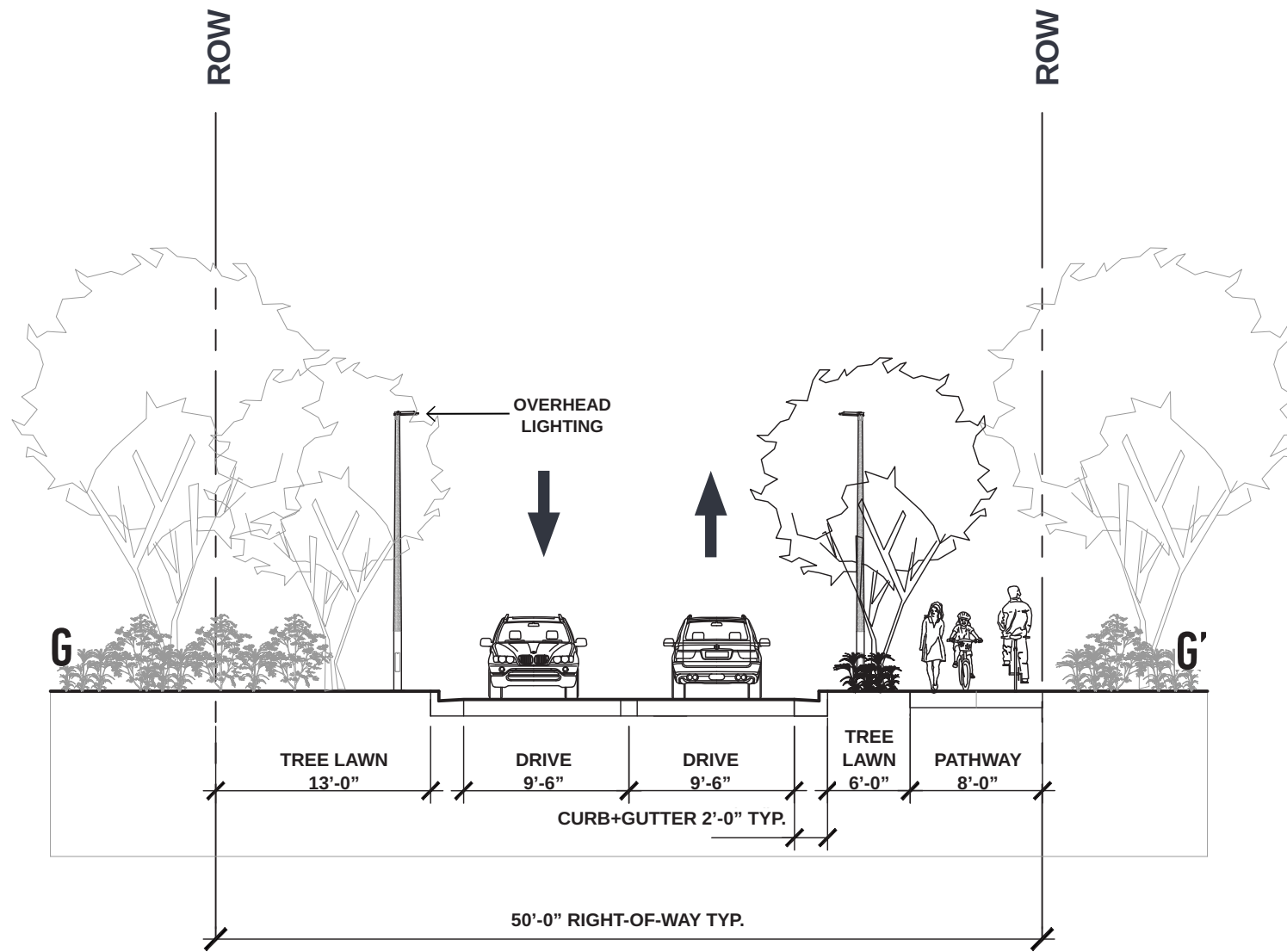
EXCHANGE STREET AT WILLIAM HILTON PARKWAY



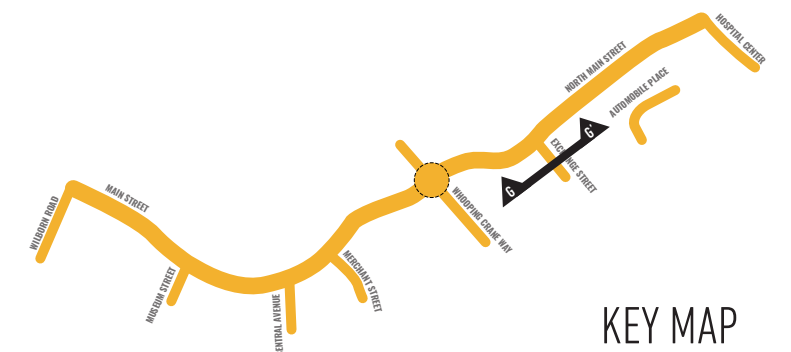
- Provide splitter island for safer vehicular turning movements
- Reconfigure pathway / crossing location



Preliminary Engineering
EXCHANGE STREET SECTION

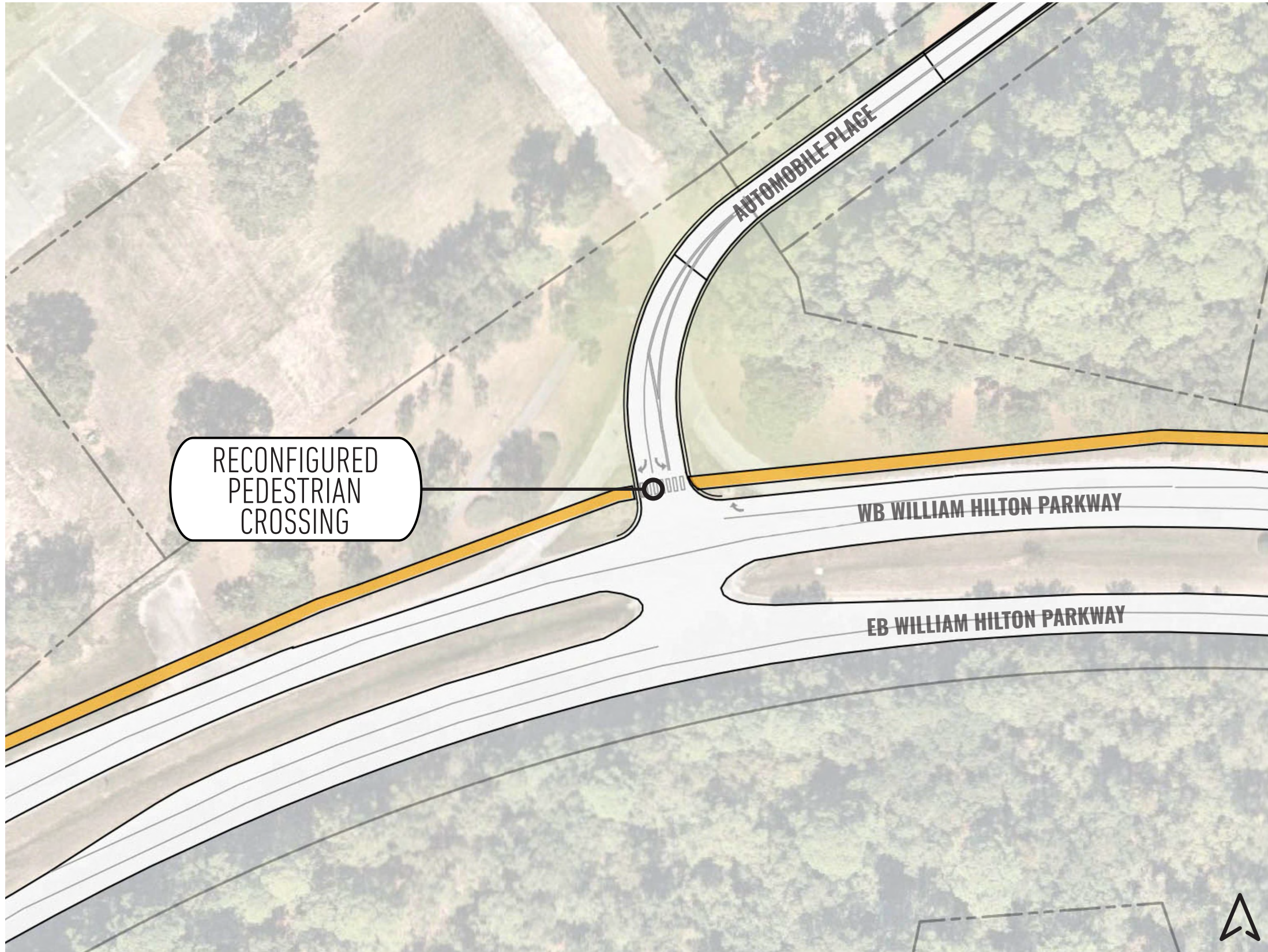


Exchange Street typical approaching Main Street
 (No Proposed Easement)

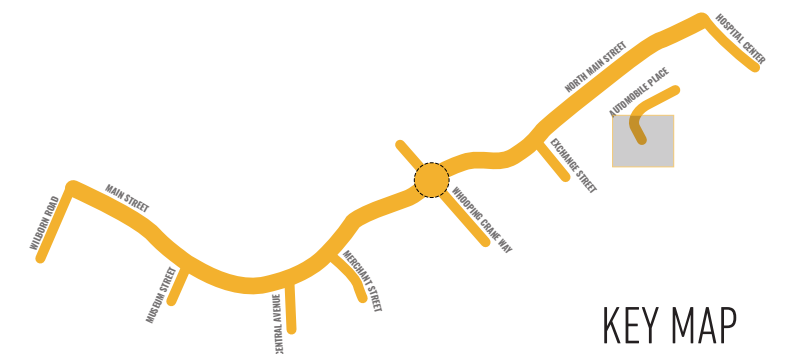


KEY MAP

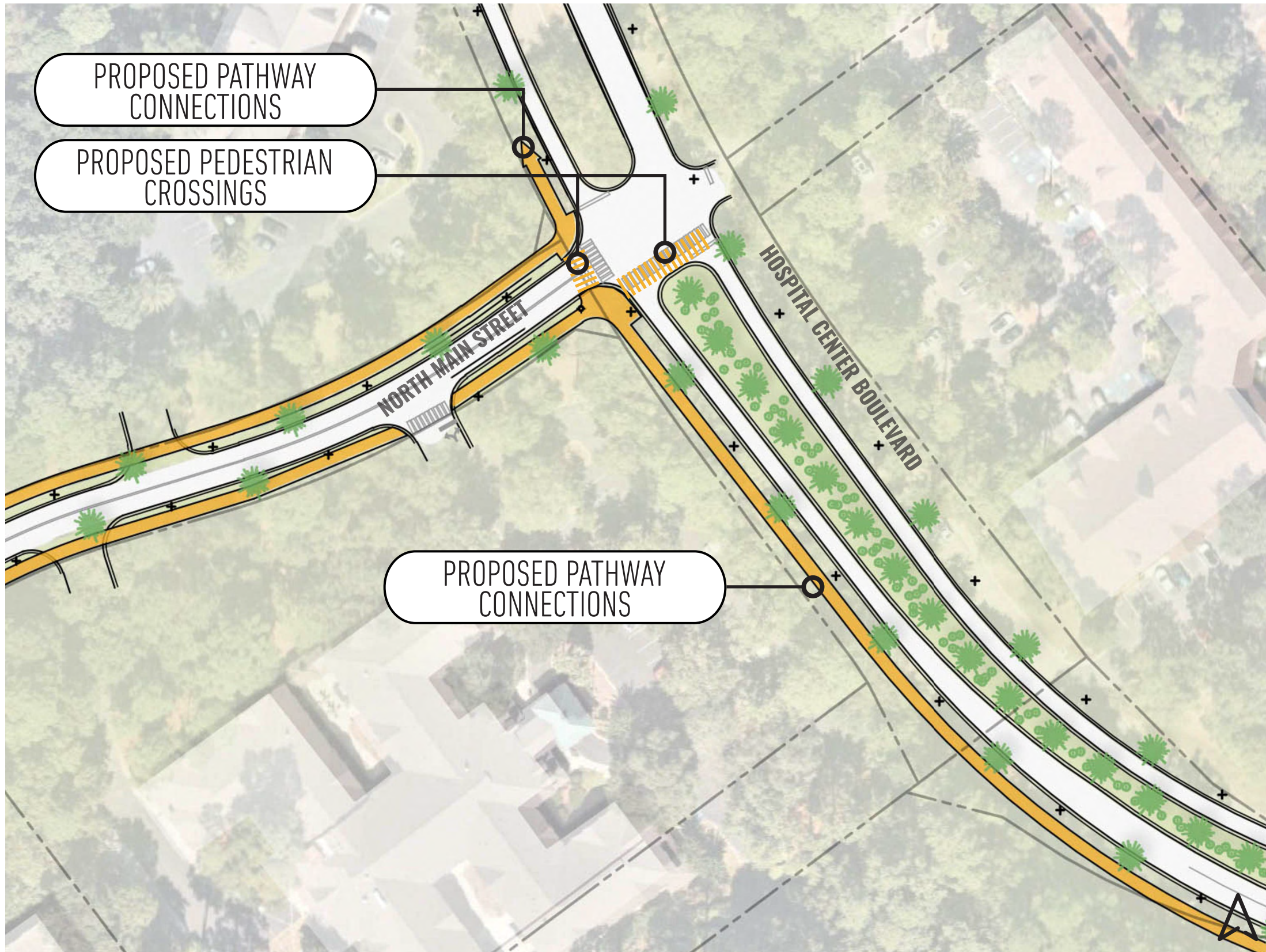
AUTOMOBILE PLACE AT WILLIAM HILTON PARKWAY



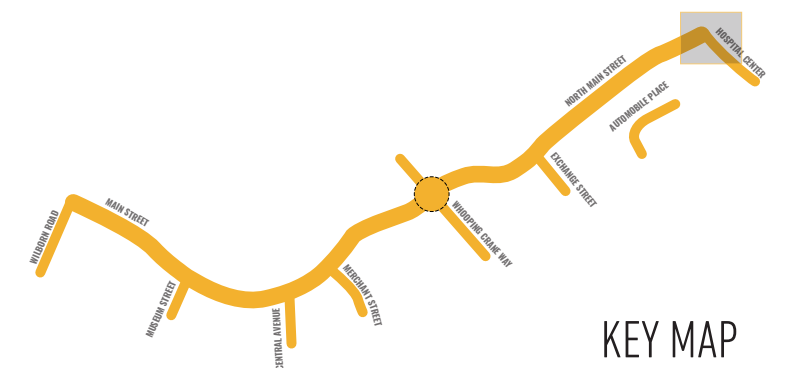
- Remove slip-lane configuration
- Reconfigure pathway / crossing location



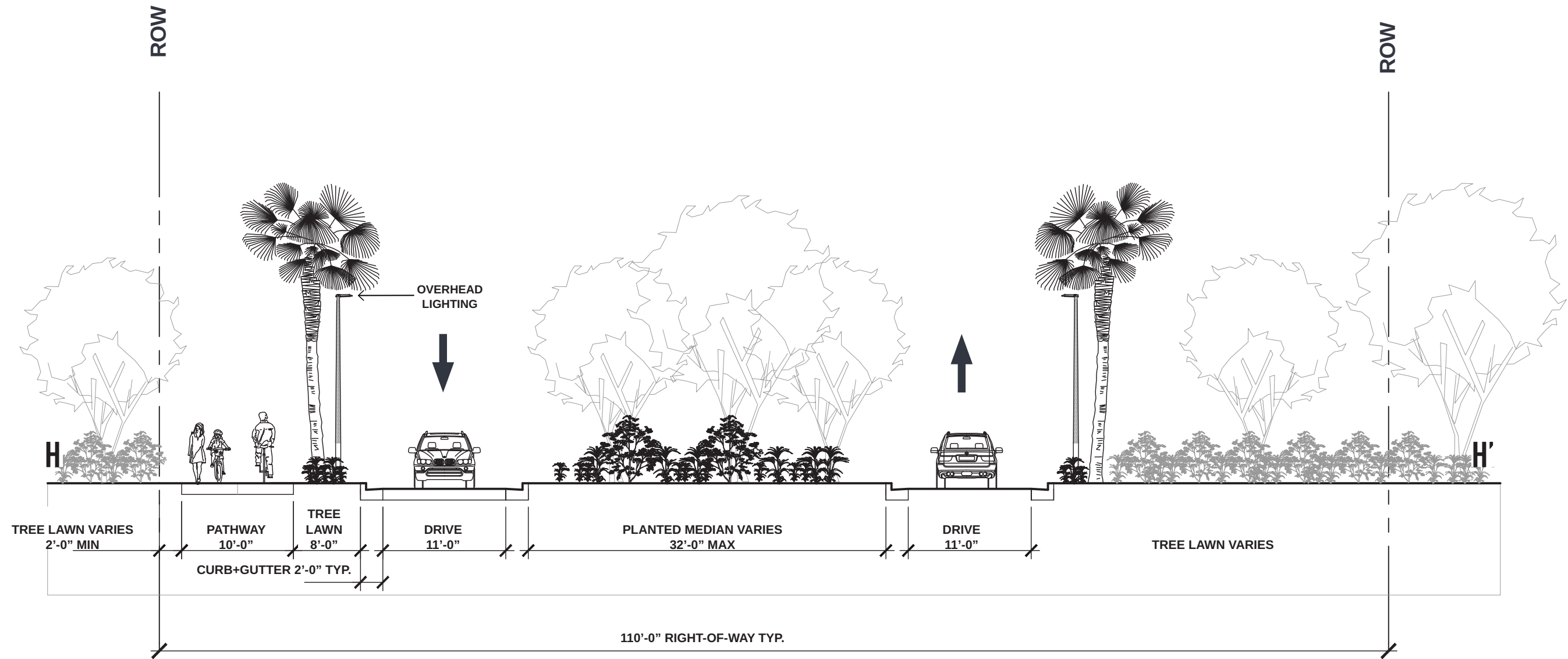
Preliminary Engineering
MAIN STREET AT HOSPITAL CENTER BOULEVARD



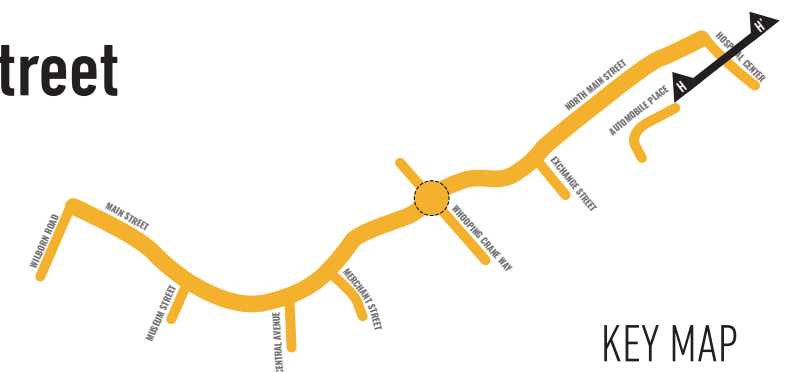
- Establish all-way stop
- Provide (2) safe pedestrian crossings
- Simplify traffic movements:
 - 1) Remove RH turn lane from Main Street onto Hospital Center Blvd
 - 2) Remove LH turn lane from Hospital Center Blvd onto Main Street
- Remove vegetation from impairing vehicular and pedestrian vision



Preliminary Engineering
HOSPITAL CENTER BOULEVARD SECTION



Hospital Center Boulevard typical approaching North Main Street
 (No Easement)



KEY MAP

Next Steps

Next Steps

- Town Council feedback and direction on interim improvements for WHP-3
- Town Council feedback and direction for WHP-3, WHP-2, and Main Street
- Town Council to review full Major Thoroughfares Corridor Plan (MTCP) over next 60 days
- Town Council Adoption of MTCP no later than August 1st, 2024
- Workshops on additional Segments - TBD

