



Major Thoroughfares Corridor Plan

Town of Hilton Head Island, SC

Council Presentation - July 11, 2023

PROJECT TEAM

TOWN STAFF



Toole Design



MKSK



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Jonathan Staker
Nate Young

Jonathan Guy

COUNCIL BRIEFING #2

- **Reintroduce the Project**

COUNCIL BRIEFING #2

- Reintroduce the Project
- **Review Systems Summary**

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- Reintroduce the Project
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- **Review Segments Recommendations**

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- **Discuss Implementation Priorities**

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- **Review Segments Recommendations**
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MEETING PURPOSE

To update Town Council on the status of the Major Thoroughfares Corridor Plan (MTCP) and gain input on the proposed recommendations with a request for approval at a return visit to Town Council later this summer.

An aerial photograph of a coastal town, likely Victoria, British Columbia, Canada. The image shows a wide river (the Cowichan River) flowing through the town, which is situated on a peninsula. The town features a mix of residential and commercial buildings, a large airport (Victoria International Airport) visible in the upper right, and a prominent beach along the coast. The water in the foreground is a deep teal color. The word "Background" is written in a white, cursive font across the center of the image.

Background

Background
OVERVIEW & PURPOSE

- **Focus on analyzing and understanding current conditions**



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- **Direct improvements to critical areas and corridors**



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- **Target safety of roadways and pedestrian/bicycle movements**



Background **OVERVIEW & PURPOSE**

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



Background
PROJECT AREA

William Hilton Parkway

Main Street

New Orleans Road

Sea Pines Circle

Pope Avenue

Coligny Circle

North Forest Beach Drive

South Forest Beach Drive

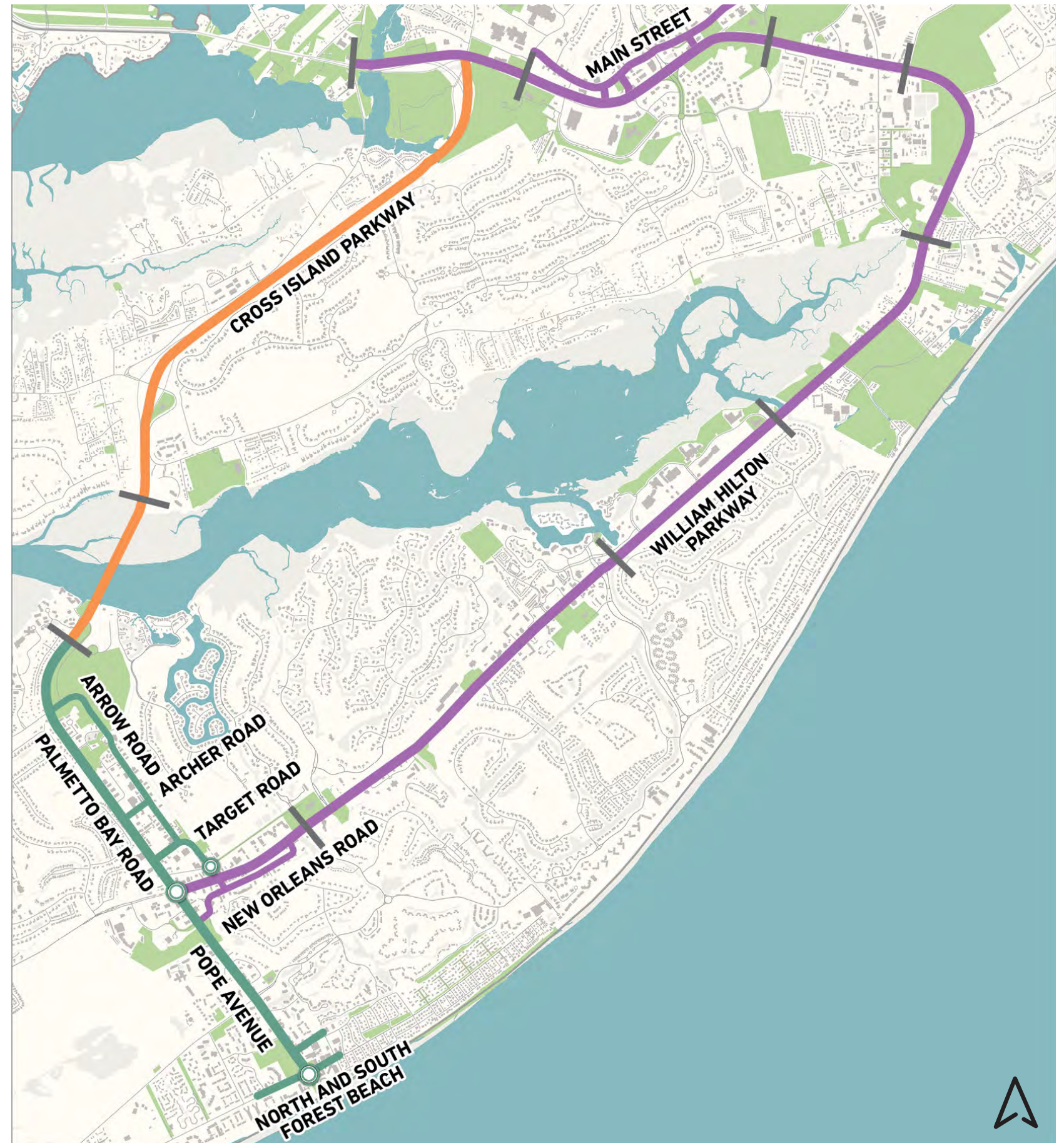
Palmetto Bay Road

Archer Road

Target Road

Arrow Road

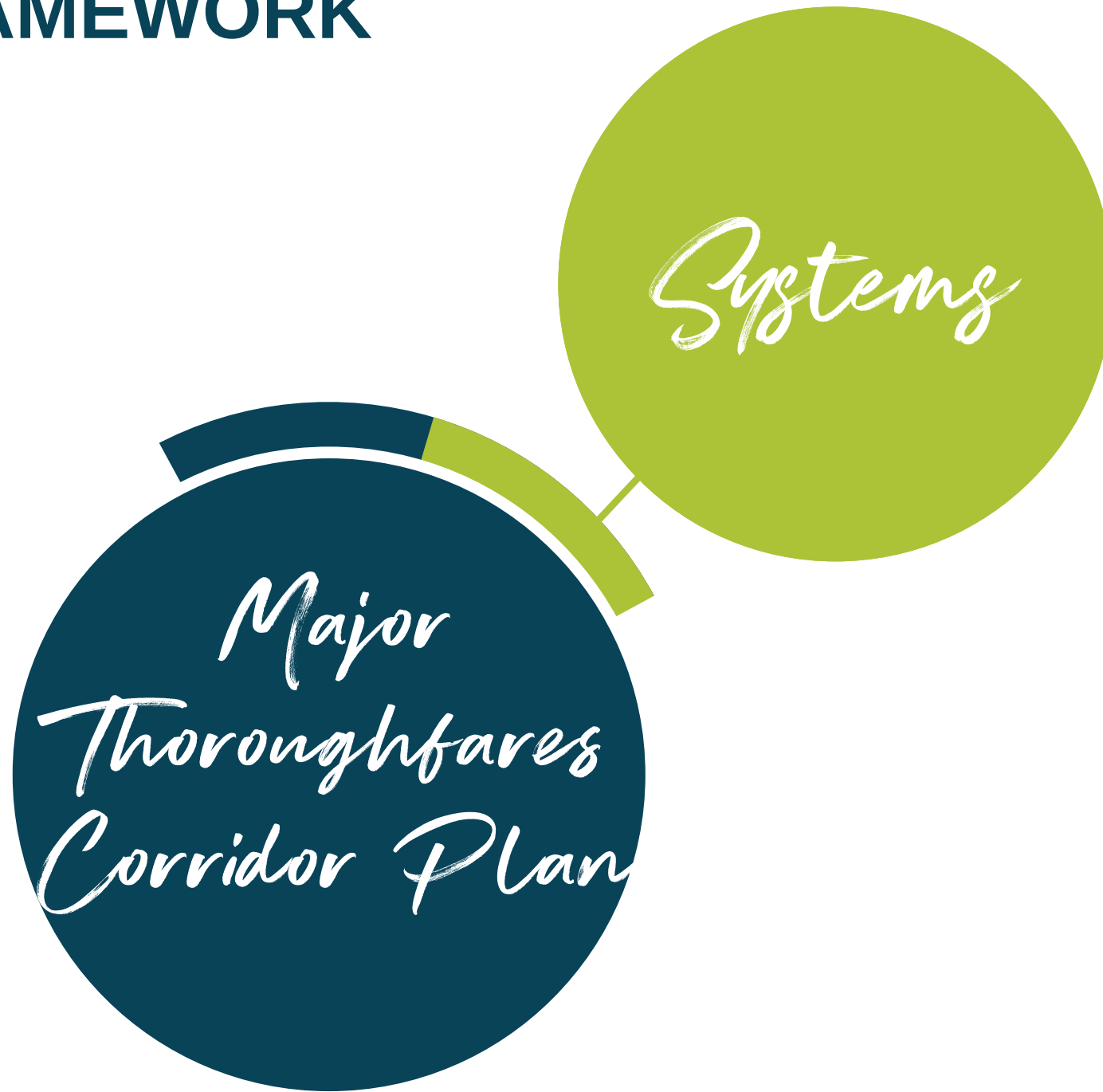
Cross Island Parkway



Background
PLAN FRAMEWORK



Background
PLAN FRAMEWORK



Background
PLAN FRAMEWORK

Systems

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



LANDSCAPE & AESTHETICS



WAYFINDING, SIGNAGE, BRANDING, & ART



ROADWAYS



INTERSECTIONS

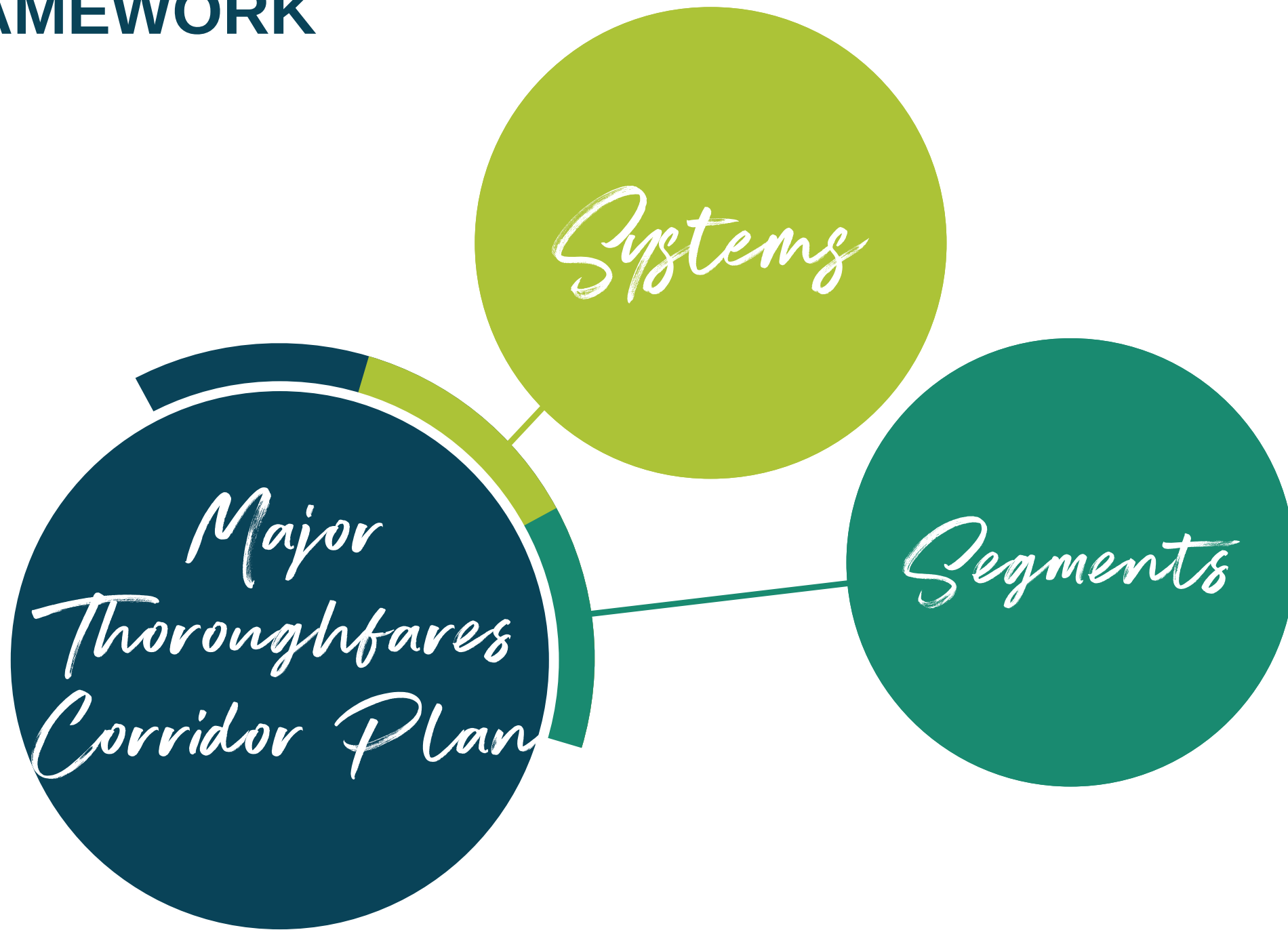


PATHWAYS



TRANSIT

Background
PLAN FRAMEWORK



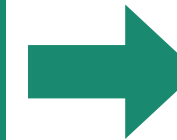
Background
PLAN FRAMEWORK

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.

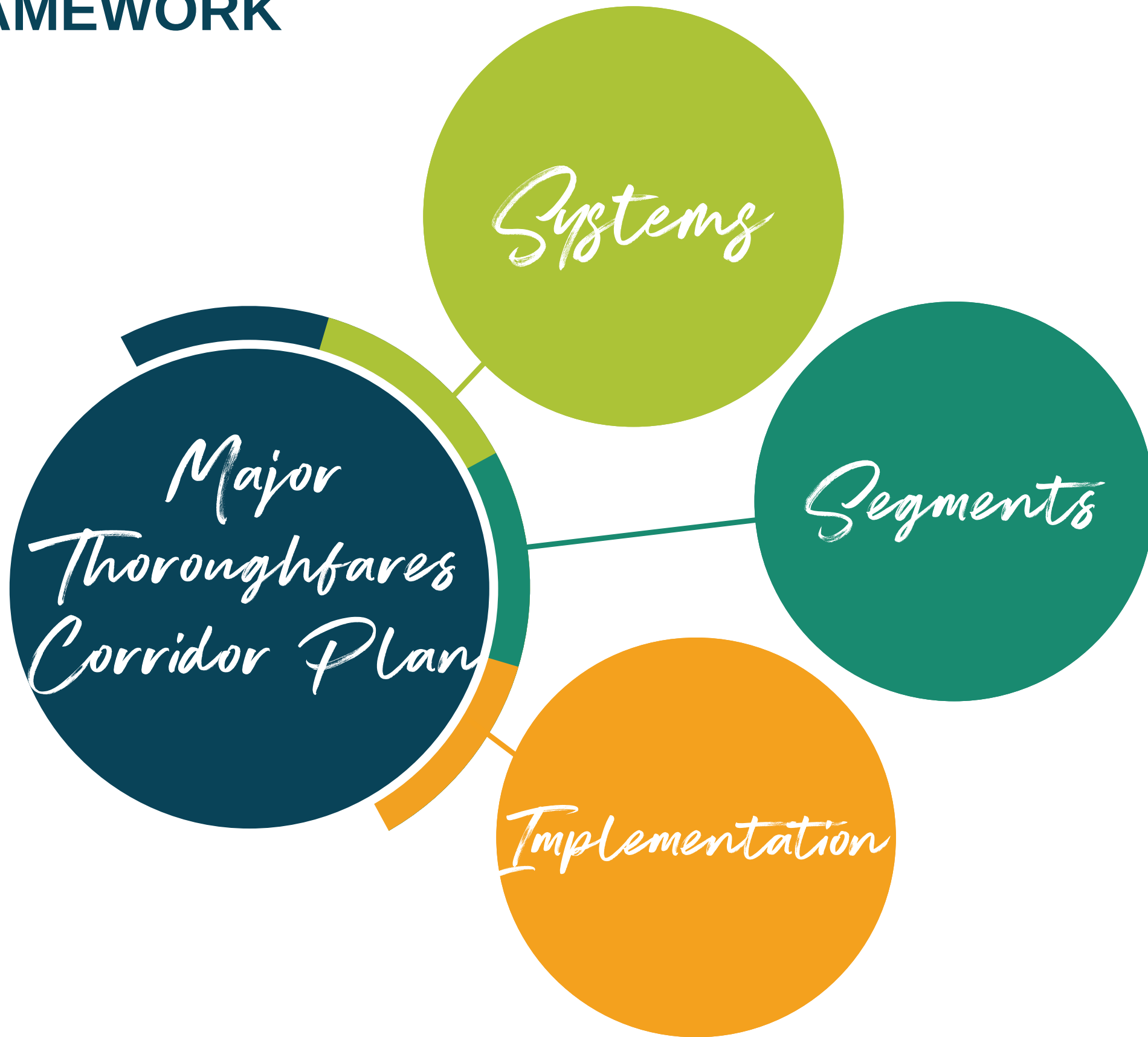


**William Hilton Parkway Region
(8 Segments)**

**South Island Region
(4 Segments)**

**Cross Island Region
(2 Segments)**

Background
PLAN FRAMEWORK



Background
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.

Background STANDARDS & GUIDANCE

STANDARDS

AASHTO

(American Association of State Highway and Transportation Officials)

NACTO

(National Association of City Transportation Officials)

SCDOT

(South Carolina Department of Transportation)

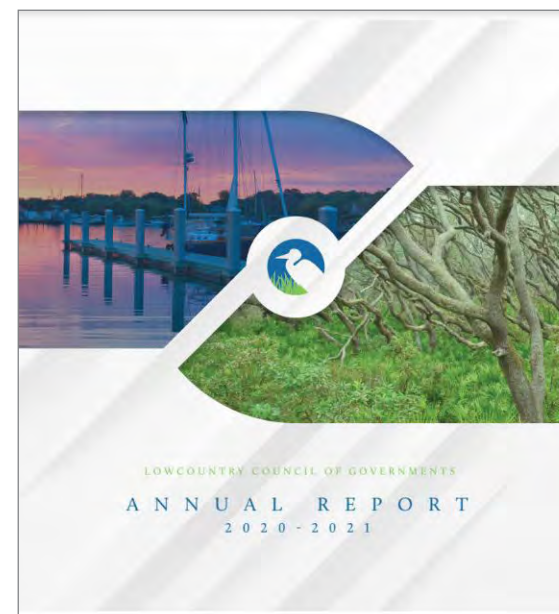
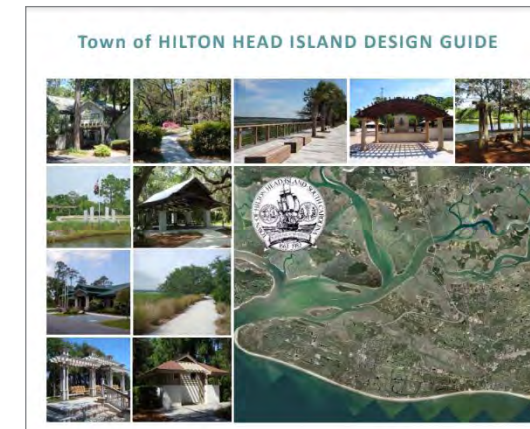
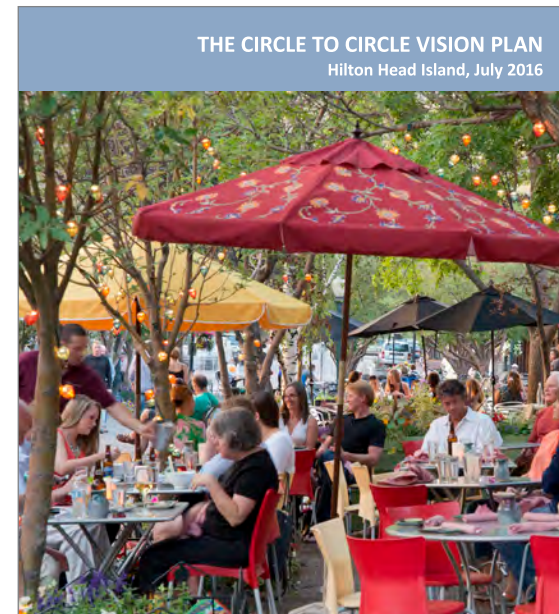
GUIDANCE

Smart Growth America - Complete Streets

An approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Vision Zero Network

A strategy that uses the Safe System Approach to eliminate all traffic fatalities and severe injuries, while increase safe, healthy, equitable mobility for all.



Background DATA & ANALYSIS

403 MILES OF ROADS

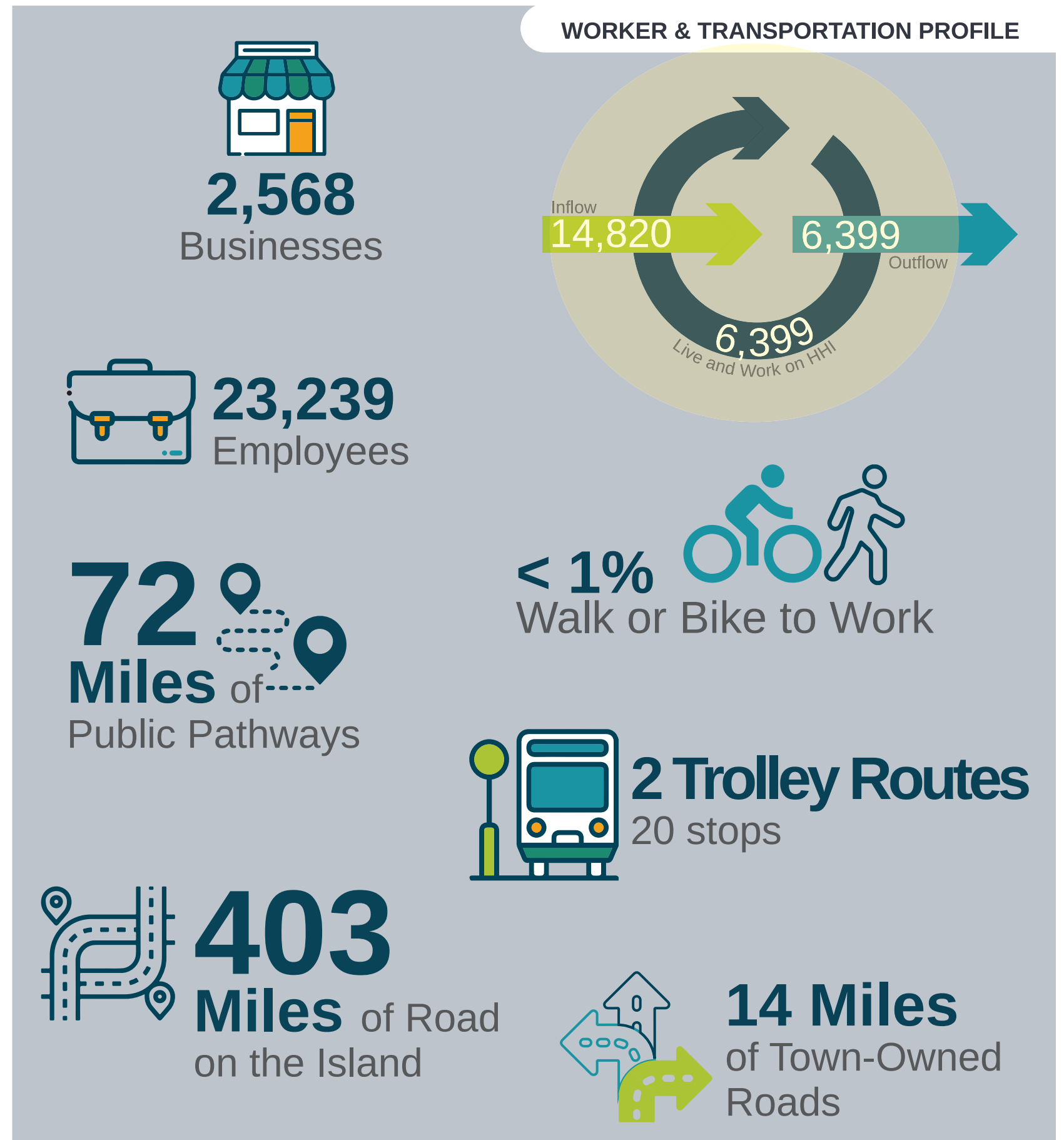
- Private - 293 miles (73%)
- State - 74 miles (18%)
- County - 23 miles (6%)
- Town - 14 miles (3%)

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

- William Hilton Parkway = 57,400 vehicles or 400,000 cars per week.

THE BREEZE TROLLEY

- Free seasonal transit service with 20 stops.
- Seven days a week (April to September.)



Background
ROADWAY SAFETY

ALL CRASHES

- 4,391 reported incidents over 8 years.
- Crashes indicate congestion, unfamiliar drivers, driver distraction, and unique roadway geometry.

BIKE & PEDESTRIAN

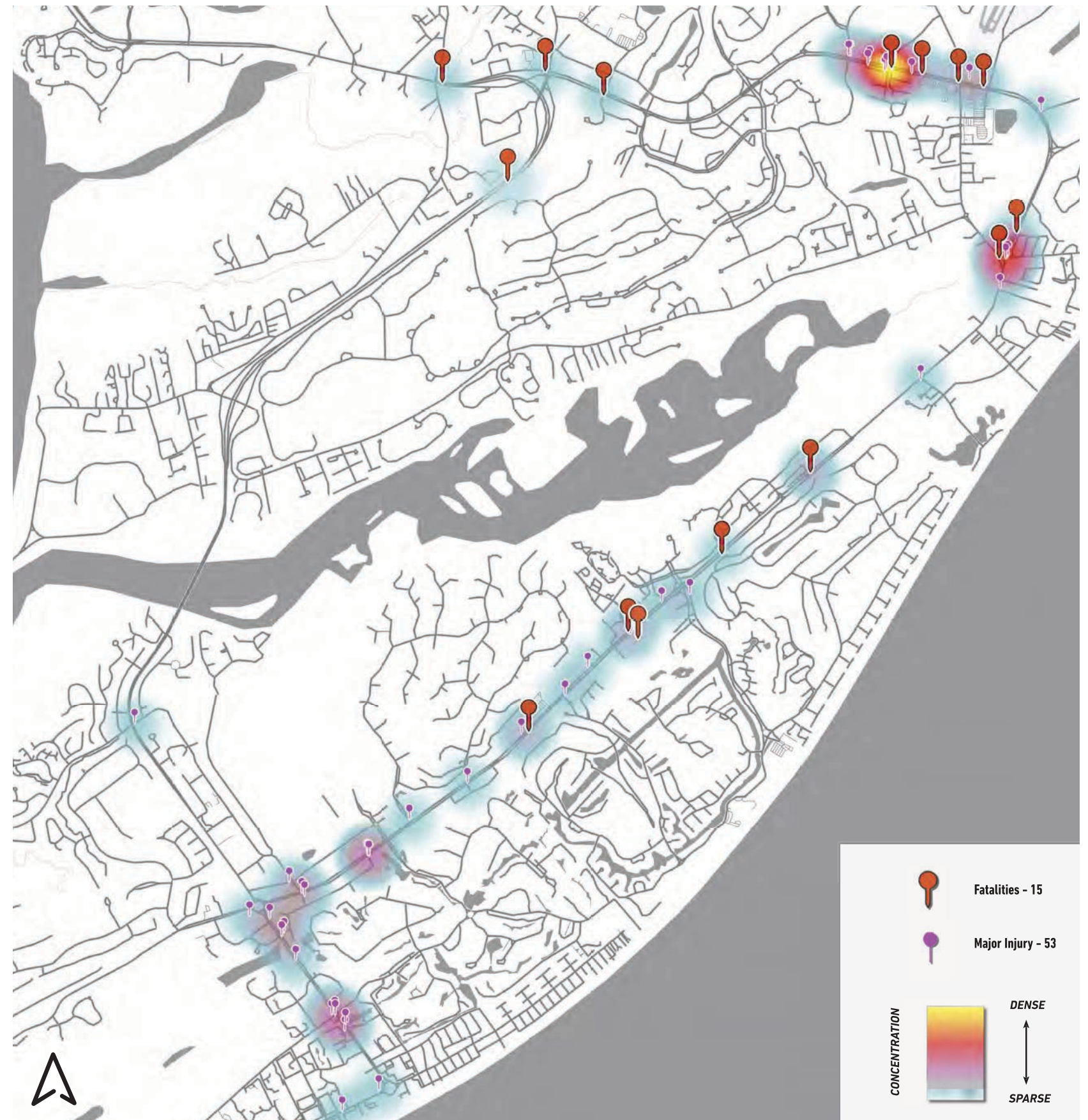
- Concentrated at intersections.
- 131 reported incidents over 8 years.



50% of crashes

With bikes or pedestrians
resulted in a fatality or major injury
according to Beaufort County Sheriff

BICYCLE AND PED CRASHES RESULTING IN FATALITIES AND MAJOR INJURY, 2014-2022



Source: Beaufort County Sheriff's Office

Background
STAKEHOLDER INPUT



10 +
Stakeholder Meetings

6



Advisory Team Meetings

2 Workshops
With Town Council



Stakeholder Groups

PUDS

Hilton Head Plantation
Indigo Run
Palmetto Hall
Spanish Wells
Wexford
Port Royal
Palmetto Dunes
Long Cove Club
Shipyard
Sea Pines

NEIGHBORHOODS

Folly Field
Shelter Cove
Leamington
Forest Beach
Bay Pines
Yacht Cove
Hilton Head Resort
The Oaks
Chaplin
Marshland
Native Island Business and Community
Affairs Association
Gullah Geechee Task Force

TRANSIT & PUBLIC SAFETY

Palmetto Breeze
Bike Walk HHI
Bike Ambassadors
HHI Fire Rescue
Beaufort County Sheriff's Office

UTILITIES

Hilton Head Island Public Service
District
South Island Public Service District
Broad Creek Public Service District
Hargray Communications
Spectrum Communications
TOHHI Community Development

RETAIL CENTERS

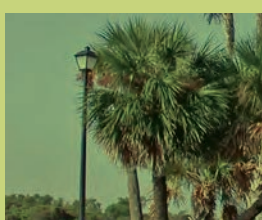
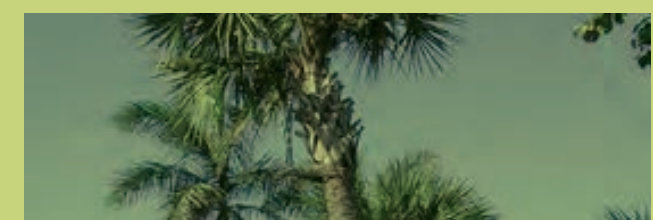
Sea Turtle Marketplace
Port Royal Plaza
Northridge Plaza
Shelter Cove Towne Centre
The Plaza at Shelter Cove
Fresh Market Shoppes
Village at Wexford
Circle Center
Main Street
Plantation Center
Dunnagans Alley businesses
New Orleans Road businesses
Bridge Center Shoppes
Coligny Plaza

STAKEHOLDER INPUT

- **Increase safety for all**
- **Update the pathway network**
- **Improve the functionality of intersections**
- **Create consistent aesthetic**
- **Develop a uniform signage and wayfinding system**
- **Calm Traffic and reduce travel speeds**
- **Reduce vehicular traffic demand**



Systems

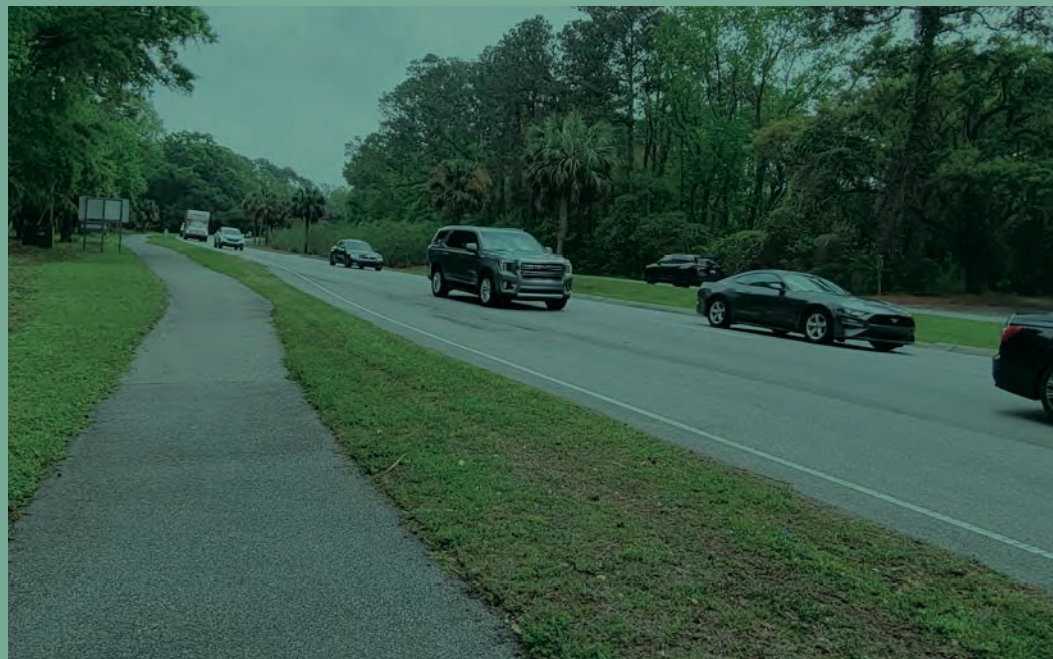


Systems
OVERVIEW

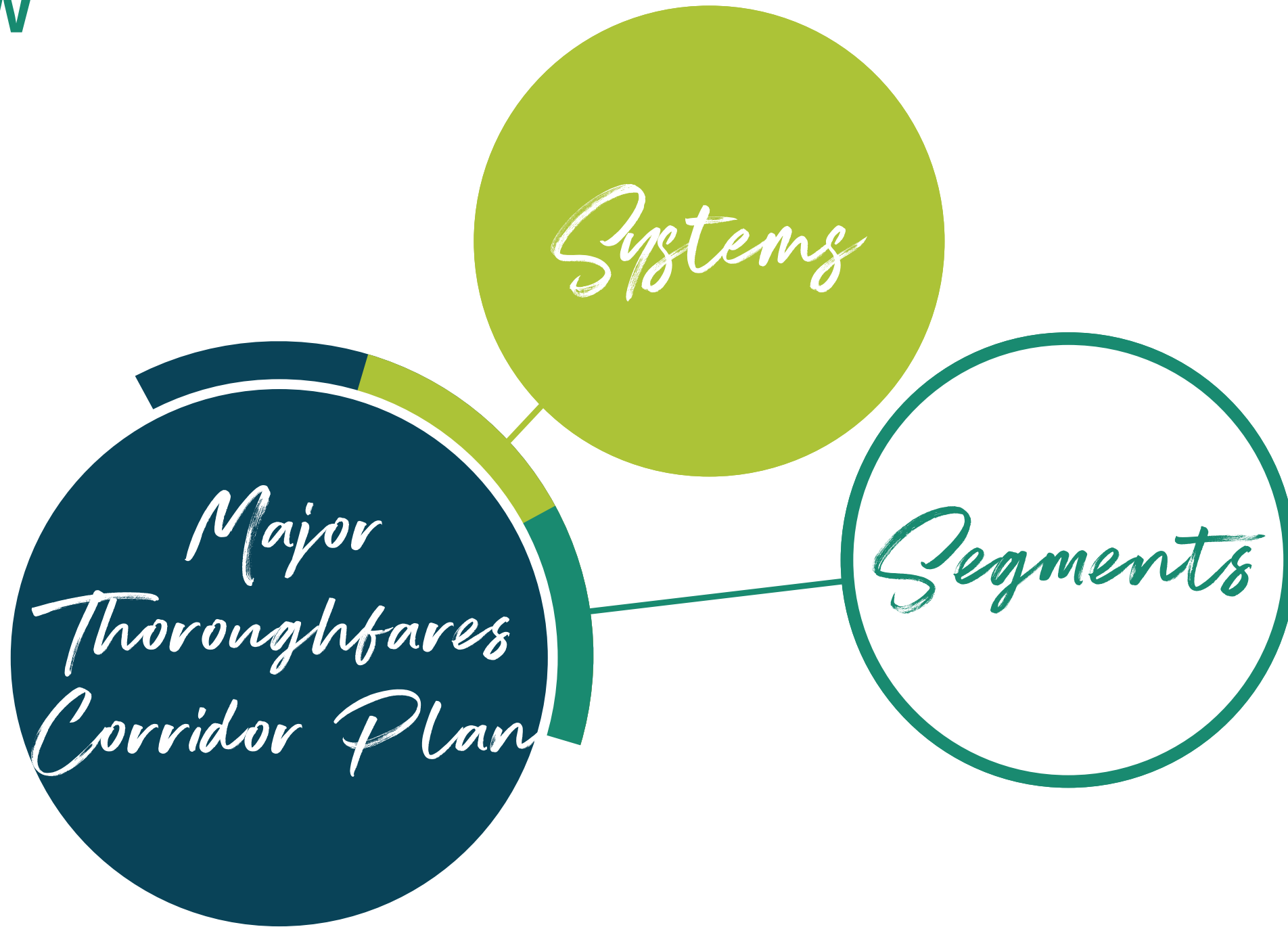




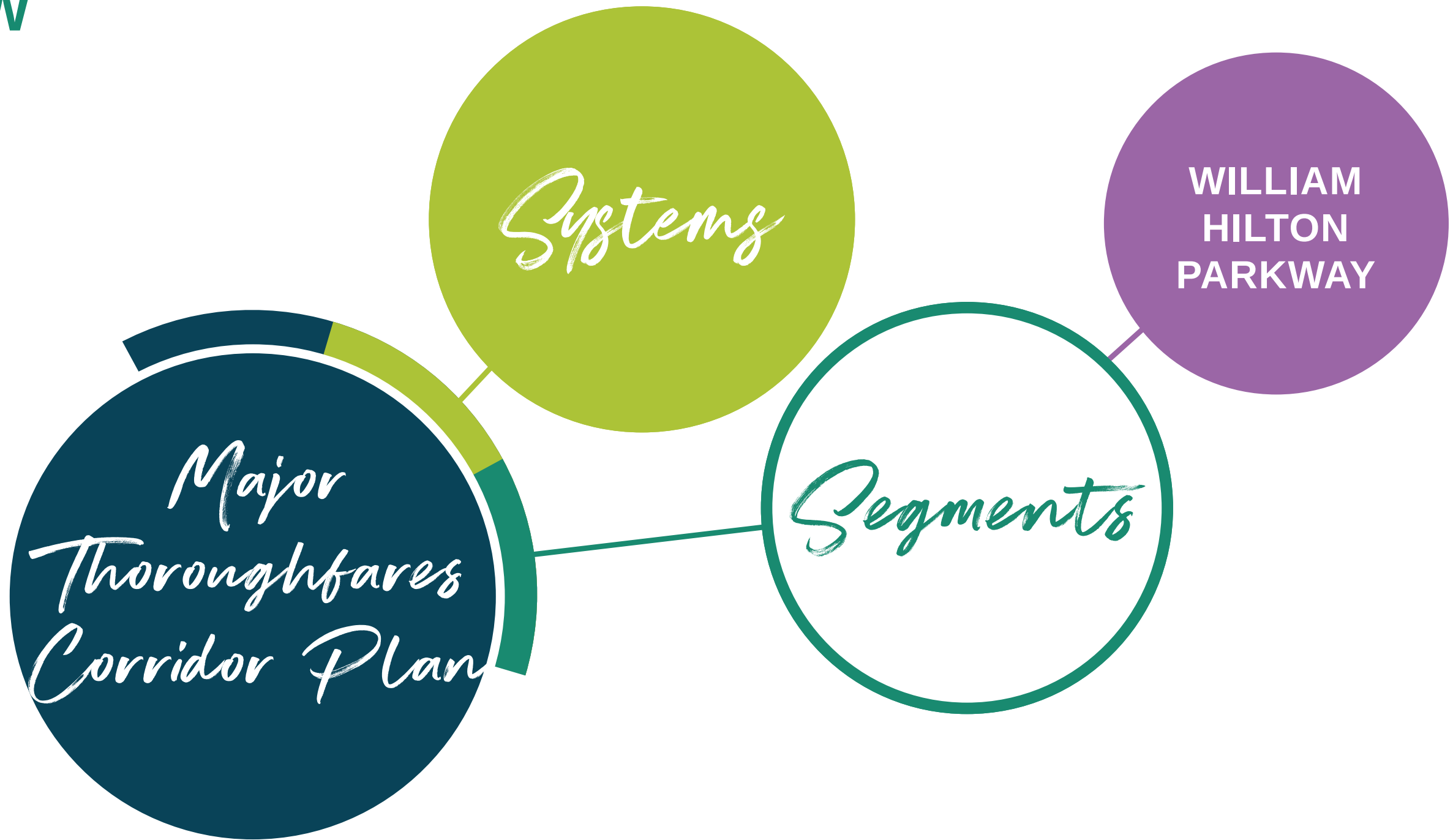
Segments



Segments
OVERVIEW



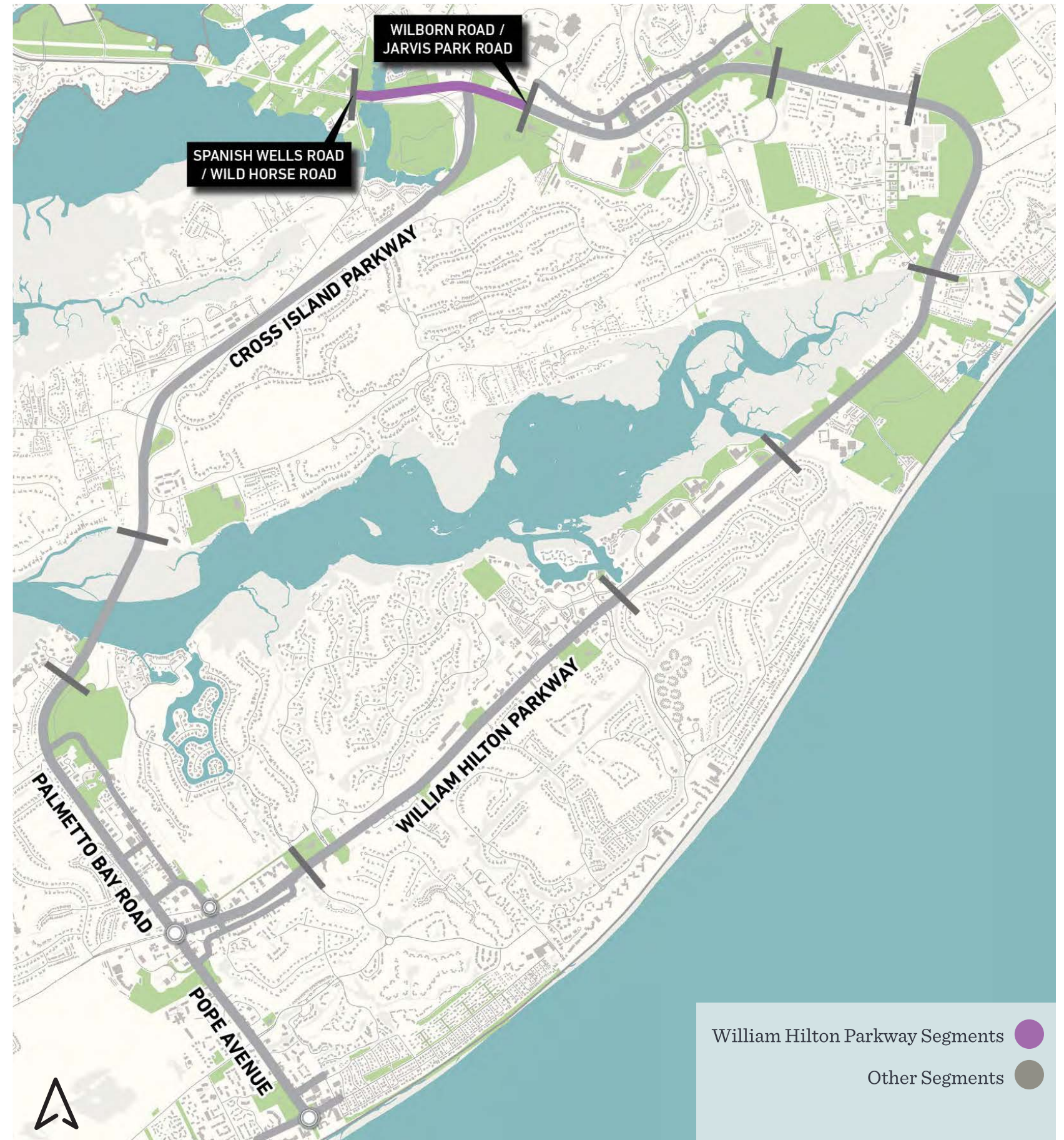
Segments
OVERVIEW



Segments
OVERVIEW

WILLIAM HILTON PARKWAY SEGMENTS

WHP - 1: Spanish Wells Road / Wild Horse Road to Wilborn Road / Jarvis Park Road

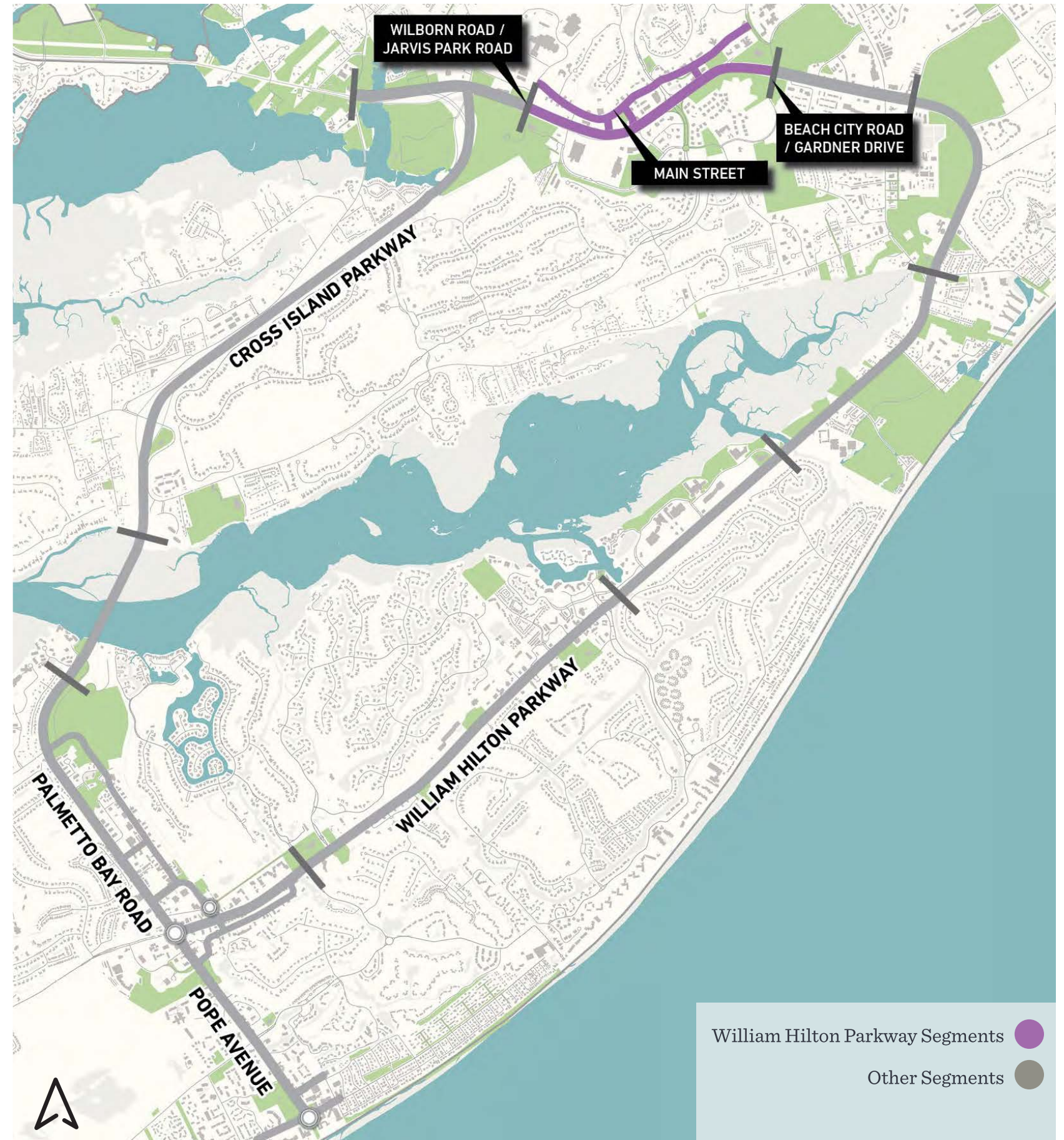


Segments OVERVIEW

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.



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



Segments OVERVIEW

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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

WHP - 4: Dillon Road to Mathews Drive / Folly Field Road



Segments OVERVIEW

WILLIAM HILTON PARKWAY SEGMENTS

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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

WHP - 4: Dillon Road to Mathews Drive / Folly Field Road

WHP - 5: Mathews Drive / Folly Field Road to Shelter Cove Lane



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

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



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

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



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

WHP - 4: Dillon Road to Mathews Drive / Folly Field Road

WHP - 5: Mathews Drive / Folly Field Road to Shelter Cove Lane

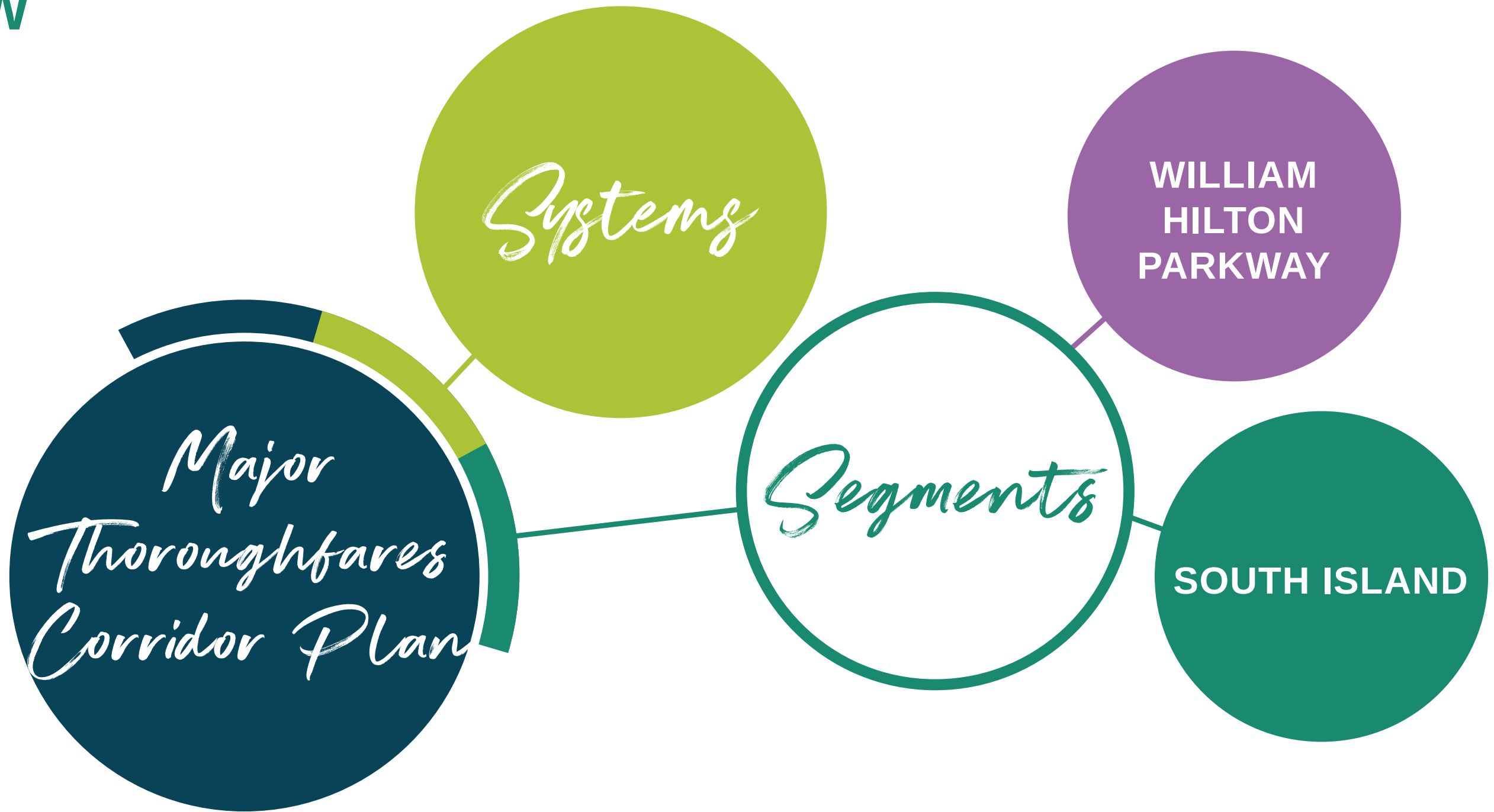
WHP - 6: Shelter Cove Lane to Queens Folly Road / King Neptune Drive

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



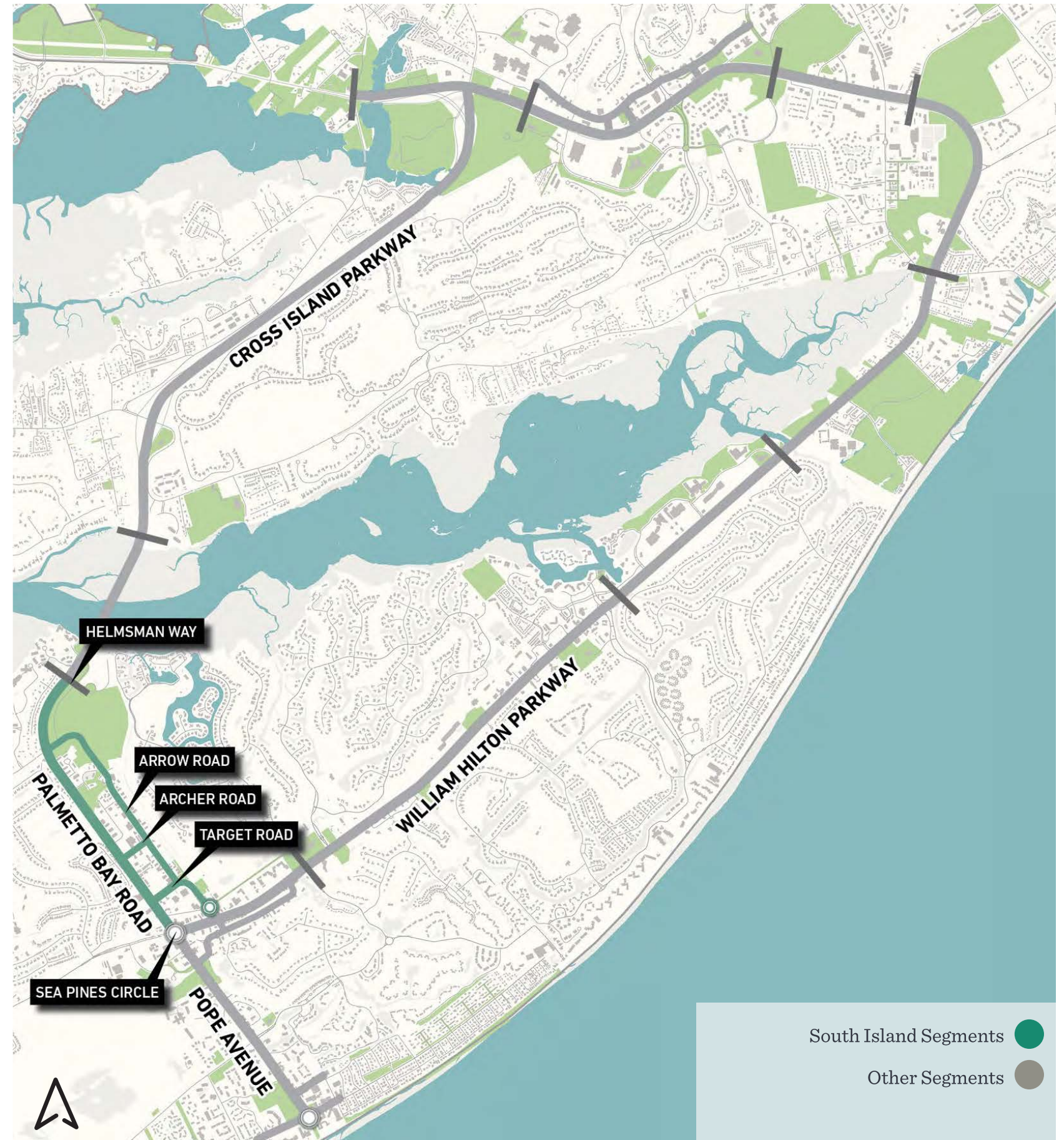
Segments
OVERVIEW



Segments
OVERVIEW

SOUTH ISLAND SEGMENTS

Palmetto Bay Road and Arrow Road



Segments
OVERVIEW

SOUTH ISLAND SEGMENTS

Palmetto Bay Road and Arrow Road

Sea Pines Circle



Segments
OVERVIEW

SOUTH ISLAND SEGMENTS

Palmetto Bay Road and Arrow Road

Sea Pines Circle

Pope Avenue and Coligny Circle



Segments
OVERVIEW

SOUTH ISLAND SEGMENTS

Palmetto Bay Road and Arrow Road

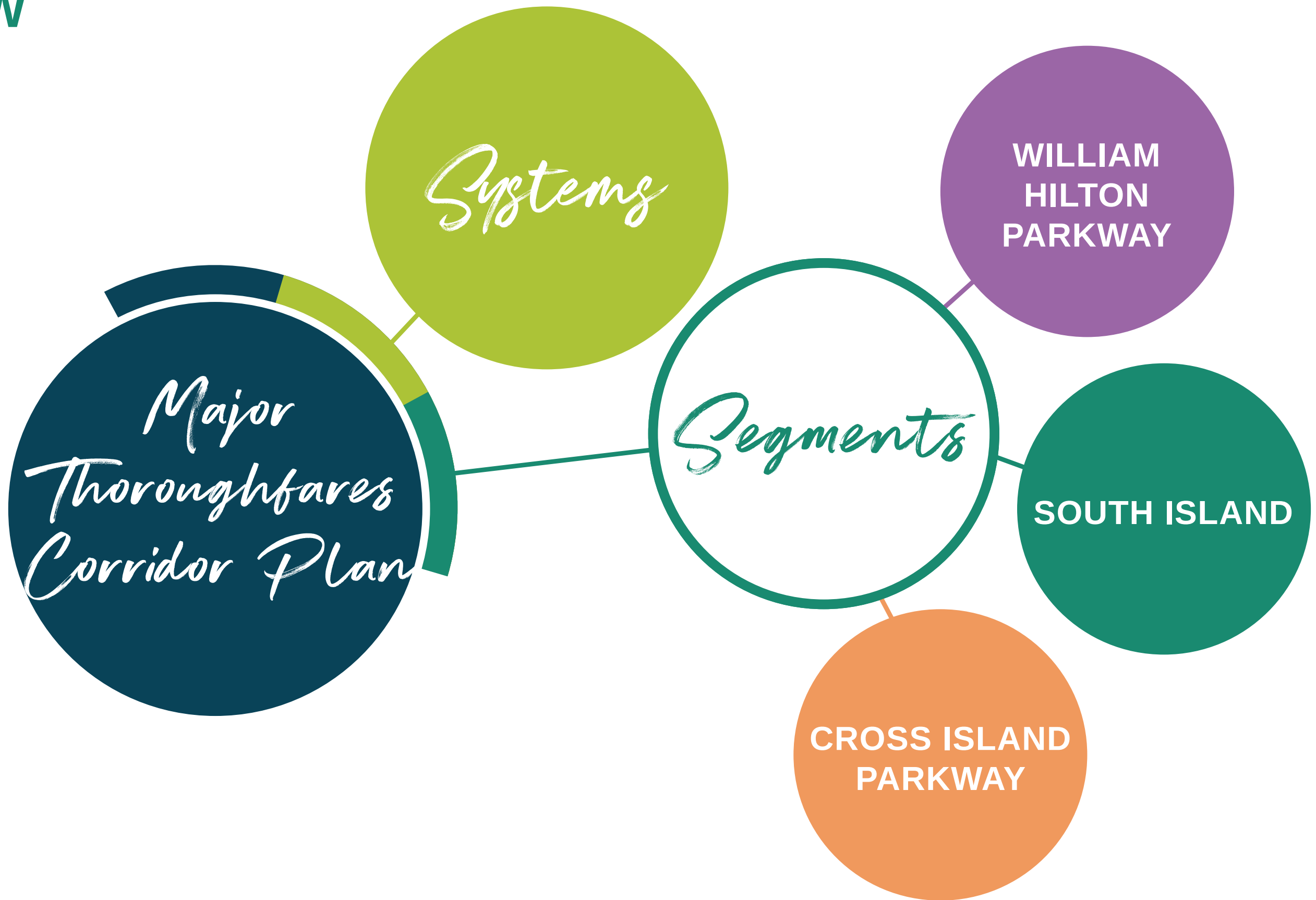
Sea Pines Circle

Pope Avenue and Coligny Circle

Forest Beach Drives



Segments
OVERVIEW



Segments
OVERVIEW

CROSS ISLAND PARKWAY SEGMENTS

Cross Island Parkway



Segments
OVERVIEW

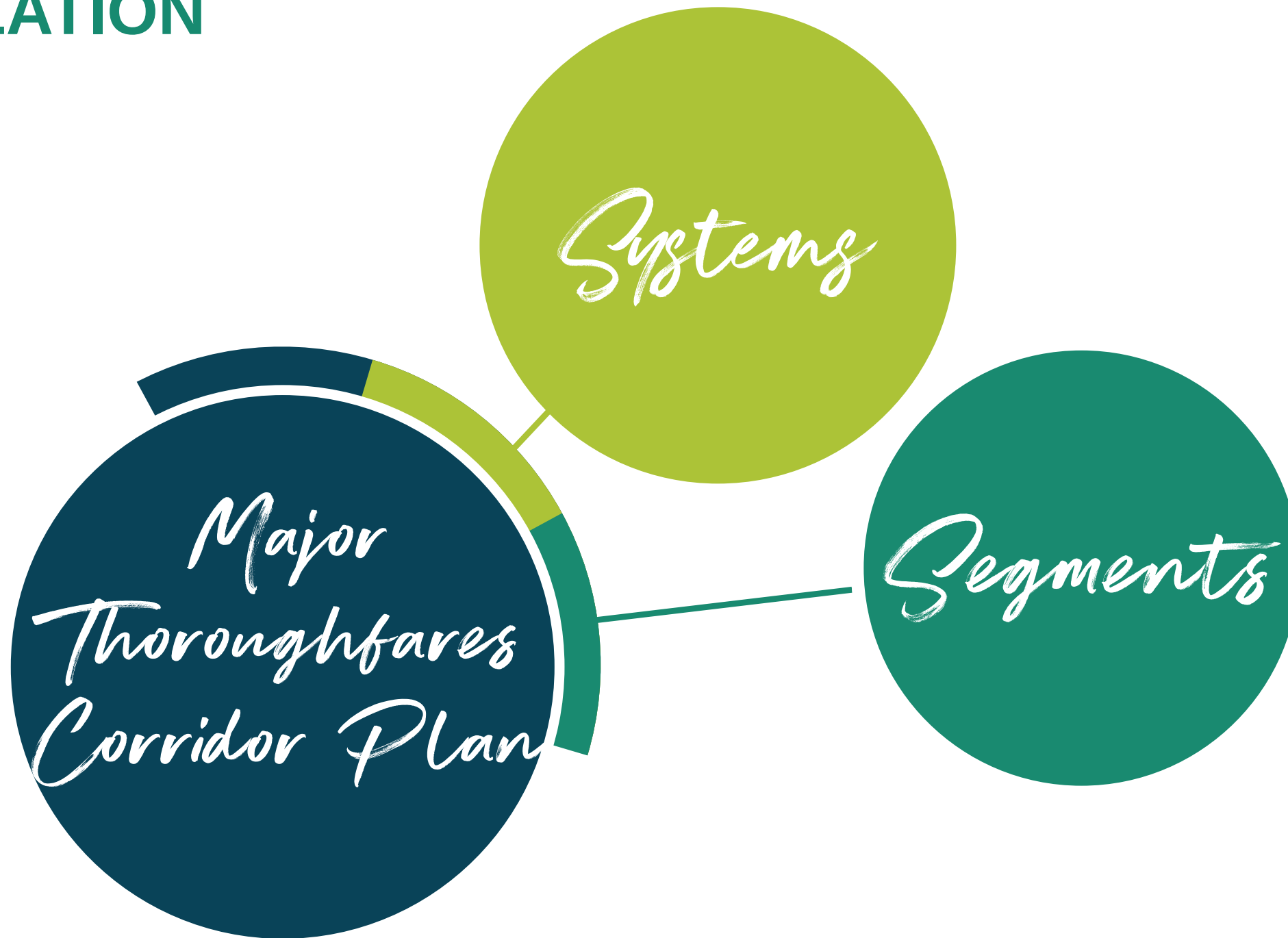
CROSS ISLAND PARKWAY SEGMENTS

Cross Island Parkway

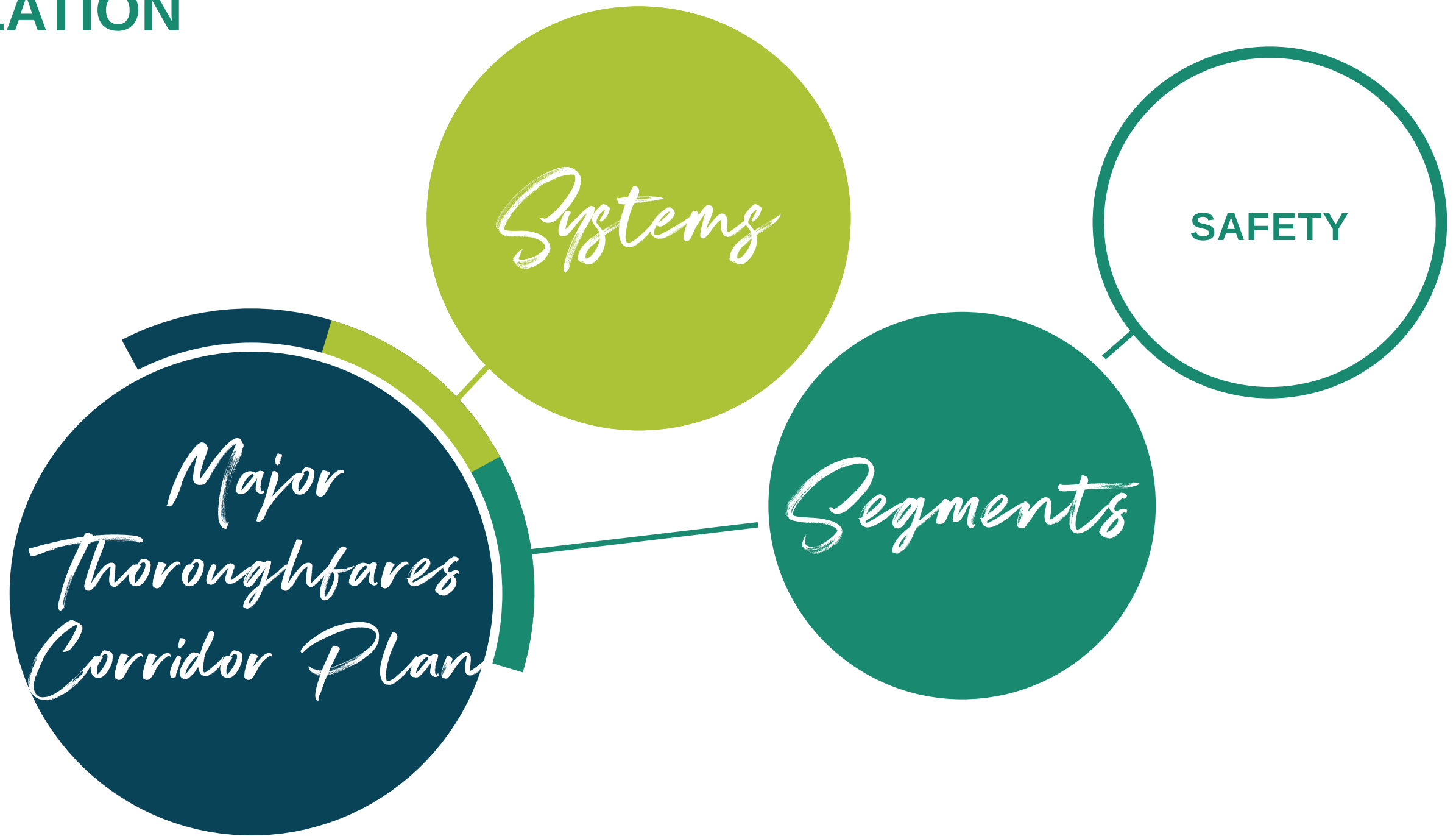
Fraser Bridge and approaches



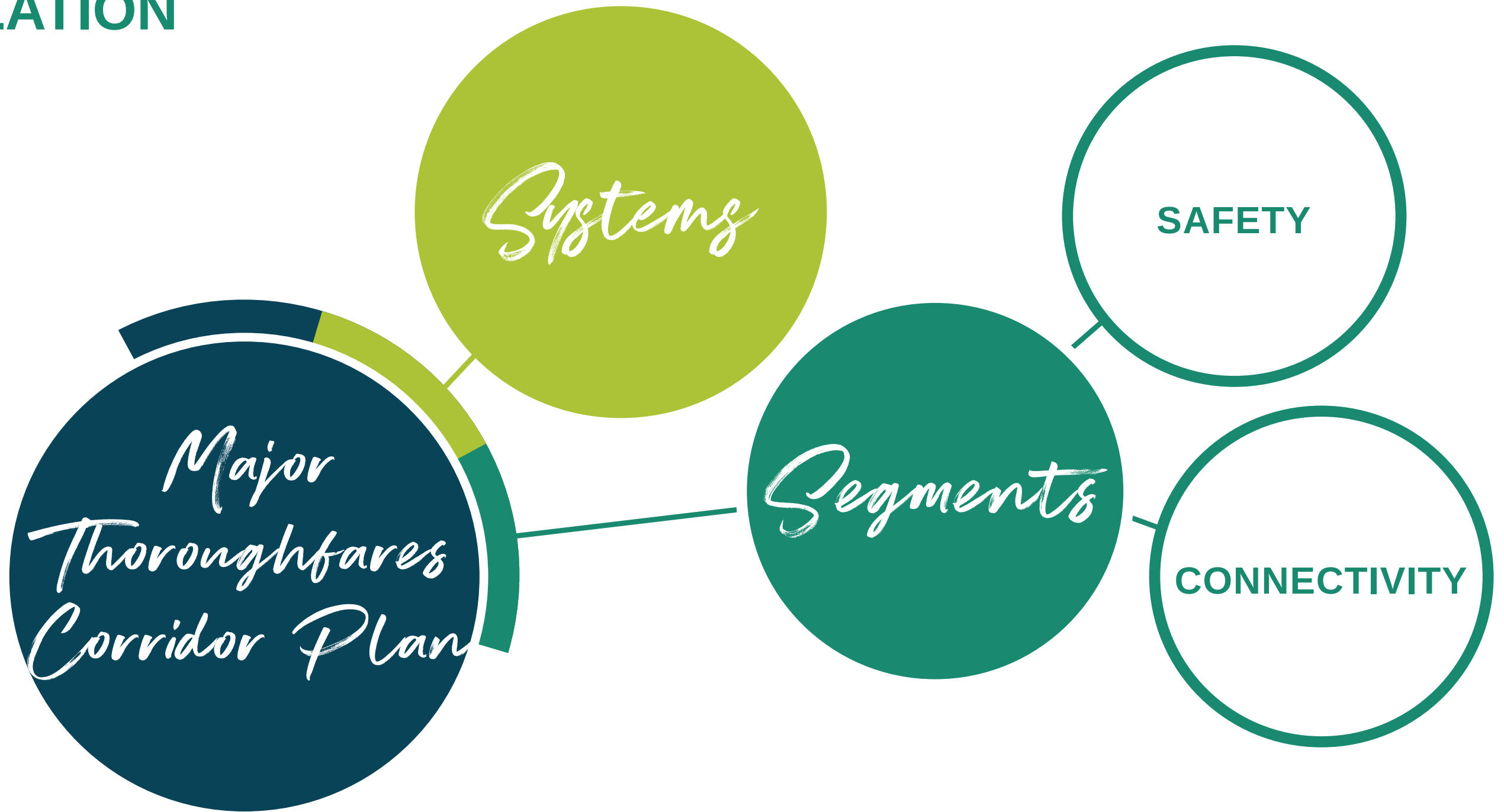
Segments
PRIORITIZATION



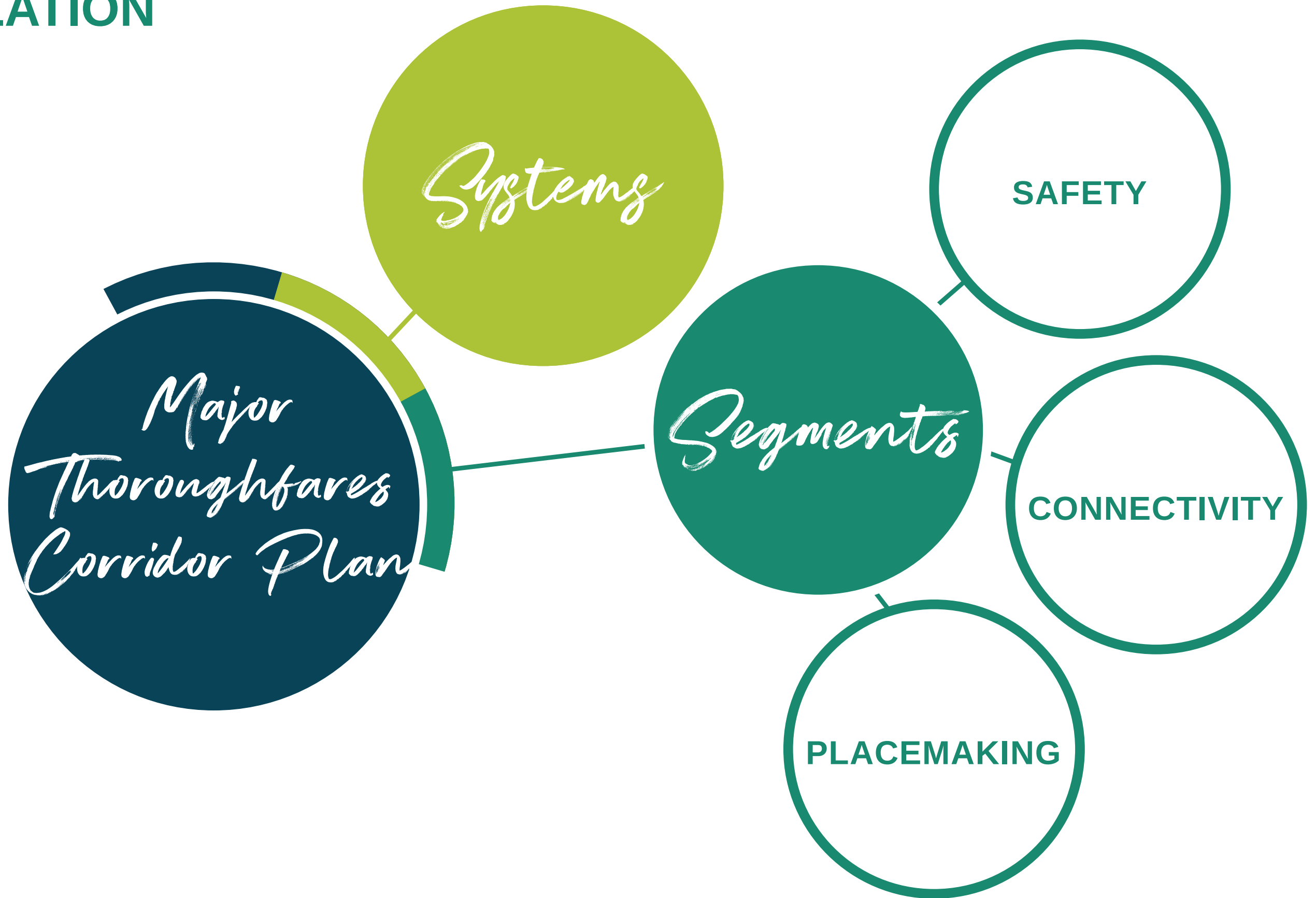
Segments
PRIORITIZATION



Segments
PRIORITIZATION



Segments
PRIORITIZATION



Segments
PRIORITIZATION



- Improvements located in high crash areas
- New controlled or reconfigured intersections
- Includes access management recommendations
- Turn lane improvements
- Improvements to unsignalized crossings
- Reduction in conflict points

Segments
PRIORITIZATION



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

Segments
PRIORITIZATION



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

Segments

PRIORITIZATION

PRIORITY SEGMENTS

William Hilton Parkway Segment 2 and Main Street

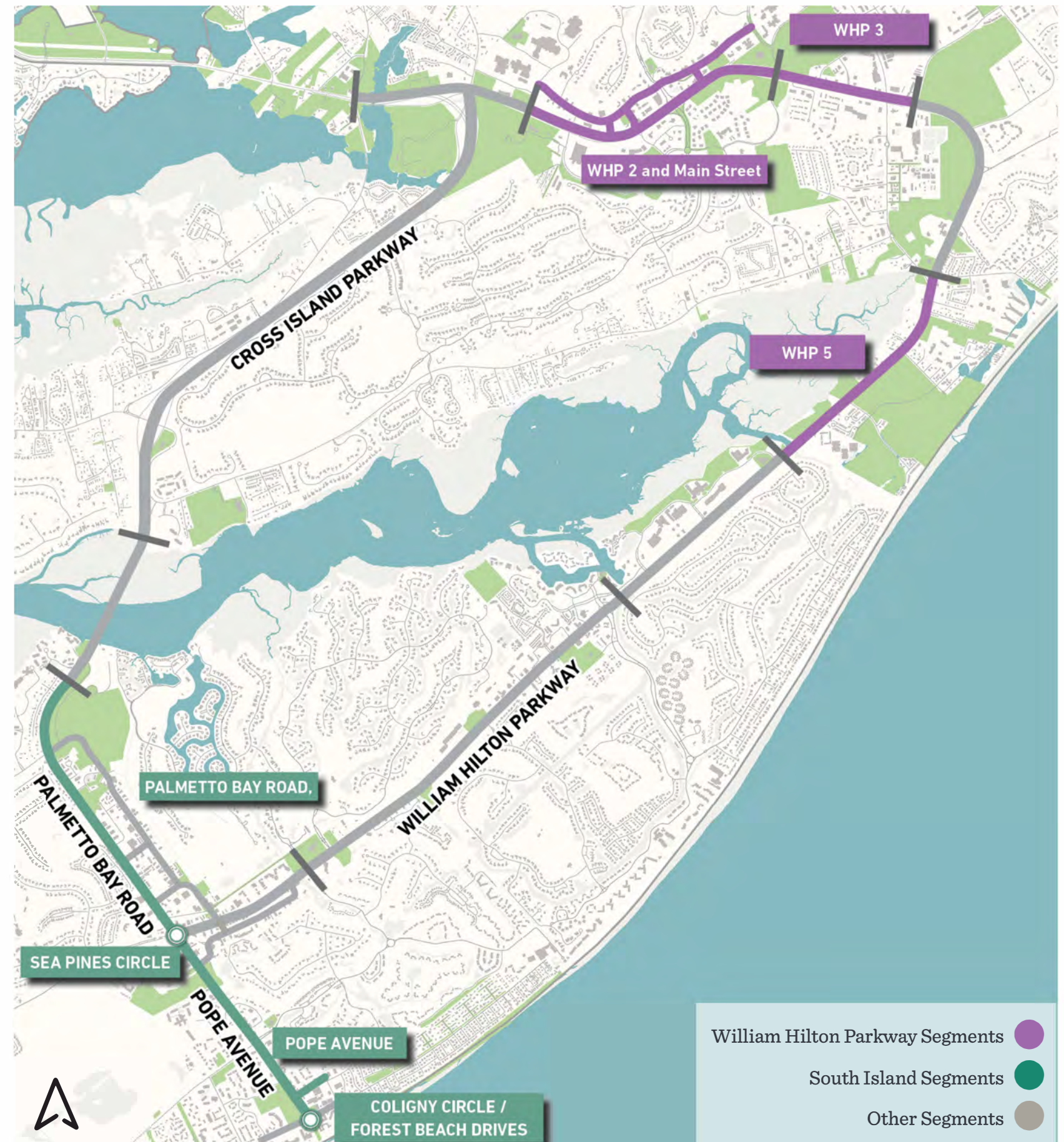
William Hilton Parkway Segment 3

William Hilton Parkway Segment 5

Palmetto Bay Road and Arrow Road

Sea Pines Circle

Pope Avenue and Coligny Circle



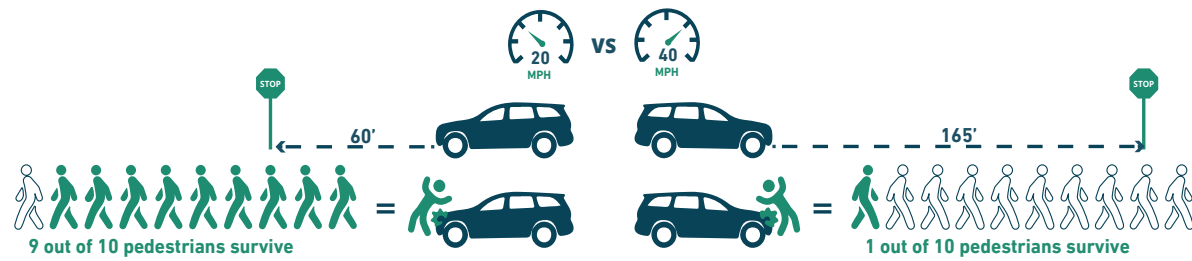
Recommendations - Roadways

TRAVEL SPEEDS

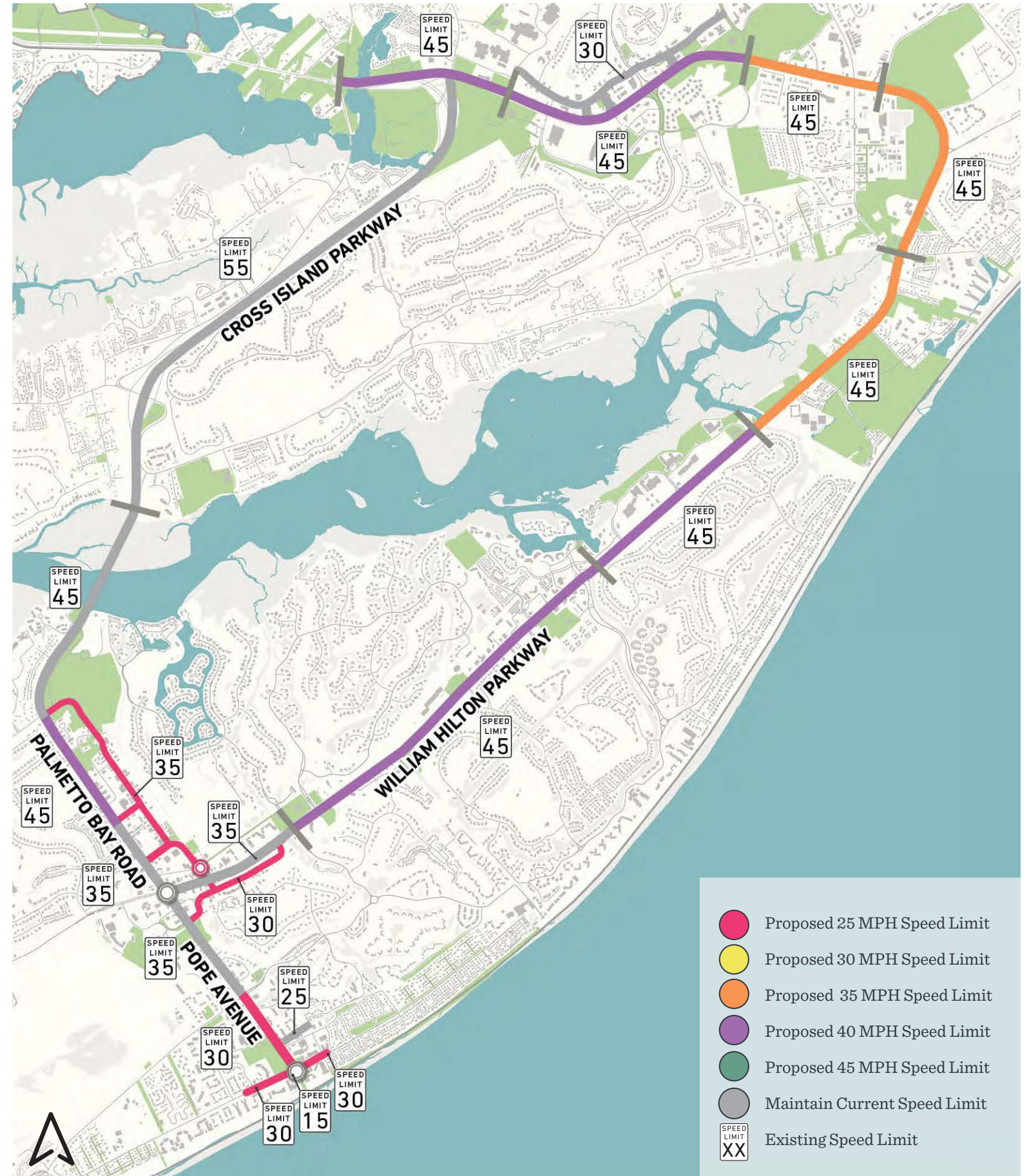
VISUAL AND PHYSICAL ANALYSIS

This map displays proposed changes to posted speed limits throughout the main roadways. In an effort to prioritize pedestrian, bike, and vehicular safety, most speed limits have been reduced to the value shown. As understood through the review of existing conditions and crash data from across the Island, a reduced speed limit will be beneficial to all forms of traffic and will help to achieve the implementation of improvements, aimed at enhancing the natural aesthetic and character throughout the Island.

IMPACTS OF CAR SPEED IN CRASHES WITH PEDESTRIANS



Source: Virginia Safe Routes to Schools, Virginia DOT



WHP - 2

WHP - 2 RECOMMENDATIONS



Overall Plan

WHP - 2 RECOMMENDATIONS

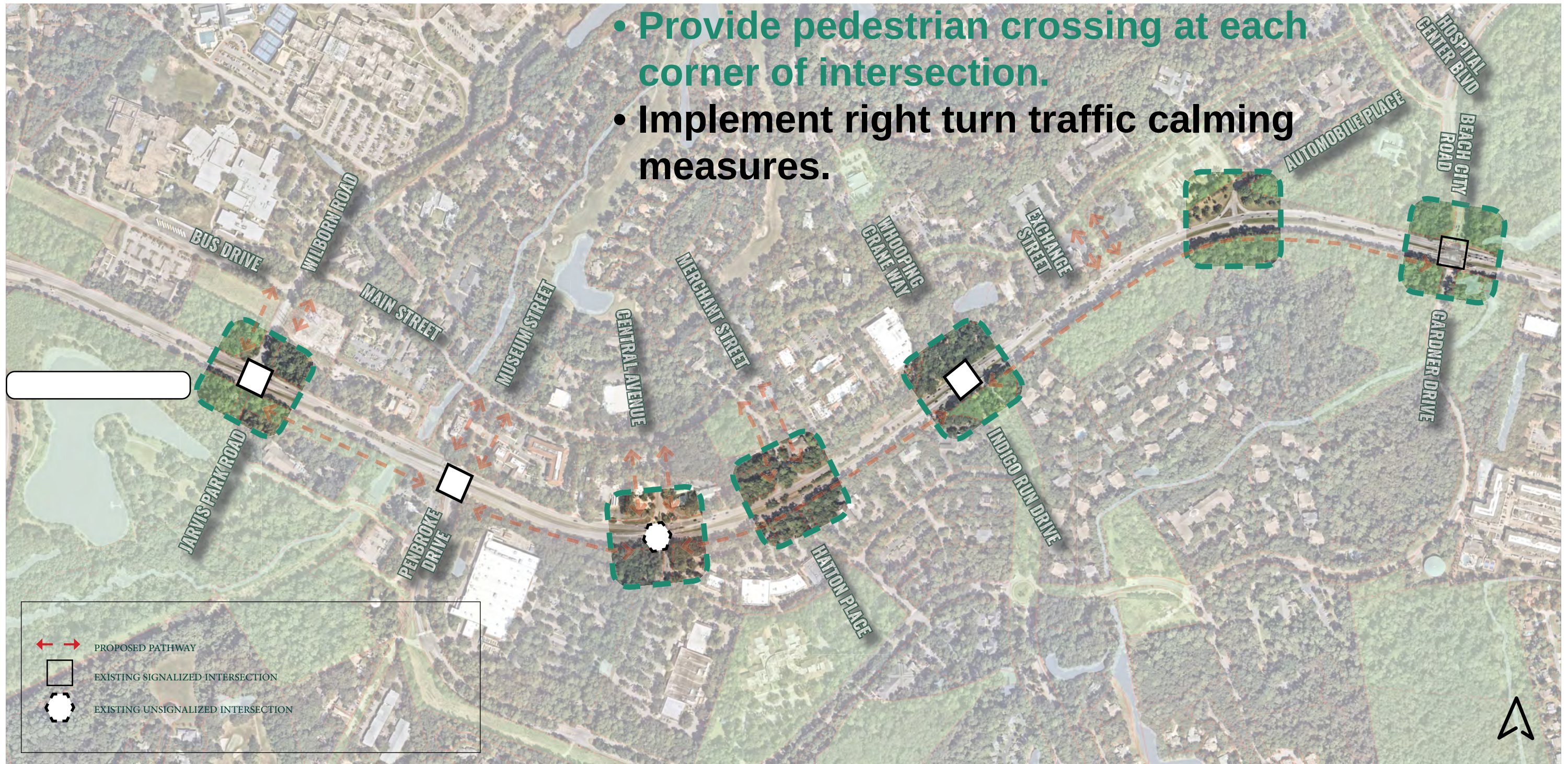
- Provide pedestrian crossing at each corner of intersection.



Talking Point 1: Intersection Safety

WHP - 2 RECOMMENDATIONS

- Provide pedestrian crossing at each corner of intersection.
- Implement right turn traffic calming measures.



Talking Point 1: Intersection Safety

WHP - 2 RECOMMENDATIONS

- Complete the pathway along the south side of WHP and adjacent roadways to improve pedestrian connectivity.



Talking Point 2: Pathways / Crossings

WHP - 2 RECOMMENDATIONS

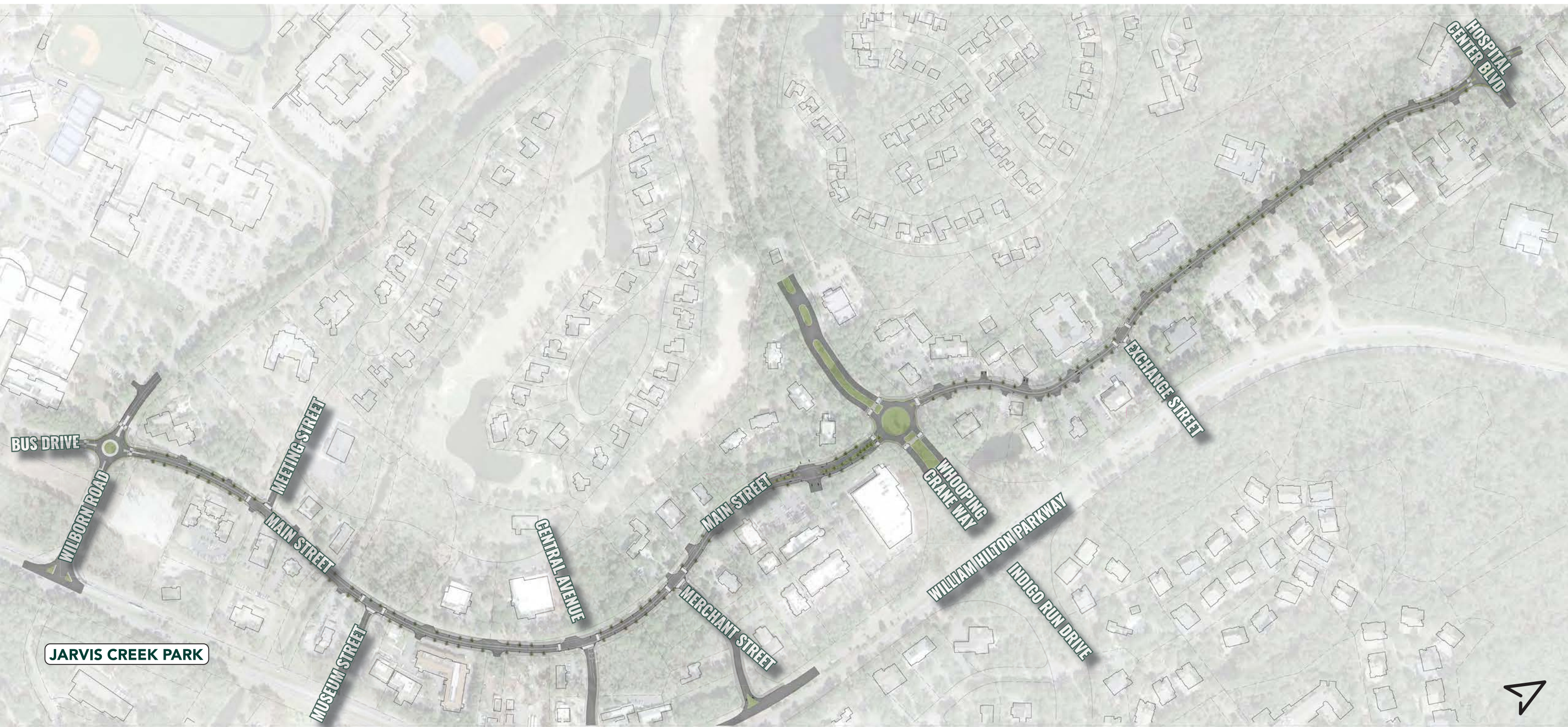
- Eliminate mid-block crossing at Central Avenue and direct pedestrians to a safer vehicular stop-condition crossing location



Talking Point 3: Mid-Block Crossing

Main Street

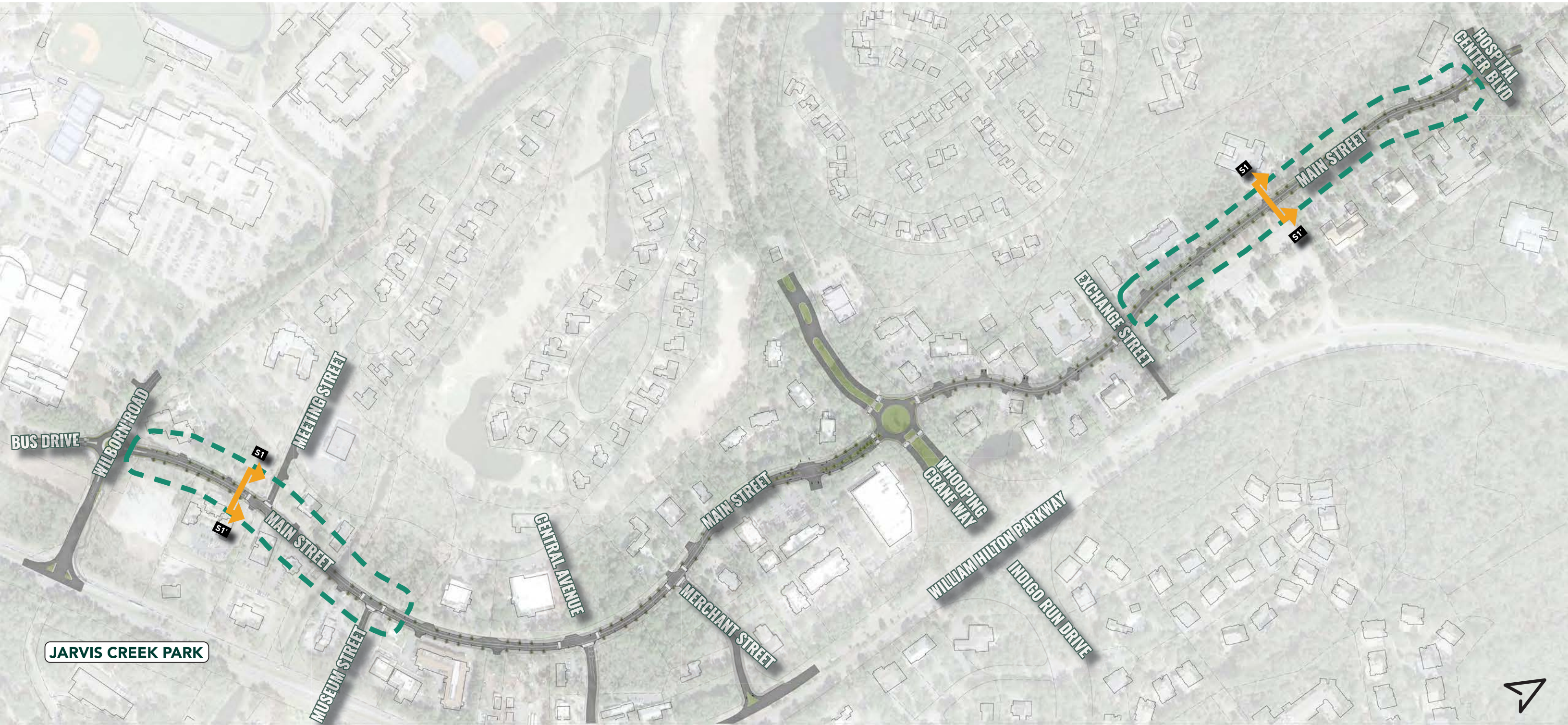
Main Street RECOMMENDATIONS



Overall Plan

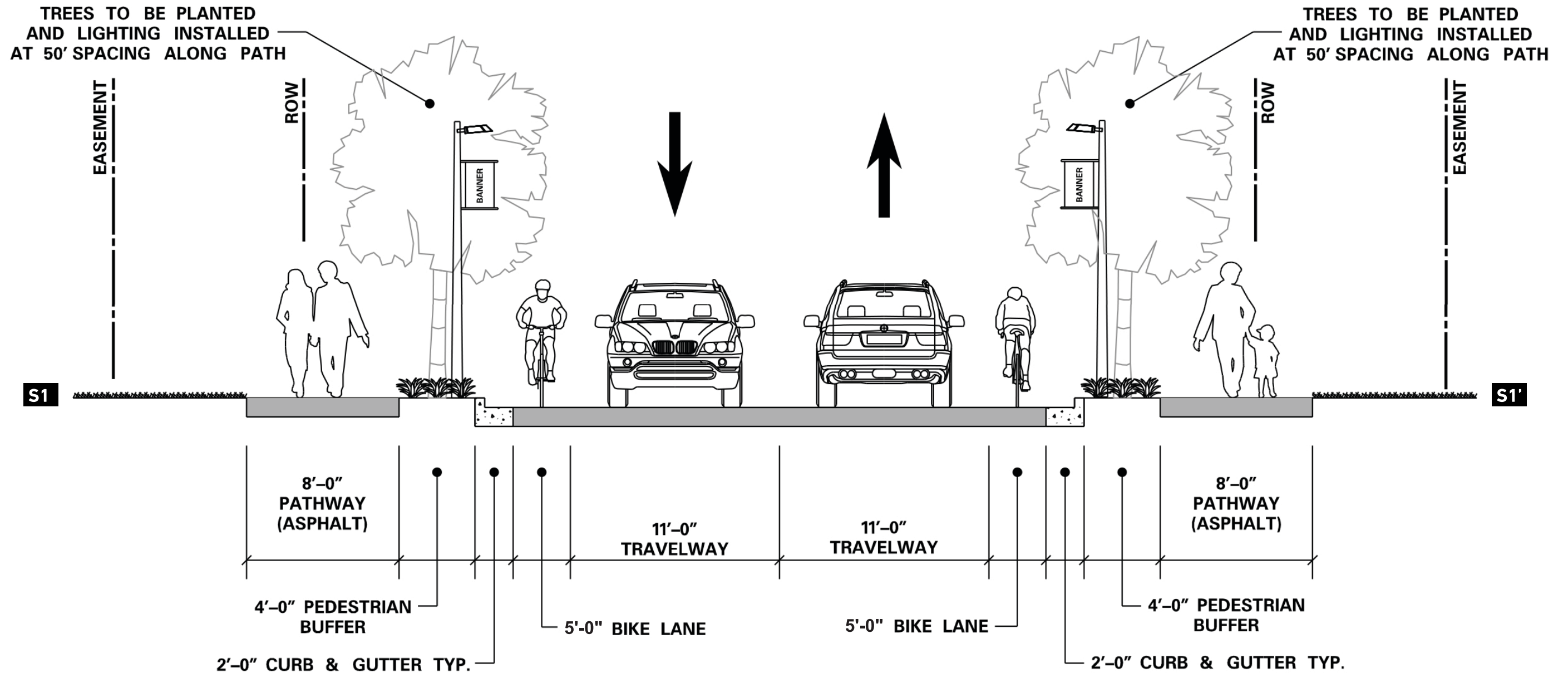
Corridor engineering provided by
Infrastructure Consulting & Engineering

Main Street RECOMMENDATIONS



Overall Plan

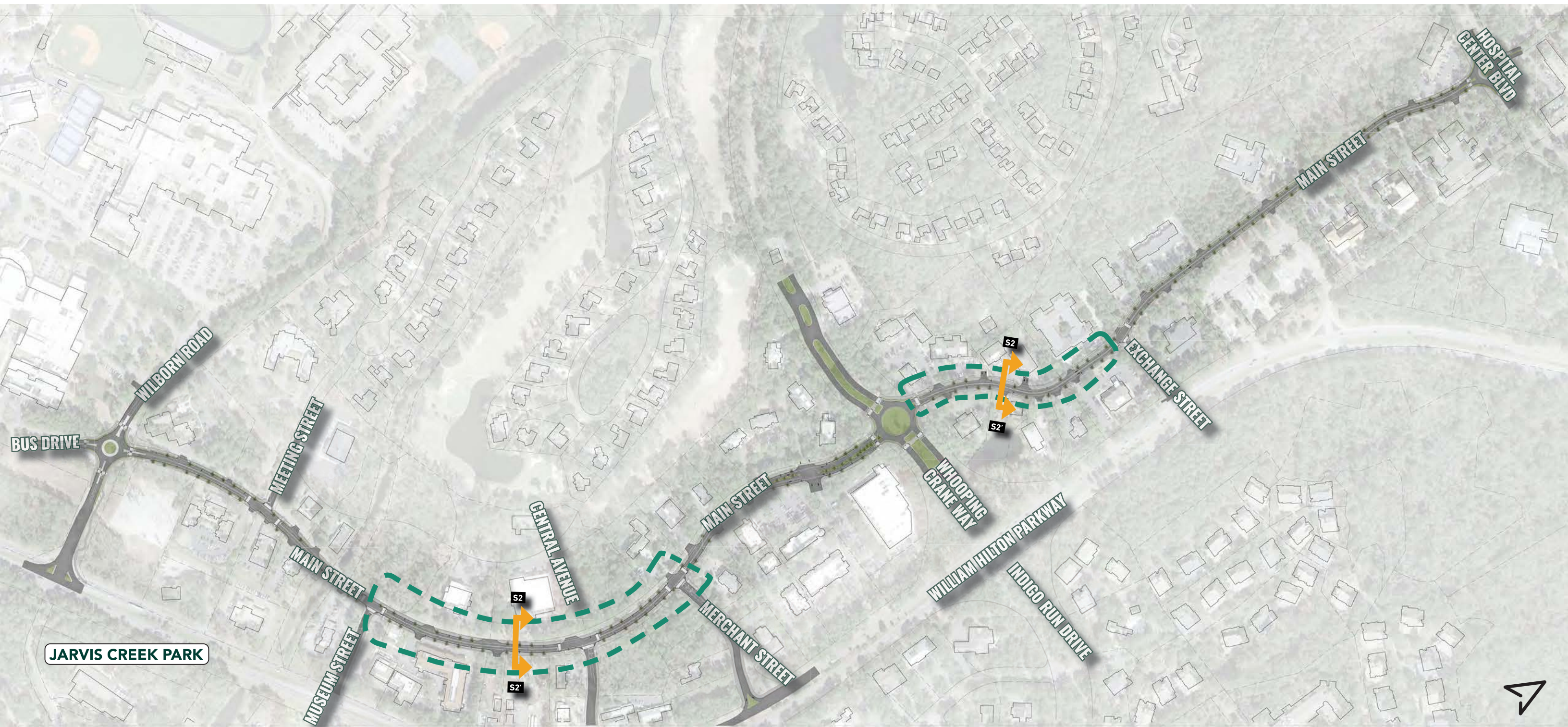
Main Street RECOMMENDATIONS



Recommended Main Street Section 1

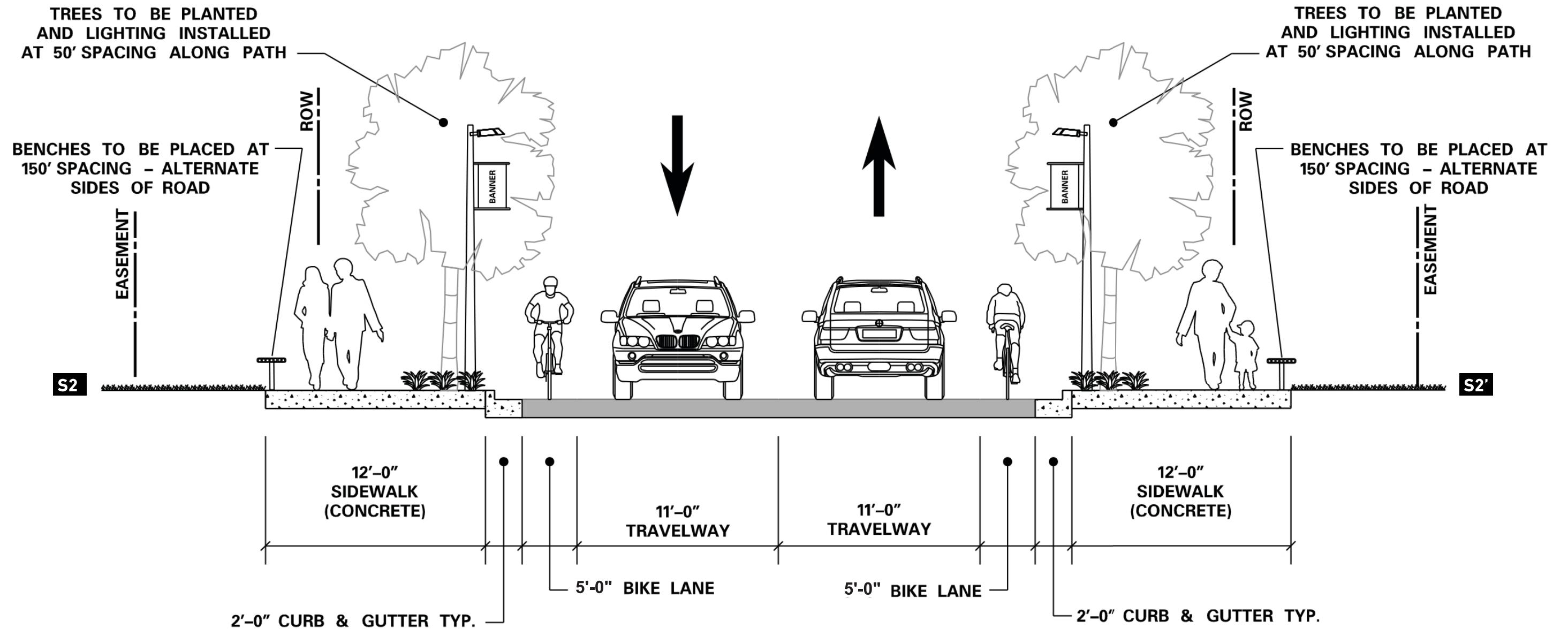
Between Wilborn Road and Museum Street & between Exchange Street and Hospital Central Boulevard

Main Street RECOMMENDATIONS



Overall Plan

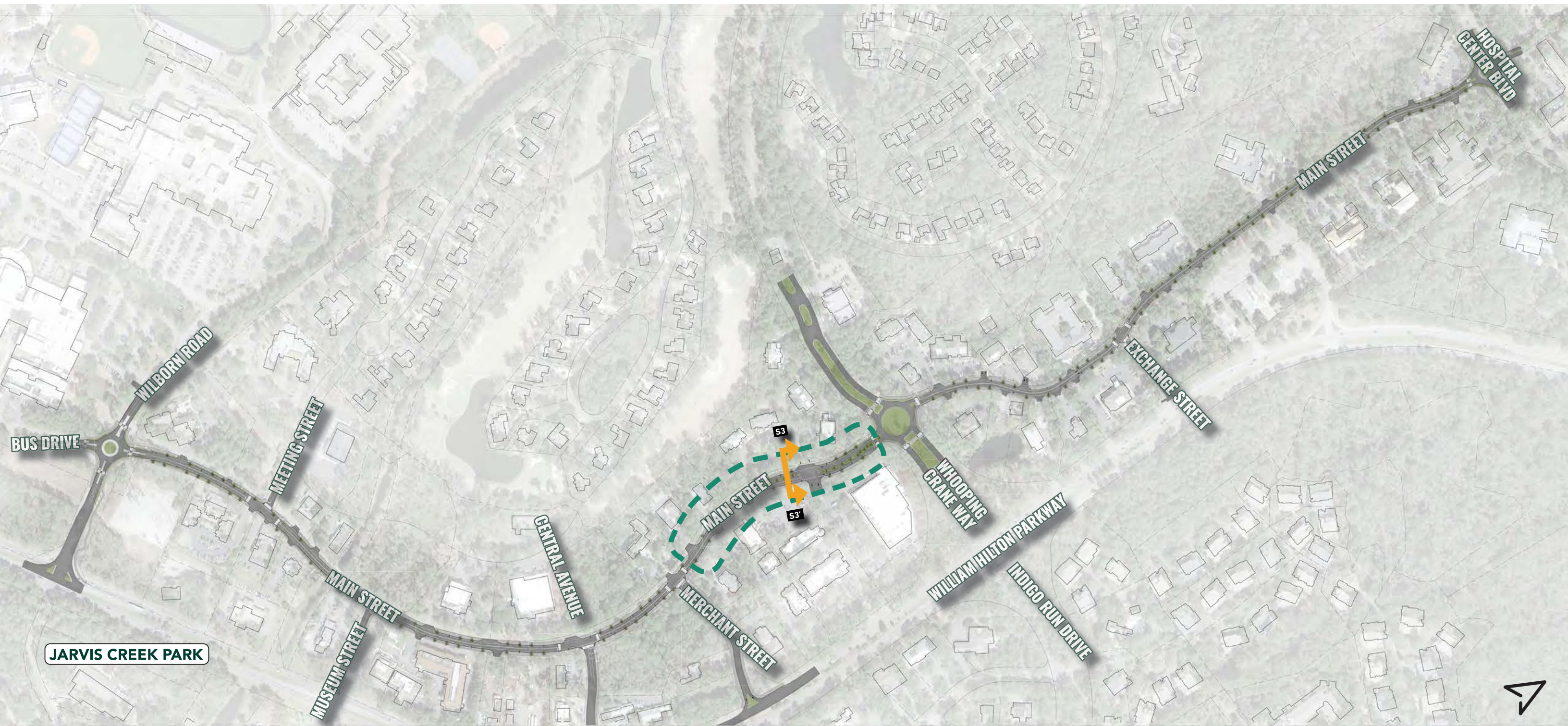
Main Street RECOMMENDATIONS



Recommended Main Street Section 2

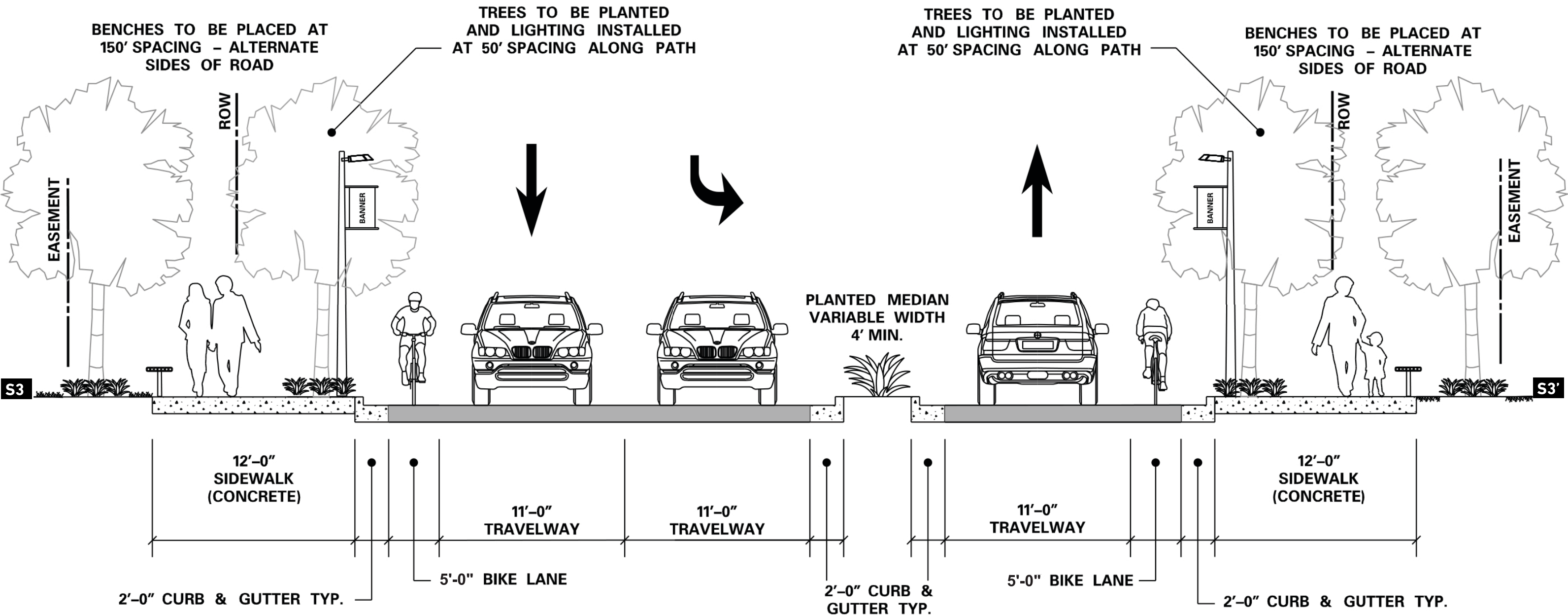
Between Museum Street and the shopping center entrance & between Whooping Crane Way and Exchange Street

Main Street RECOMMENDATIONS



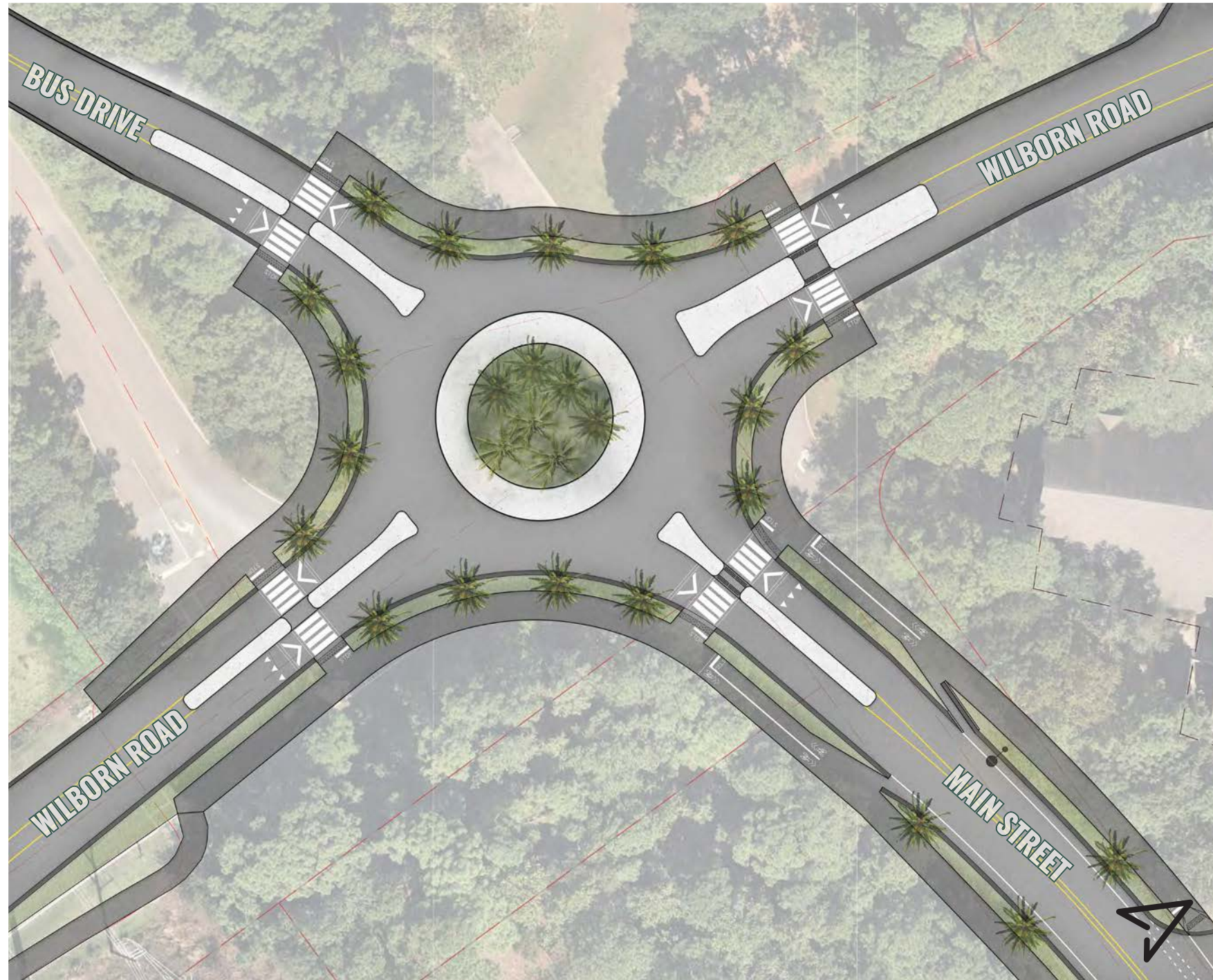
Overall Plan

Main Street RECOMMENDATIONS



Recommended Main Street Section 3 Between Shopping Center entrance and Whooping Crane Way

Main Street RECOMMENDATIONS

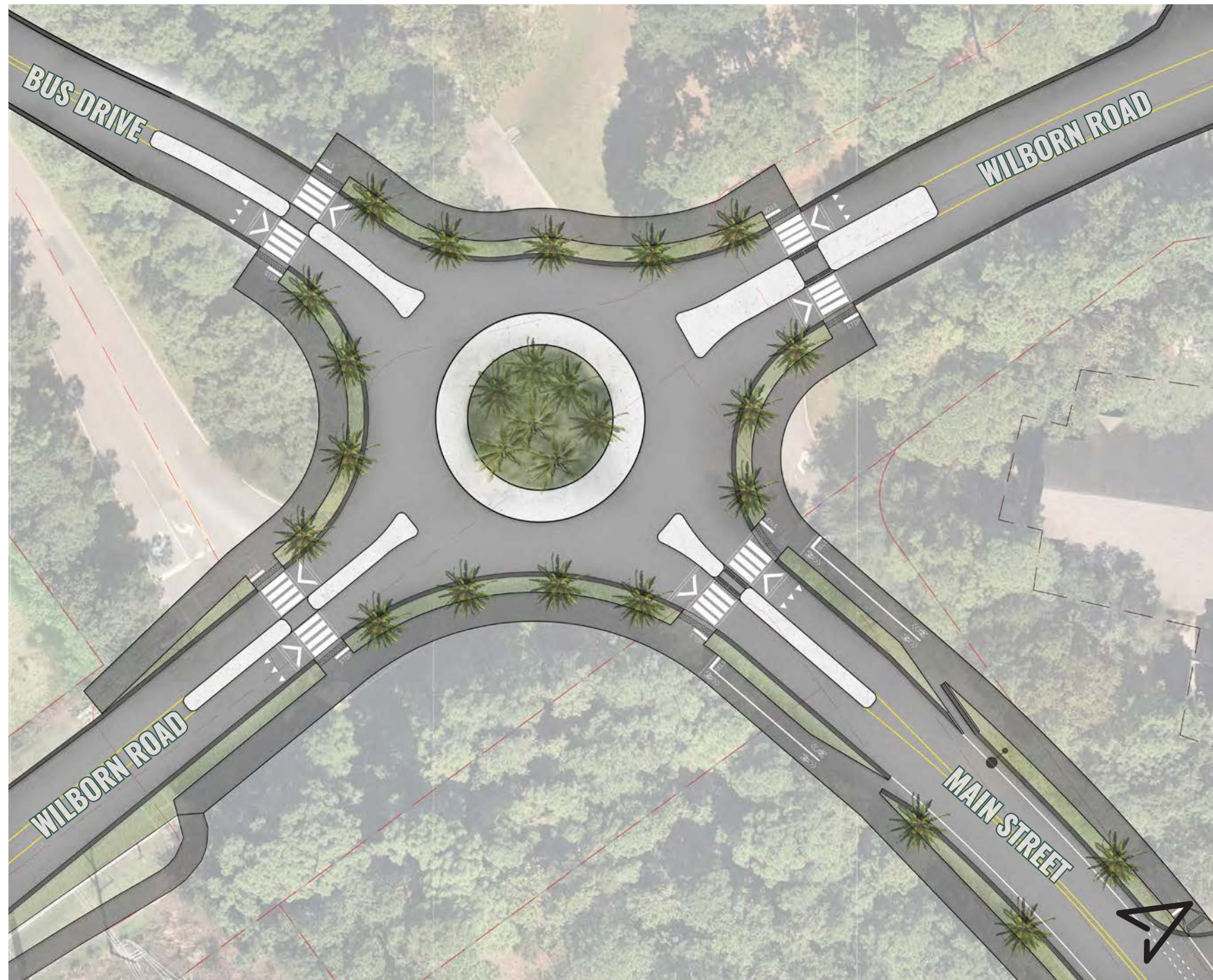


- Convert intersection at Wilborn Road and Main Street / Bus Drive into roundabout.

Main Street At Wilborn Road



Main Street
RECOMMENDATIONS

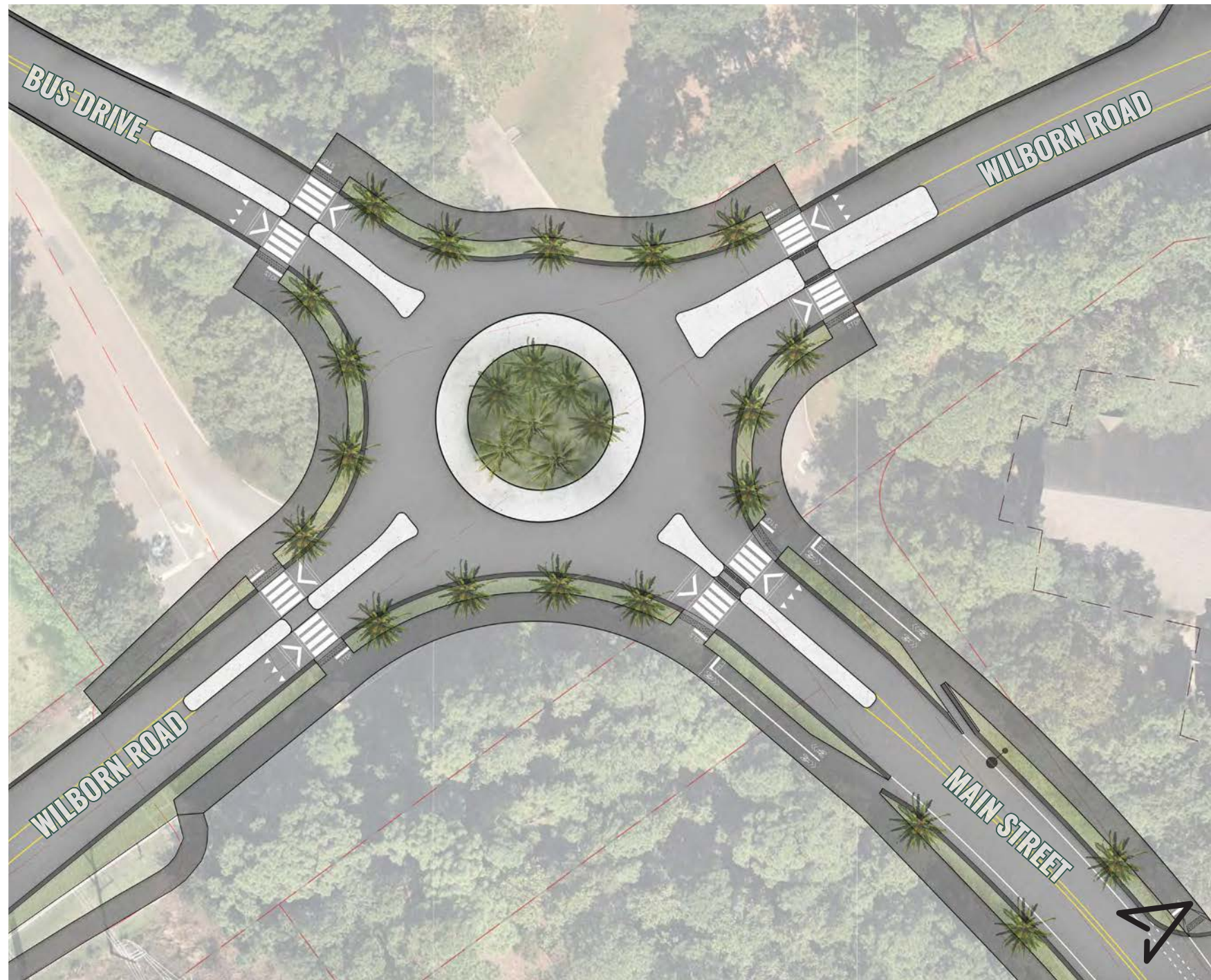


- **Convert intersection at Wilborn Road and Main Street / Bus Drive into roundabout.**
- **Increases traffic efficiency with continuous vehicular movement at Wilborn Road and Main Street / Bus Drive.**

Main Street
At Wilborn Road



Main Street RECOMMENDATIONS



- Convert intersection at Wilborn Road and Main Street / Bus Drive into roundabout.
- Increases traffic efficiency with continuous vehicular movement at Wilborn Road and Main Street / Bus Drive.
- Resolves offset road alignment to improve operational safety of intersection, reducing the number of conflict points.

Main Street At Wilborn Road



Main Street
RECOMMENDATIONS



- Apply streetscape updates to existing intersection.

Main Street
At Meeting Street

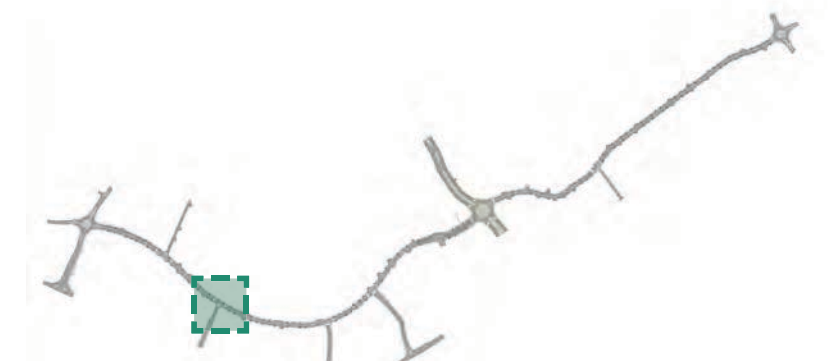


Main Street
RECOMMENDATIONS



- Apply streetscape updates to existing intersection.

Main Street
At Museum Street



Main Street RECOMMENDATIONS

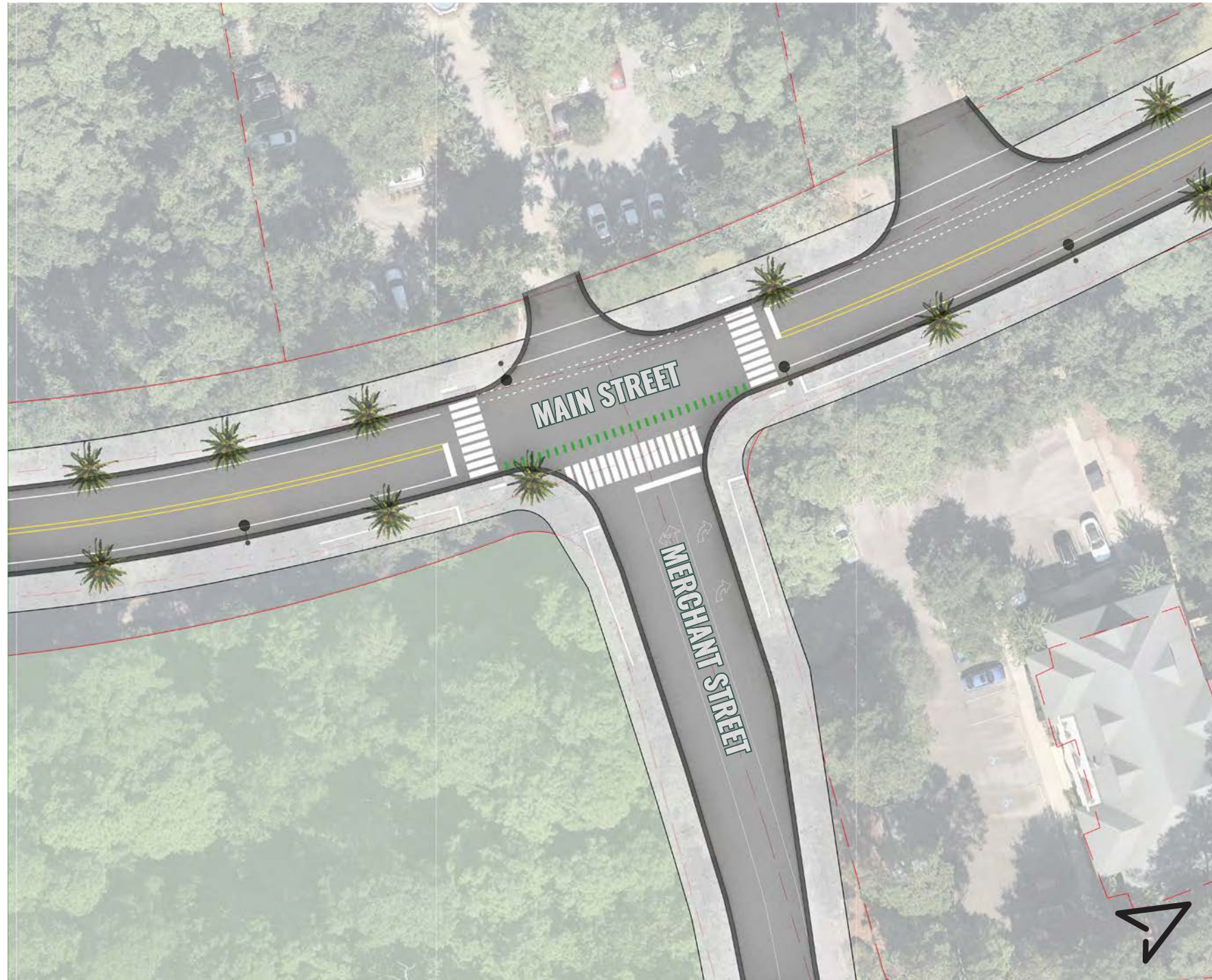


- Apply streetscape updates to existing intersection.
- Remove existing median to reallocate space within the ROW to accommodate pathways.

Main Street At Central Avenue



Main Street
RECOMMENDATIONS

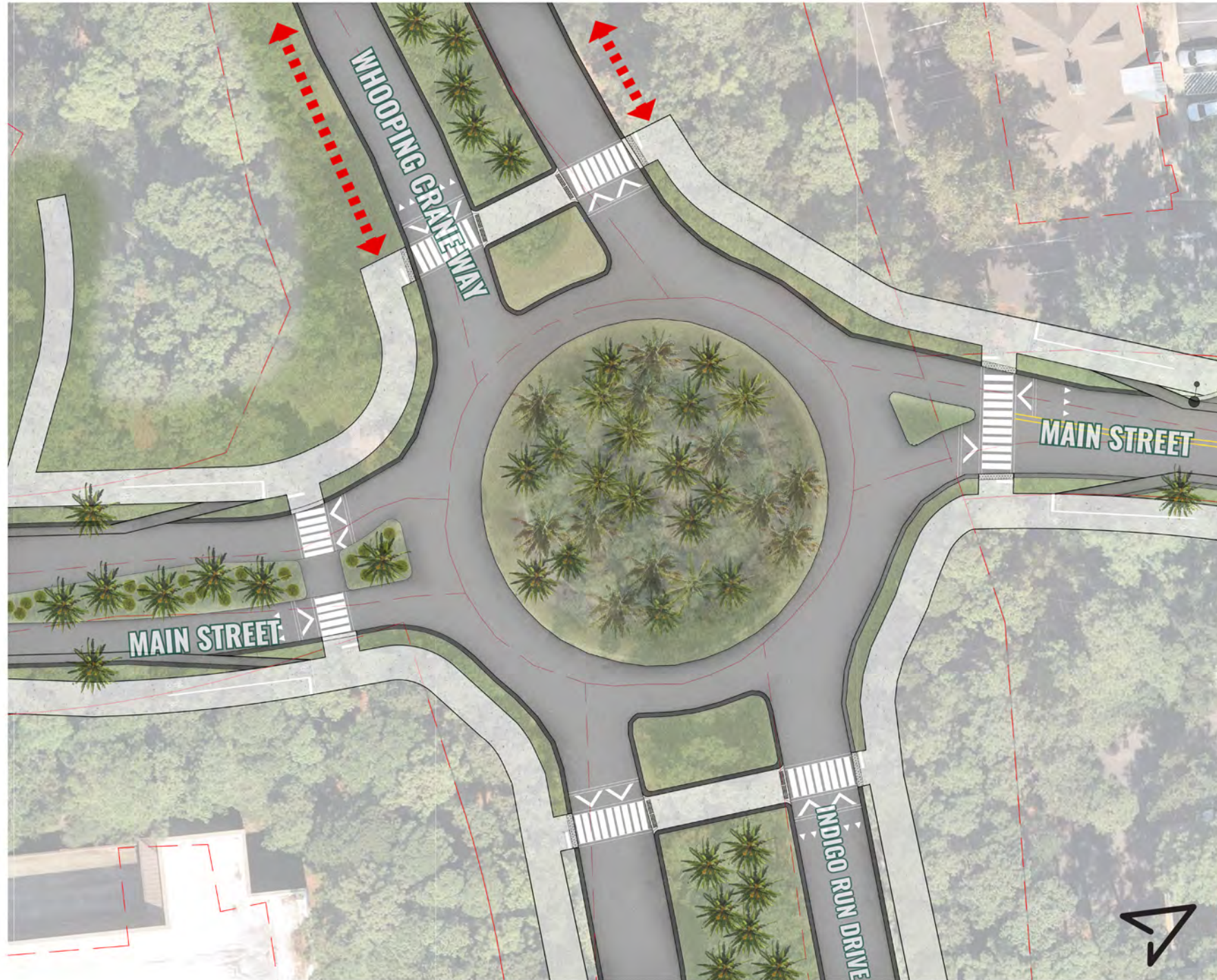


- Apply streetscape updates to existing intersection.
- Remove existing median to reallocate space within the ROW to accommodate pathways.

Main Street
At Merchant Street



Main Street
RECOMMENDATIONS



- Apply streetscape updates to existing roundabout.

Main Street
At Whopping Crane Way / Indigo Run Drive



Main Street
RECOMMENDATIONS

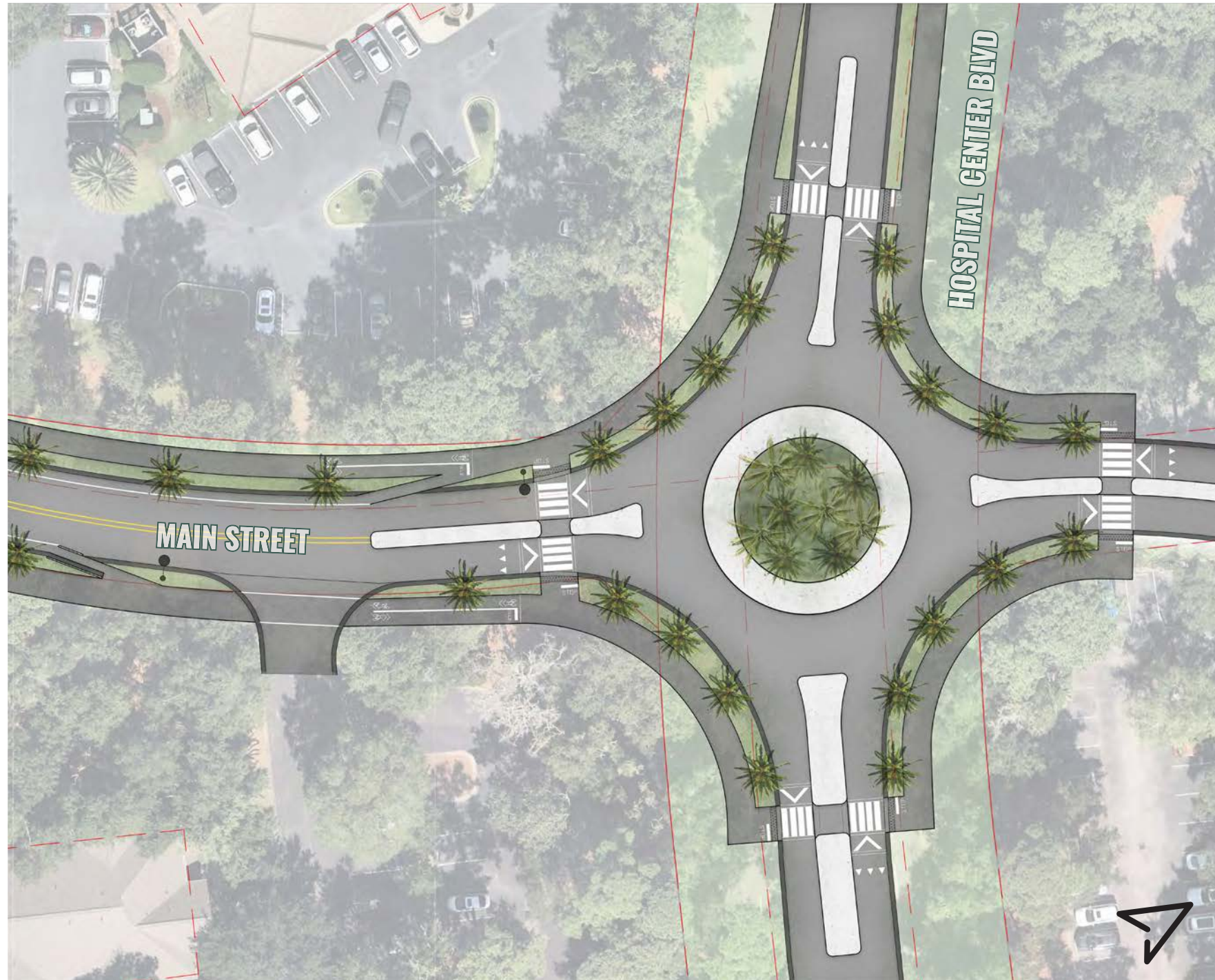


- Apply streetscape updates to existing intersection.

Main Street
At Exchange Street



Main Street RECOMMENDATIONS

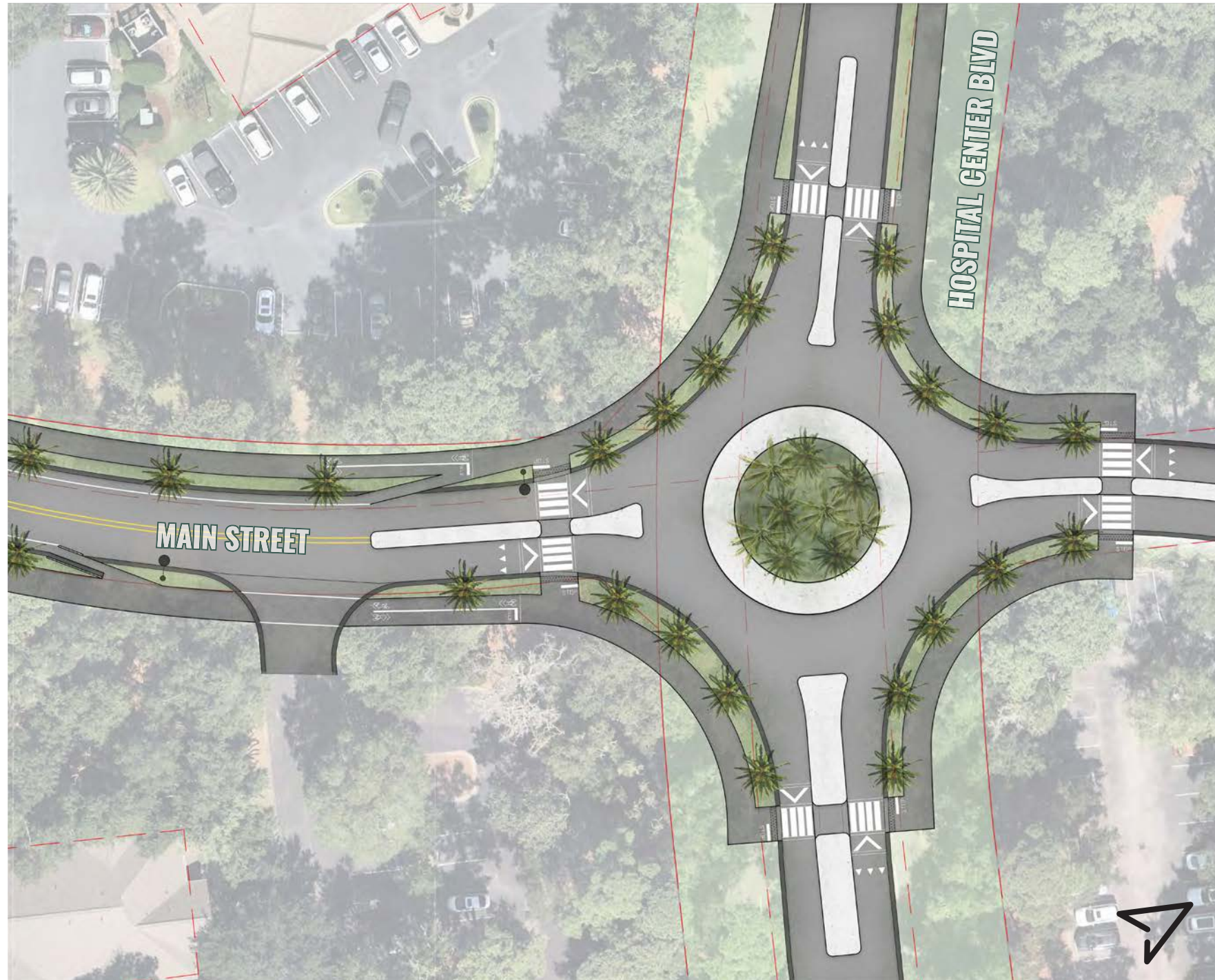


- Convert intersection at Hospital Center Boulevard and Main Street into roundabout.

Main Street At Hospital Center Boulevard



Main Street RECOMMENDATIONS



- **Convert intersection at Hospital Center Boulevard and Main Street into roundabout.**
- **Mitigates congestion with continuous flow of traffic through Main Street.**

Main Street At Hospital Center Boulevard



Main Street
RECOMMENDATIONS

Main Street Walk-Through

WHP - 3

WHP - 3
RECOMMENDATIONS



Overall Plan

WHP - 3

RECOMMENDATIONS

- Improve safety at accident prone intersections.

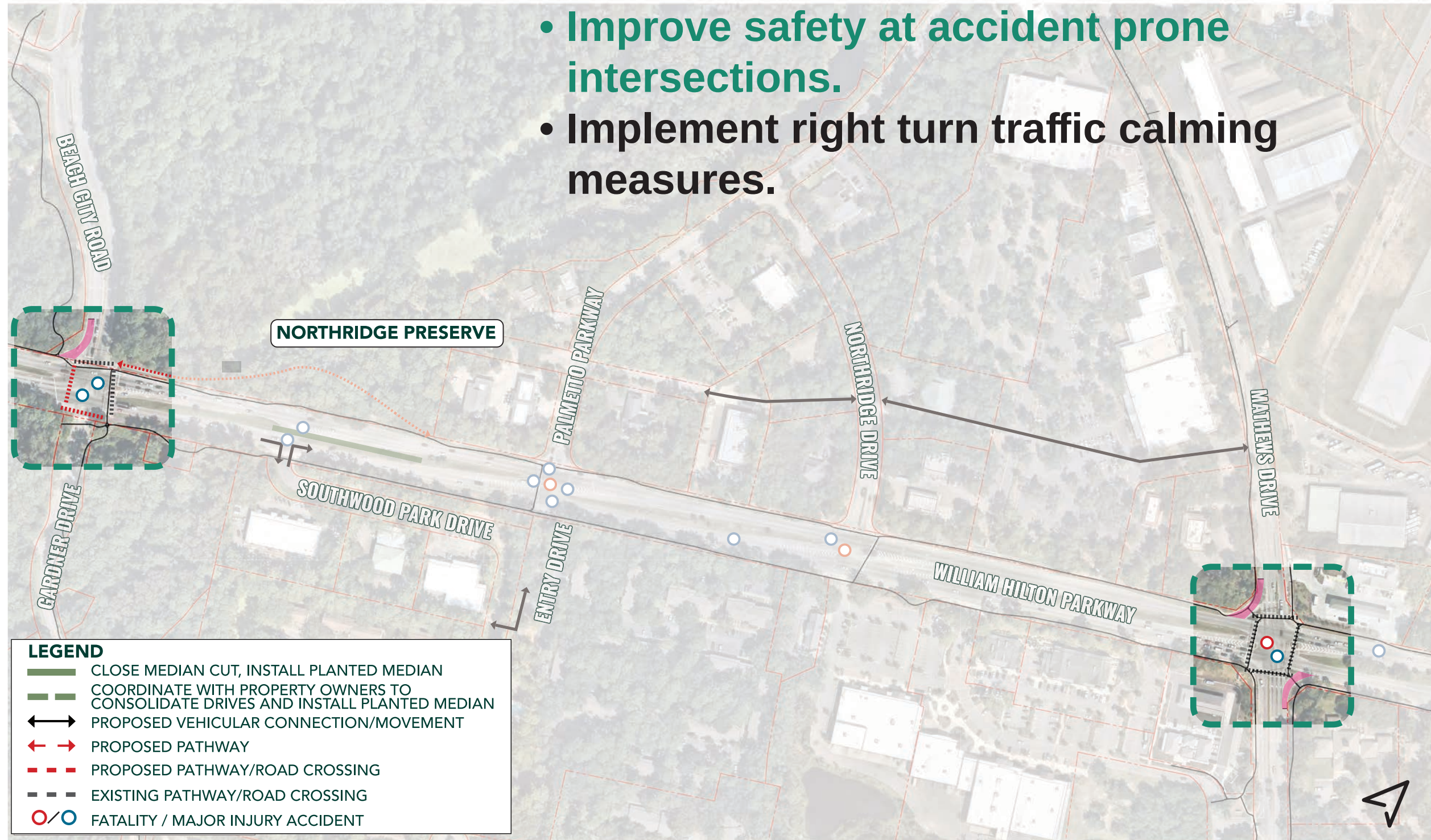


Talking Point 1: Intersection Safety

WHP - 3

RECOMMENDATIONS

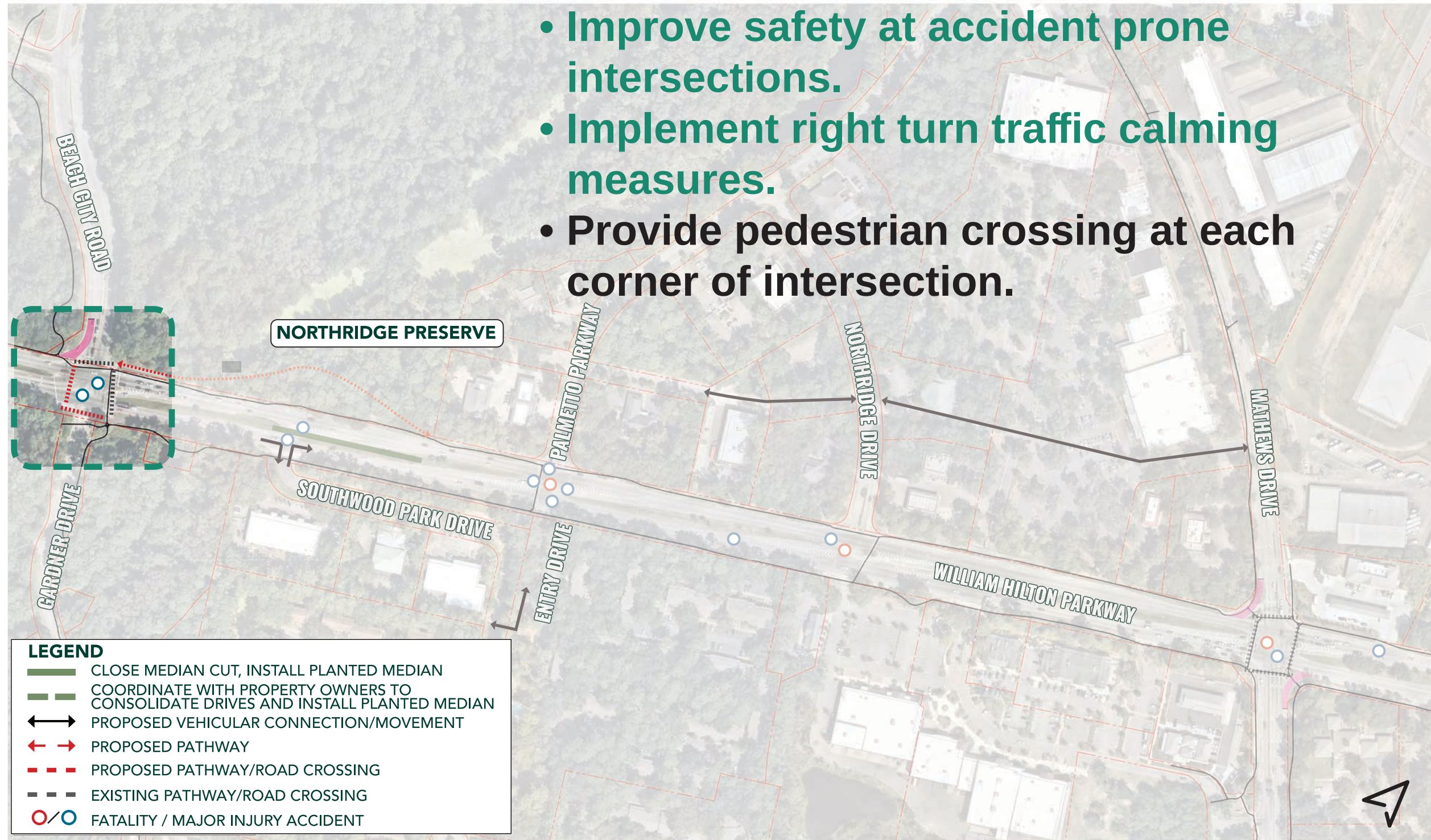
- Improve safety at accident prone intersections.
- Implement right turn traffic calming measures.



Talking Point 1: Intersection Safety

WHP - 3

RECOMMENDATIONS

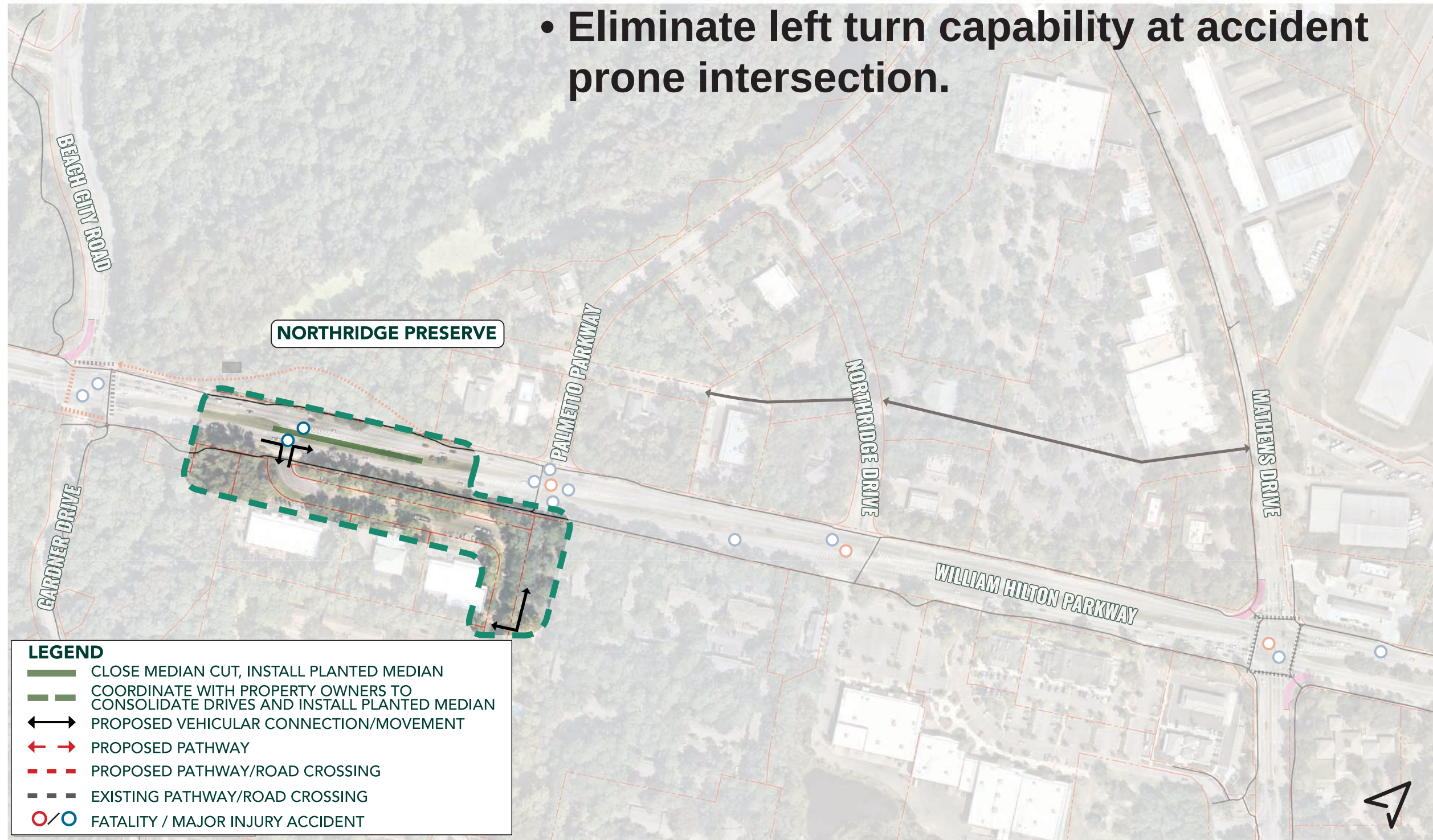


Talking Point 1: Intersection Safety

WHP - 3

RECOMMENDATIONS

- Eliminate left turn capability at accident prone intersection.

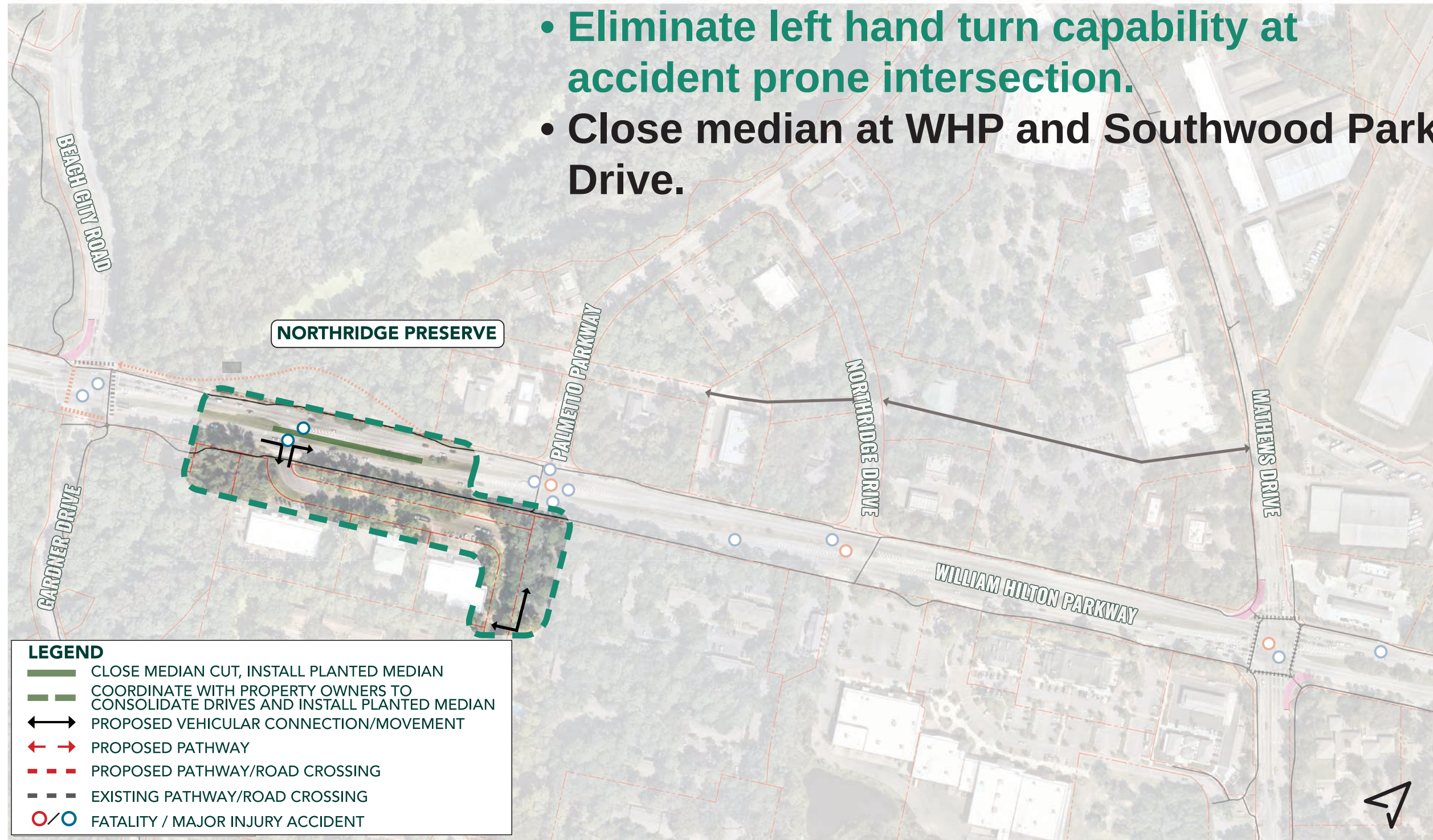


Talking Point 2: Drive Consolidation and Connectivity

WHP - 3

RECOMMENDATIONS

- Eliminate left hand turn capability at accident prone intersection.
- Close median at WHP and Southwood Park Drive.



Talking Point 2: Drive Consolidation and Connectivity

WHP - 3

RECOMMENDATIONS

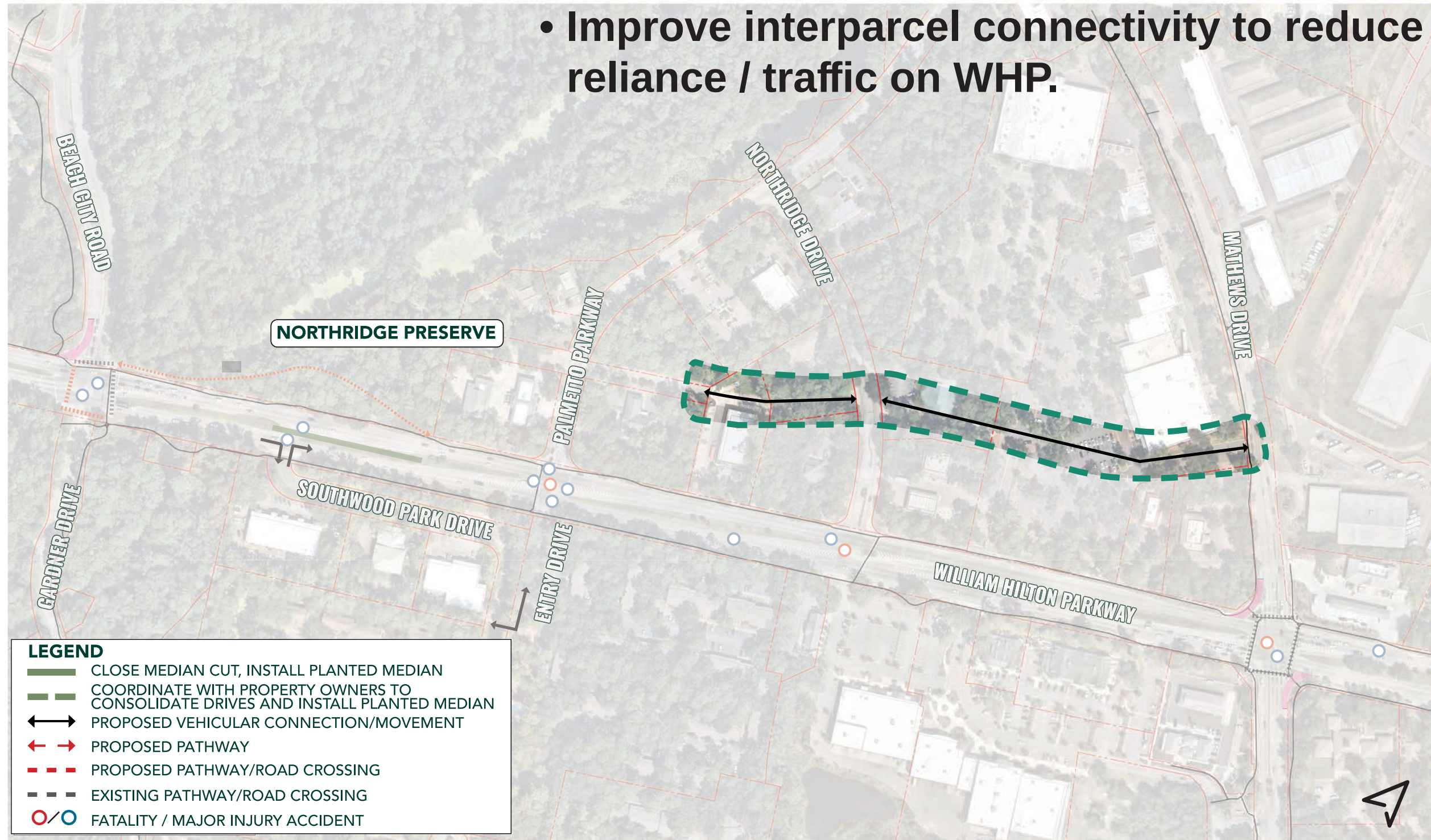


Talking Point 2: Drive Consolidation and Connectivity

WHP - 3

RECOMMENDATIONS

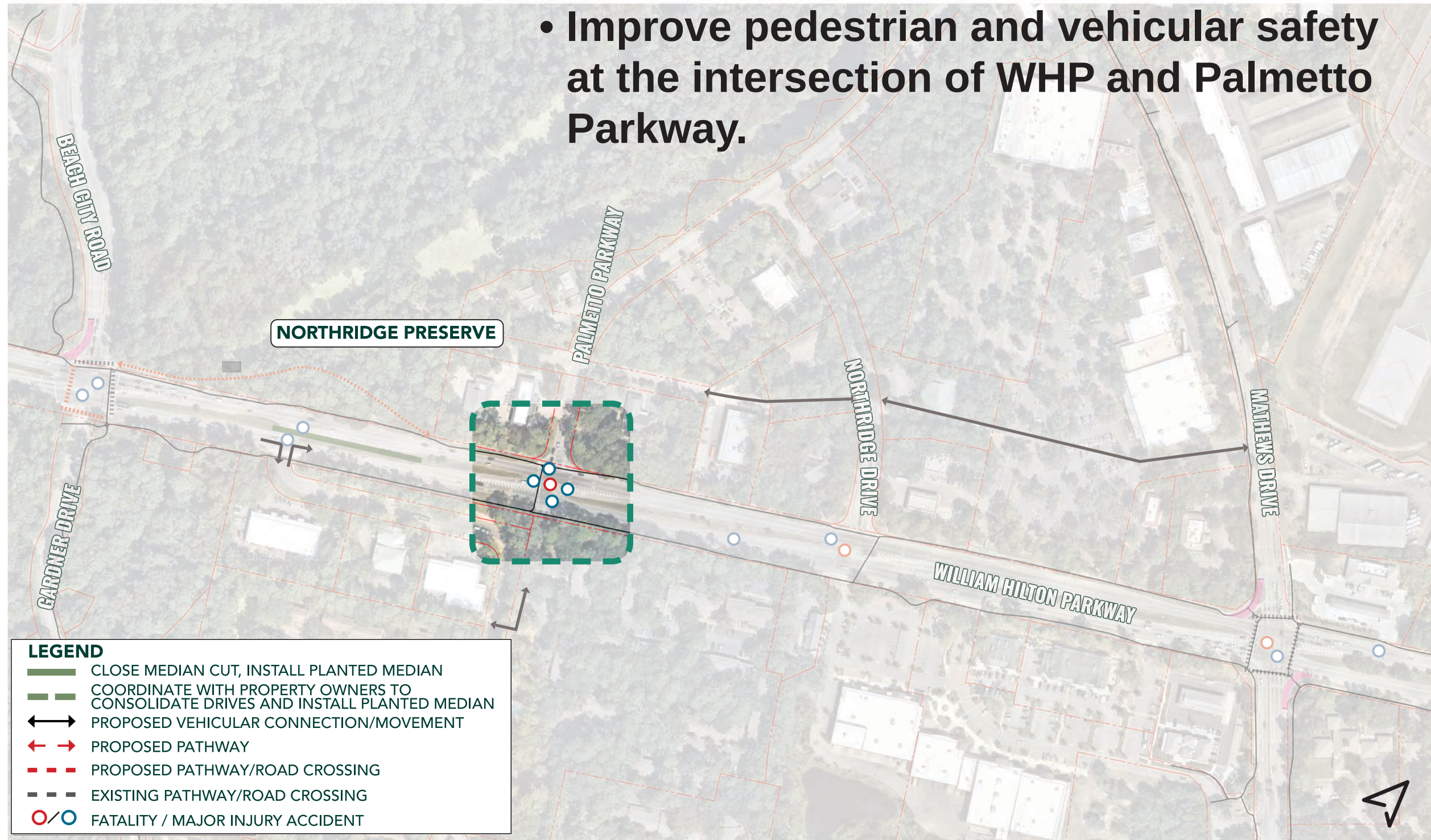
- Improve interparcel connectivity to reduce reliance / traffic on WHP.



Talking Point 3: Additional Connectivity

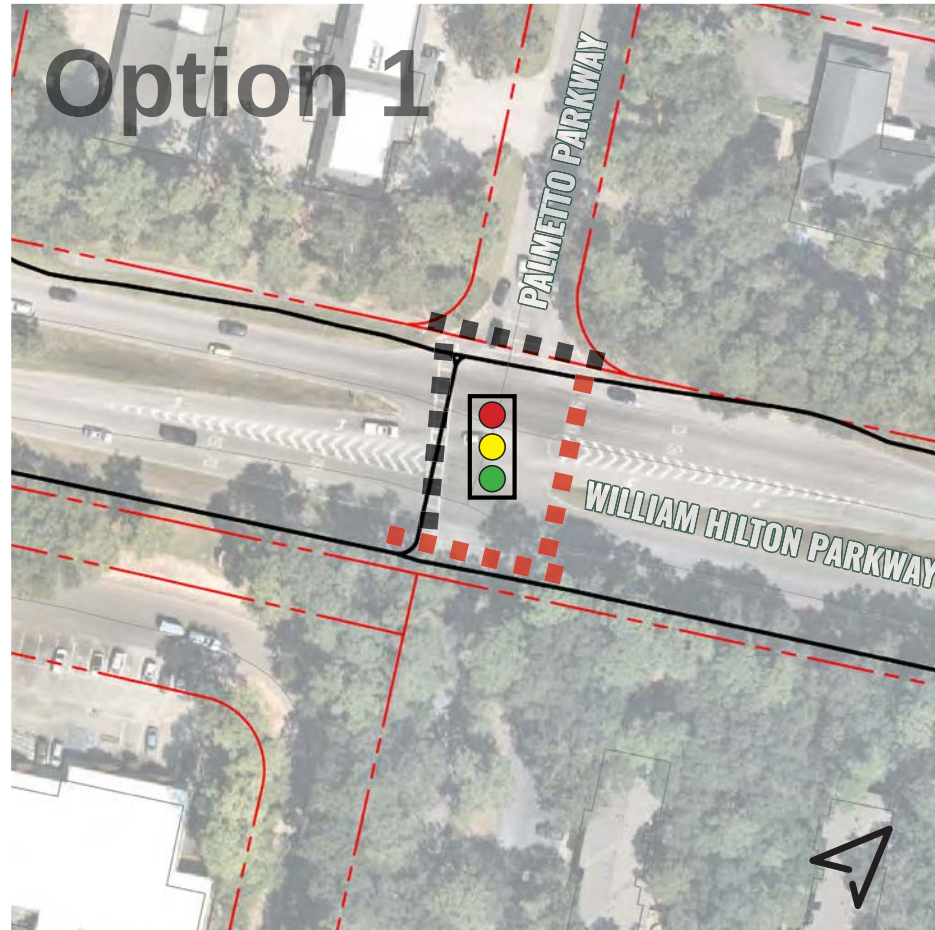
WHP - 3 RECOMMENDATIONS

- Improve pedestrian and vehicular safety at the intersection of WHP and Palmetto Parkway.



Talking Point 4: Palmetto Parkway Intersection

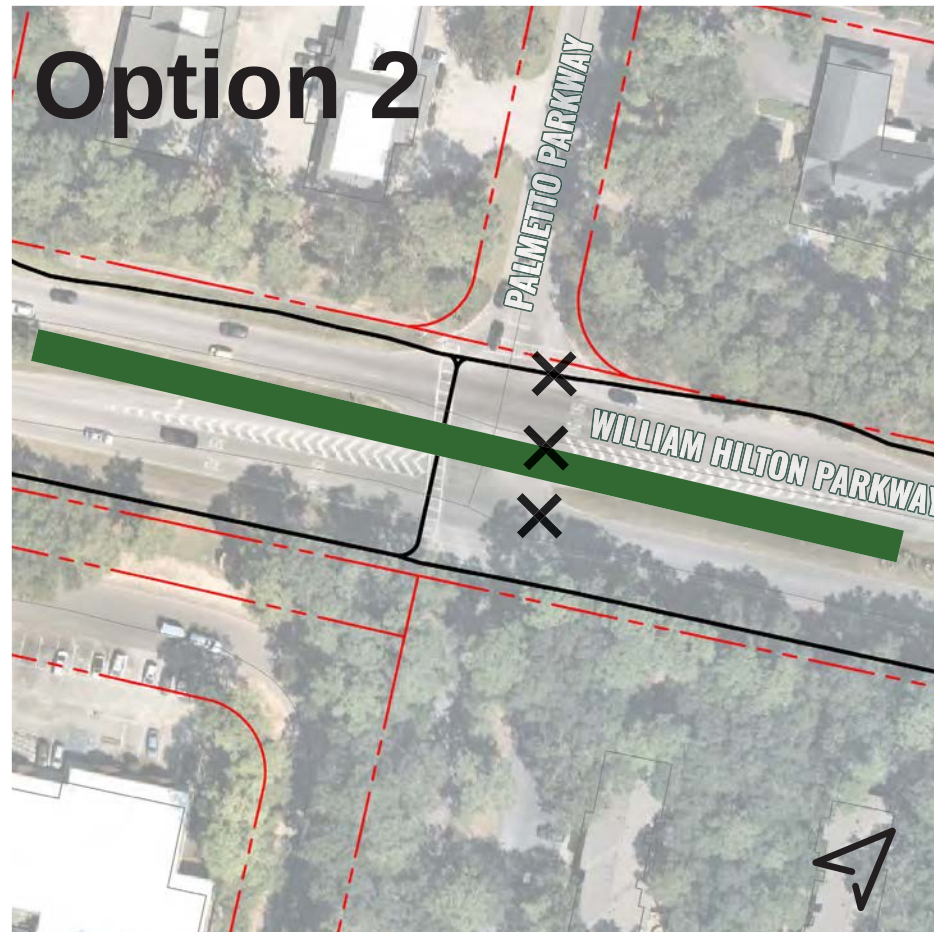
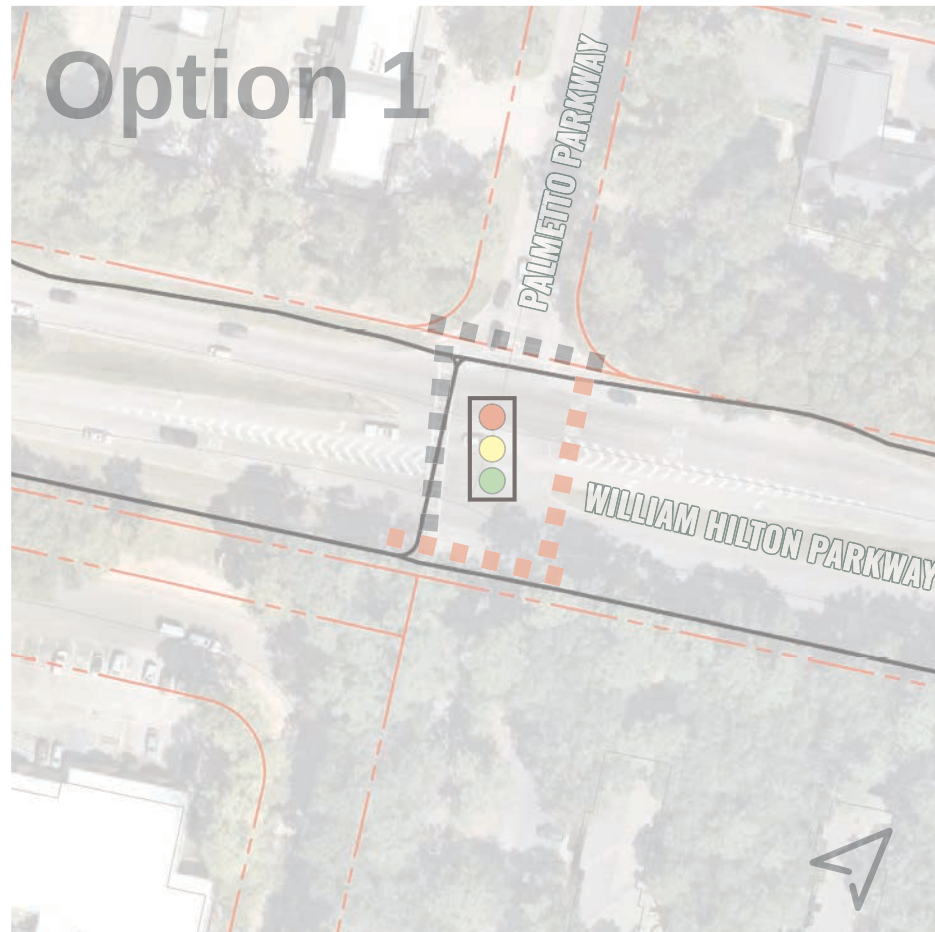
WHP - 3 RECOMMENDATIONS



- Install signalized intersection in conjunction with new roadway connectivity on north and south side of WHP.

Talking Point 4: Palmetto Parkway Intersection

WHP - 3 RECOMMENDATIONS



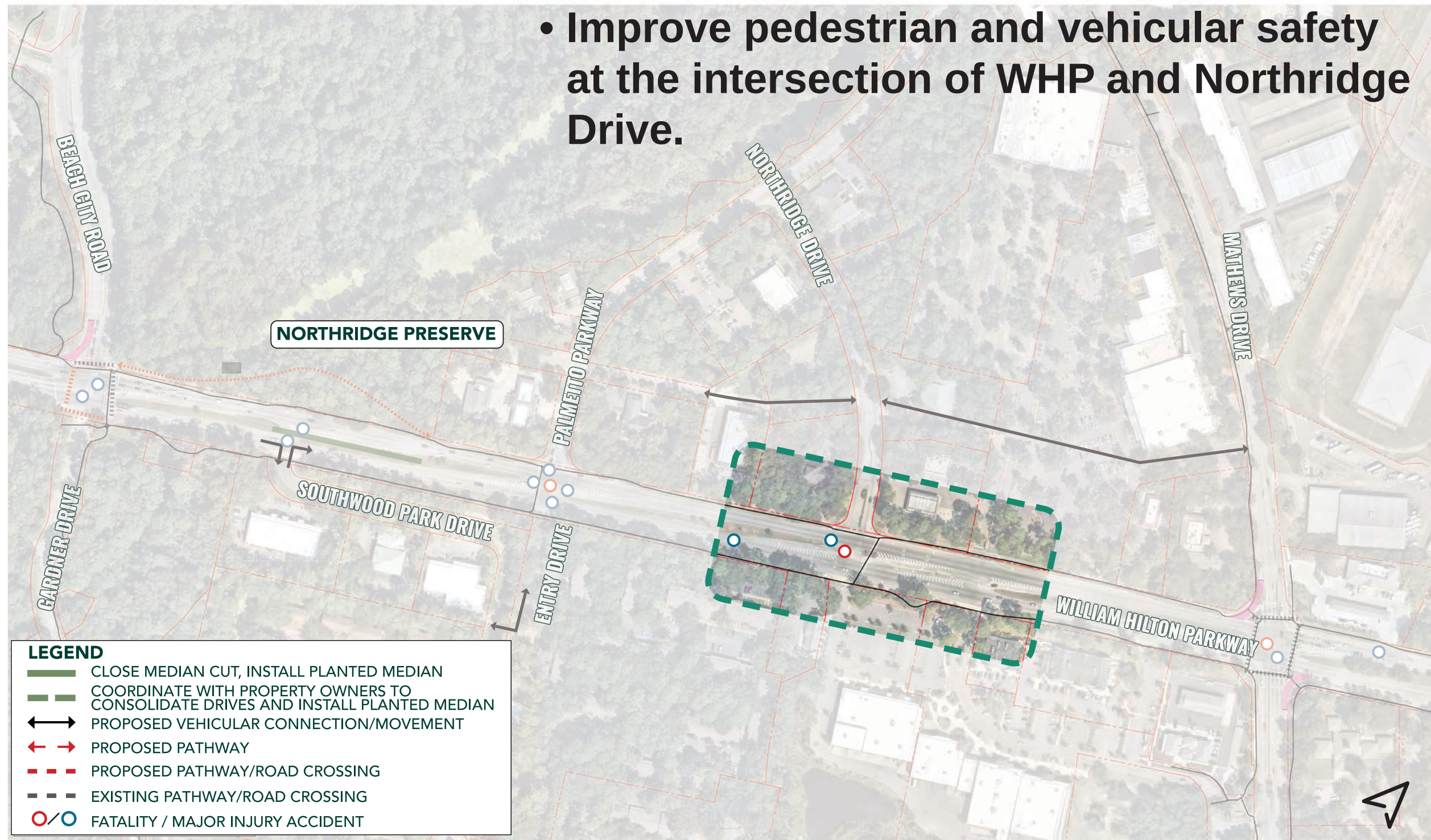
- Install signalized intersection in conjunction with new roadway connectivity on north and south side of WHP.

- Close connection at Palmetto Parkway and provide planted median.
- Remove uncontrolled crossing.

Talking Point 4: Palmetto Parkway Intersection

WHP - 3 RECOMMENDATIONS

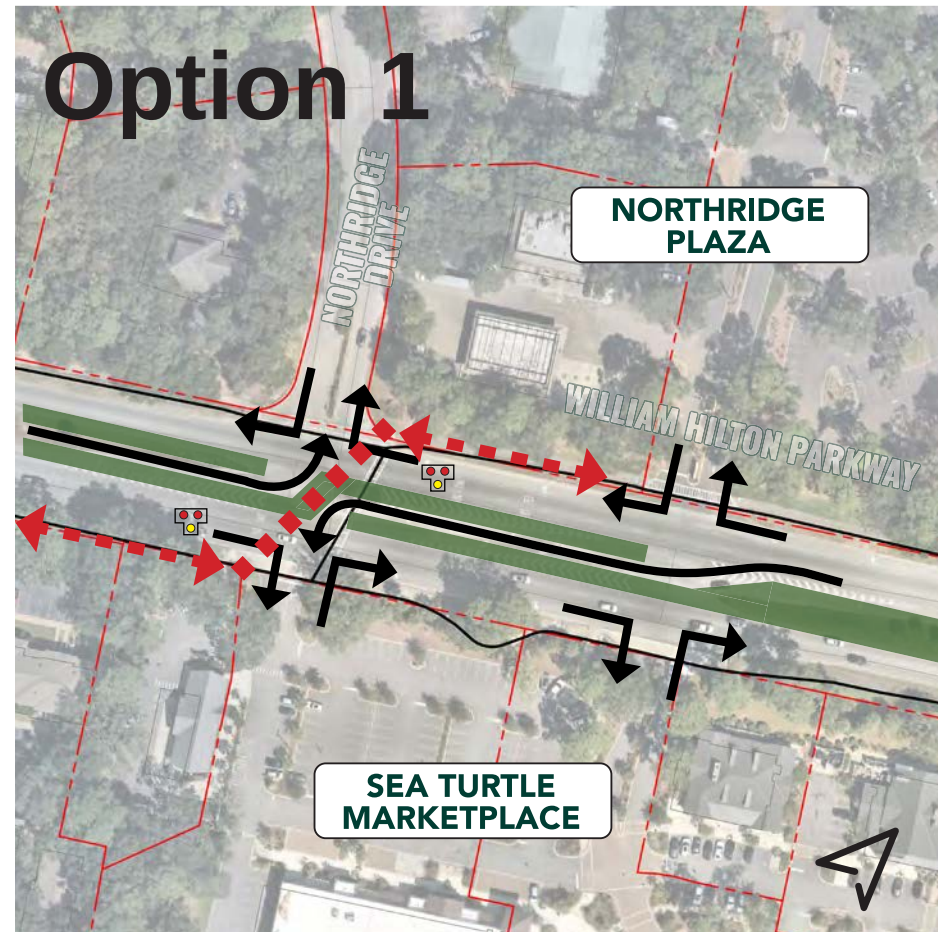
- Improve pedestrian and vehicular safety at the intersection of WHP and Northridge Drive.



Talking Point 5: Northridge Drive Intersection

WHP - 3

RECOMMENDATIONS

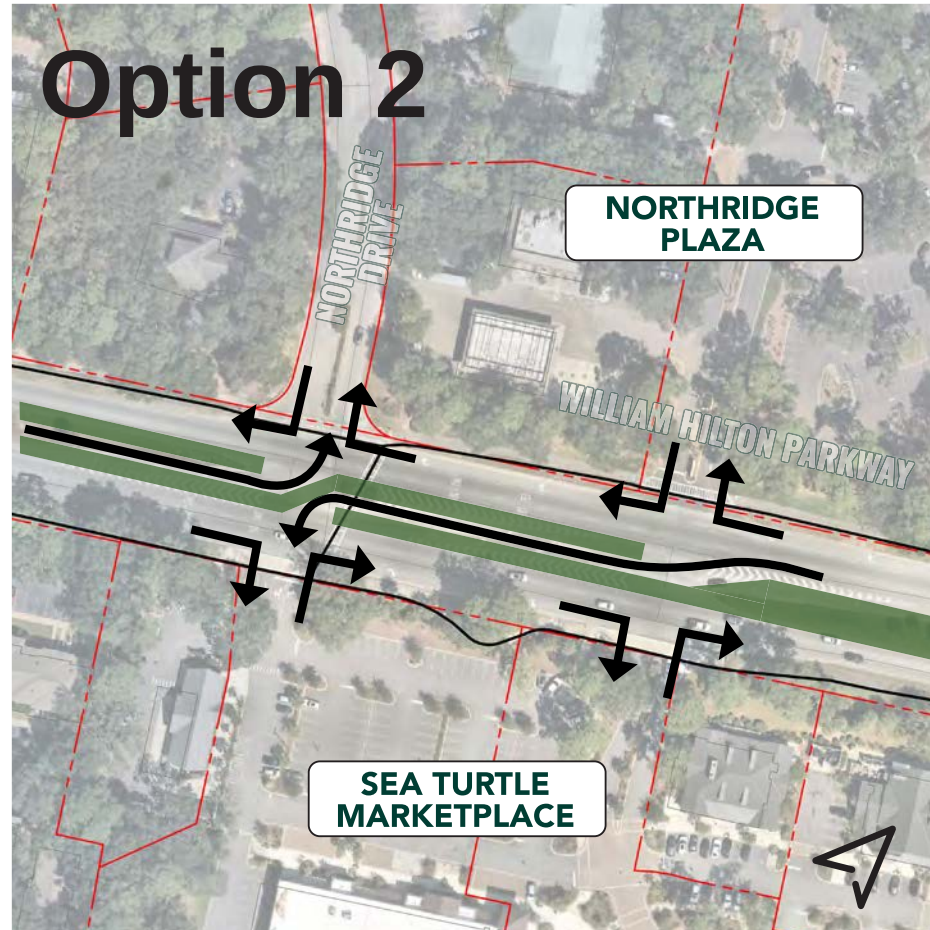
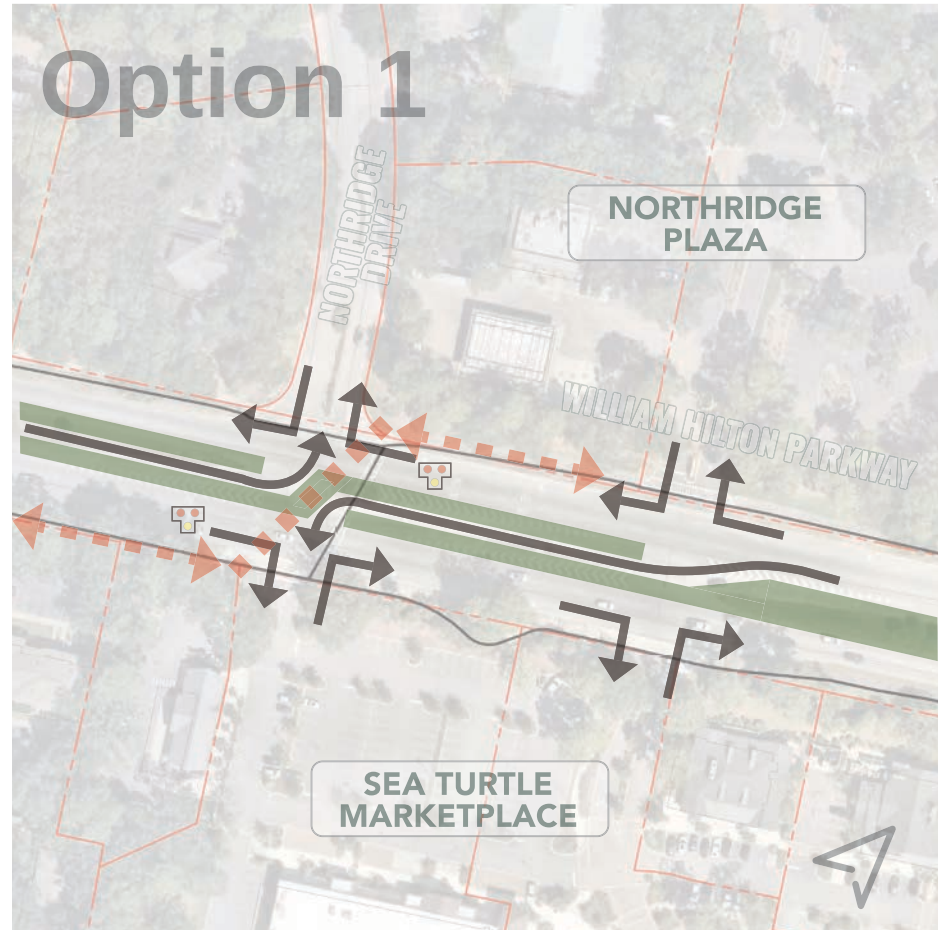


- Reduce median openings to R-CUT.
- Reduce access and turning moments to reduce conflicts.
- Provide a signalized pathway crossing.
- Adjust drive geometry to accommodate pathway crossing.

Note: this will be a signal to stop traffic when activated, i.e. a hawk signal or comparable.

Talking Point 5: Northridge Drive Intersection

WHP - 3 RECOMMENDATIONS



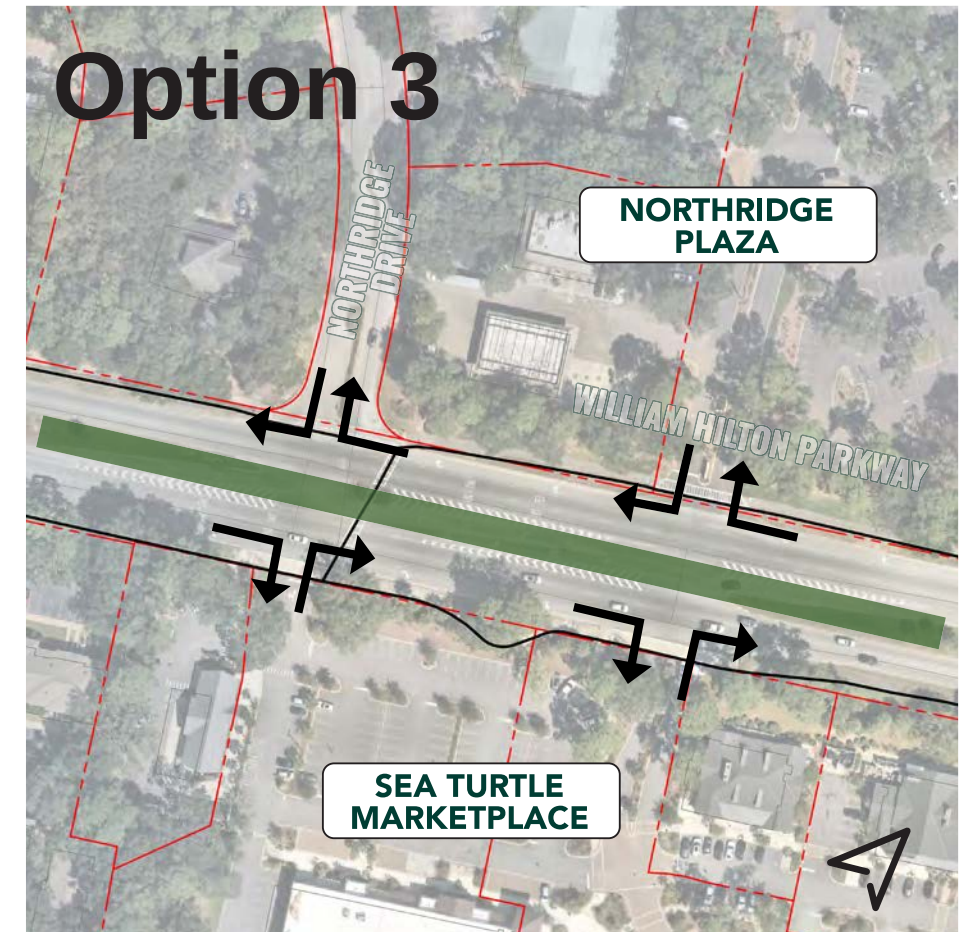
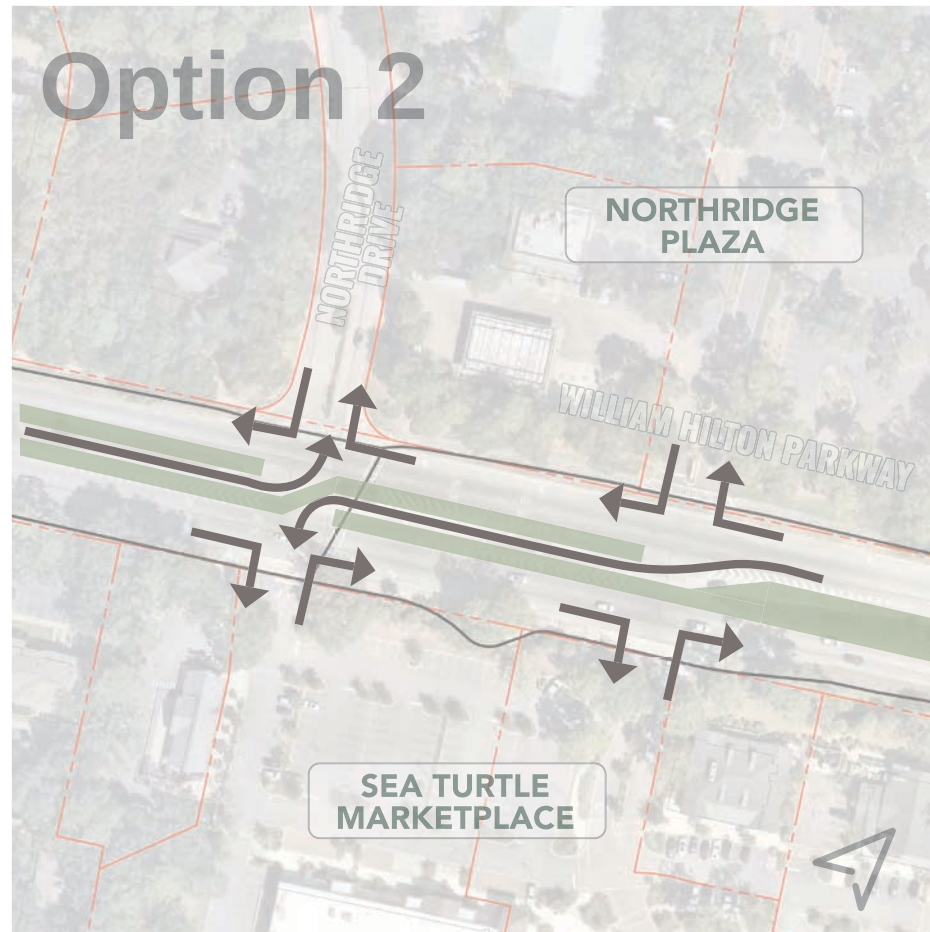
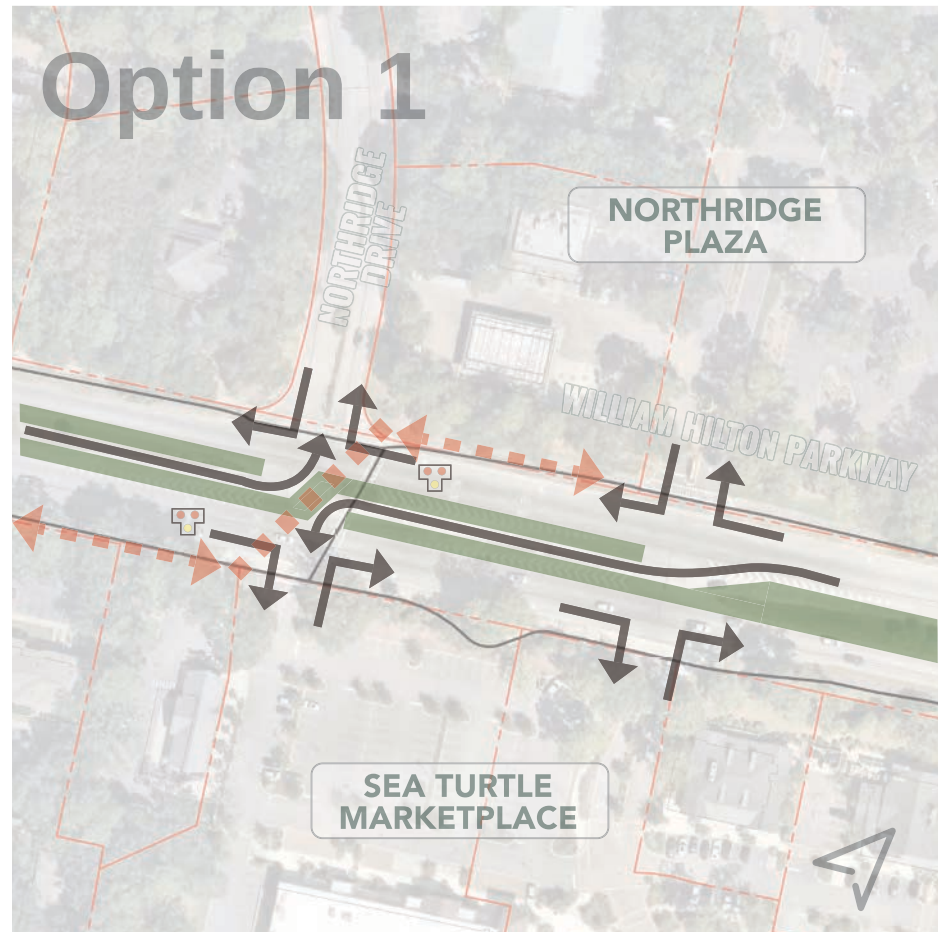
- Reduce median openings to R-CUT.
- Reduce access and turning moments to reduce conflicts.
- Provide a signalized pathway crossing.
- Adjust drive geometry to accommodate pathway crossing.

Note: this will be a signal to stop traffic when activated, i.e. a hawk signal or comparable.

- Reduce median openings to R-CUT.
- Reduce access and turning moments to reduce conflicts.
- Remove uncontrolled crossing. Pedestrians to utilize Mathews Drive and Palmetto Parkway (if signalized).

Talking Point 5: Northridge Drive Intersection

WHP - 3 RECOMMENDATIONS



- Reduce median openings to R-Cut.
- Reduce access and turning moments to reduce conflicts.
- Provide a signalized pathway crossing.
- Adjust drive geometry to accommodate pathway crossing.

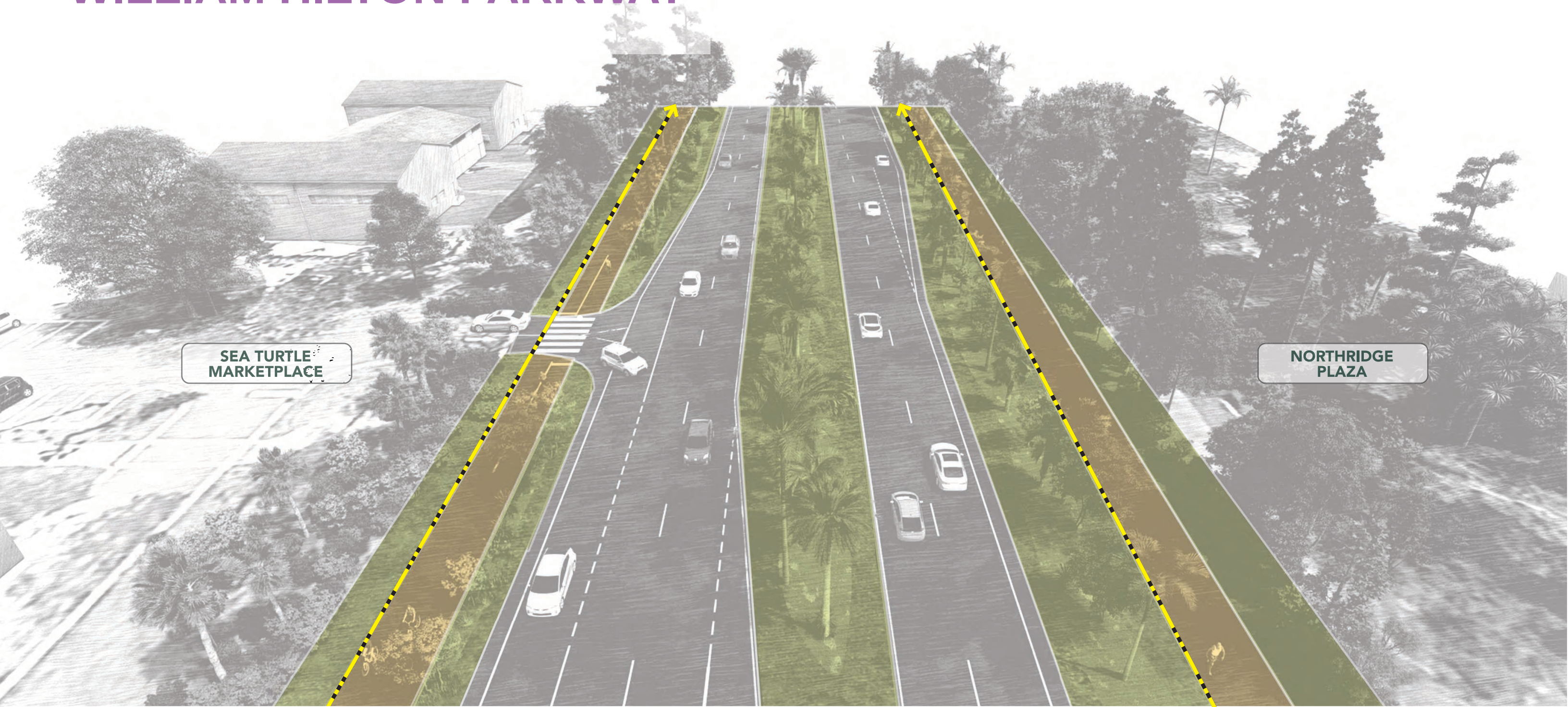
Note: this will be a signal to stop traffic when activated, i.e. a hawk signal or comparable.

- Reduce median openings to R-Cut.
- Reduce access and turning moments to reduce conflicts.
- Remove uncontrolled crossing. Pedestrians to utilize Mathews Drive and Palmetto Parkway (if signalized).

- Close median between Palmetto Parkway and Mathews Drive.
- Eliminate left turn moments to reduce conflicts.
- Remove uncontrolled crossing. Pedestrians to utilize Mathews Drive and Palmetto Parkway (if signalized).

Talking Point 5: Northridge Drive Intersection

WILLIAM HILTON PARKWAY



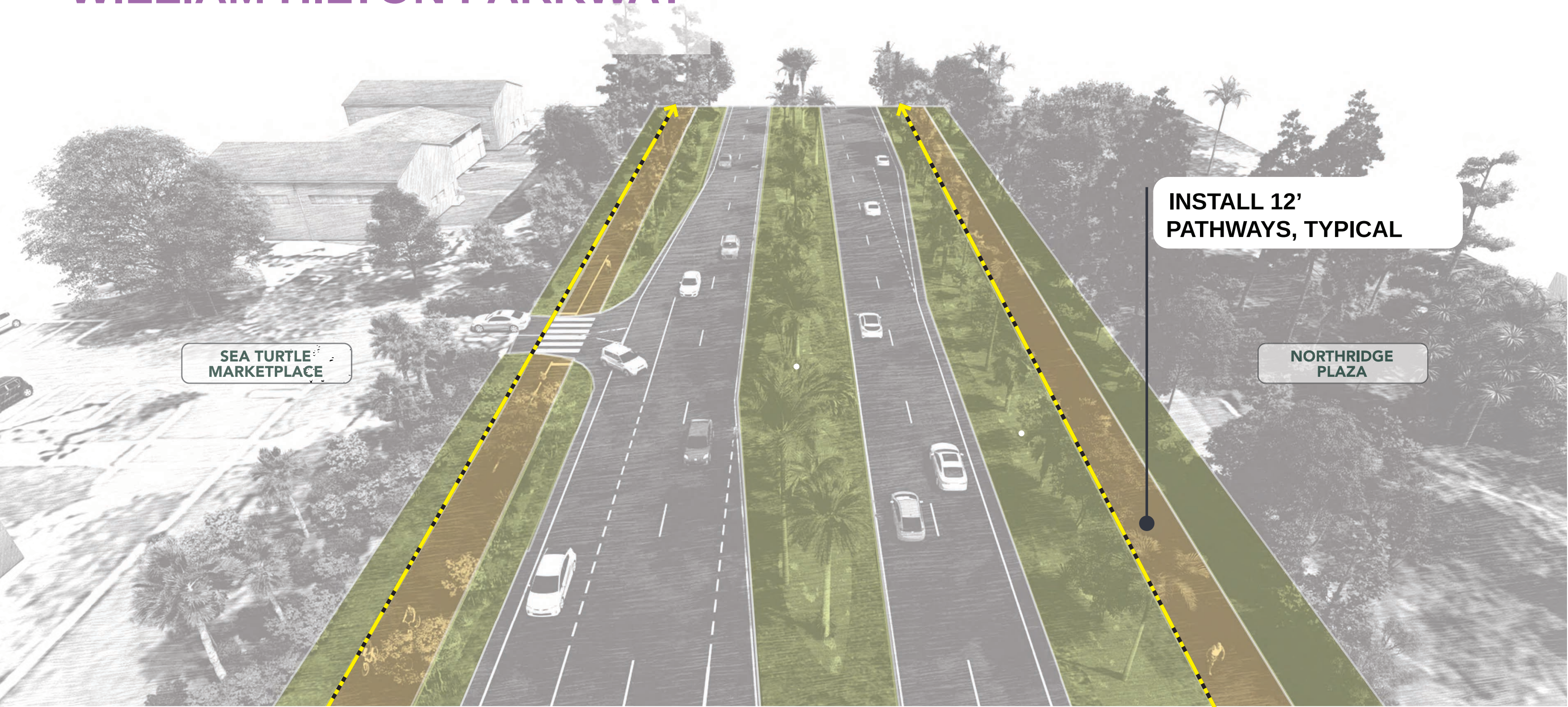
SEA TURTLE
MARKETPLACE

NORTHRIDGE
PLAZA



150-200 FT RIGHT-OF-WAY

WILLIAM HILTON PARKWAY



SEA TURTLE
MARKETPLACE

INSTALL 12'
PATHWAYS, TYPICAL

NORTHRIDGE
PLAZA



ROW

PATHWAY
12'-0"

TRAVEL LANES
(11' RECOMMENDED)

PLANTED MEDIAN
(VARIES)

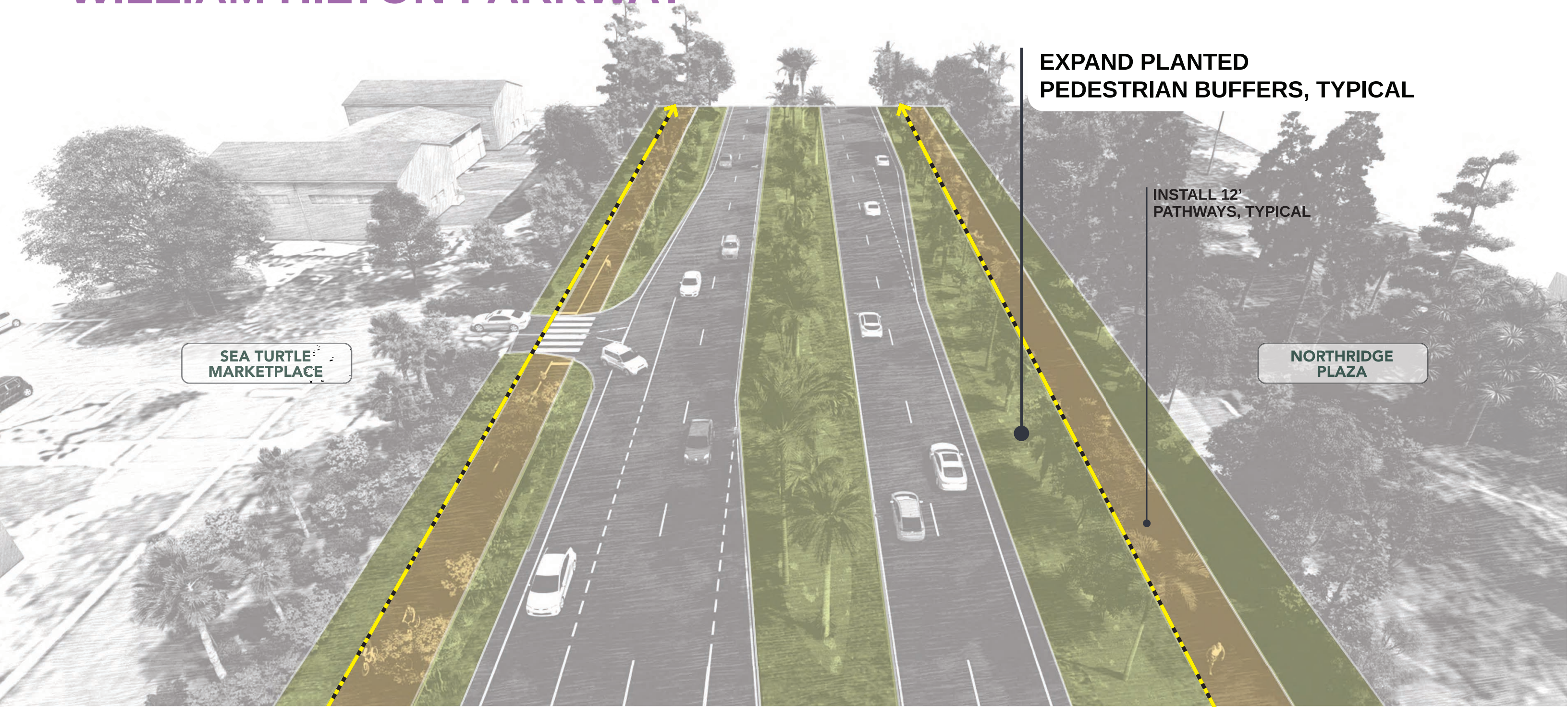
TRAVEL LANES
(11' RECOMMENDED)

PEDESTRIAN BUFFER
(12' RECOMMENDED)

PATHWAY
WITHIN
EASEMENT
12'-0"
ROW

150-200 FT RIGHT-OF-WAY

WILLIAM HILTON PARKWAY



SEA TURTLE
MARKETPLACE

NORTHRIDGE
PLAZA

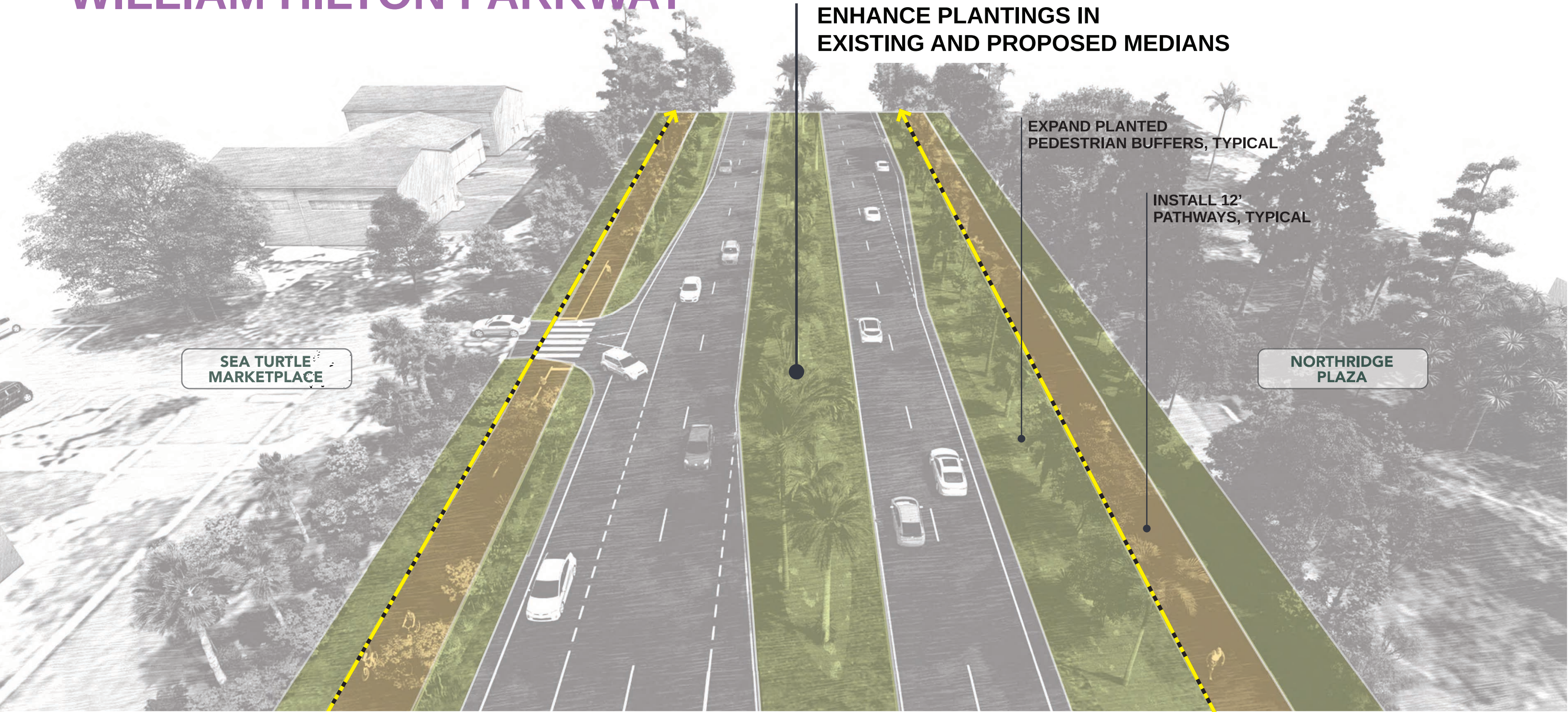
EXPAND PLANTED
PEDESTRIAN BUFFERS, TYPICAL

INSTALL 12'
PATHWAYS, TYPICAL



150-200 FT RIGHT-OF-WAY

WILLIAM HILTON PARKWAY



SEA TURTLE MARKETPLACE

NORTHRIDGE PLAZA

ENHANCE PLANTINGS IN EXISTING AND PROPOSED MEDIANS

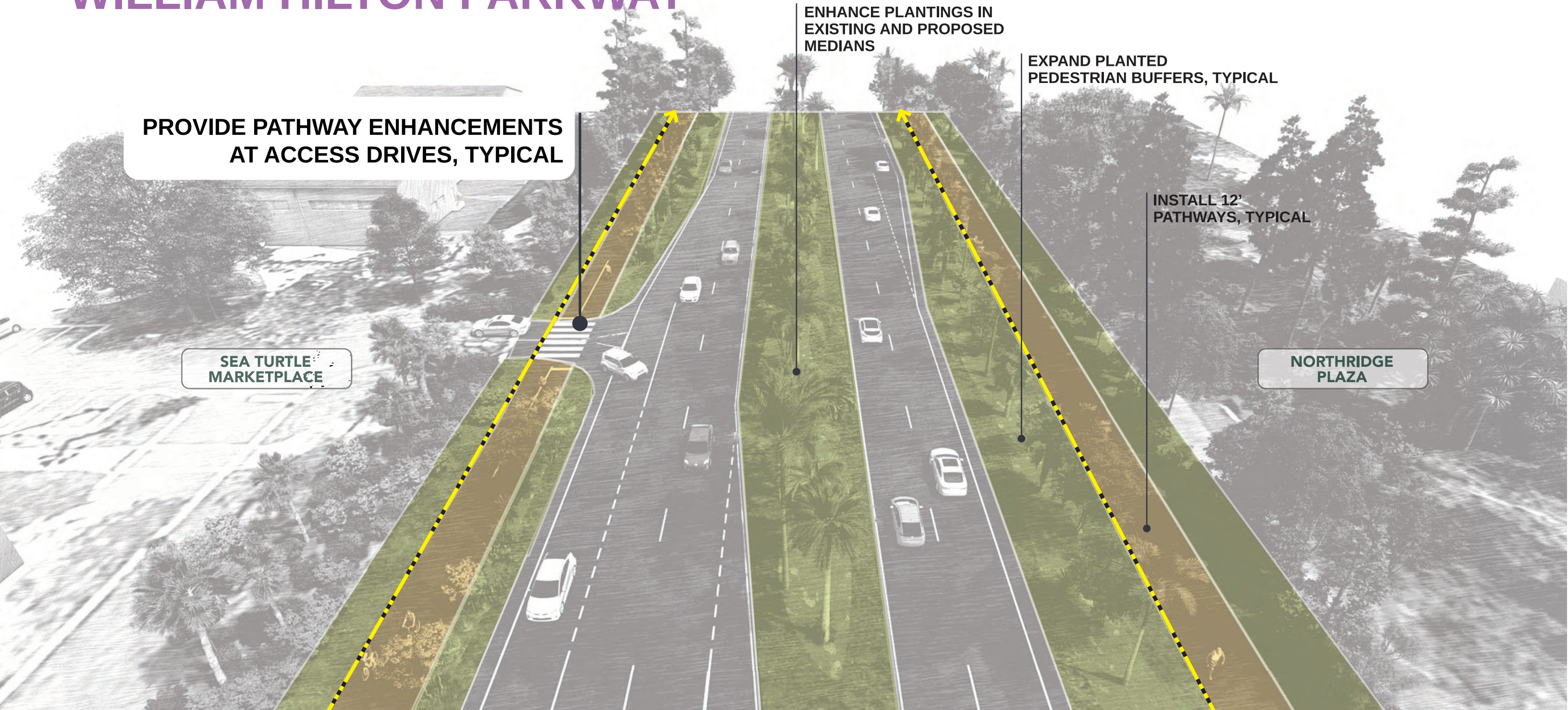
EXPAND PLANTED PEDESTRIAN BUFFERS, TYPICAL

INSTALL 12' PATHWAYS, TYPICAL



150-200 FT RIGHT-OF-WAY

WILLIAM HILTON PARKWAY



PROVIDE PATHWAY ENHANCEMENTS AT ACCESS DRIVES, TYPICAL

ENHANCE PLANTINGS IN EXISTING AND PROPOSED MEDIANS

EXPAND PLANTED PEDESTRIAN BUFFERS, TYPICAL

INSTALL 12' PATHWAYS, TYPICAL

SEA TURTLE MARKETPLACE

NORTHRIDGE PLAZA



150-200 FT RIGHT-OF-WAY

PROPOSED CONDITION

WHP AT MATHEWS DRIVE LOOKING WESTBOUND



SEA TURTLE MARKETPLACE

NORTHRIDGE PLAZA

| | | | | | | | | | | |
|---------------------|--|--|--|--|--|--|--|--|--|---------------------|
| PRIVATE DEVELOPMENT | | | | | | | | | | PRIVATE DEVELOPMENT |
|---------------------|--|--|--|--|--|--|--|--|--|---------------------|

WHP - 5

WHP - 5 RECOMMENDATIONS



Overall Plan

WHP - 5 RECOMMENDATIONS

- Improve safety at accident prone intersections.



Talking Point 1: Intersection Safety

WHP - 5 RECOMMENDATIONS

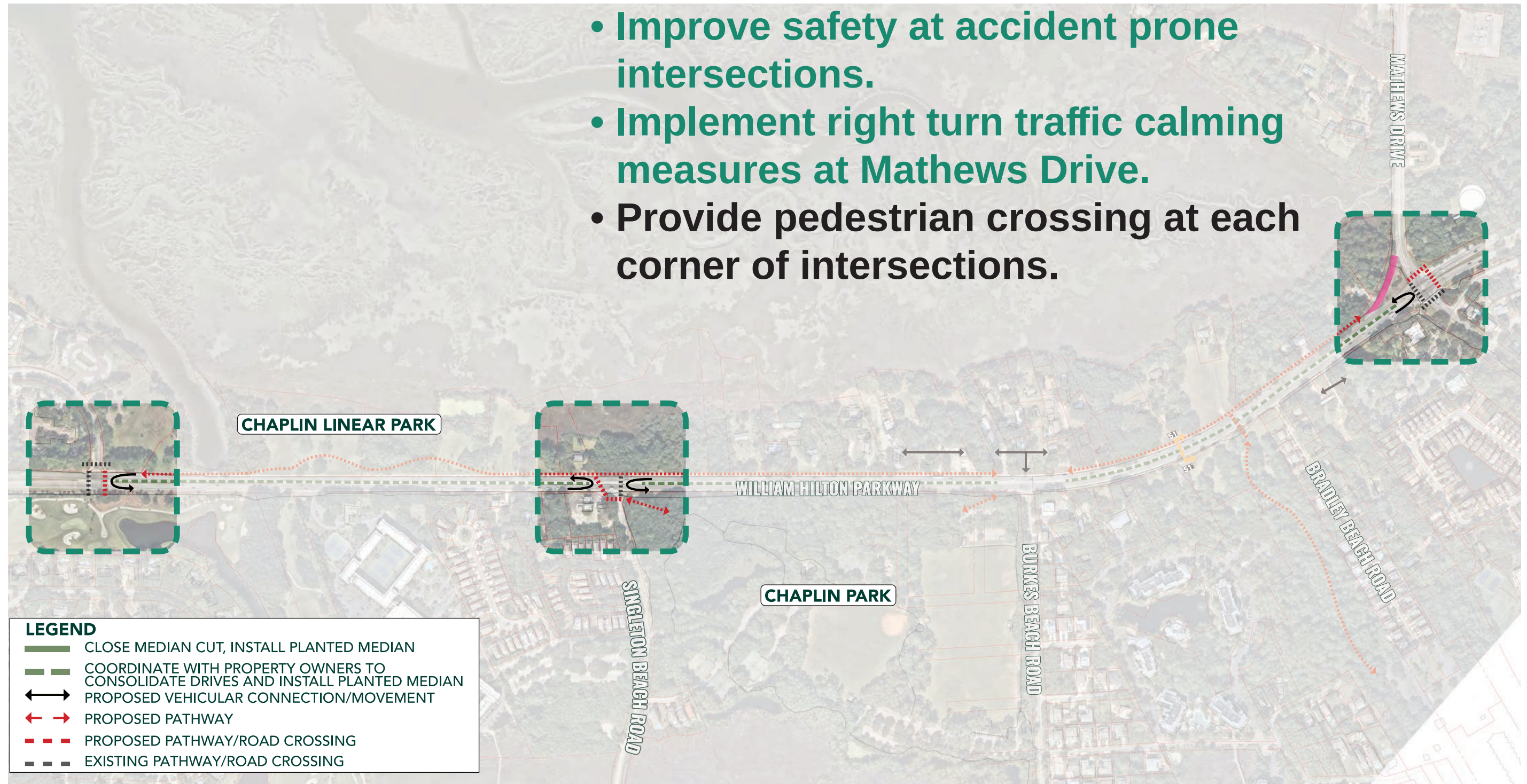
- Improve safety at accident prone intersections.
- Implement right turn traffic calming measures at Mathews Drive.



Talking Point 1: Intersection Safety

WHP - 5 RECOMMENDATIONS

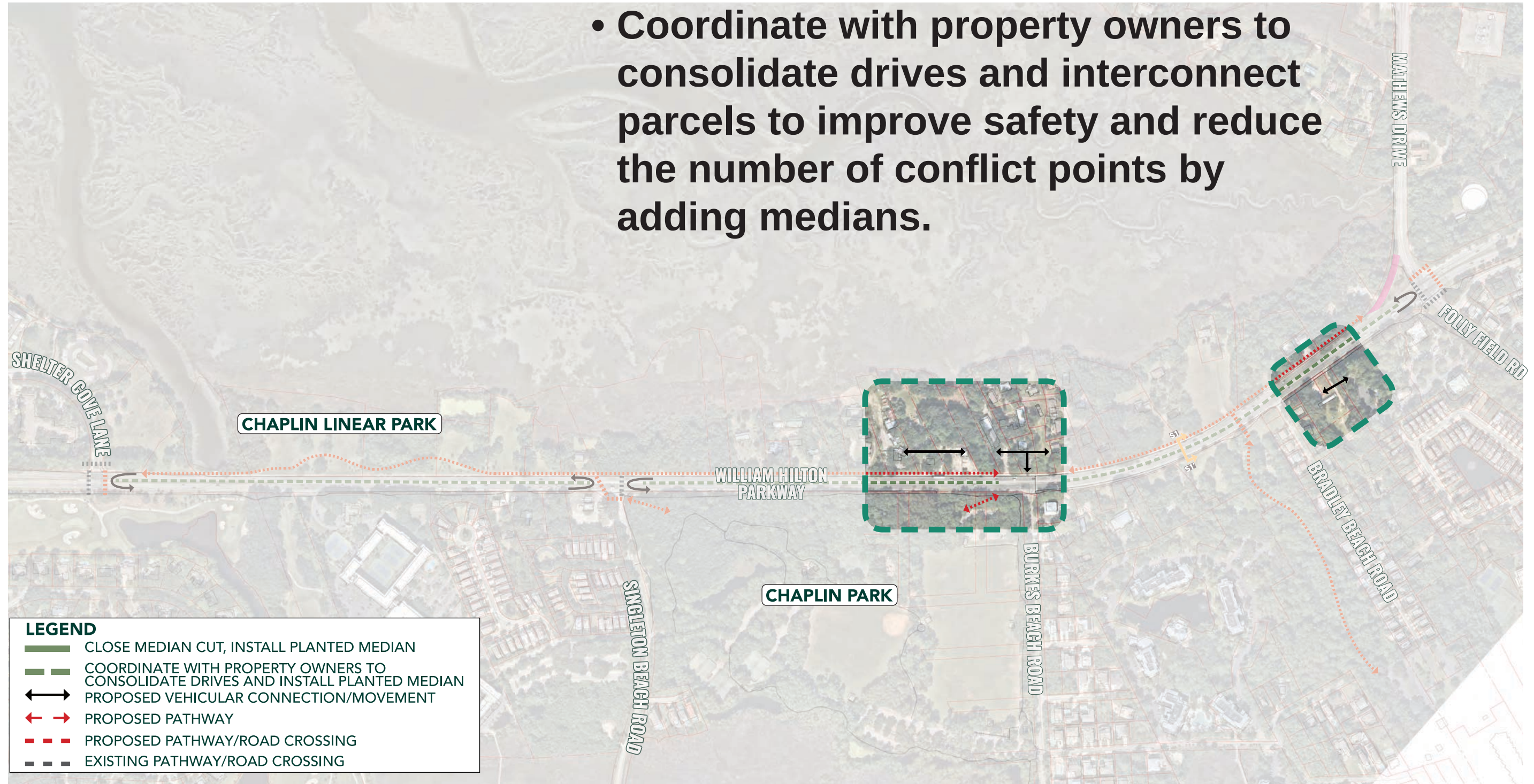
- Improve safety at accident prone intersections.
- Implement right turn traffic calming measures at Mathews Drive.
- Provide pedestrian crossing at each corner of intersections.



Talking Point 1: Intersection Safety

WHP - 5 RECOMMENDATIONS

- Coordinate with property owners to consolidate drives and interconnect parcels to improve safety and reduce the number of conflict points by adding medians.

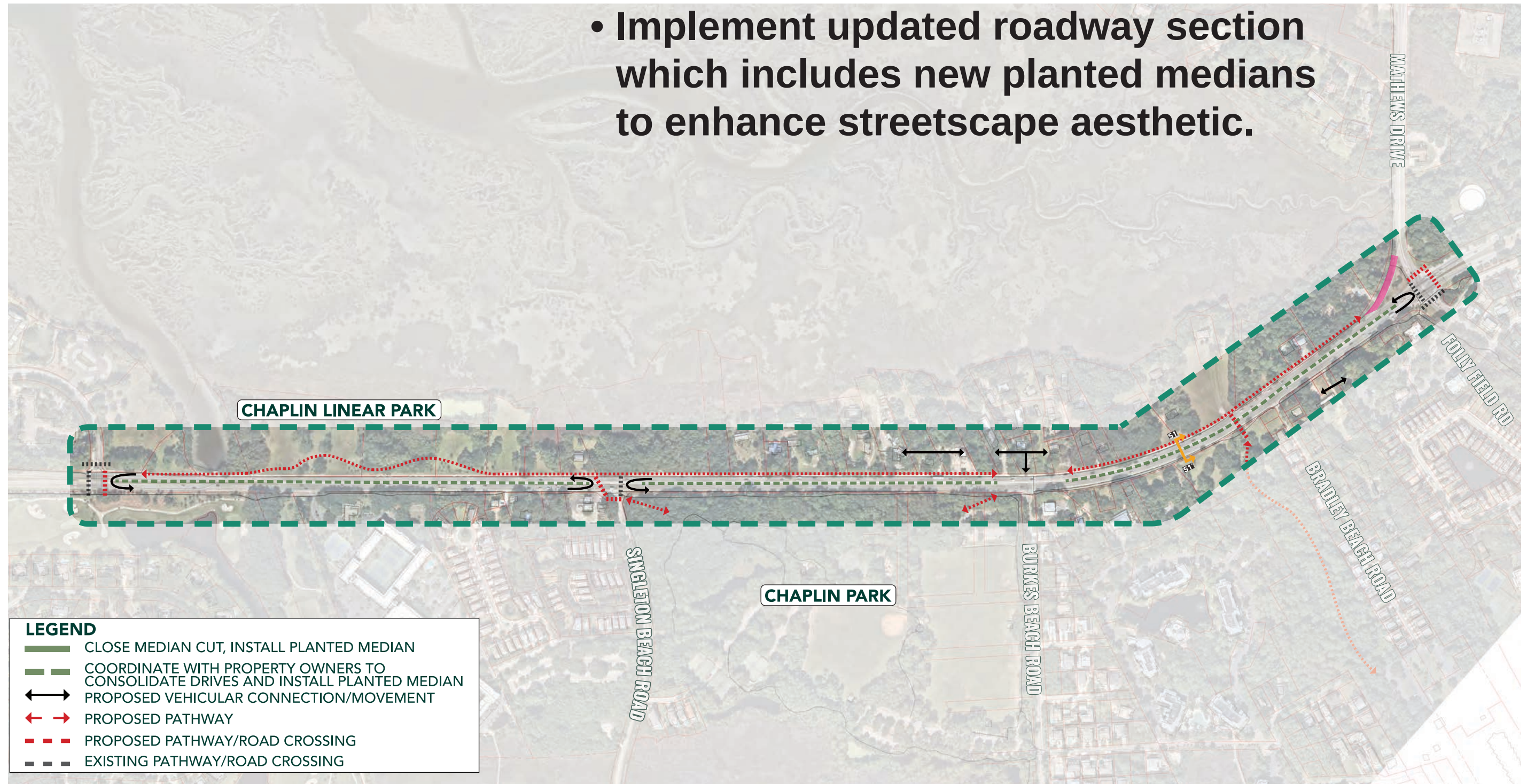


Talking Point 2: Drive Consolidation and Connectivity

WHP - 5

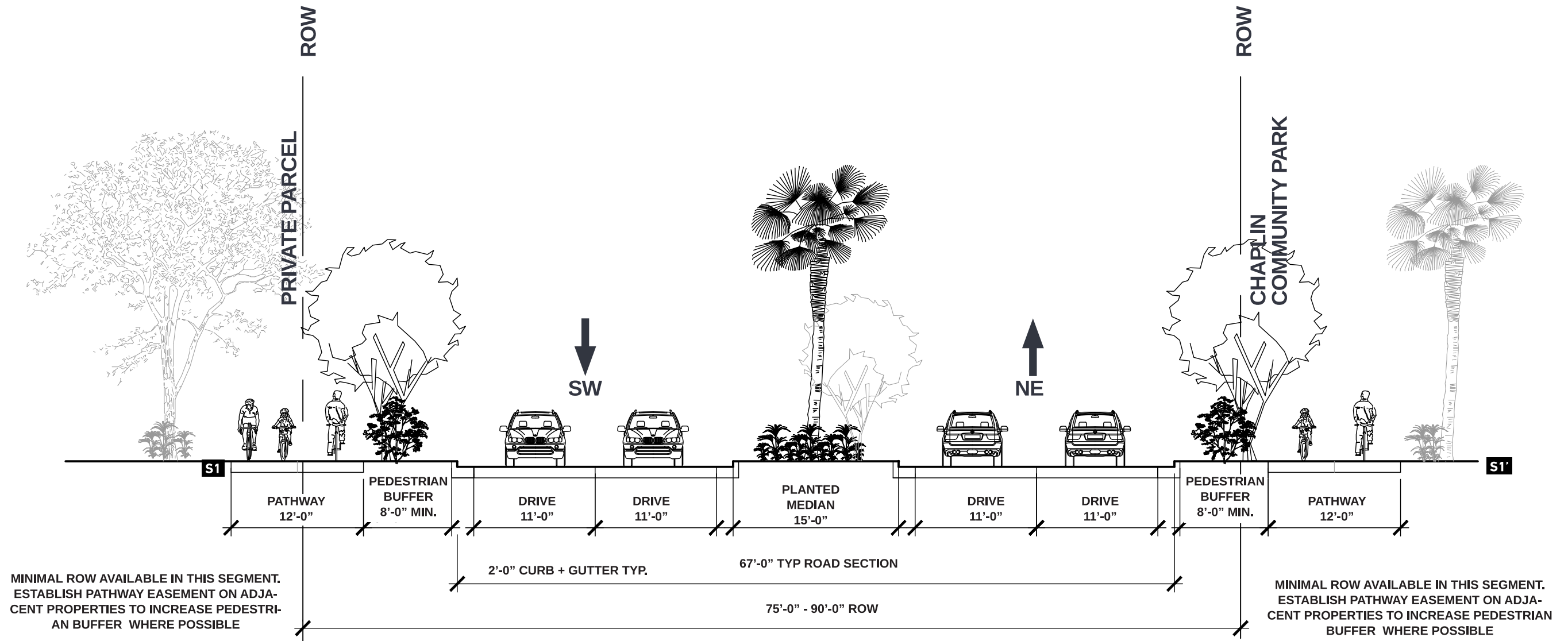
RECOMMENDATIONS

- Implement updated roadway section which includes new planted medians to enhance streetscape aesthetic.



Talking Point 3: Roadway Layout

WHP - 5 RECOMMENDATIONS

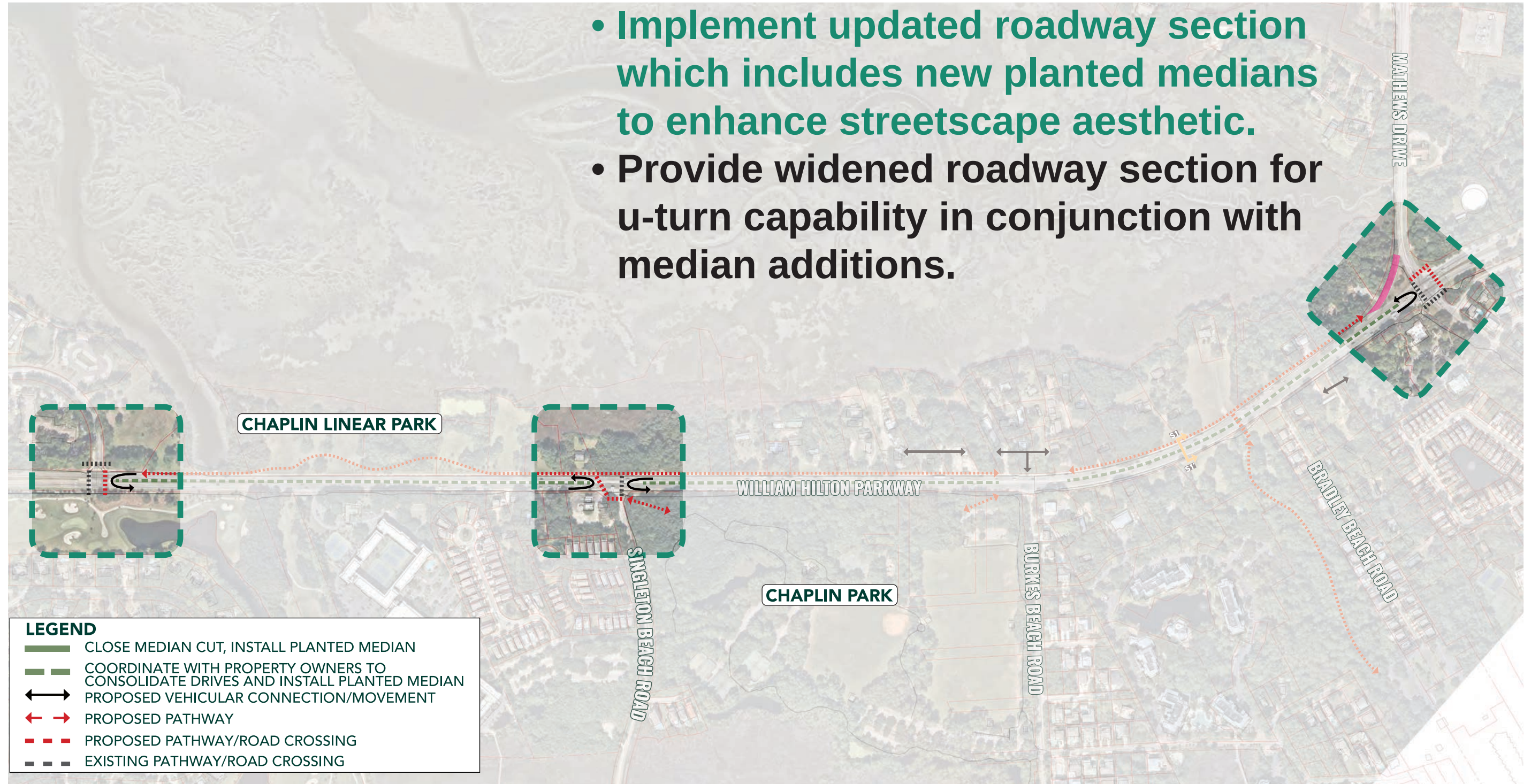


Recommended WHP - 5 Section Between Mathews Drive / Folly Field Road and Shelter Cove Lane

WHP - 5

RECOMMENDATIONS

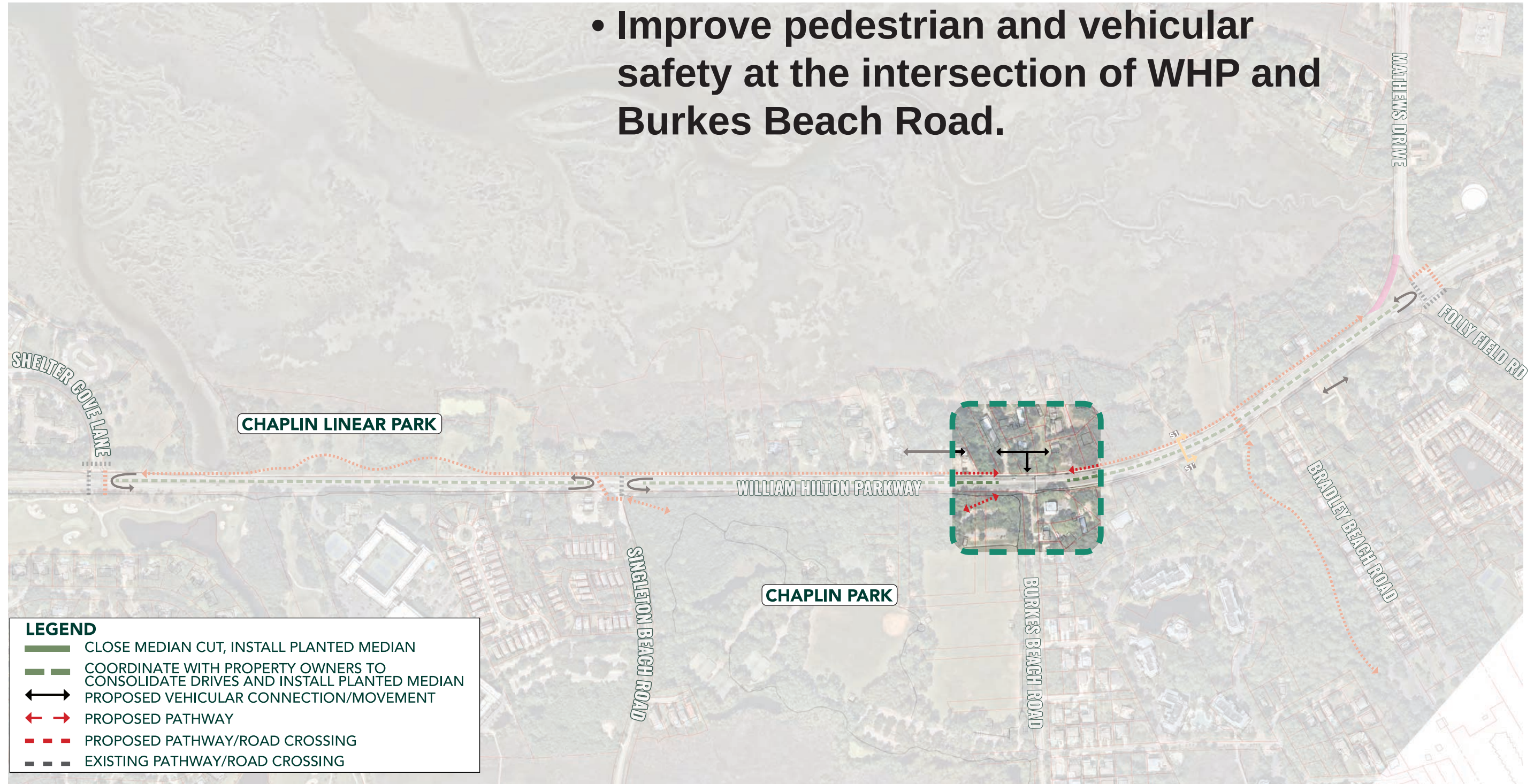
- Implement updated roadway section which includes new planted medians to enhance streetscape aesthetic.
- Provide widened roadway section for u-turn capability in conjunction with median additions.



Talking Point 3: Roadway Layout

WHP - 5 RECOMMENDATIONS

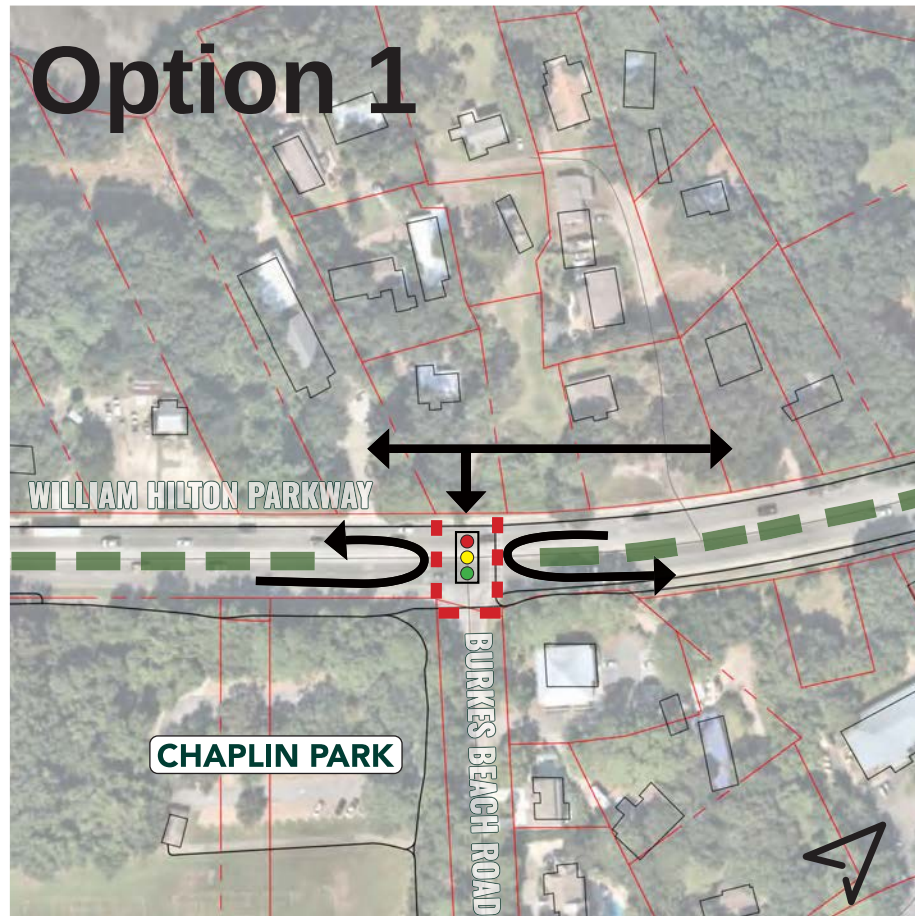
- Improve pedestrian and vehicular safety at the intersection of WHP and Burkes Beach Road.



Talking Point 4: Burkes Beach Road Intersection

WHP - 5

RECOMMENDATIONS

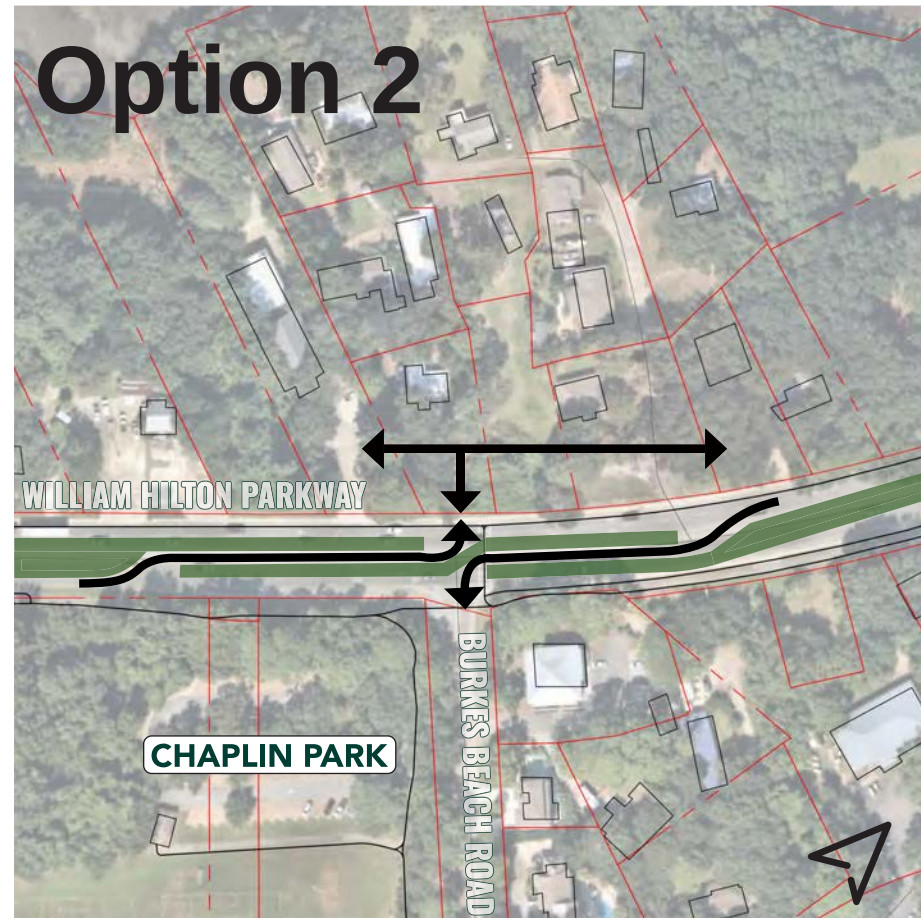
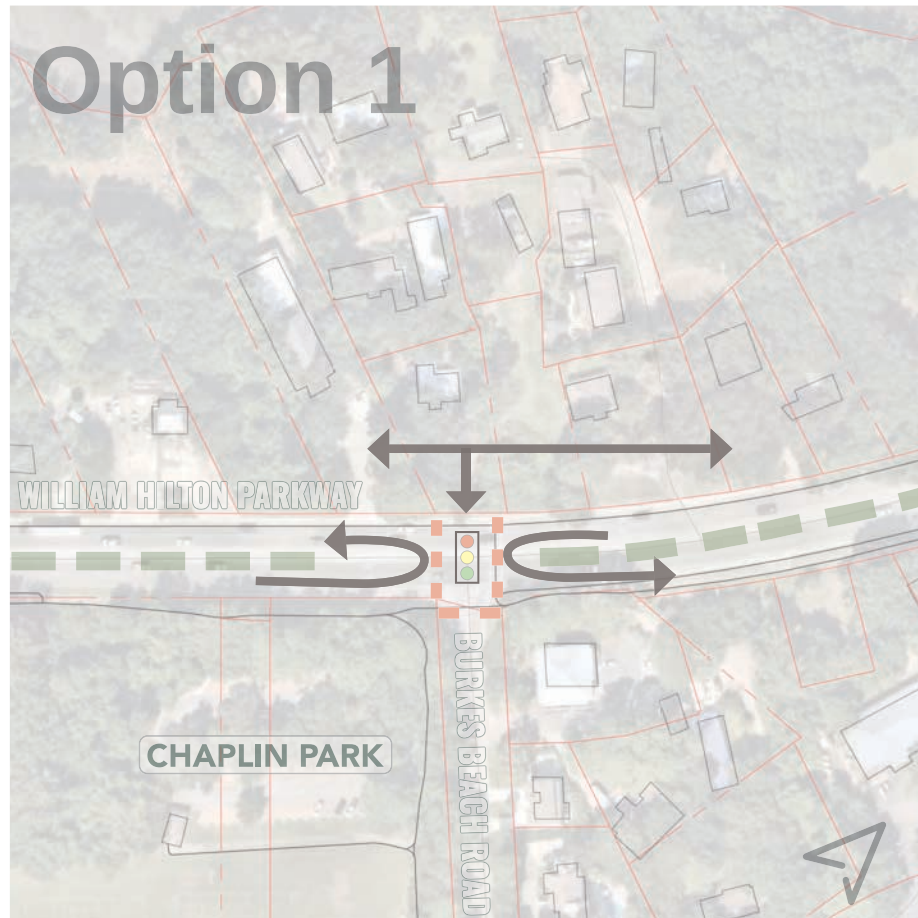


- Install signalized intersection.
- Provide pedestrian crossings at all corners.
- Coordinate with property owners to consolidate drives and install planted median.
- Include roadway inter-connections identified.
- Provide wider roadway section to provide u-turn capability in conjunction with median additions.
- Adjust drive geometry to accommodate pathway crossing.

Talking Point 4: Burkes Beach Road Intersection

WHP - 5

RECOMMENDATIONS

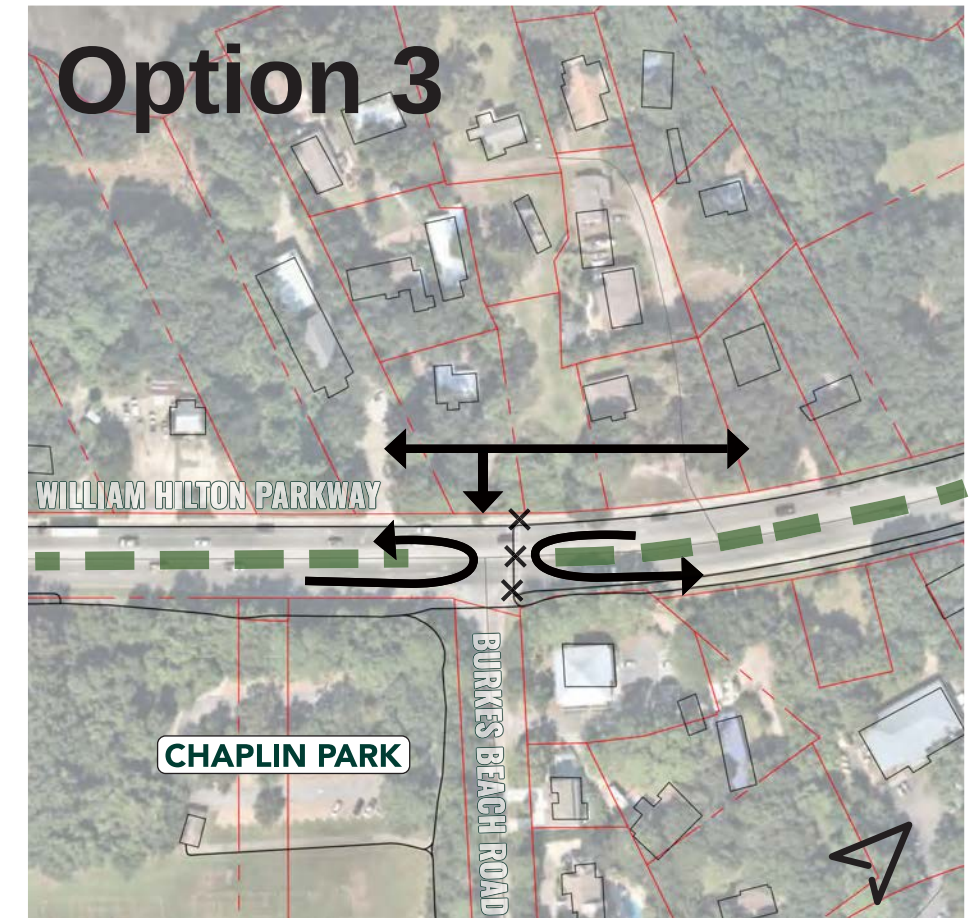
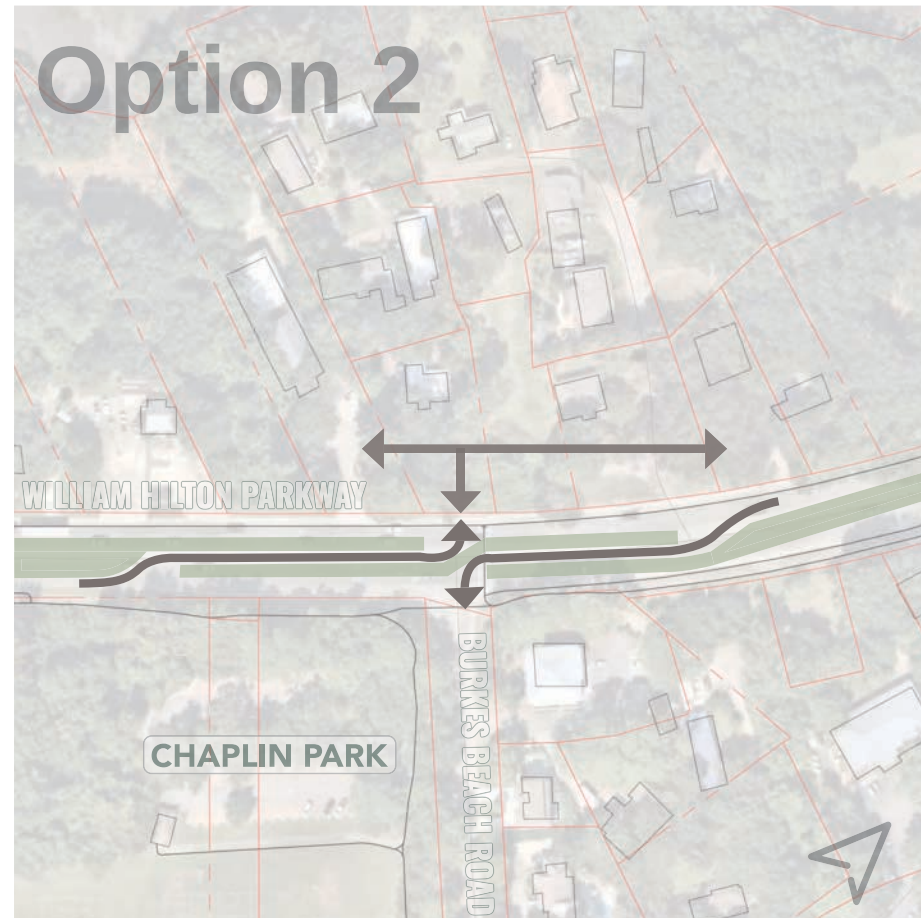
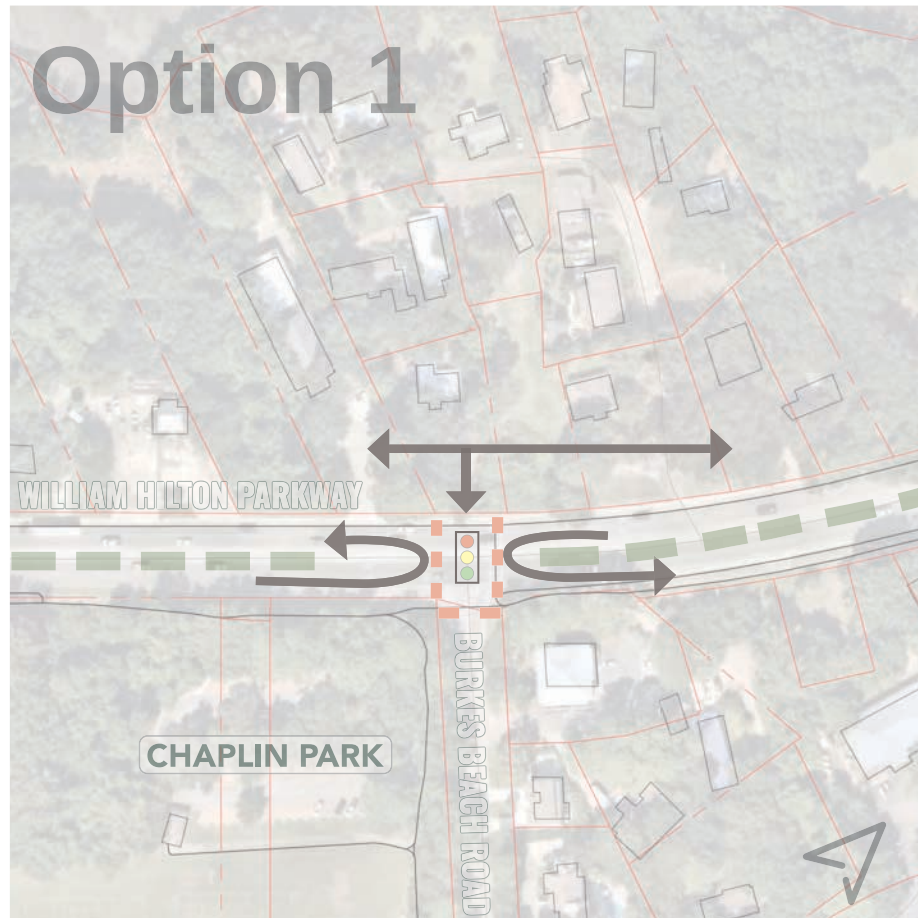


- Install signalized intersection.
- Provide pedestrian crossings at all corners.
- Coordinate with property owners to consolidate drives and install planted median.
- Include roadway inter-connections identified.
- Provide wider roadway section to provide u-turn capability in conjunction with median additions.
- Adjust drive geometry to accommodate pathway crossing.

- Provide R-CUT intersection. Acquire additional right-of-way as needed to ensure feasibility of R-CUT configuration.
- Remove uncontrolled crossing.
- Coordinate with property owners to consolidate drives and install planted median.
- Include roadway inter-connections identified.
- Remove uncontrolled crossing. Pedestrians to utilize proposed mid-block crossing near Bradley Beach Road.

Talking Point 4: Burkes Beach Road Intersection

WHP - 5 RECOMMENDATIONS



- Install signalized intersection.
- Provide pedestrian crossings at all corners.
- Coordinate with property owners to consolidate drives and install planted median.
- Include roadway inter-connections identified.
- Provide wider roadway section to provide u-turn capability in conjunction with median additions.
- Adjust drive geometry to accommodate pathway crossing.

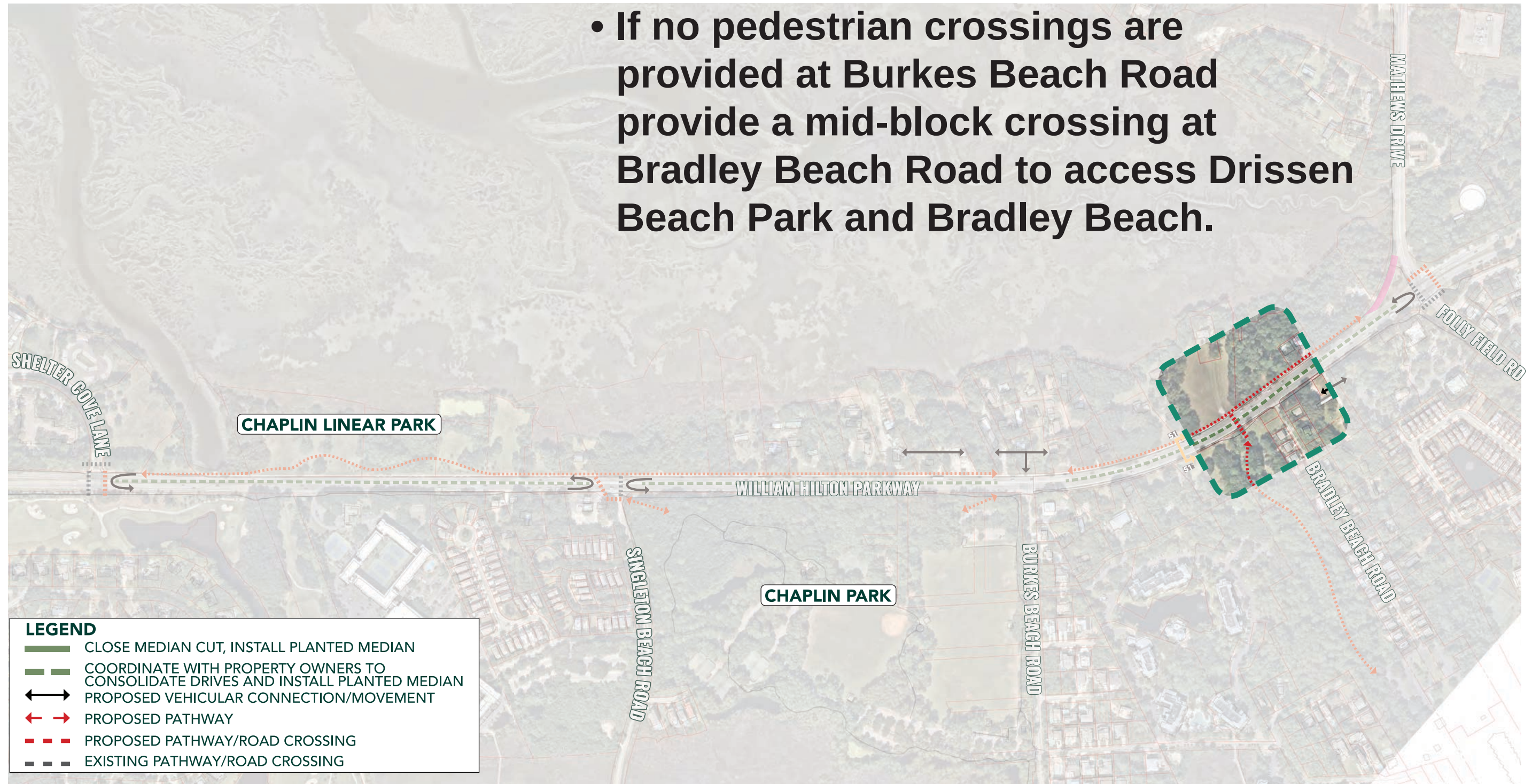
- Provide R-CUT intersection. Acquire additional right-of-way as needed to ensure feasibility of R-CUT configuration.
- Remove uncontrolled crossings.
- Coordinate with property owners to consolidate drives and install planted median.
- Include roadway inter-connections identified.
- Remove uncontrolled crossing. Pedestrians to utilize proposed mid-block crossing near Bradley Beach Road.

- Retain existing unsignalized intersection.
- Remove uncontrolled crossings.
- Coordinate with property owners to consolidate drives and install planted median.
- Include roadway inter-connections identified.
- Provide wider roadway section to provide u-turn capability in conjunction with median additions
- Remove uncontrolled crossing. Pedestrians to utilize proposed mid-block crossing near Bradley Beach Road.

Talking Point 4: Burkes Beach Road Intersection

WHP - 5 RECOMMENDATIONS

- If no pedestrian crossings are provided at Burkes Beach Road provide a mid-block crossing at Bradley Beach Road to access Drissen Beach Park and Bradley Beach.



Talking Point 5: Pathways / Crossings

Palmetto Bay Road

Palmetto Bay Road RECOMMENDATIONS



Overview

Palmetto Bay Road RECOMMENDATIONS

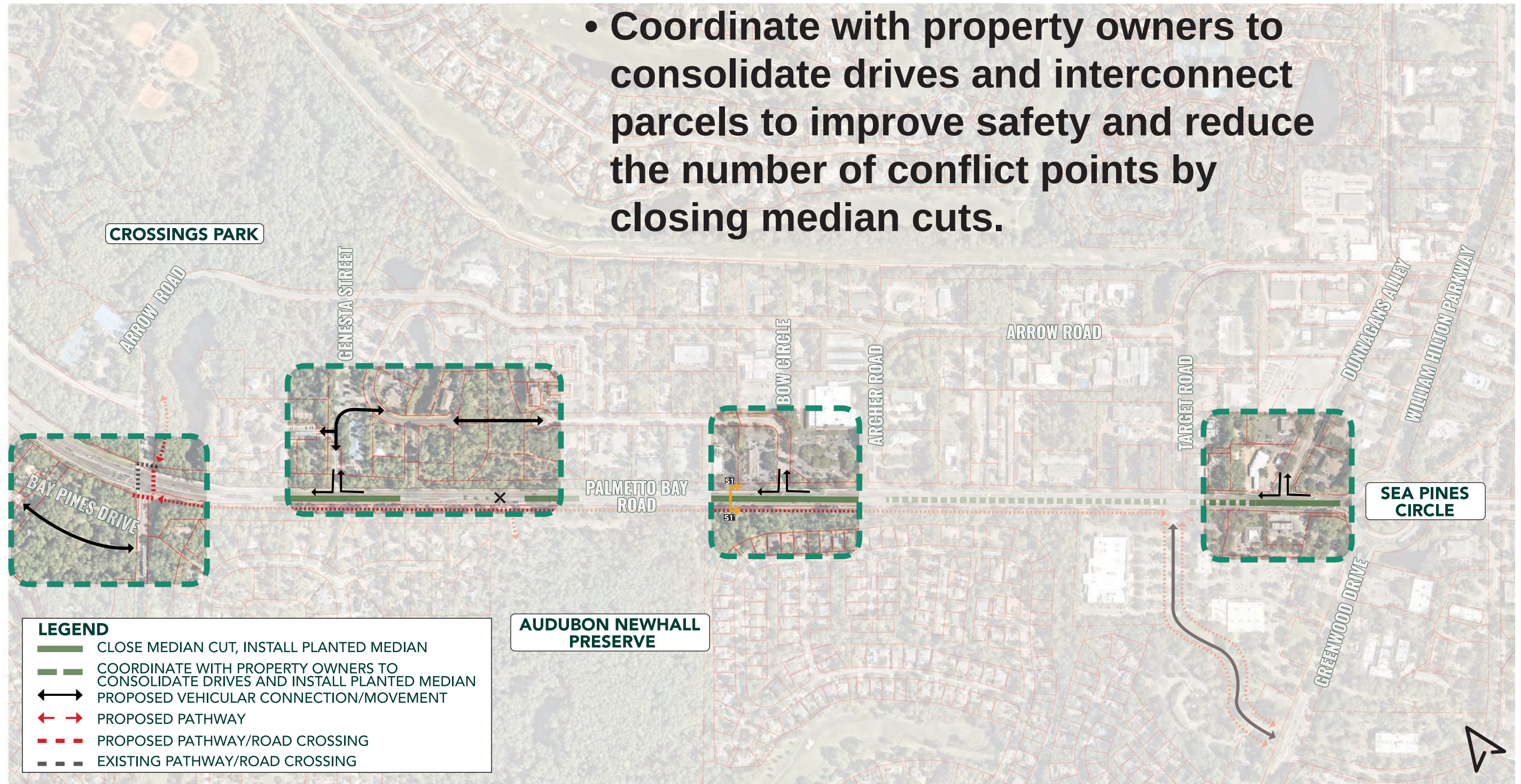
- New connection to Greenwood Drive to facilitate regional connectivity including pedestrian crossings in conjunction with Sea Pines Circle improvements.



Talking Point 1: Target Road Intersection

Palmetto Bay Road RECOMMENDATIONS

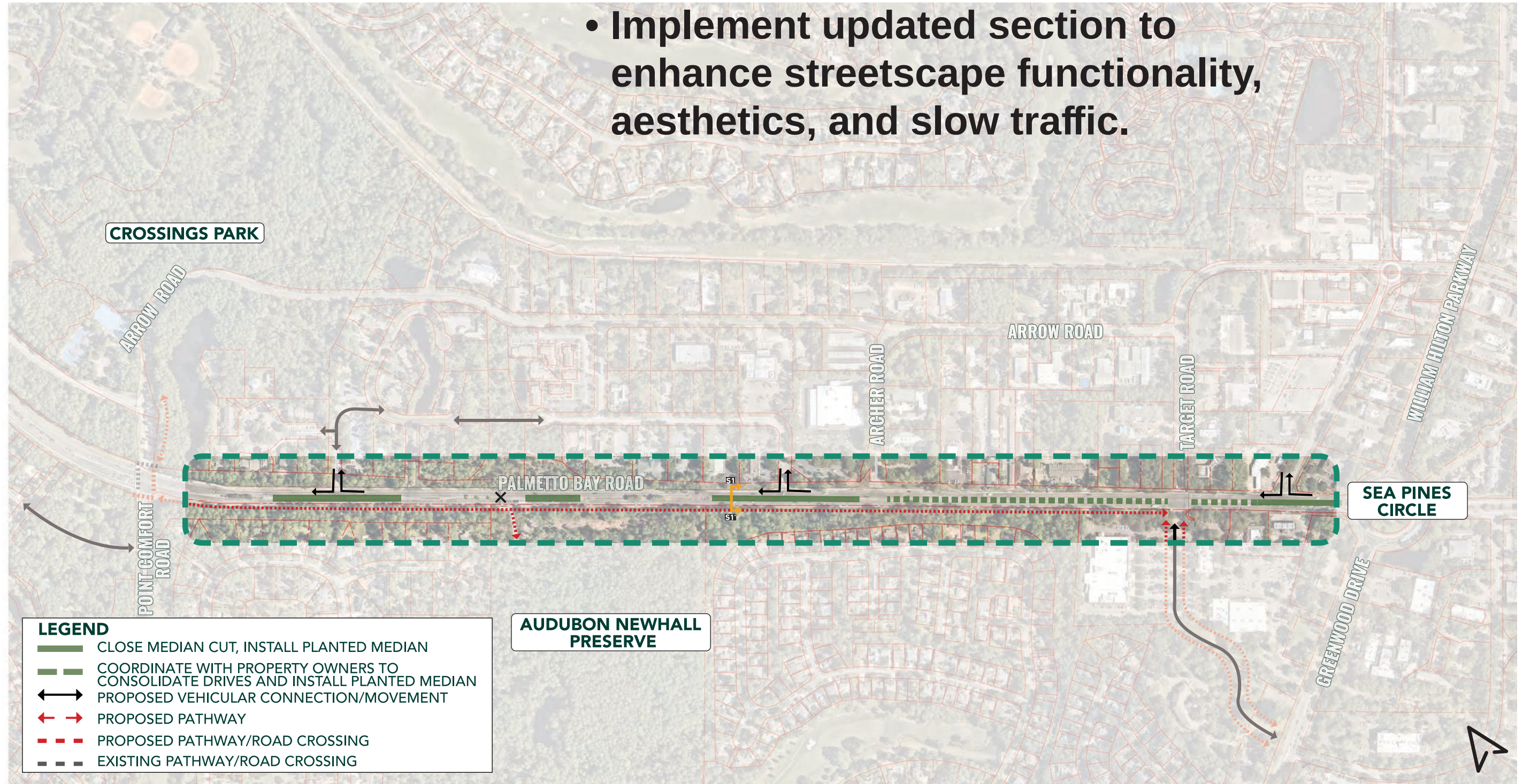
- Coordinate with property owners to consolidate drives and interconnect parcels to improve safety and reduce the number of conflict points by closing median cuts.



Talking Point 2: Drive Consolidation and Connectivity

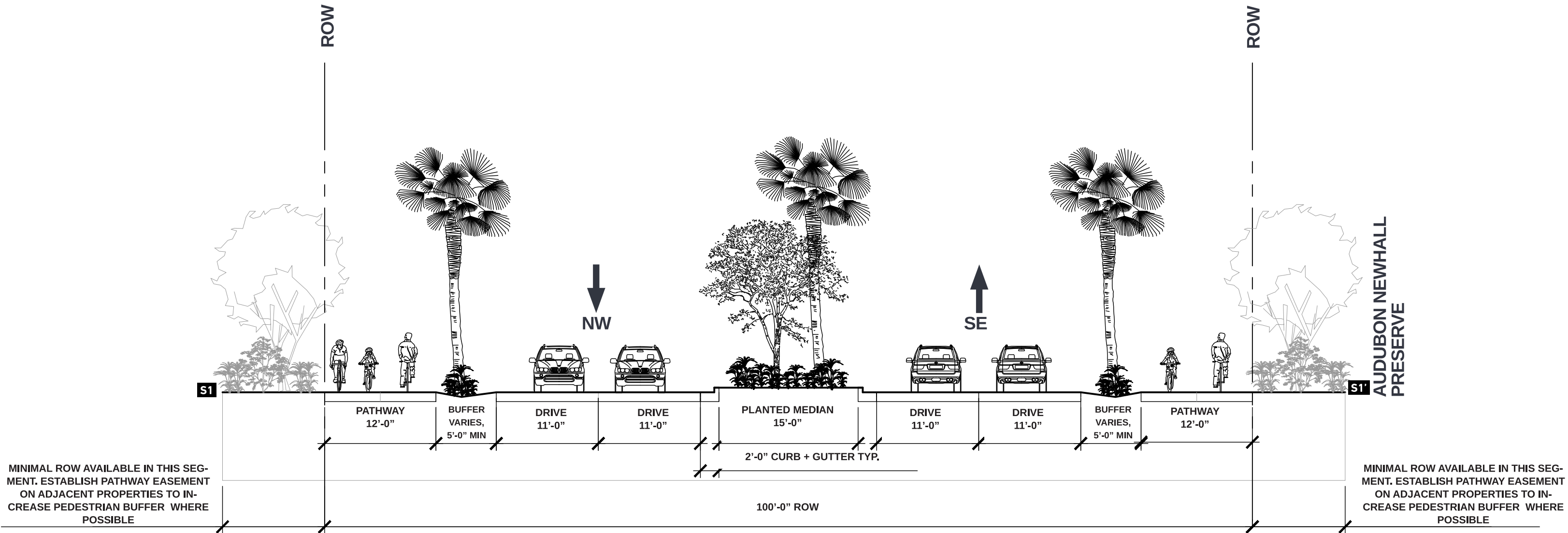
Palmetto Bay Road RECOMMENDATIONS

- Implement updated section to enhance streetscape functionality, aesthetics, and slow traffic.

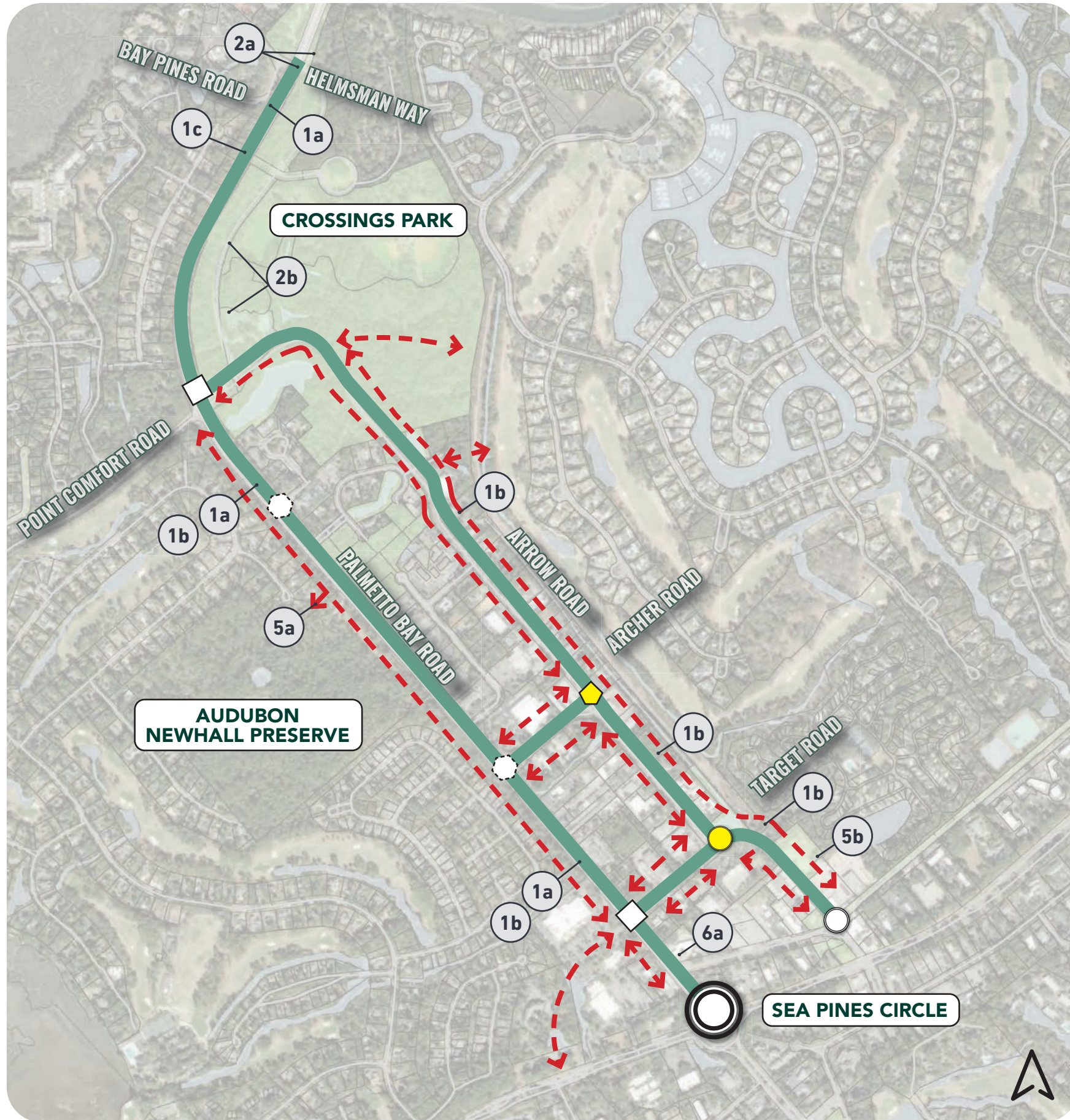


Talking Point 3: Roadway Layout

Palmetto Bay Road RECOMMENDATIONS









Recommended Palmetto Bay Road Section Between the Cross Island Parkway and Sea Pines Circle



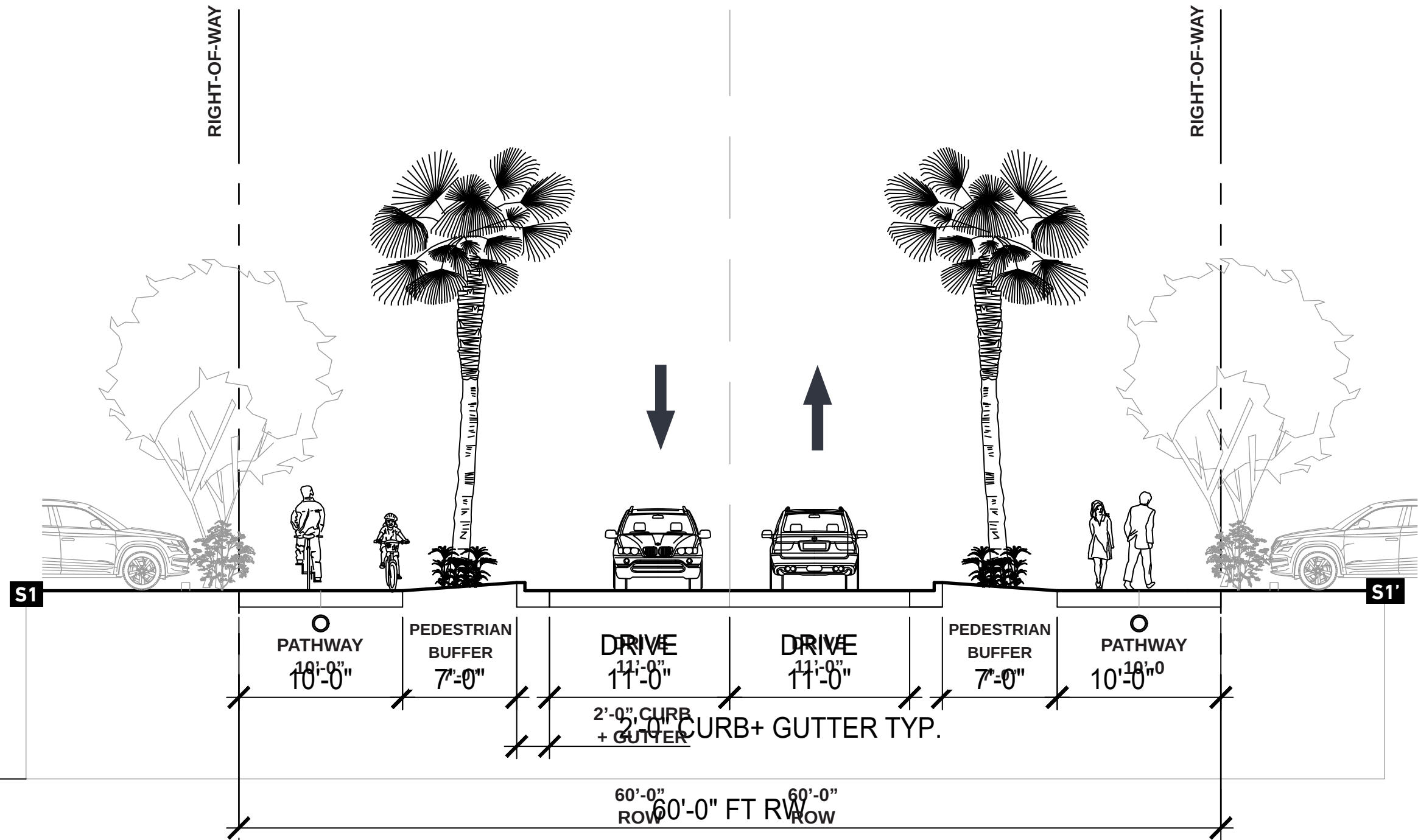
Existing uncontrolled crossing at Audubon Newhall Preserve

LEGEND

-  Segment Study Area
-  Proposed Pathway Connection
-  Proposed Roundabout / Circle
-  Proposed All-Way Stop
-  Existing Signalized Intersection
-  Existing Unsignalized Intersection

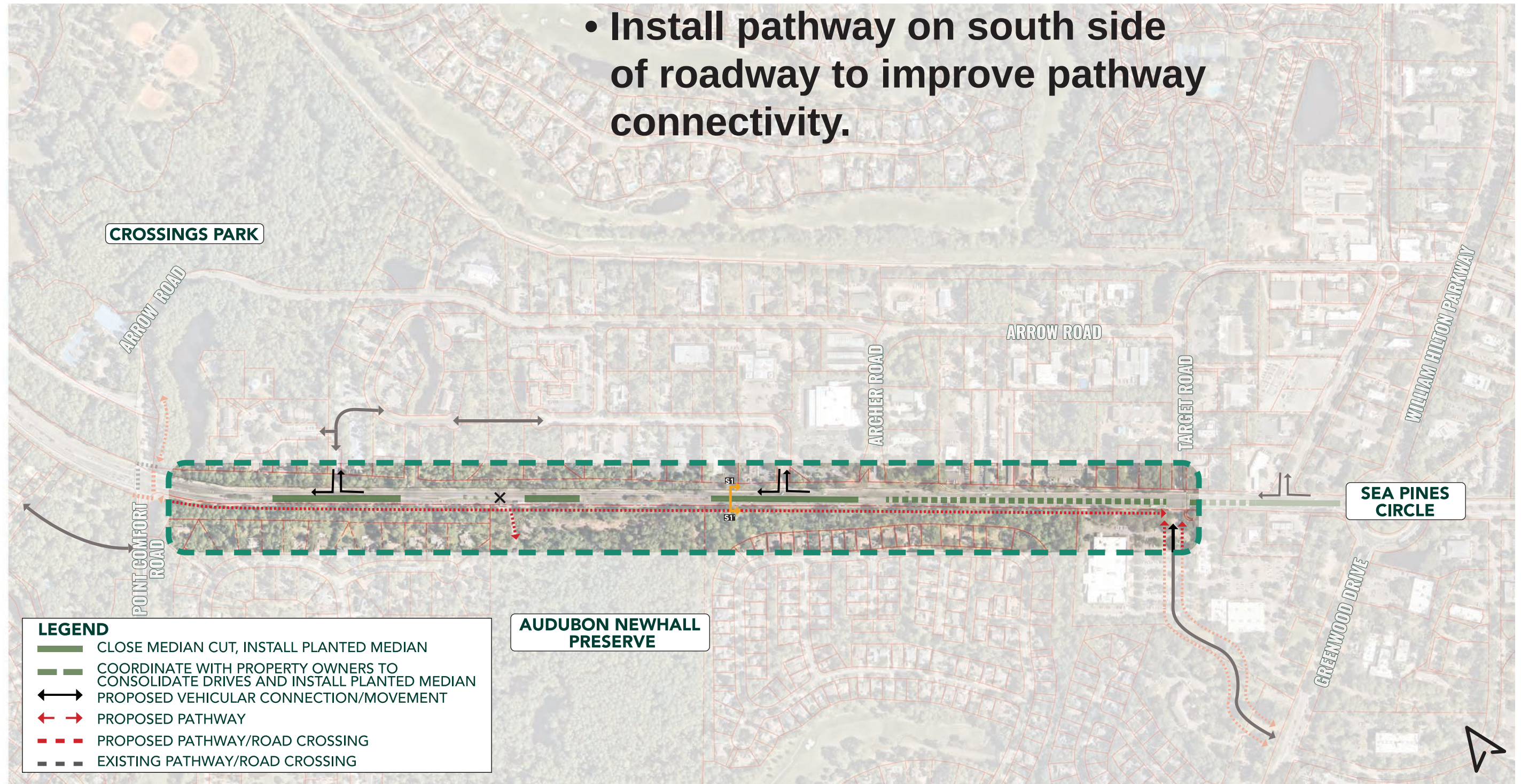
Segments

ARROW ROAD, ARCHER ROAD, & TARGET ROAD



Palmetto Bay Road RECOMMENDATIONS

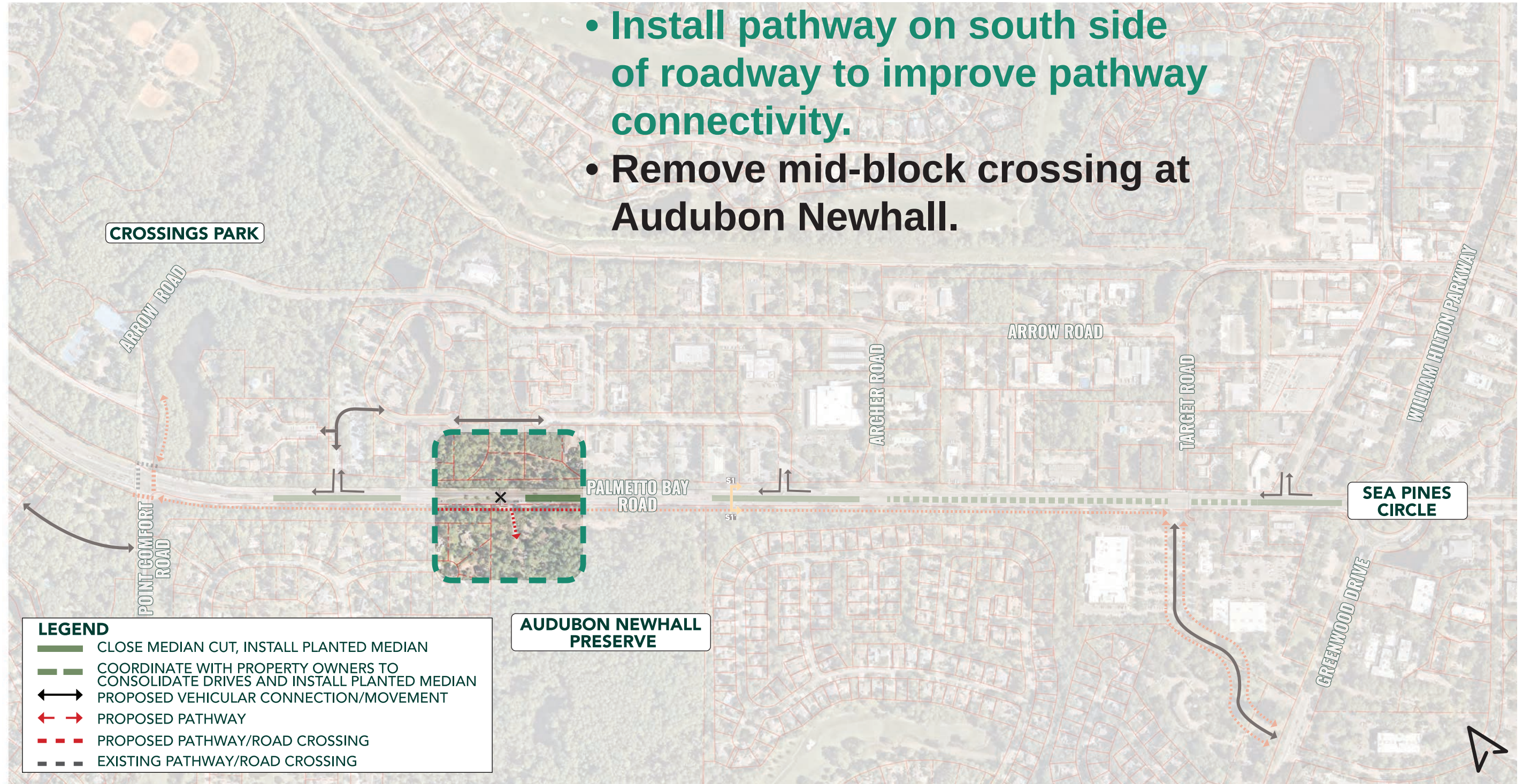
- Install pathway on south side of roadway to improve pathway connectivity.



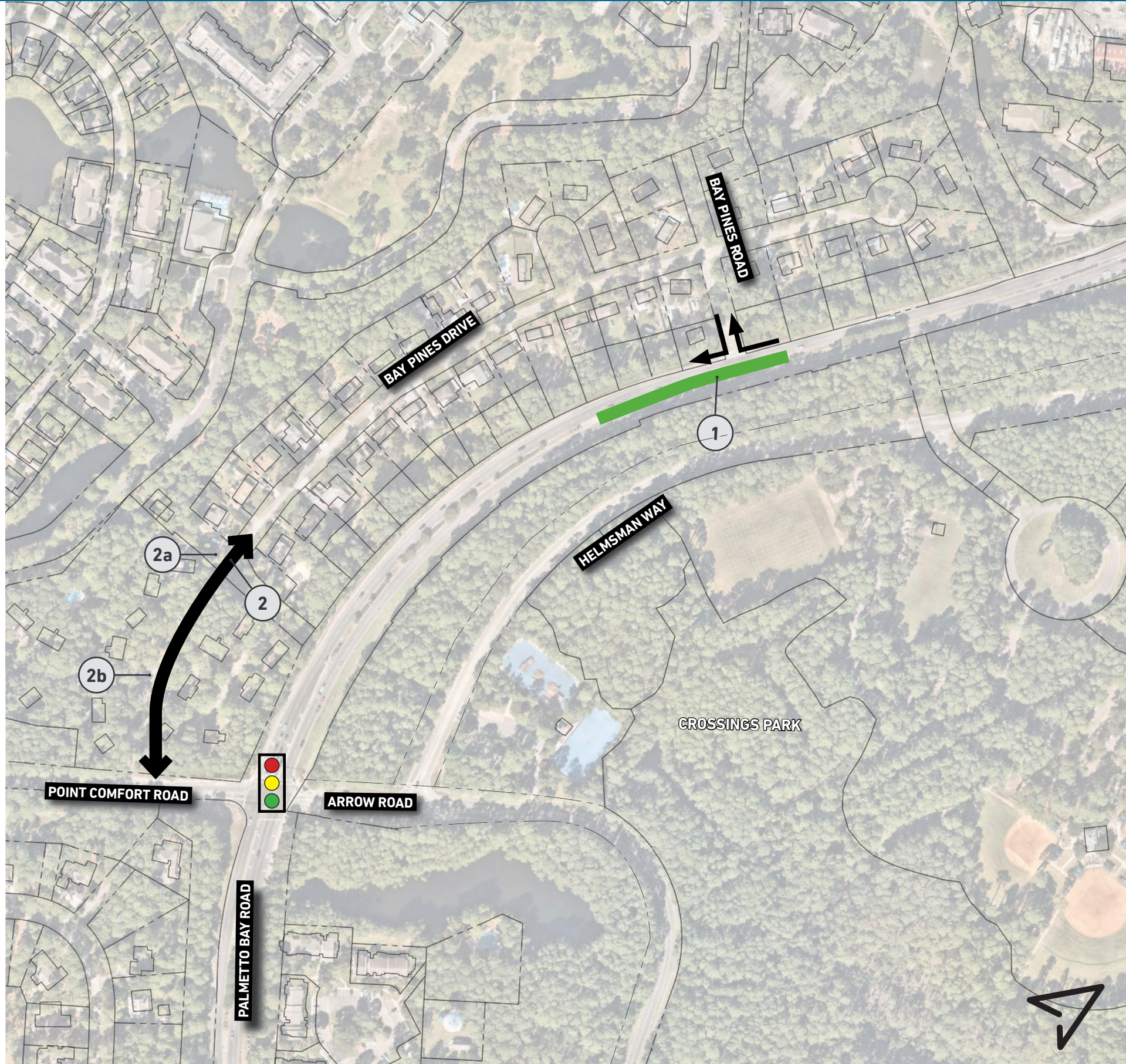
Talking Point 4: Pathways / Crossings

Palmetto Bay Road RECOMMENDATIONS

- Install pathway on south side of roadway to improve pathway connectivity.
- Remove mid-block crossing at Audubon Newhall.

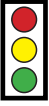





Talking Point 4: Pathways / Crossings



PROPOSED MODIFICATIONS

- 1 Remove left turn lane and median opening on Palmetto Bay Road. Intersection to become right in right out only. Add landscape, curbed median (approx 6,900 SF)
- 2 Acquire 50' Right-of-way and extend Bay Pines Drive 600' to connect to Point Comfort Road.
 - 2a Acquire 0.35 acres of public right-of-way at Tidepointe Community parcel and disconnected land. (50' wide)
 - 2b Acquire 0.61 acres of public right-of-way at Pointe Comfort Club parcel. (50' wide).

-  Existing Signalized Intersection
-  Proposed Vehicular Connection
-  Proposed Permitted Vehicular Movements
-  Proposed Median Closure and Planted Median



Displacement of current parking

Removal of select existing trees

Mailboxes to be relocated

Impacts to existing landscape and fencing

ROW

ROW

Roadway to be widened to meet Town standards

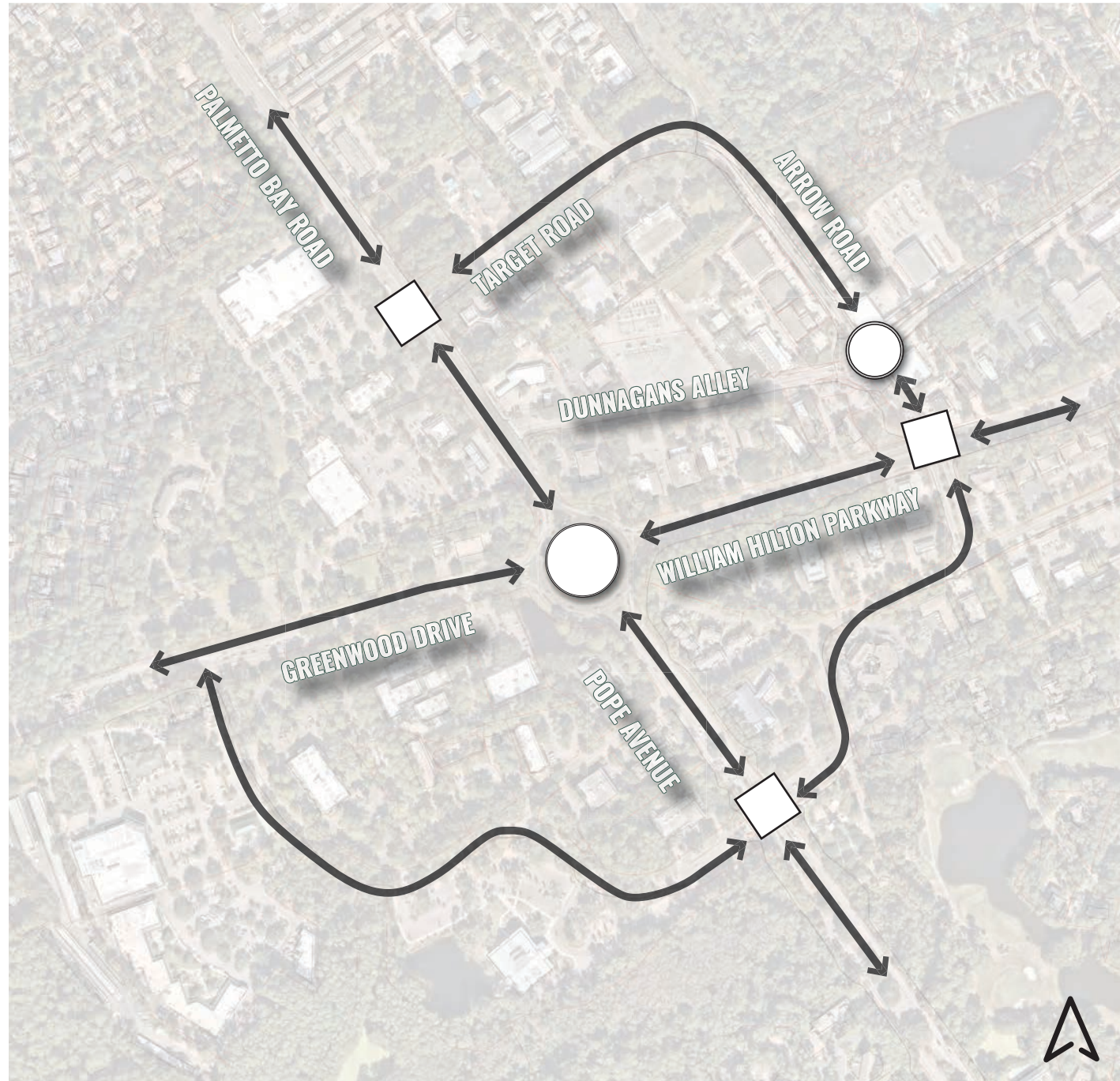
12'-0"
DRIVE

12'-0"
DRIVE



50'-0"
RIGHT-OF-WAY

Sea Pines Circle

Sea Pines Circle RECOMMENDATIONS



LEGEND

-  Proposed Vehicular Connection
-  Existing Signalized Intersection / Roundabout

Existing Conditions

Sea Pines Circle RECOMMENDATIONS



- Complete the quadrant network around Sea Pines Circle by connecting Palmetto Bay Road to Greenwood Drive.

LEGEND

- | | | | |
|--|---|--|---|
| | Proposed Signaled Intersection / Roundabout | | Existing Signaled Intersection / Roundabout |
| | Proposed Pathway | | |
| | Proposed Vehicular Connection | | |





Regional Improvements Talking Point 1: Vehicular Connection

Sea Pines Circle RECOMMENDATIONS



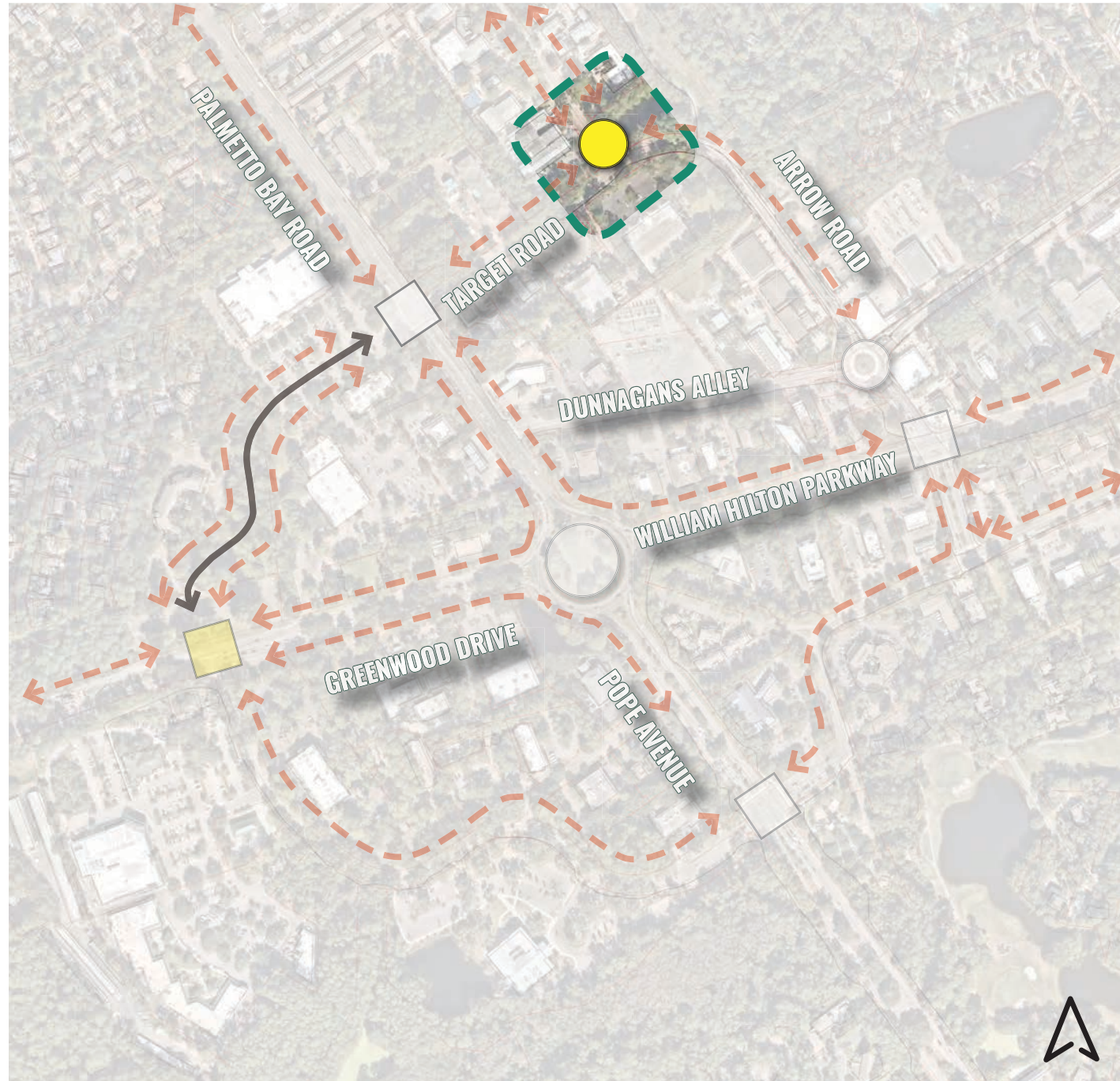
- Complete the quadrant network around Sea Pines Circle by connecting Palmetto Bay Road to Greenwood Drive.
- Provide signaled intersection at Greenwood Drive.

LEGEND

- | | | | |
|---|---|---|---|
|  | Proposed Signaled Intersection / Roundabout |  | Existing Signaled Intersection / Roundabout |
|  | Proposed Pathway | | |
|  | Proposed Vehicular Connection | | |





Regional Improvements Talking Point 2: Signaled Intersection

Sea Pines Circle
RECOMMENDATIONS



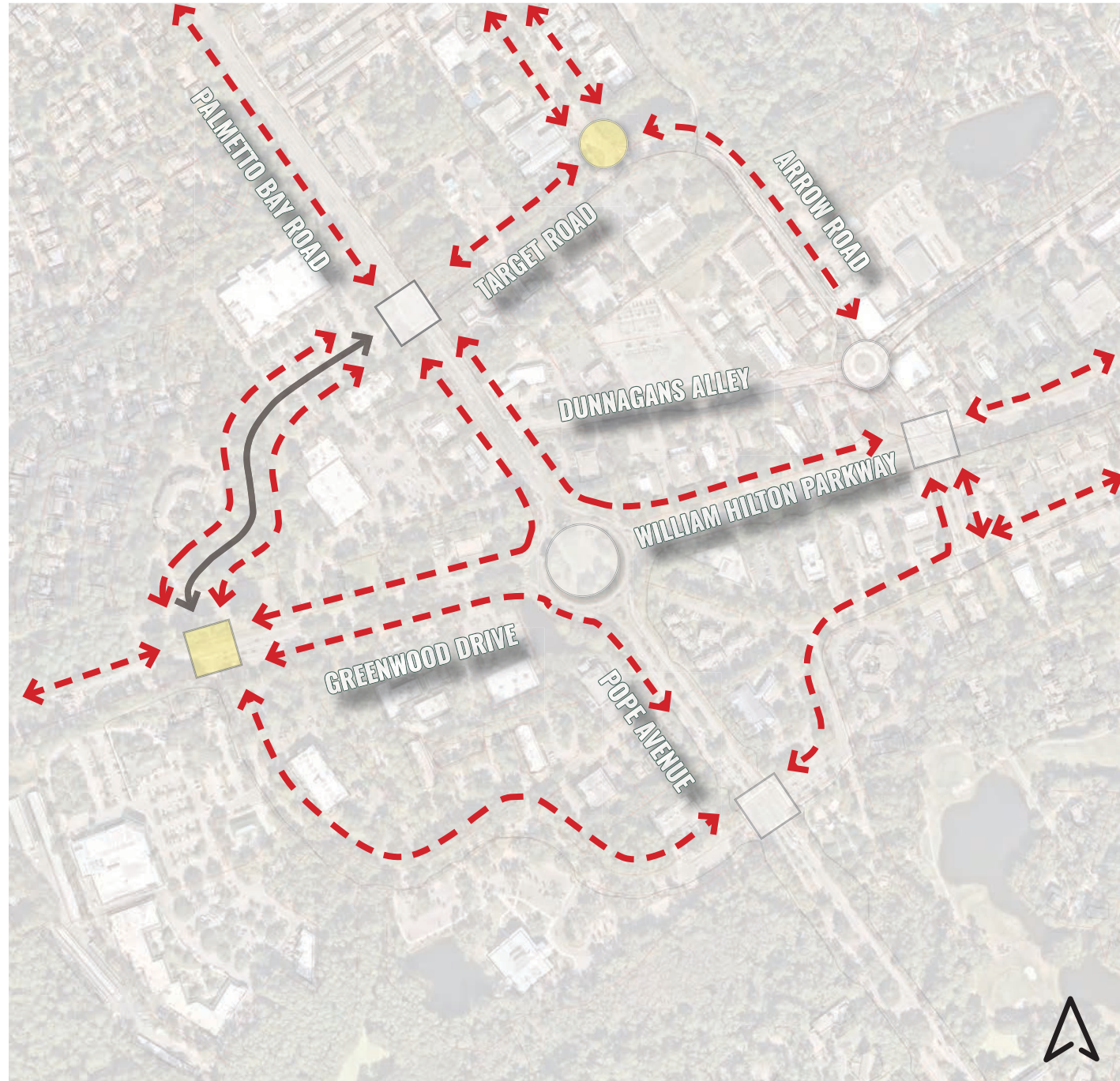
- **Complete the quadrant network around Sea Pines Circle by connecting Palmetto Bay Road to Greenwood Drive.**
- **Provide signaled intersection at Greenwood Drive.**
- **Provide roundabout at Arrow Road and Target Road to help eliminate awkward roadway geometry and create a safer pedestrian crossing.**

LEGEND

- | | | | |
|---|---|---|---|
|  | Proposed Signaled Intersection / Roundabout |  | Existing Signaled Intersection / Roundabout |
|  | Proposed Pathway | | |
|  | Proposed Vehicular Connection | | |







Regional Improvements
 Talking Point 3: Proposed Roundabout

Sea Pines Circle RECOMMENDATIONS



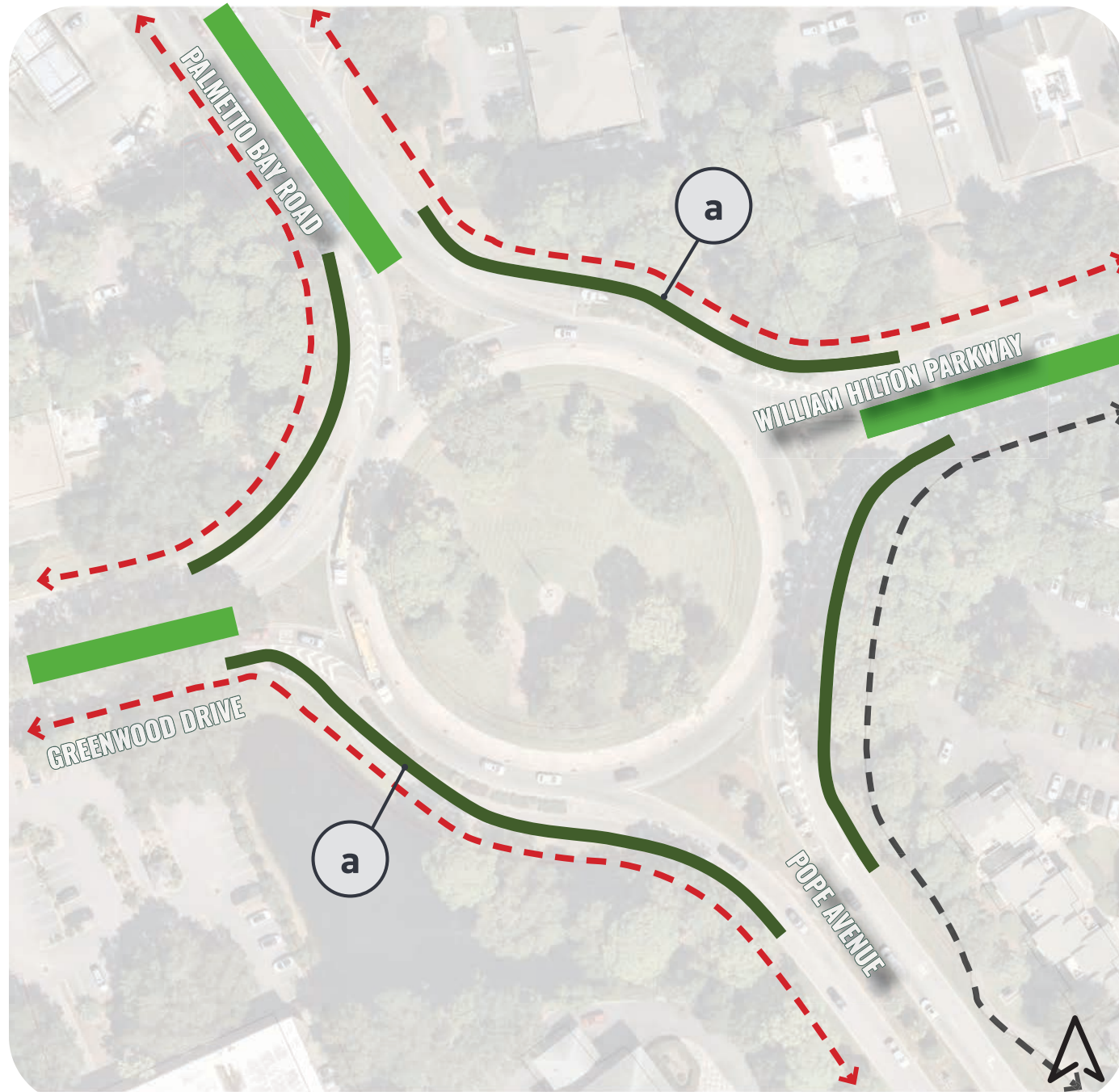
- Complete the quadrant network around Sea Pines Circle by connecting Palmetto Bay Road to Greenwood Drive.
- Provide signaled intersection at Greenwood Drive.
- Provide roundabout at Arrow Road and Target Road to help eliminate congestion at Sea Pines Circle.
- Expand pathway network for increased circulation around Sea Pines Circle.

LEGEND

- | | | | | | |
|---|---|---|---|---|---|
|  |  | Proposed Signaled Intersection / Roundabout |  |  | Existing Signaled Intersection / Roundabout |
|  | | Proposed Pathway | | | |
|  | | Proposed Vehicular Connection | | | |

Regional Improvements Talking Point 4: Pathway Connections

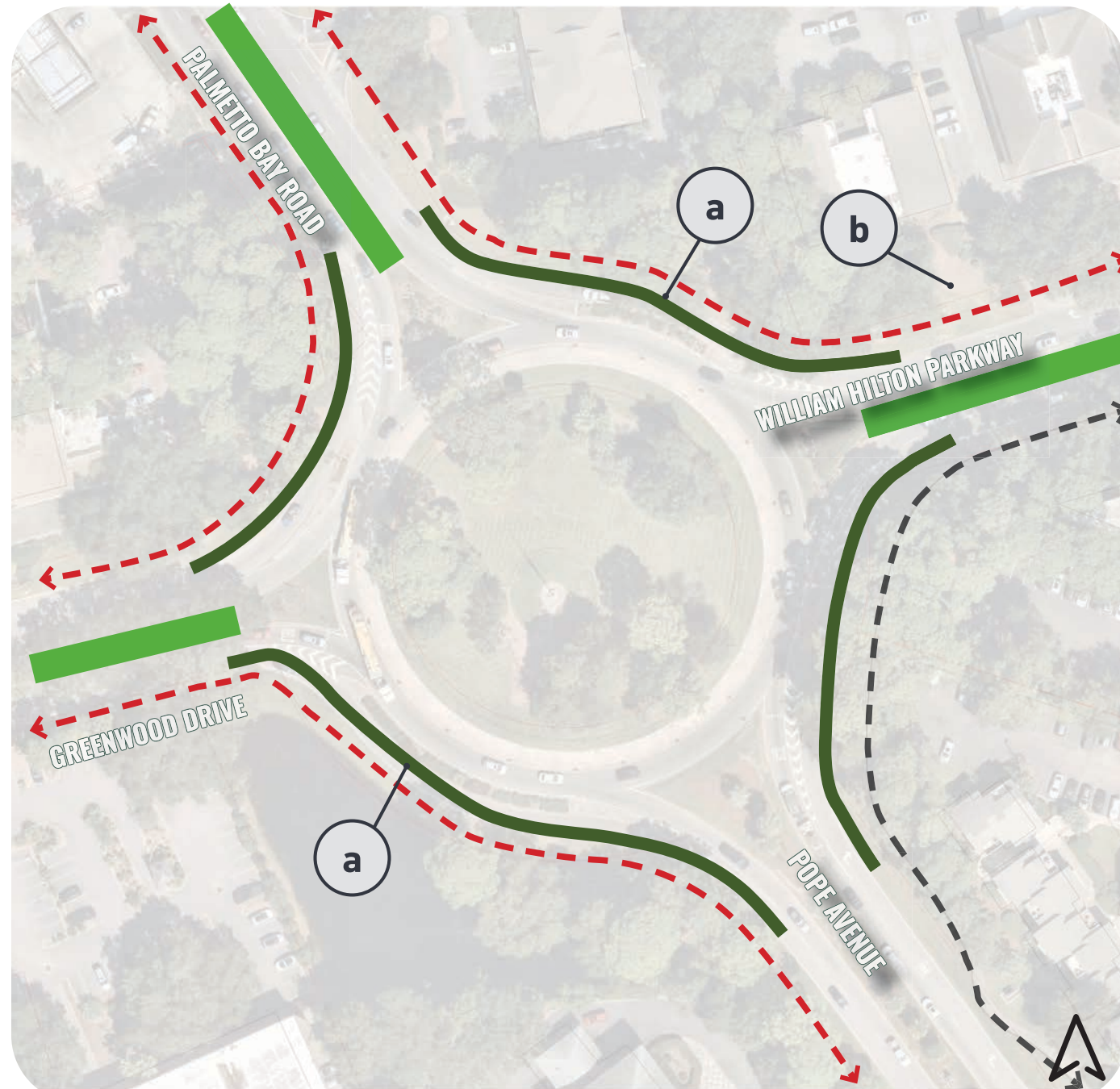
Sea Pines Circle RECOMMENDATIONS



- a Install barrier between roadway and pathway on all sides of circle to deter pathway users from crossing circle.

Circle-Specific Improvements Light Touch Improvement

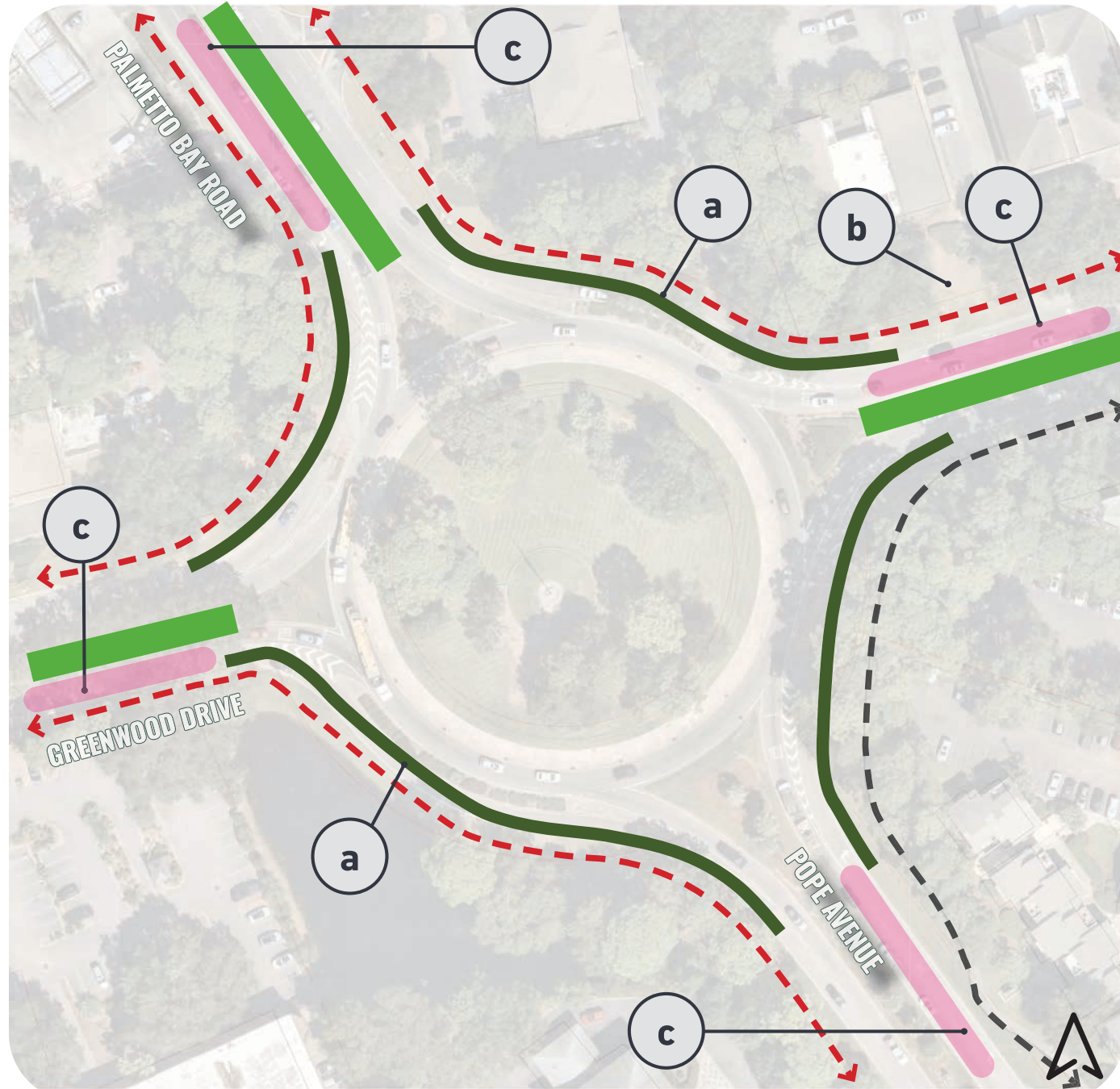
Sea Pines Circle RECOMMENDATIONS



- a** Install barrier between roadway and pathway on all sides of circle to deter pathway users from crossing circle.
- b** Coordinate with property owners to reduce or eliminate access drives near Sea Pines Circle.

Circle-Specific Improvements Light Touch Improvement

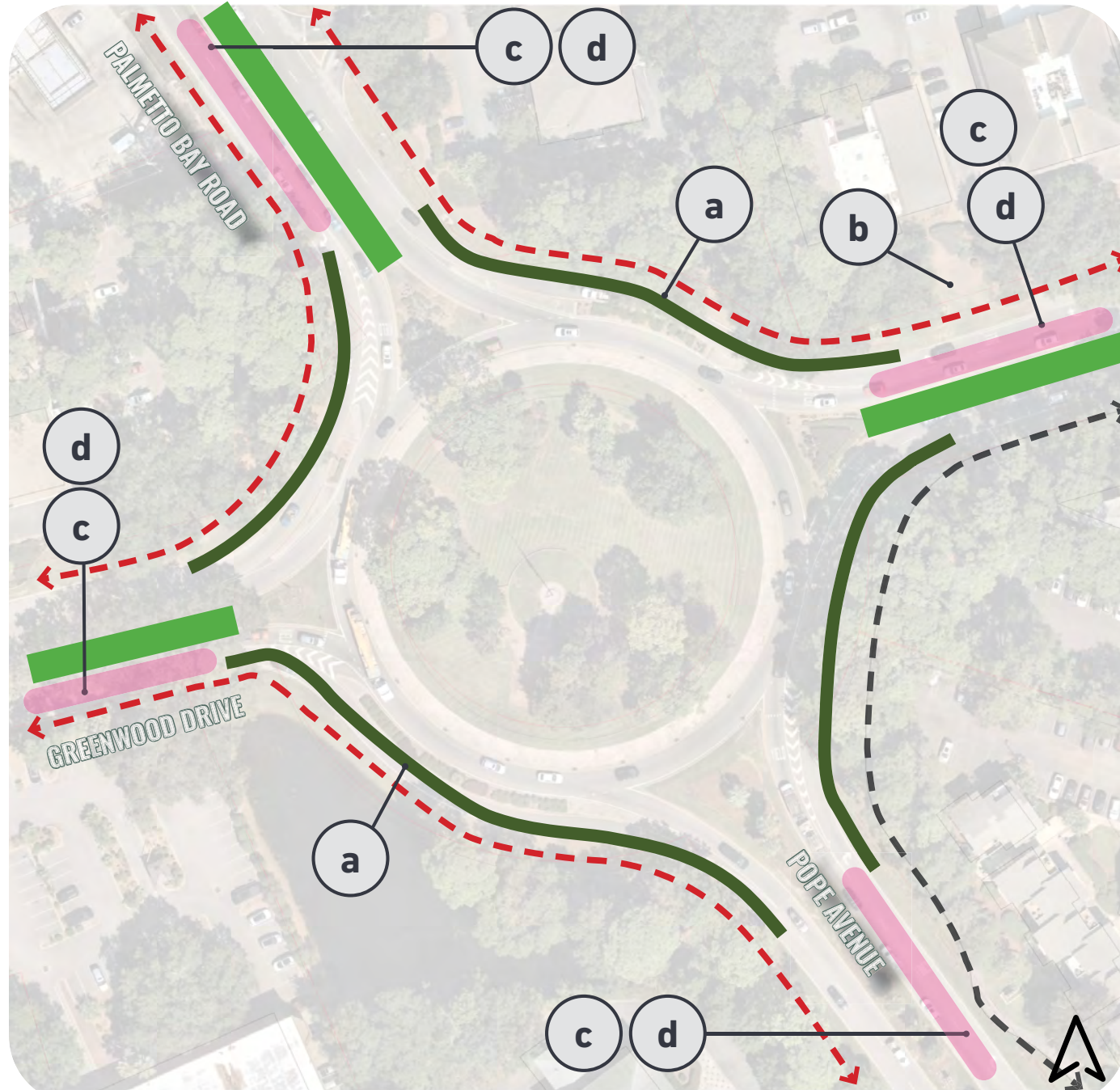
Sea Pines Circle RECOMMENDATIONS



- a** Install barrier between roadway and pathway on all sides of circle to deter pathway users from crossing circle.
- b** Coordinate with property owners to reduce or eliminate access drives near Sea Pines Circle.
- c** Increase signage and lane demarcation approaching Sea Pines Circle to minimize lane changes at the circle.

Circle-Specific Improvements Light Touch Improvement

Sea Pines Circle RECOMMENDATIONS

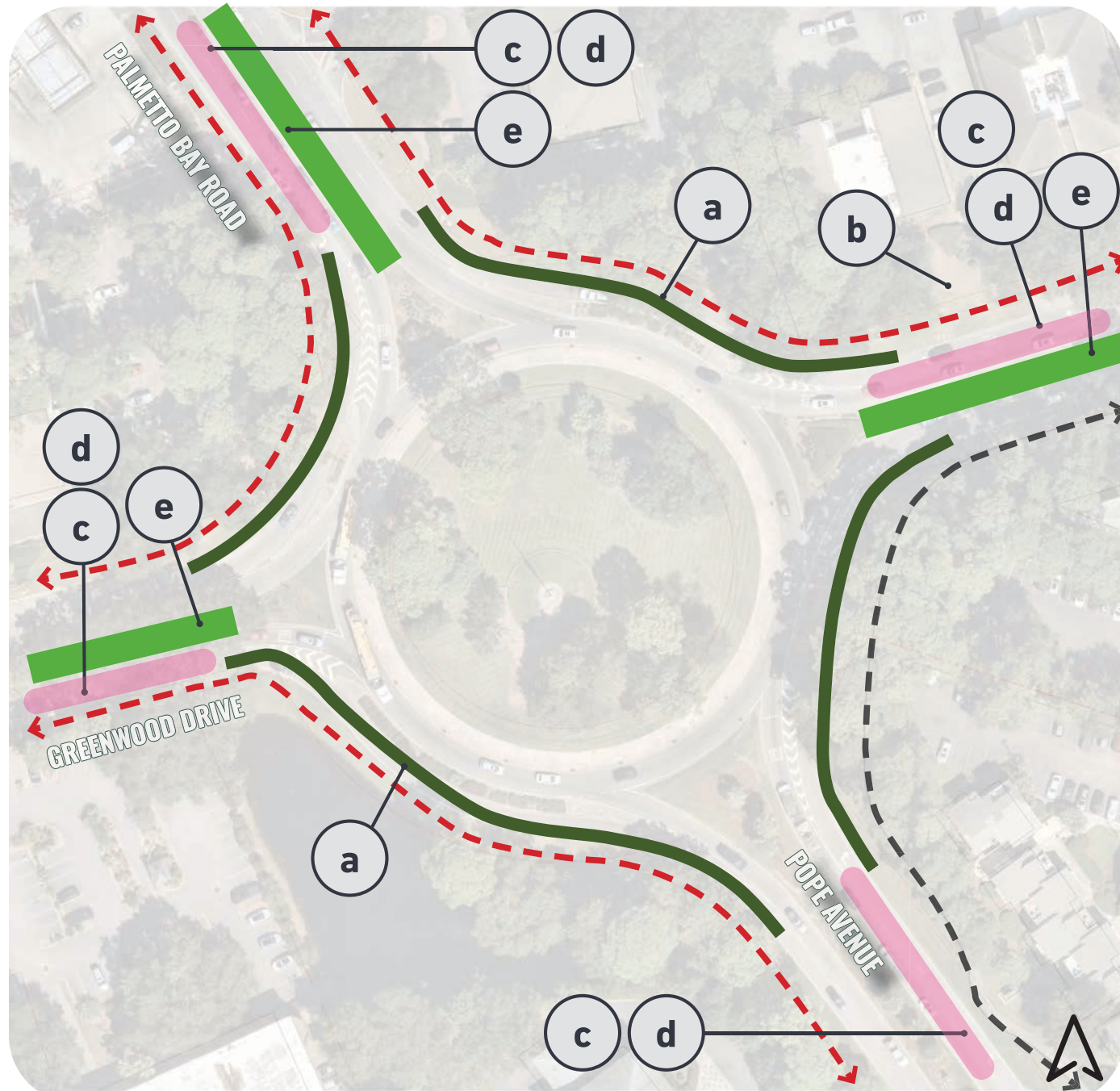


- a** Install barrier between roadway and pathway on all sides of circle to deter pathway users from crossing circle.
- b** Coordinate with property owners to reduce or eliminate access drives near Sea Pines Circle.
- c** Increase signage and lane demarcation approaching Sea Pines Circle to minimize lane changes at the circle.
- d** Provide lane channelization to minimize lane changes.

Circle-Specific Improvements Light Touch Improvement

Sea Pines Circle

RECOMMENDATIONS



- a** Install barrier between roadway and pathway on all sides of circle to deter pathway users from crossing circle.
- b** Coordinate with property owners to reduce or eliminate access drives near Sea Pines Circle.
- c** Increase signage and lane demarcation approaching Sea Pines Circle to minimize lane changes at the circle.
- d** Provide lane channelization to minimize lane changes.
- e** Close median cut or add new median.

Circle-Specific Improvements

Light Touch Improvement

Sea Pines Circle RECOMMENDATIONS

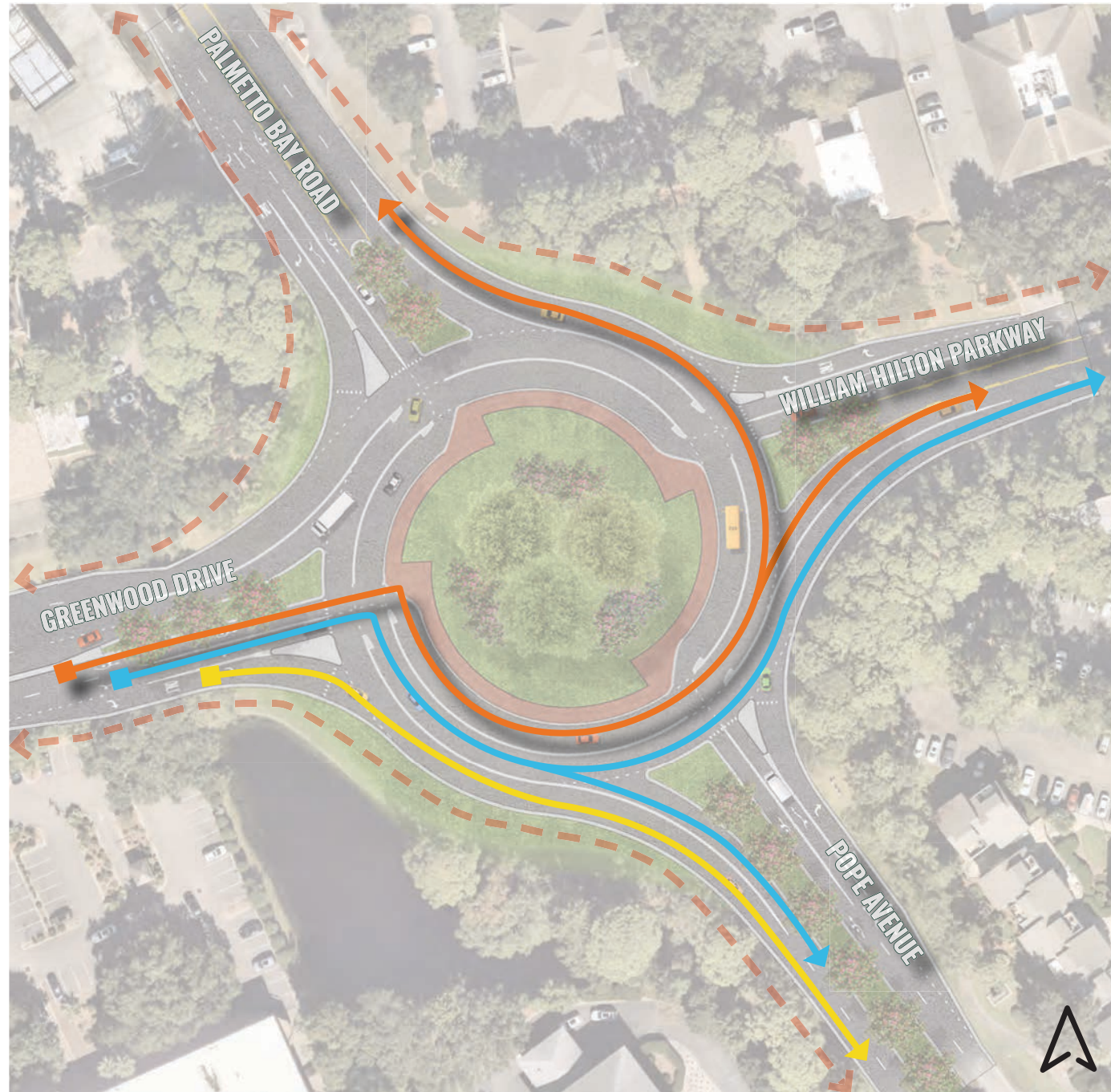


- Implement or Turbo roundabout to reduce vehicular conflict points and ease congestion.

Circle-Specific Improvements

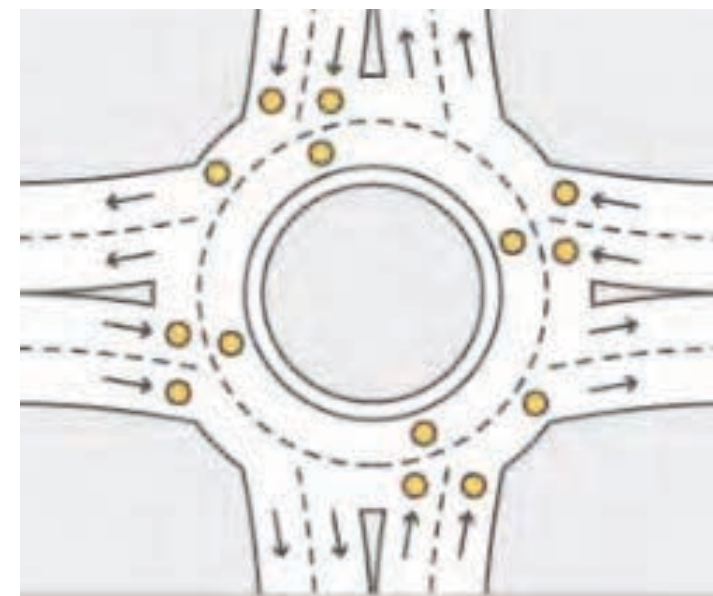
Talking Point 1: Hybrid Turbo or Turbo Roundabout

Sea Pines Circle RECOMMENDATIONS

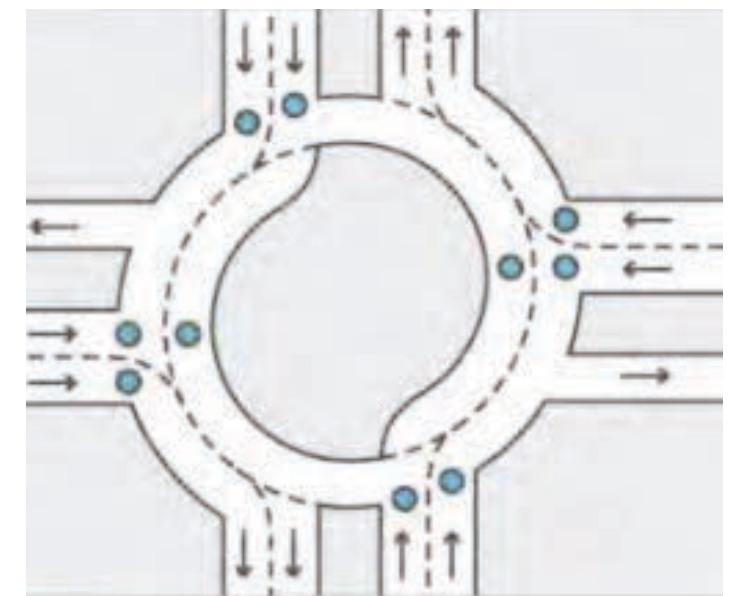


- Implement or Turbo roundabout to reduce vehicular conflict points and ease congestion.




TWO LANE ROUNDABOUT CONFLICT POINTS



TURBO ROUNDABOUT CONFLICT POINTS



LEGEND

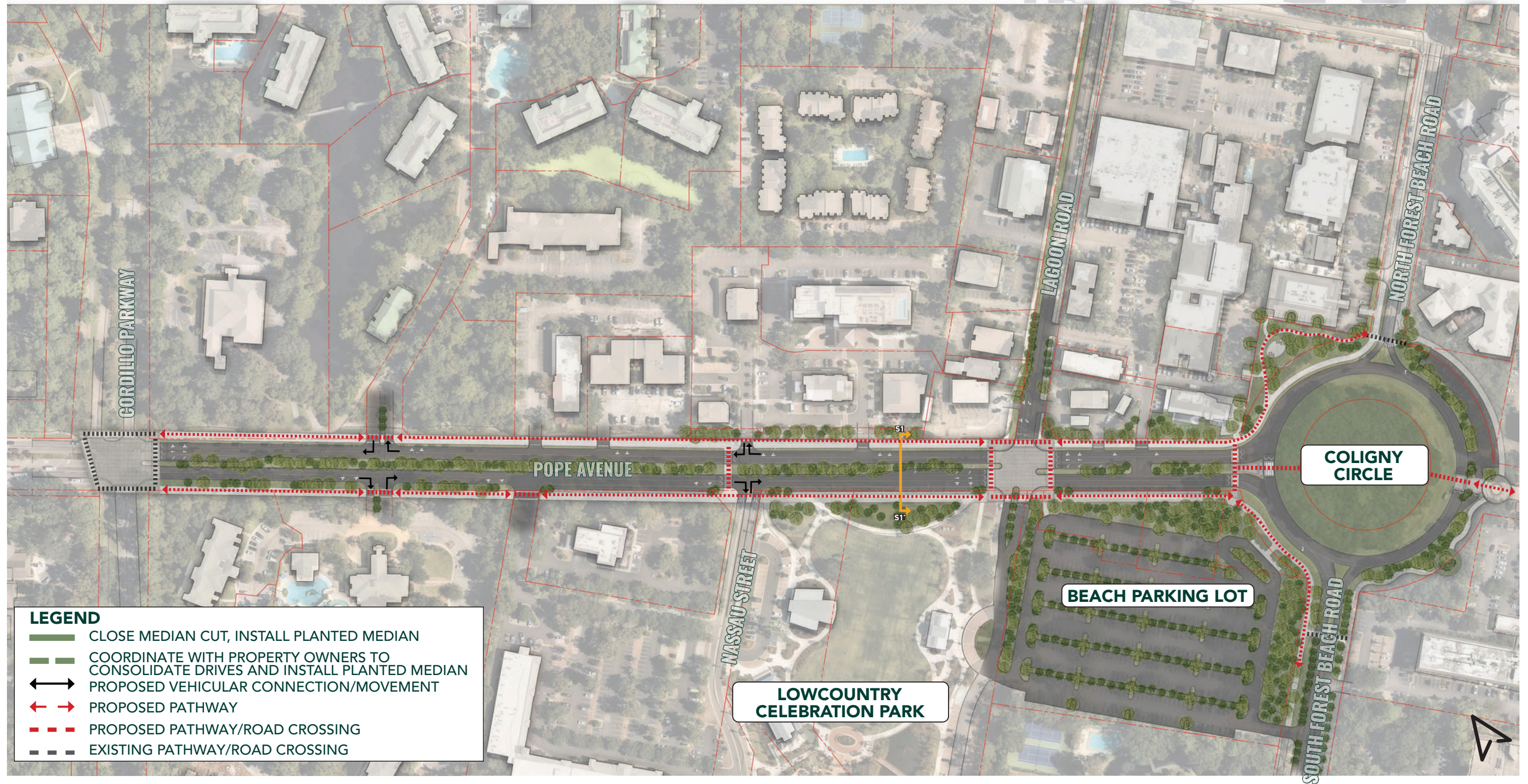
-  To Palmetto Bay Road or WHP
-  To WHP or Pope Avenue
-  To Pope Avenue

Circle-Specific Improvements

Talking Point 1: Hybrid Turbo or Turbo Roundabout

Pope Avenue E
Coligny Circle

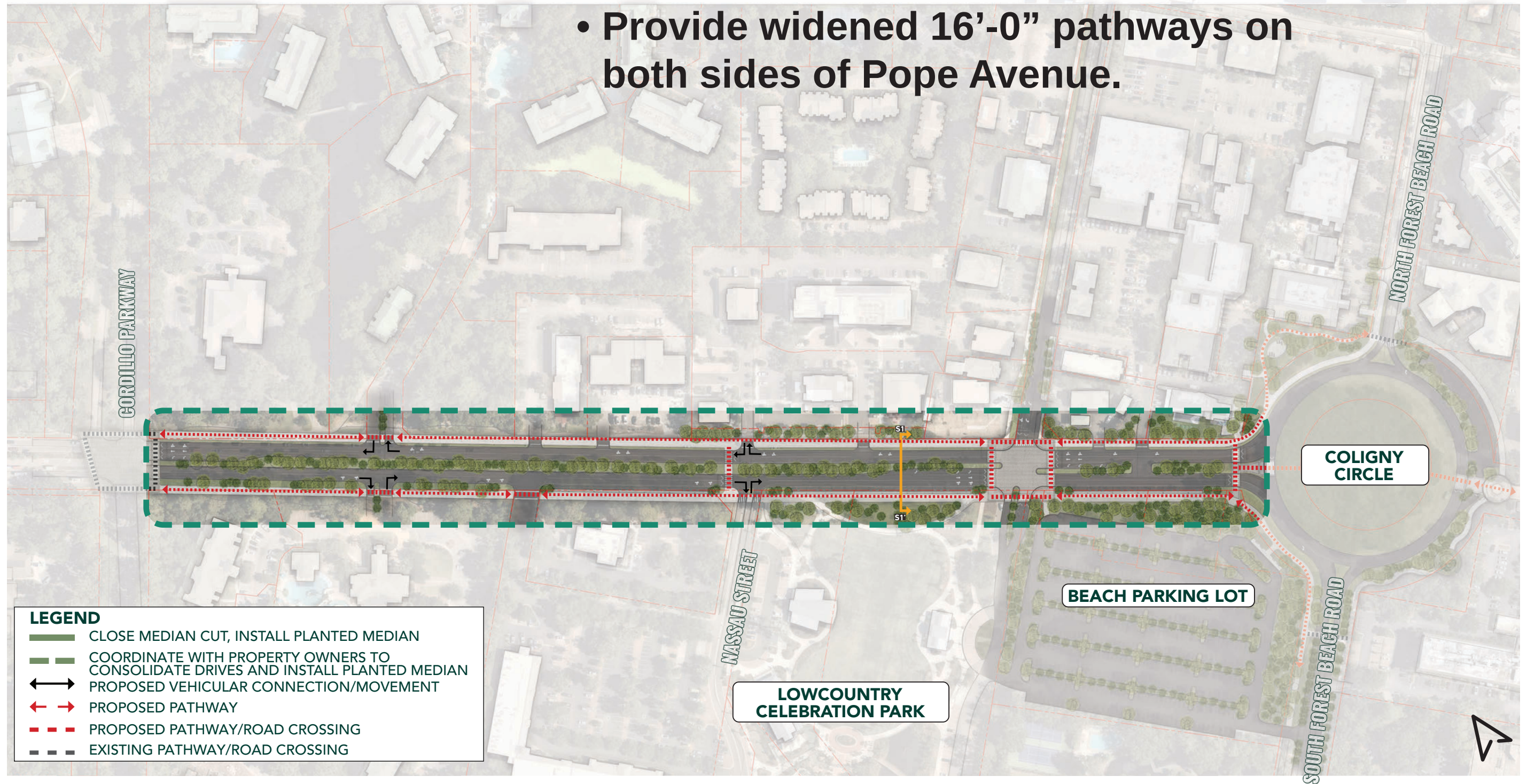
Pope Avenue & Coligny Circle RECOMMENDATIONS



Overview

Pope Avenue & Coligny Circle RECOMMENDATIONS

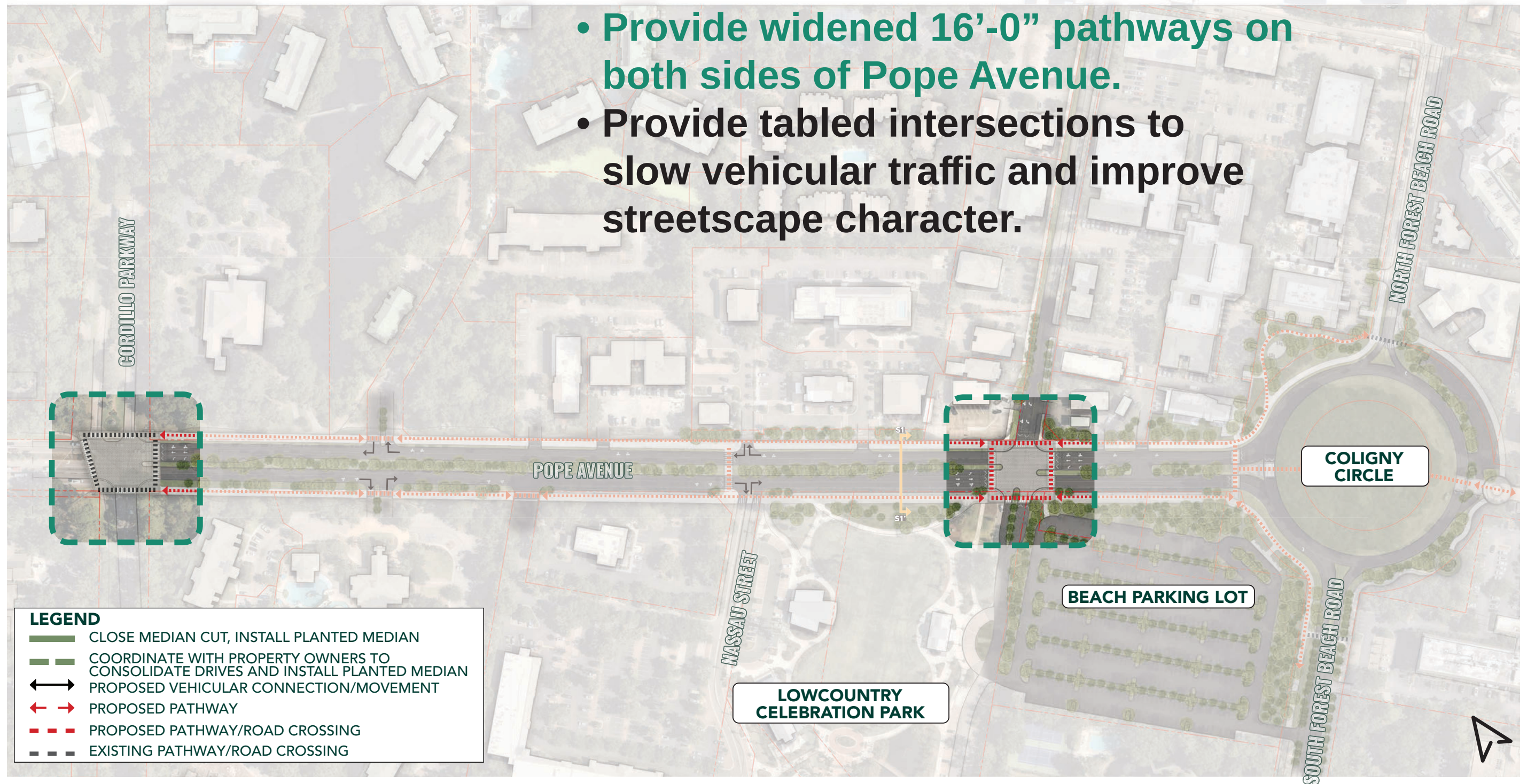
- Provide widened 16'-0" pathways on both sides of Pope Avenue.



Talking Point 1: Pathways / Crossings

Pope Avenue & Coligny Circle RECOMMENDATIONS

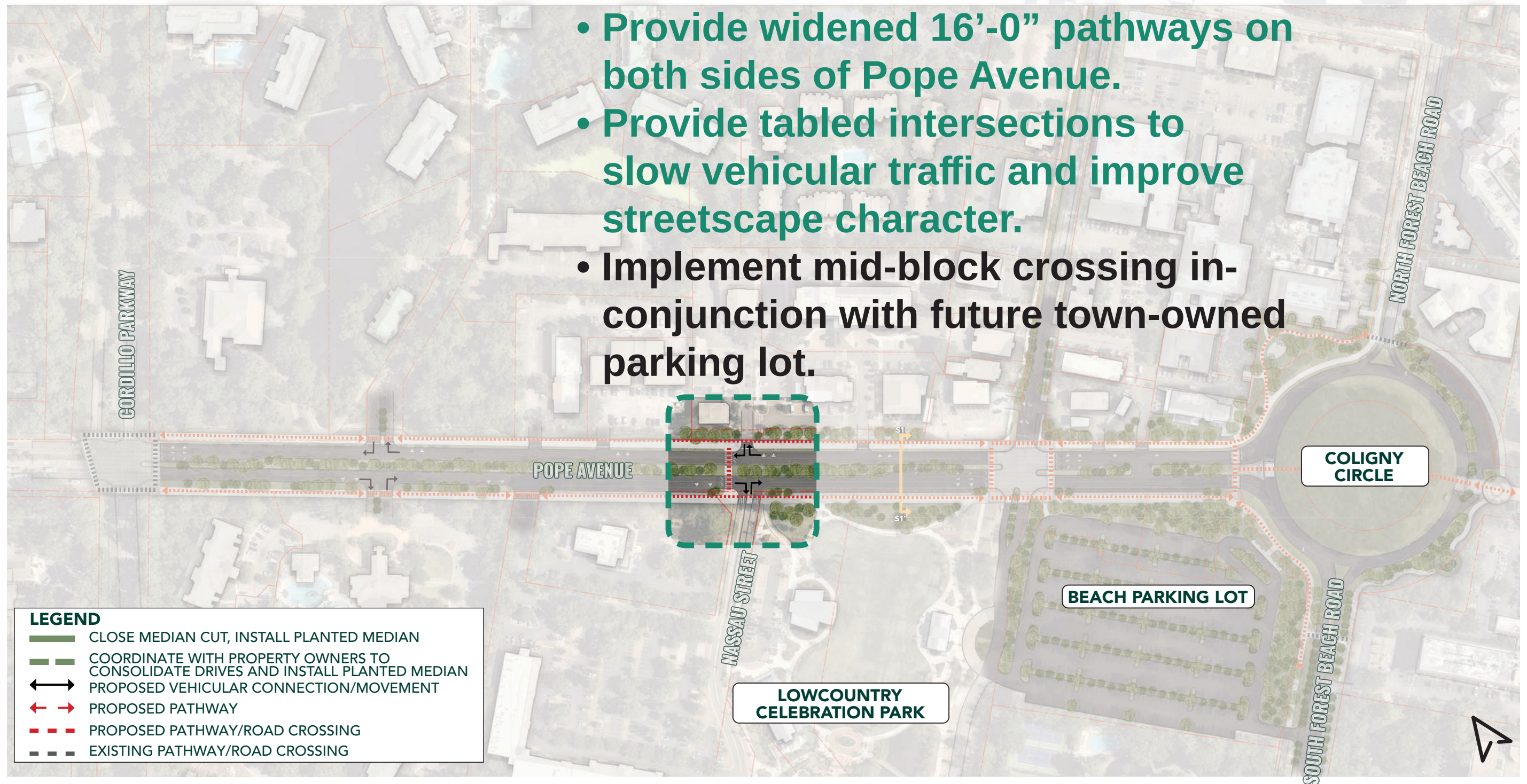
- Provide widened 16'-0" pathways on both sides of Pope Avenue.
- Provide tabled intersections to slow vehicular traffic and improve streetscape character.



Talking Point 1: Pathways / Crossings

Pope Avenue & Coligny Circle RECOMMENDATIONS

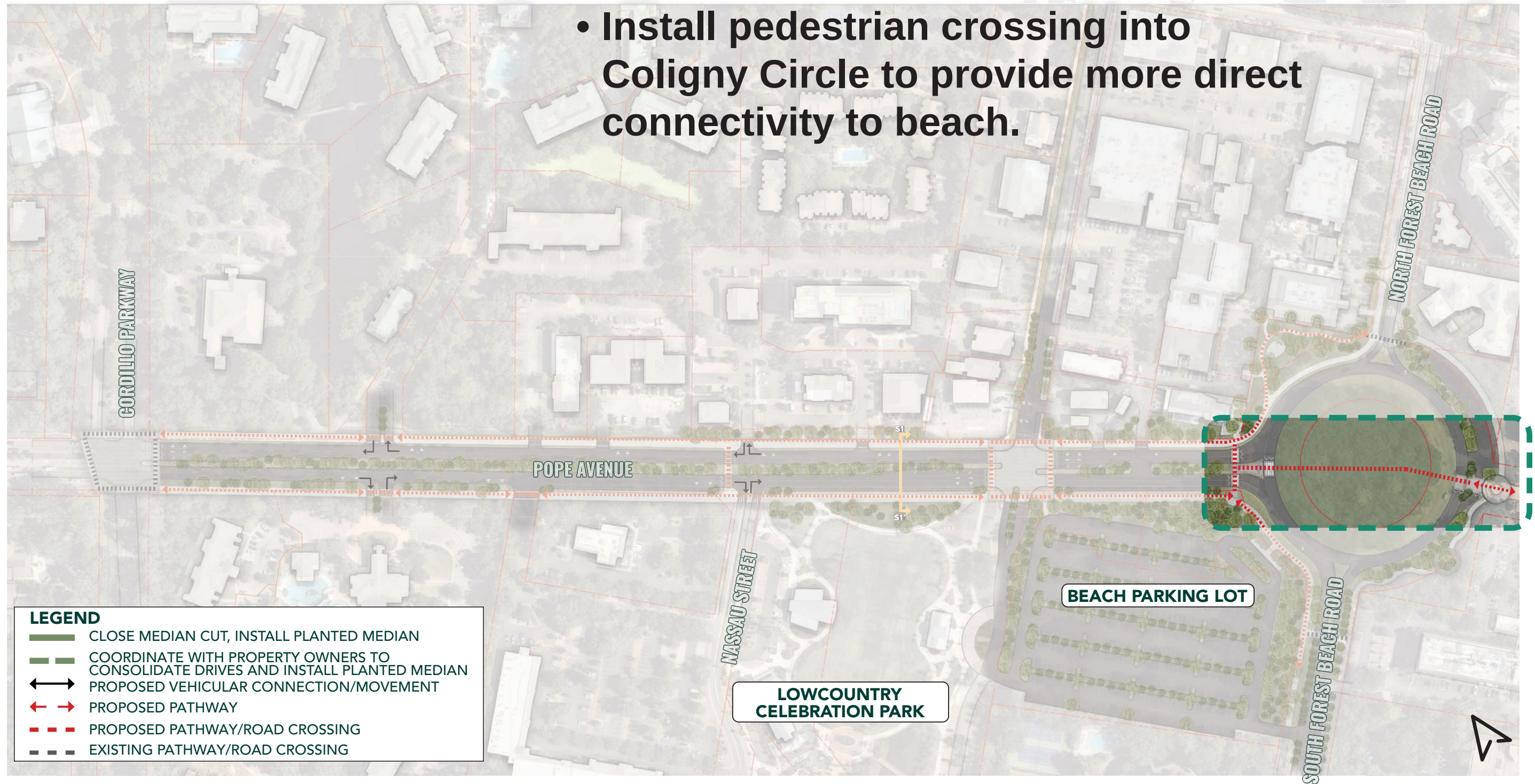
- Provide widened 16'-0" pathways on both sides of Pope Avenue.
- Provide tabled intersections to slow vehicular traffic and improve streetscape character.
- Implement mid-block crossing in conjunction with future town-owned parking lot.



Talking Point 1: Pathways / Crossings

Pope Avenue & Coligny Circle RECOMMENDATIONS

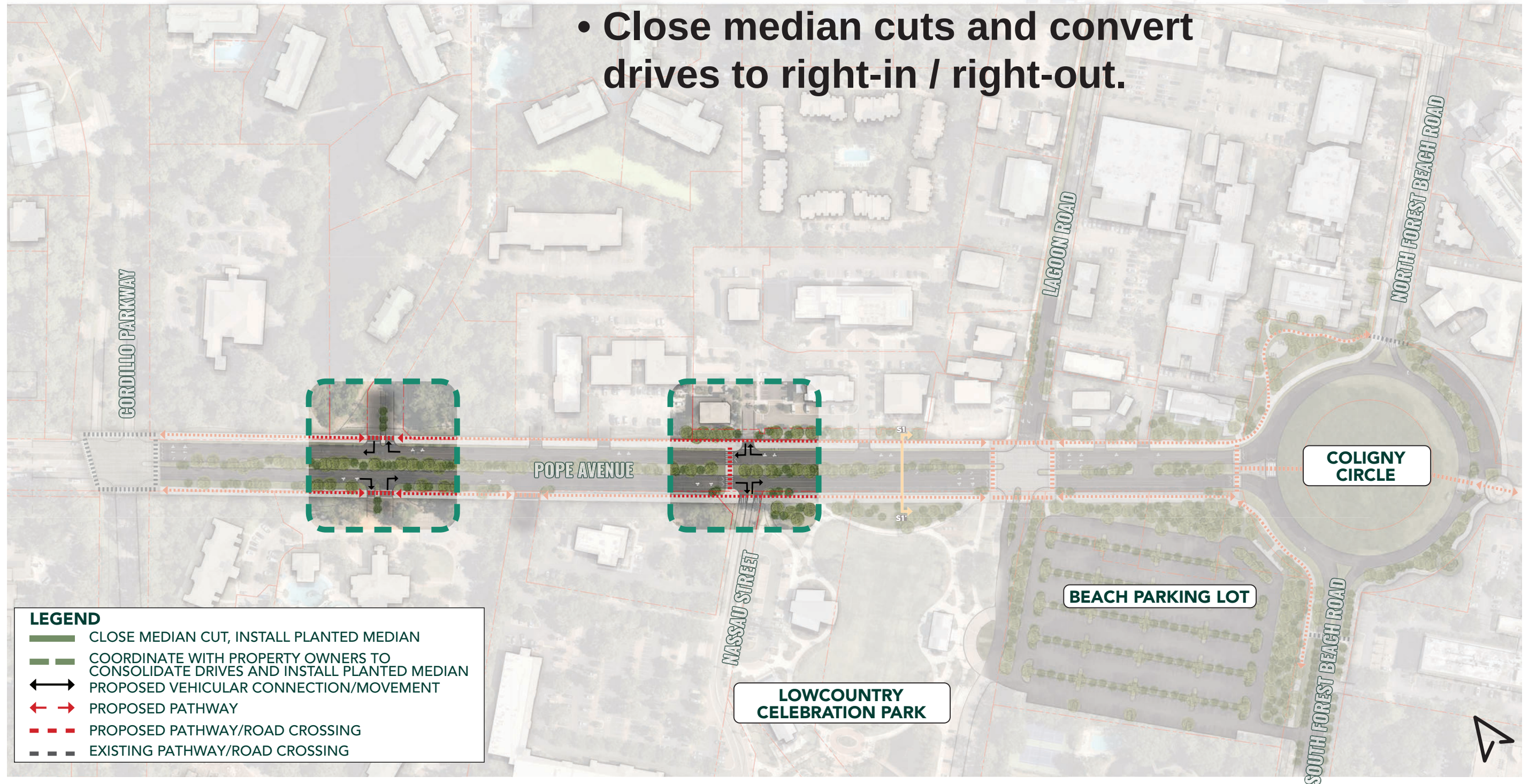
- Install pedestrian crossing into Coligny Circle to provide more direct connectivity to beach.



Talking Point 2: Coligny Circle

Pope Avenue & Coligny Circle RECOMMENDATIONS

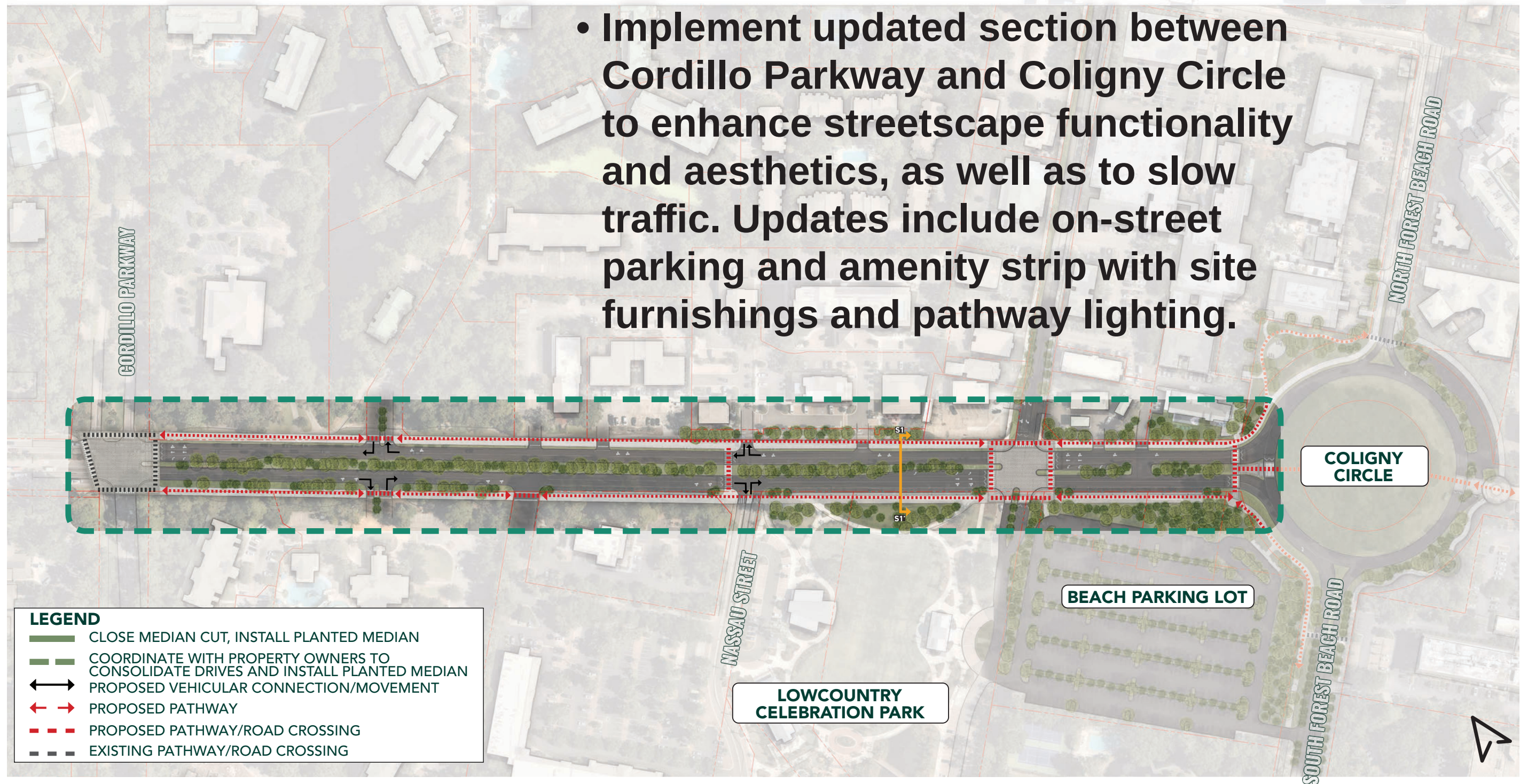
- Close median cuts and convert drives to right-in / right-out.



Talking Point 3: Drive Consolidation and Connectivity

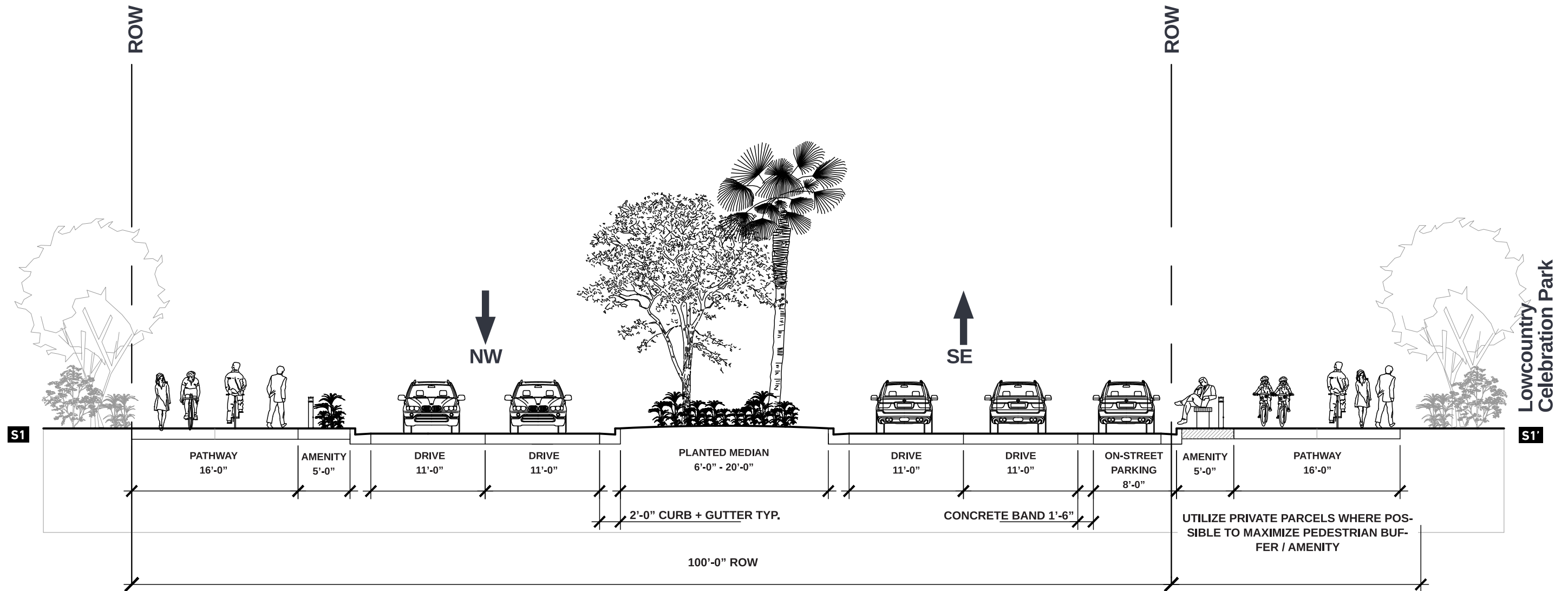
Pope Avenue & Coligny Circle RECOMMENDATIONS

- Implement updated section between Cordillo Parkway and Coligny Circle to enhance streetscape functionality and aesthetics, as well as to slow traffic. Updates include on-street parking and amenity strip with site furnishings and pathway lighting.



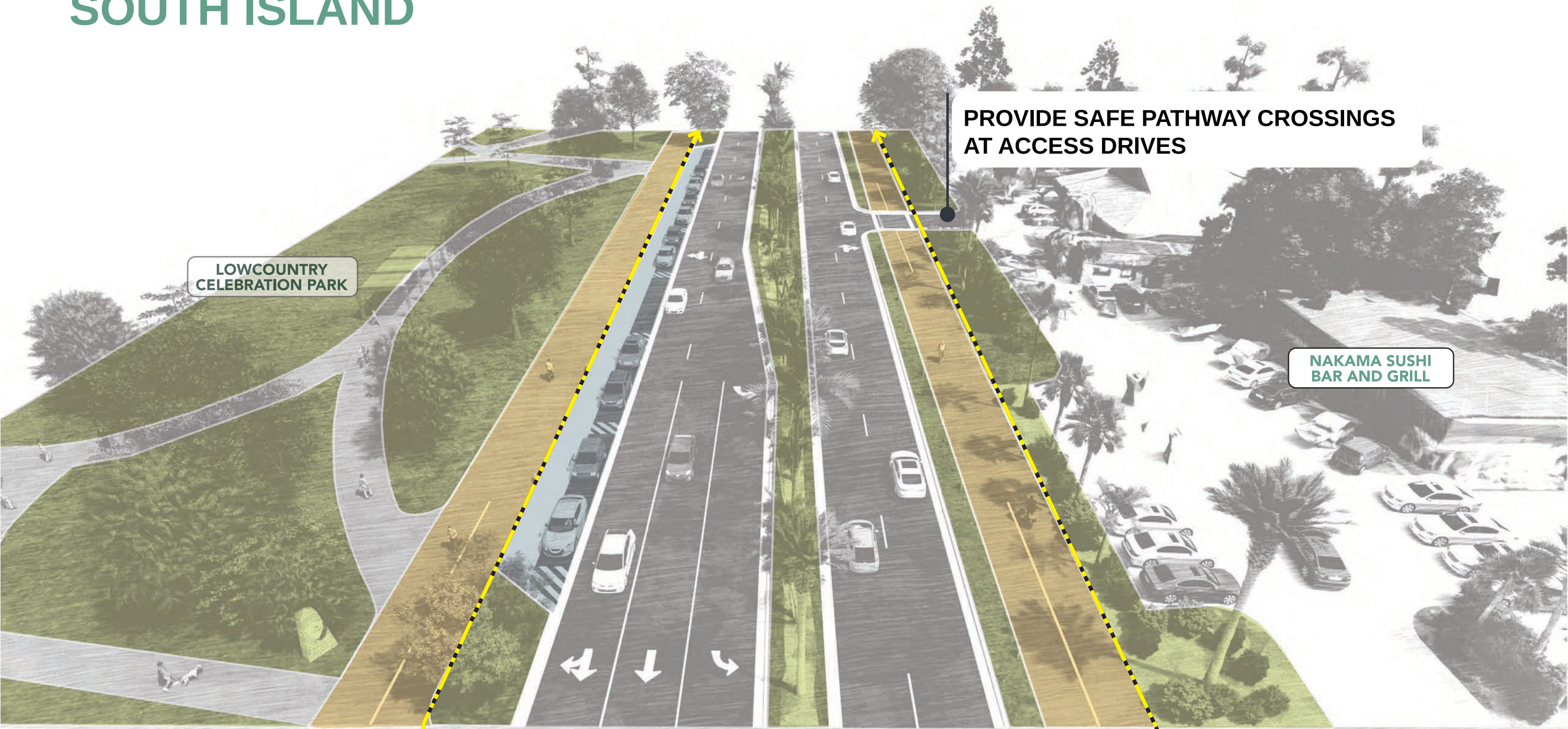
Talking Point 4: Roadway Layout

Pope Avenue & Coligny Circle RECOMMENDATIONS



Recommended Pope Avenue Section Between the Cordillo Parkway and Coligny Circle

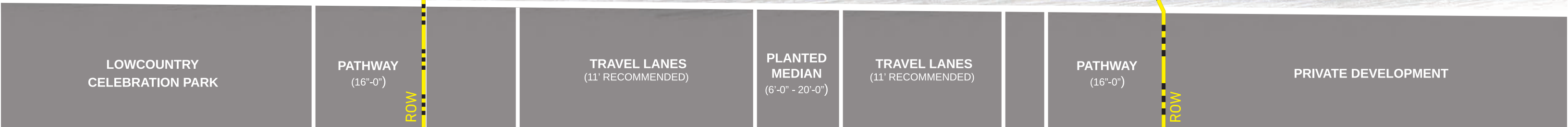
SOUTH ISLAND



LOWCOUNTRY CELEBRATION PARK

NAKAMA SUSHI BAR AND GRILL

PROVIDE SAFE PATHWAY CROSSINGS AT ACCESS DRIVES

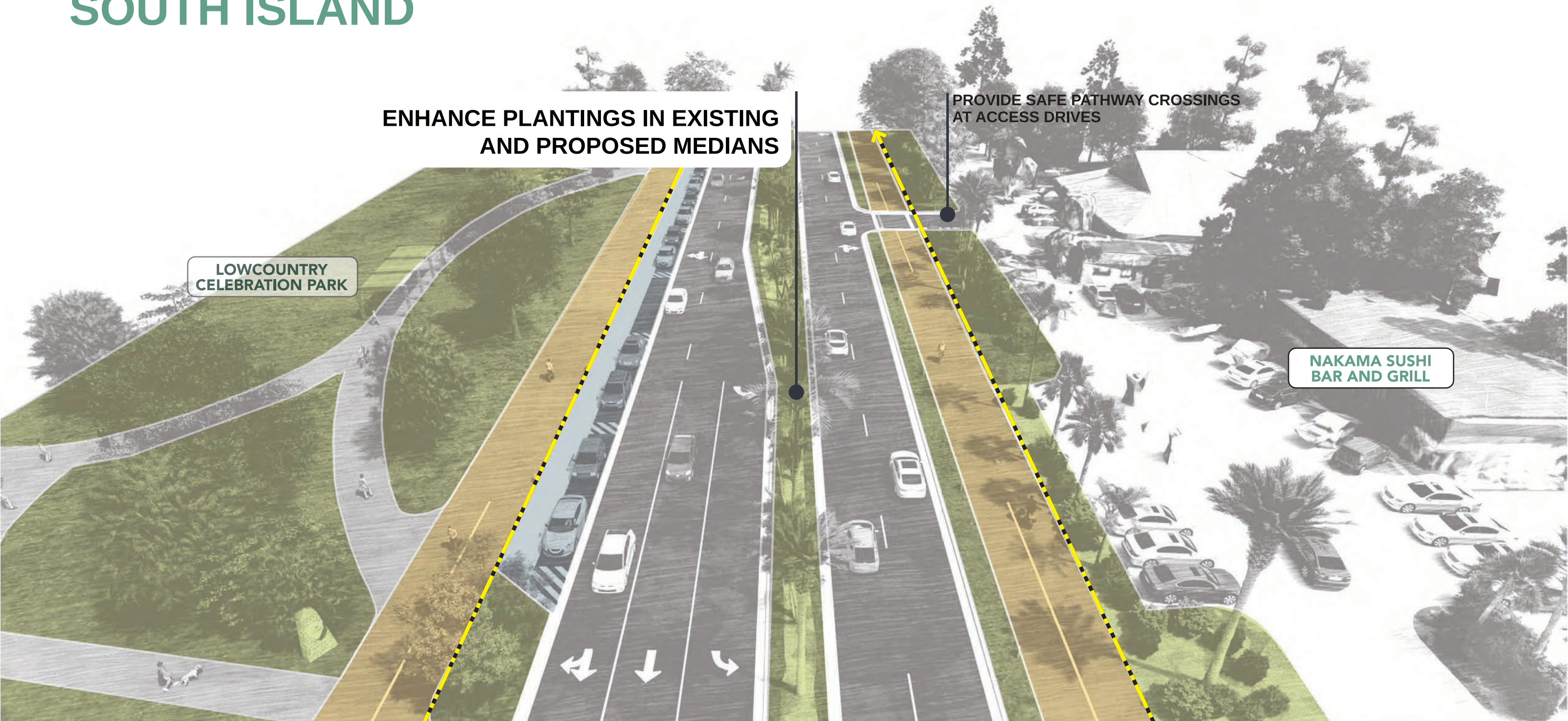


ROW

ROW

100 FT RIGHT-OF-WAY

SOUTH ISLAND

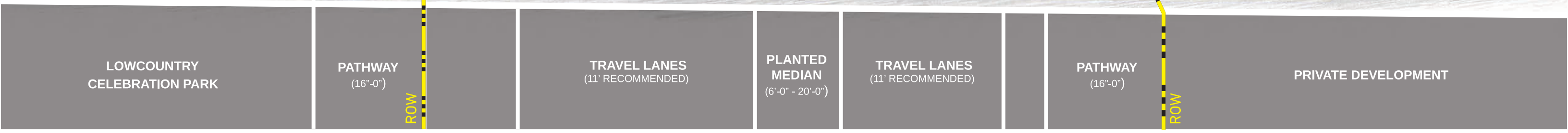


ENHANCE PLANTINGS IN EXISTING AND PROPOSED MEDIANS

LOWCOUNTRY CELEBRATION PARK

PROVIDE SAFE PATHWAY CROSSINGS AT ACCESS DRIVES

NAKAMA SUSHI BAR AND GRILL

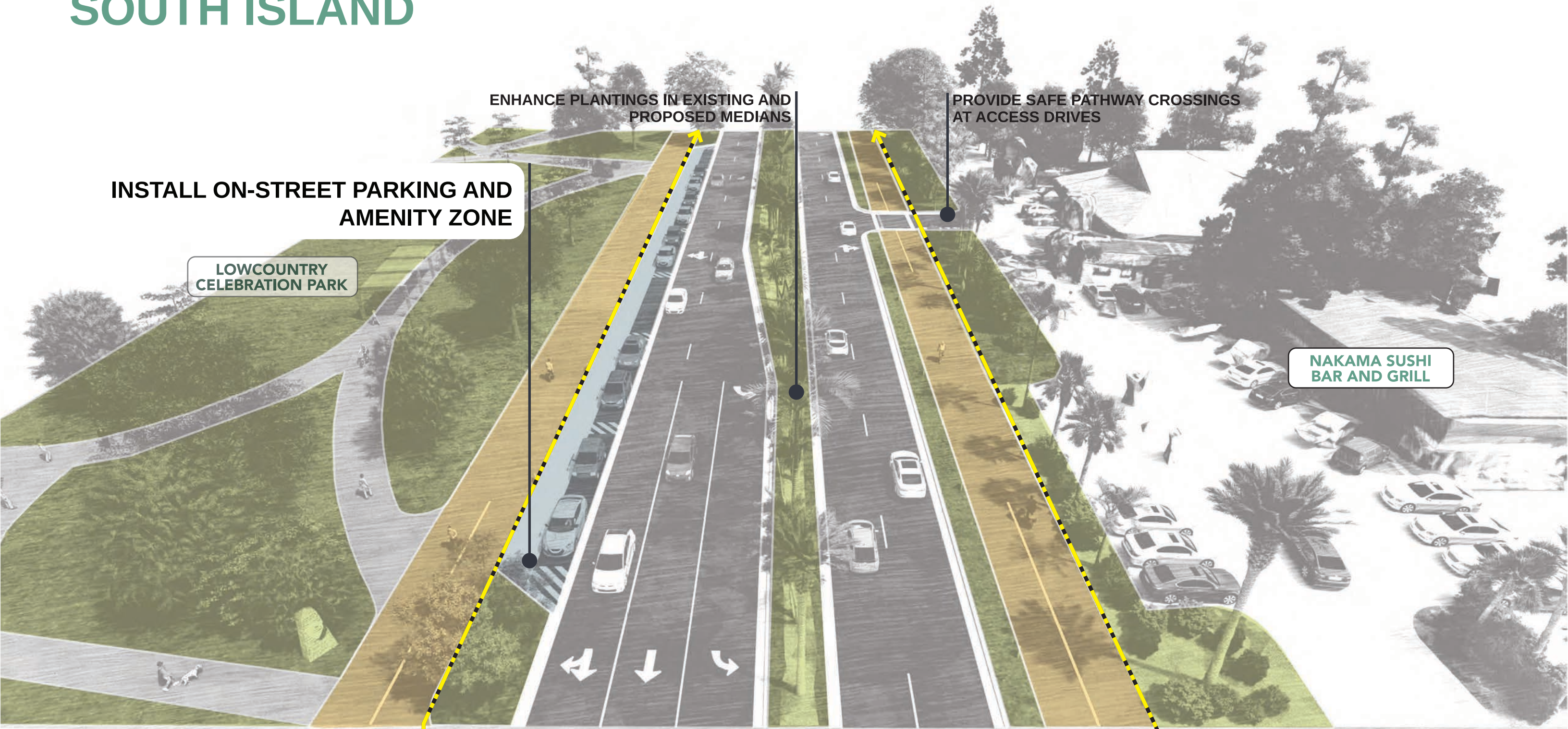


ROW

ROW

100 FT RIGHT-OF-WAY

SOUTH ISLAND



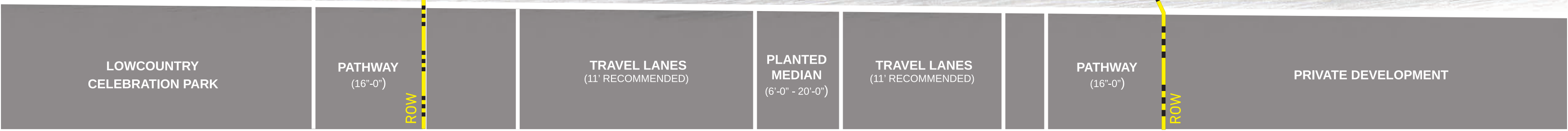
INSTALL ON-STREET PARKING AND AMENITY ZONE

LOWCOUNTRY CELEBRATION PARK

ENHANCE PLANTINGS IN EXISTING AND PROPOSED MEDIANS

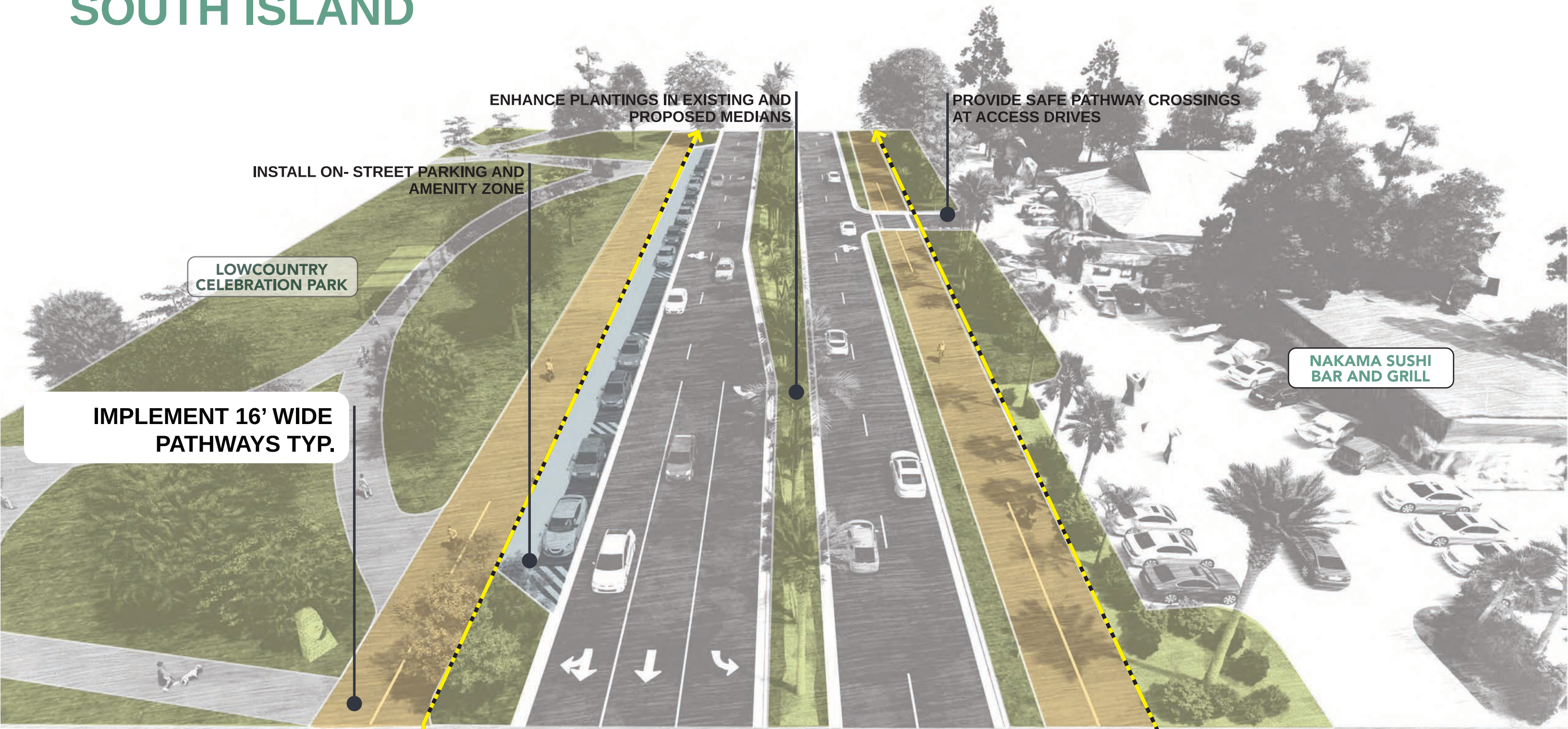
PROVIDE SAFE PATHWAY CROSSINGS AT ACCESS DRIVES

NAKAMA SUSHI BAR AND GRILL

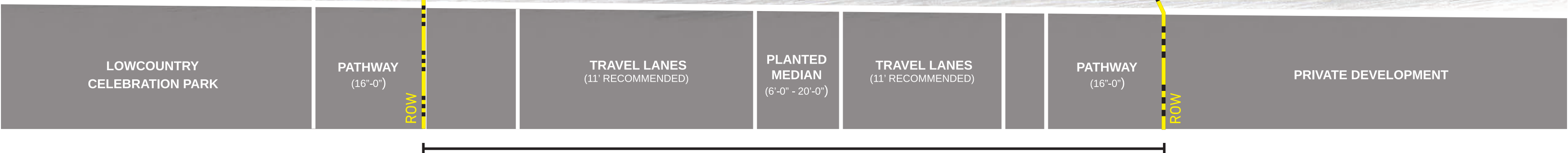


100 FT RIGHT-OF-WAY

SOUTH ISLAND



IMPLEMENT 16' WIDE PATHWAYS TYP.



100 FT RIGHT-OF-WAY

PROPOSED CONDITION
POPE AVENUE AT LAGOON ROAD LOOKING WESTBOUND



**LOWCOUNTRY
CELEBRATION PARK**

**NAKAMA SUSHI
BAR AND GRILL**

LOWCOUNTRY
CELEBRATION PARK



PRIVATE DEVELOPMENT

An aerial photograph of a coastal city, likely San Francisco, showing a winding river, a large airport, and a sandy beach. The image is overlaid with a dark green gradient and the word "Implementation" in a white, handwritten-style font.

Implementation

Implementation
RECOMMENDATIONS

- **Formally adopt the Major Thoroughfares Corridor Plan (MTCP)**

Implementation **RECOMMENDATIONS**

- **Formally adopt the Major Thoroughfares Corridor Plan (MTCP)**
- **Update and continuously review the Land Management Ordinance (LMO)**

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Implementation **RECOMMENDATIONS**

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- **Integrate the MTCP into other strategic planning efforts**

Implementation **RECOMMENDATIONS**

- **Formally adopt the Major Thoroughfares Corridor Plan (MTCP)**
- **Update and continuously review the Land Management Ordinance (LMO)**
- **Pursue regular coordination meetings with vertical implementation partners**
- **Integrate the MTCP into other strategic planning efforts**
- **Develop MTCP Annual Report**

Implementation **RECOMMENDATIONS**

- **Formally adopt the Major Thoroughfares Corridor Plan (MTCP)**
- **Update and continuously review the Land Management Ordinance (LMO)**
- **Pursue regular coordination meetings with vertical implementation partners**
- **Integrate the MTCP into other strategic planning efforts**
- **Develop MTCP Annual Report**
- **Establish a MTCP review and update timeline**

Implementation **RECOMMENDATIONS**

- **Formally adopt the Major Thoroughfares Corridor Plan (MTCP)**
- **Update and continuously review the Land Management Ordinance (LMO)**
- **Pursue regular coordination meetings with vertical implementation partners**
- **Integrate the MTCP into other strategic planning efforts**
- **Develop MTCP Annual Report**
- **Establish a MTCP review and update timeline**
- **Designate the MTCP as a key source of projects for the Capital Improvement Program (CIP)**

Implementation

PRIORITY PROJECTS

- 1 Wayfinding and Signage Master Plan
- 2 Pathways Master Plan
- 3 Master Transit Plan

ISLANDWIDE PLANNING PROJECTS



Implementation

PRIORITY PROJECTS

- 4* Sea Pines Circle
- 5* WHP between Palmetto Parkway and Mathews Drive (WHP 3)
- 6* Mathews Drive / Folly Field Road and WHP Intersection (WHP - 4 / 5)
- 7* Regency Drive and Yacht Cove Drive (WHP - 7)
- 8* Gum Tree Road and WHP Intersection (WHP - 1)
- 9* Fresh Market Intersection (WHP - 7)

HIGH PRIORITY INFRASTRUCTURE PROJECT



Implementation

PRIORITY PROJECTS

- 10 Pope Avenue
- 11 Bus Drive Roundabout (WHP-1)
- 12 Fraser Bridge
- 13 Main Street (WHP-2)
- 14 WHP between Folly Field Road / Mathews Drive and Shelter Cove Lane (WHP-5)

SECONDARY INFRASTRUCTURE PROJECTS



Implementation

PRIORITY PROJECTS

- 1 Wayfinding and Signage Master Plan
- 2 Pathways Master Plan
- 3 Master Transit Plan
- 4* Sea Pines Circle
- 5* WHP between Palmetto Parkway and Mathews Drive (WHP 3)
- 6* Mathews Drive / Folly Field Road and WHP Intersection (WHP - 4 / 5)
- 7* Regency Drive and Yacht Cove Drive (WHP - 7)
- 8* Gum Tree Road and WHP Intersection (WHP - 1)
- 9* Fresh Market Intersection (WHP - 7)
- 10 Pope Avenue
- 11 Bus Drive Roundabout (WHP-1)
- 12 Fraser Bridge
- 13 Main Street (WHP-2)
- 14 WHP between Folly Field Road / Mathews Drive and Shelter Cove Lane (WHP-5)



Systems Recommendation

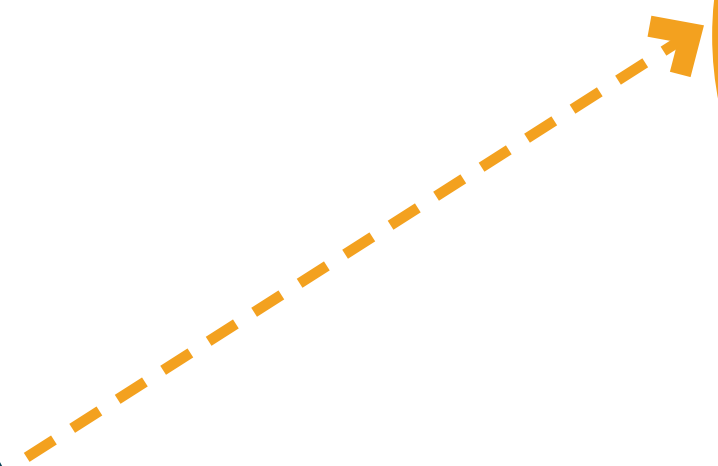
Project Recommendation

#* Project is located in a high crash area or related to a collision hot spot / fatality



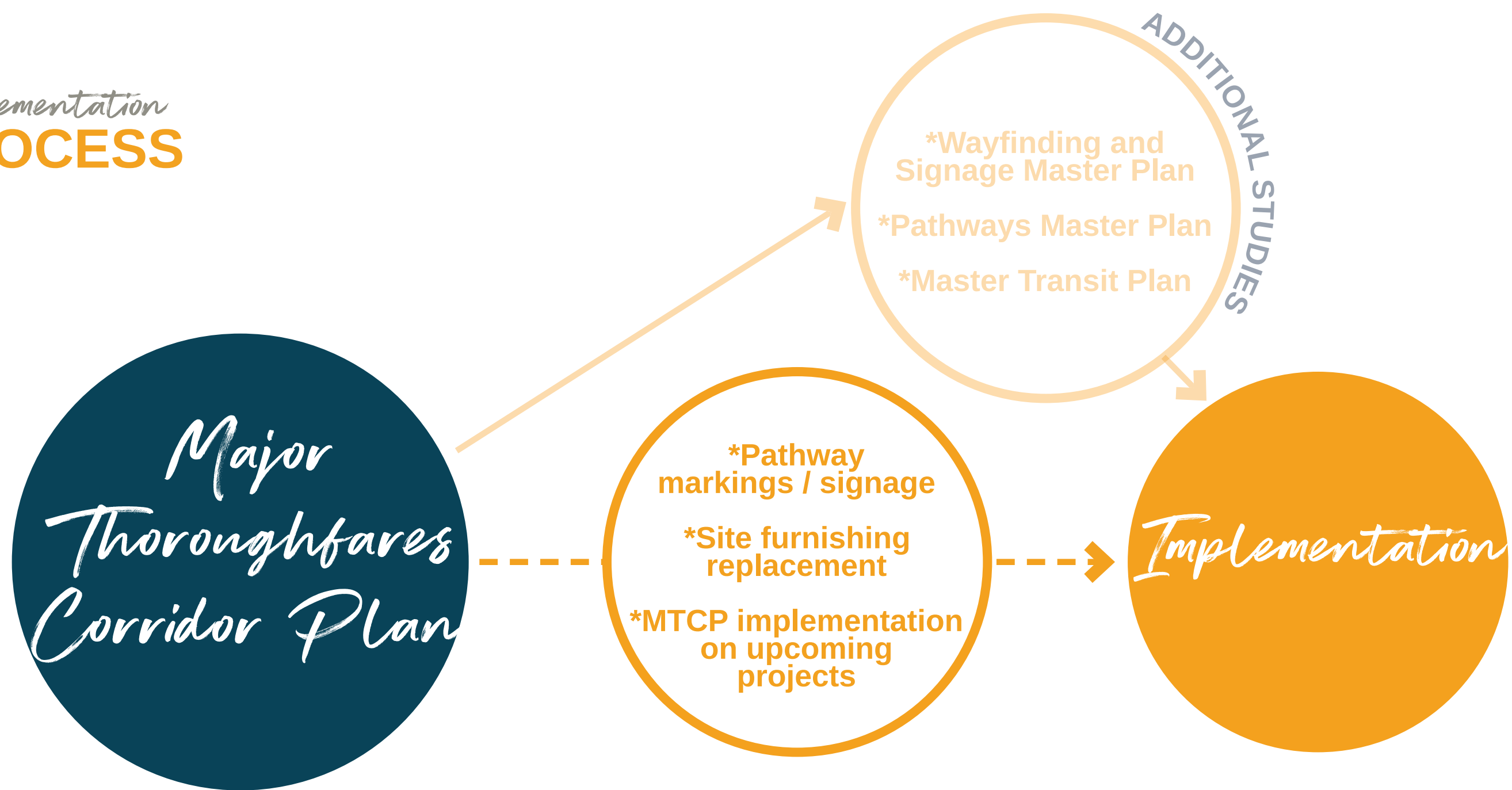
**Identify Recommendations
& Opportunities**

Implementation
PROCESS



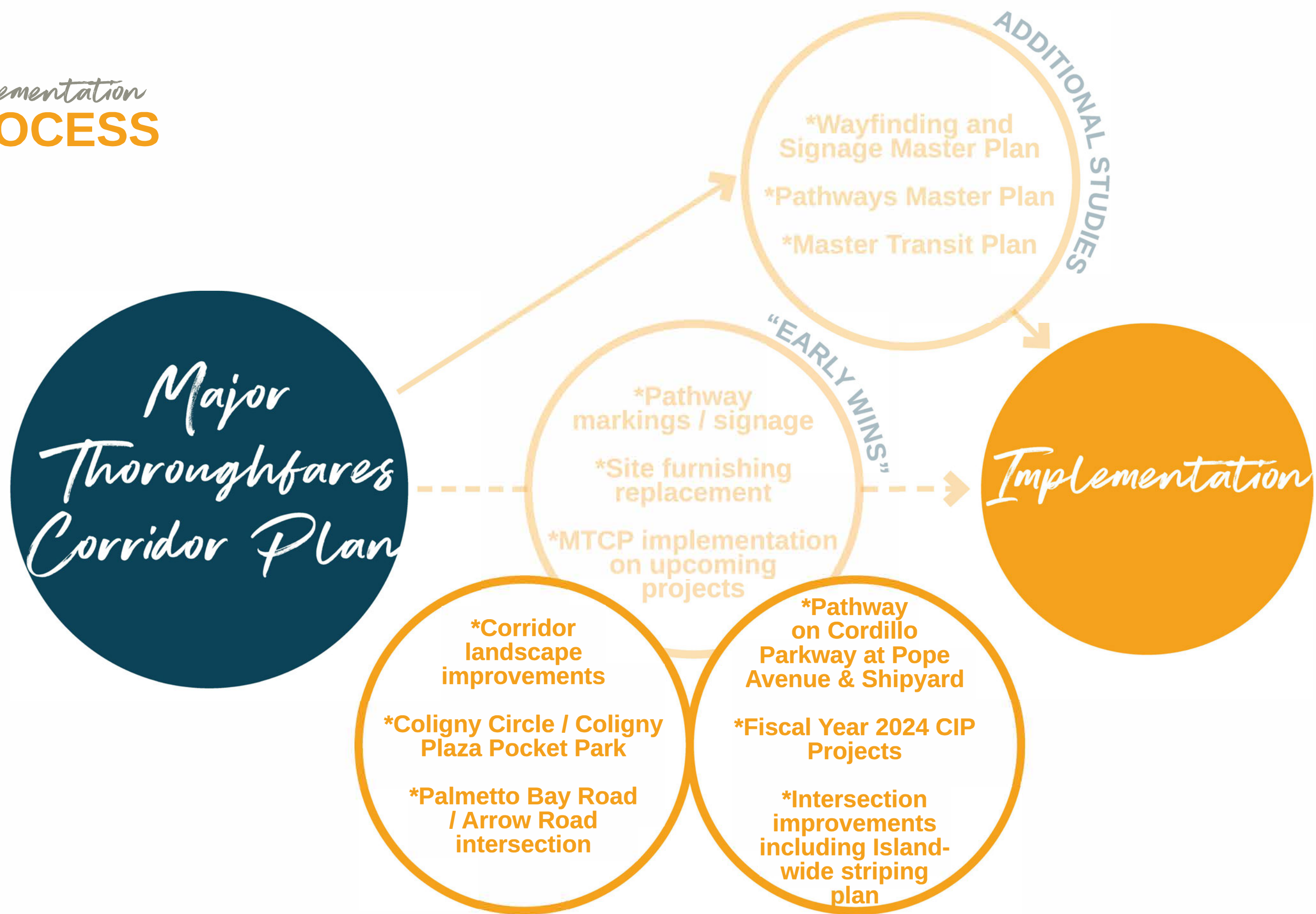
Additional Studies

Implementation
PROCESS



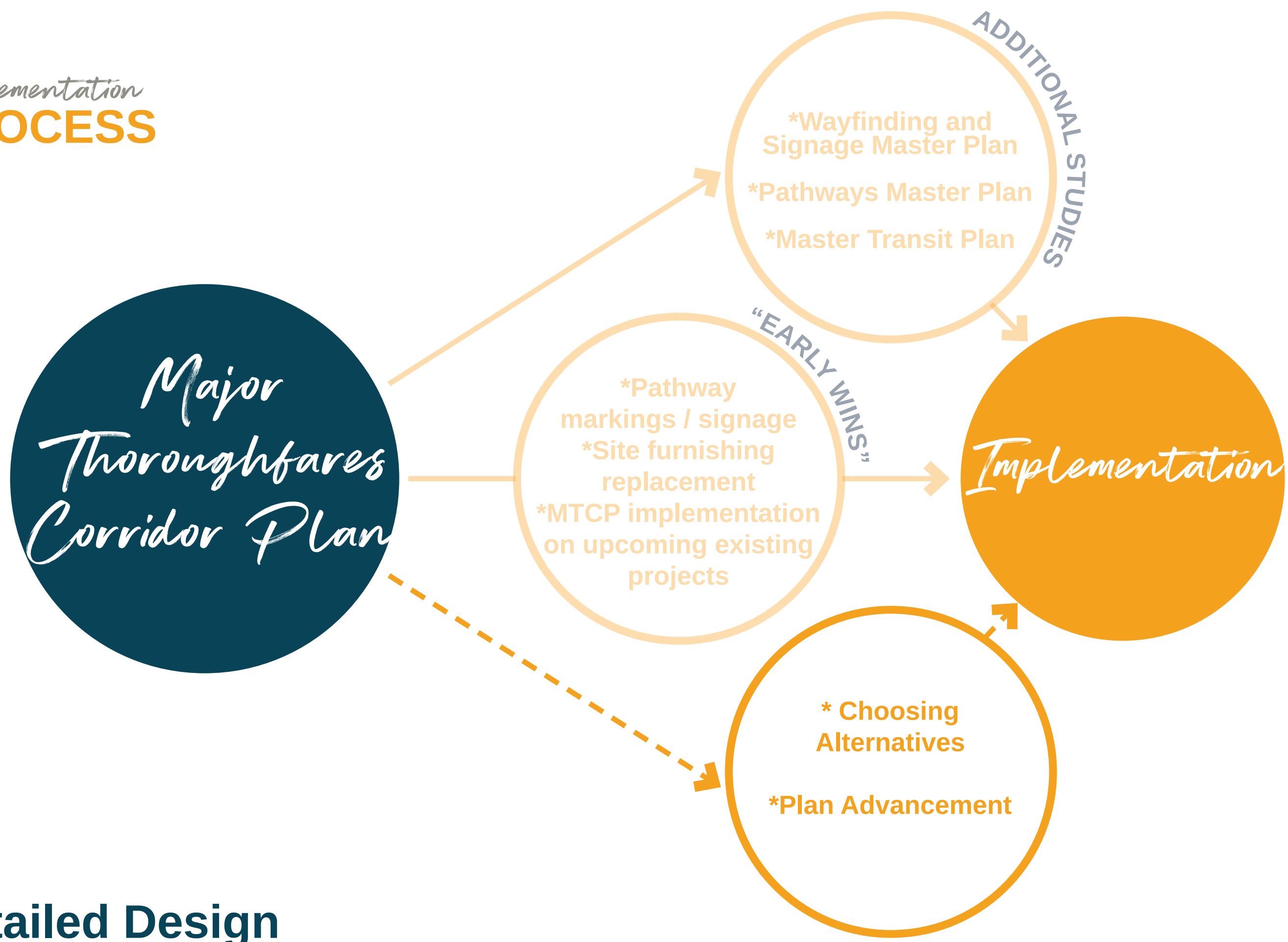
“Early Wins”

Implementation
PROCESS



Additional "Early Wins"

Implementation
PROCESS



Detailed Design

NEXT STEPS

- **Revise Major Thoroughfares Corridor Plan based upon Town Council input.**

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- Revise Major Thoroughfares Corridor Plan based upon Town Council input.
- **Adoption of Major Thoroughfares Corridor Plan by resolution.**

NEXT STEPS

- Revise Major Thoroughfares Corridor Plan based upon Town Council input.
- Adoption of Major Thoroughfares Corridor Plan by resolution.
- **Begin implementation of fiscal year 2024 CIP projects.**

An aerial photograph of a coastal town, likely Victoria, British Columbia, Canada. The image shows a wide river (the Cowichan River) flowing through the town, which is situated on a peninsula. The town is densely packed with buildings and greenery. A large airport is visible in the upper right corner. The foreground shows a sandy beach and the ocean. The text "Thank You" is written in a white, cursive font across the center of the image.

Thank You