

TOWN COUNCIL RECOMMENDATIONS – ADOPTED OCTOBER 12, 2021

CORRIDOR-WIDE RECOMMENDATIONS

1. Reduce lane widths to 11' to calm traffic & reduce property impacts
2. Eliminate raised curbs in medians wherever possible, encourage existing vegetation and natural drainage in these areas
3. Vary median widths and meander roadway alignments where possible for traffic calming and aesthetics
4. Take advantage of Town-owned property for sake of Parkway improvements
5. Utilize ITS smart signal technology throughout
6. Reduce curb cuts & provide for alternative/safer property access throughout
7. Provide trails on both sides of Parkway where possible with sufficient separation from road and in lieu of sidewalks
8. Create a comprehensive system of safe, comfortable, and attractive shared use paths for cyclists and pedestrians
9. Open/encourage views to the water wherever possible, as a part of the Island's "signature"
10. Ensure integration of unique, Hilton Head-specific signage, landscape schemes, public art program, architectural vocabulary, iconic features, and accent lighting that distinguish this parkway from all others
11. Reduce design & posted speeds throughout the corridor
12. Evaluate the island-wide transportation system

TOWN COUNCIL RECOMMENDATIONS – ADOPTED OCTOBER 12, 2021

SPECIFIC RECOMMENDATIONS

13. Encourage Moss Creek area improvements (commercial redevelopment, access/roadway improvements, trail connections)
14. Establish “Gateway Experience” threshold at west end of Mackay Creek bridges (landscape, island “icon”, art, lighting)
15. Reduce bridge mass with two separate bridges and Shared-Use Path on south side of eastbound bridge
16. Reduce bridge lane width to 11’, reduce shoulder width on left, only one breakdown lane on right.
17. Provide 14’ minimum width non-motorized lane on the bridge with multiple viewing areas and protection/screening of vehicles
18. Attention to bridge design/details as viewed from afar and on-deck (parapet, railings, structural forms)
19. Consolidate Jenkins Island access to one signalized location at C. Heinrichs/Windmill Harbour Entrance
20. Provide traditional turn lanes and intuitive intersection configurations throughout Stoney
21. Eliminate confusing SCDOT U-turns
22. Eliminate left turns and traffic introduction onto Old Wild Horse
23. Create new park south of Parkway in Stoney to authentically showcase Gullah Geechee culture/heritage
24. Consider a new Visitors Center as a part of this park that intentionally showcases this heritage while introducing visitors to the Island’s offerings
25. Create a Stoney-authored vision plan for the next generation of that neighborhood
26. Create and professionally staff a Development Corporation as a vehicle for Stoney Advancement

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

1. Reduce lane widths to 11' to calm traffic & reduce property impacts.

Preliminary Response: Agreement on 12' lanes on the bridge and Jenkins Island but a 12' outside lane and a pair of 11' inside lanes as well as accessory lanes will be pursued through the Stoney Community from the Causeway to Spanish Wells Road.

Additional Response: During the design process a design exception and appropriate approvals for the two 11' inside lanes within the Stoney Community will need to be pursued.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

2. Eliminate raised curbs in medians wherever possible, encourage existing vegetation and natural drainage in these areas.

Preliminary Response: Agreement on elimination of raised curbs on the interior portion of Jenkins Island where appropriate with the understanding this will increase the clear zone needed in the median. Raised curb and gutter will be installed on the exterior edge of the roadway to reduce ROW requirements and handle the drainage needs.

Additional Response: Additional investigation and review of safety and drainage needs within the area will be required as project development continues. In project areas with a proposed 15' raised median, curbing will be provided on both the inside and outside of the roadway.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

3. Vary median widths and meander roadway alignments where possible for traffic calming and aesthetics.

Preliminary Response: Agreement on varying median through Jenkins Island, holding eastbound lanes in the existing alignment and moving westbound travel lanes North on Jenkins Island between Crosstree Drive and the causeway. The costs are to be estimated and if project overrun will need to be funded locally (not SCDOT or SIB funding).

Additional Response: The meandering of the roadway is estimated to increase project cost by approximately \$1.5M and was designed to avoid all critical area and freshwater wetlands. Additionally, the meandering of the roadway would not be permitted to result in wetland impacts greater than the Recommended Preferred Alternative 4A, as presented at the Public Hearing. Appendix 1 shows the proposed layout of the meandering on Jenkins Island that avoids critical area wetlands and freshwater wetlands. The additional cost does not include any costs for the additional Town-owned ROW required to meander the roadway and the ROW is assumed to be donated. The County does not have extra funds for an additional cost, and additional local funds would need to be identified early in the design process by the Town.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

4. Take advantage of Town-owned property for sake of Parkway improvements.

Preliminary Response: Agreement on this item and was part of the SIB application.

Additional Response: Project is taking advantage of Town-owned property through Jenkins Island with westbound lanes alignment. Other uses of Town-owned property will be considered during design if needed to facilitate project needs.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

5. Utilize ITS smart signal technology throughout.

Preliminary Response: Agreement on this item. It is already part of the current project scope.

Additional Response: Please be advised that signals will continue to be maintained locally, by either the County or Town, as currently prescribed in each of our Signal Maintenance Agreements (SMA) with SCDOT.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

6. Reduce curb cuts and provide for alternative/safer property access throughout.

Preliminary Response: Agreement on this item. Change in access drives within Stoney as proposed by MKSK is separate from the project.

Additional Response: Reduction in curb cuts is a priority for safety and access management. Before reducing curb cuts, it will need to be verified that the improvements do not cause additional impacts within the TCP and are agreeable by all property owners.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

7. Provide trails on both sides of Parkway where possible with sufficient separation from the road and instead of sidewalks.

Preliminary Response: No trail to be installed on the southern side of William Hilton Parkway. The existing sidewalk on the southern side is to be removed except to connect Windmill Harbour to the shared use path underpass west of the Windmill Harbour entrance.

Additional Response: No additional comments.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

8. Create a comprehensive system of safe, comfortable, and attractive shared use paths for cyclists and pedestrians.

Preliminary Response: Agreement on a trail on the northern side of US 278 only, with separation from the roadway. The trail will not be located in the marsh area and must tighten up alignment through the causeway section connecting Hilton Head and Jenkins Island. The trail is okay to move north for more separation from Parkway through Jenkins Island.

Additional Response: The meandering of the trail through Jenkins Island must avoid the wetlands and environmental features. The corridor will also be evaluated for other opportunities to utilize town-owned land to meander the shared use path away from the roadway and to protect tree canopies when practical. Additional expenses to meander the trail will need to be covered by local funds (Not SCDOT or SIB funding).

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

9. Open/encourage views to the water wherever possible, as part of the Island's "signature".

Preliminary Response: Agreement that this is a local element with selective treatment rather than any clearing and grubbing along the water edge.

Additional Response: This will not be included as part of the project as it has the potential to increase environmental impacts outside of the proposed construction limits.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

10. Ensure integration of unique, Hilton Head-specific signage, landscape schemes, public art program, architectural vocabulary, iconic features, and accent lighting that distinguish this parkway from all others.

Preliminary Response: Agreement that this element should be Town driven through its CIP Program.

Additional Response: The EA document includes signage within the Stoney Community as part of the environmental commitments. This is to include two signs, banner signage on SUP lighting, and landscaping. The final details of each of these features will be coordinated with the Stoney Community and local governments. (Eligible for project funding within the Stoney Community).

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

11. Reduce design & posted speeds throughout the corridor.

Preliminary Response: The entire project will include a 45mph design speed and consideration given for 40mph posted speed for the William Hilton Parkway from the causeway connecting Hilton Head to Jenkins Island to Sea Pines Circle (which includes the Stoney segment).

Additional Response: The posted speed will need to be discussed with the SCDOT District Traffic Engineer and a formal request will need to be submitted by the Town requesting a Speed Study through the District office for the areas of concern between Stoney and Sea Pines Circle. The project team will assist in any communication and coordination with the SCDOT District office.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

12. Evaluate the island-wide transportation system.

Preliminary Response: Agreement this is an effort that will be handled locally.

Additional Response: No additional comments.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

13. Encourage/support Moss Creek area improvements (commercial redevelopment, access/roadway improvements, trail connections).

Preliminary Response: Agreement for long-term but not included in this project scope and is not eligible for State Infrastructure Bank Funding.

Additional Response: County to support private commercial redevelopment in Moss Creek area. Any driveways and curb-cuts within project limits will be improved as part of the project. The trail along US 278 will connect to the trails along Bluffton Parkway via pedestrian improvements along Buckingham Plantation Drive.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

14. Establish “Gateway Experience” threshold at the west end of Mackay Creek bridges (landscape, island “icon”, art, lighting).

Preliminary Response: Okay through coordination of County & Town.

Additional Response: Not eligible for SCDOT or SIB Funding.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

15. Reduce bridge mass with two separate bridges and a Shared-Use path on the south side of the eastbound bridge.

Preliminary Response: SCDOT is neutral on this item. The county administrator does not think benefits will justify additional costs. SCDOT states it's likely a 10-15% increase in the cost of the bridge component resulting in a \$30M to \$40M dollar increase. These additional costs are to be funded with local funds, not SCDOT or SIB. This item is to be evaluated by KCI (County) and HDR (Town) to determine the differential in costs between 1, six-lane bridge versus 2, 3 lane bridges. Additional impacts to the environment and Pinckney Island to be considered.

Additional Response: The construction of two separate bridge structures will increase the actual bridge width and increase the impacts to Pinckney Island due to the need for a separation distance between the two structures. The dual bridge option increases the estimated project cost by \$27.3 million. Additionally, two separate bridge structures will significantly increase the construction time potentially extending the completion date and jeopardizing SIB funding. The County does not support this request.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

16. Reduce bridge lane width to 11', verify the need for two breakdown lanes per bridge.

Preliminary Response: The bridge will have 12' lanes and no reduction of shoulder/breakdown widths. Each direction to include 2-10' shoulders.

Additional Response: The 12' lanes and 10' shoulders are FHWA controlling criteria and provide a safety benefit to the project. These criteria are based on the roadway classification. Additionally, the shoulders provide improved access for Emergency Response on the bridges and to Jenkins Island.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

17. Provide 14' minimum width non-motorized lane on the bridge with multiple viewing areas and protection/screening of vehicles.

Preliminary Response: Agreement on the 12' shared-use pathway along the southern side of the bridge with 2 bulb-outs, one over each creek. Each bulb is out to be approximately 50' long. The bulb out elements are to be funded with local money as they are considered non-essential for SIB funding.

Additional Response: The final configuration of the bulb-outs will be determined during the bridge design phase but are currently estimated to be 20'x50' with an additional cost of \$125k to \$150k per bulb out. However, the cost estimate does not include the additional cost for protection/screening. The County supports the concept of the viewing areas/screening if additional local funds can be identified early in the design process by the Town, but the County does not have the extra funds to support the addition.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

18. Attention to bridge design/details as viewed from afar and on-deck (parapet, railings, structural forms).

Preliminary Response: Agreement on this item with continued coordination through project design. Attention to be focused on the above deck treatment of the bridge.

Additional Response: This has potential schedule implications, but a decision would need to be made early in the design development to ensure timely completion of the bridge design. The County does not have extra funds but supports additional aesthetic details but is good with the concept if additional local funds or grants can be identified and made available.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

19. Consolidate Jenkins Island access to one location at C. Heinrichs Circle/Windmill Harbour Entrance.

Preliminary Response: Agreement to consolidate all turning movements on Jenkins Island to this single intersection has already been implemented as part of the refinements after the public hearing.

Additional Response: No additional response.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

20. Provide traditional turn lanes and intuitive intersection configurations throughout Stoney.
21. Eliminate confusing SCDOT U-turns.
22. Eliminate left turns and traffic introduction onto Old Wild Horse Road.

Preliminary Response: This response applies to 20-22. There is an internal agreement to provide lefts at the Stoney intersections and not to proceed with the U-turn at the Old Wild horse Road intersection. SCDOT, Beaufort County, and the Town of Hilton Head agree to evaluate options to understand the performance and impacts resulting from the preferred alternative and the local alternatives. A balance of performance, impact of land disruption, and local desires and input will drive the final request to FHWA.

Additional Response: Two additional intersections were evaluated that eliminated the signal and U-turns at Old Wild Horse Road and reintroduced the left turns at Squire Pope Road & Spanish Wells Road. Once all factors were considered including TCP impacts, local governmental input, and public comments from the Public Hearing the modified intersections balanced the need for traffic performance for the mainline and side roads, and the TCP impacts throughout Stoney. The change reduces the frontage impacts along US 278 within Stoney from the causeway to Squire Pope Road. The selection of this option will require the trail to meander within the Town of Hilton Tract on the northeast corner of Squire Pope Road and US 278 to protect the tree canopy along Squire Pope Road as requested by the State Historical Preservation Office (SHPO).

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

23. Create a new park south of Parkway in Stoney to authentically showcase Gullah Geechee culture/heritage.

24. Consider a new Visitor Center as part of this park that intentionally showcases this heritage while introducing visitors to the Island's offerings.

Preliminary Response: This applies to 23 and 24. This must take place (at least initially) on Town/County-owned property within Stoney. No additional property impacts, takes or displacements should be represented as part of this element. TCP elements identified in the EA should be integrated and enhanced at this location.

Additional Response: The new park and pavilion are part of the environmental commitments for the project. The location of the improvements and details will need to be coordinated with the Stoney Community and the local entities. Should the Town desire to design and construct a visitor center, it could be constructed separately but concurrent with the project. The improvements outlined in the EA document as commitments for the Stoney Community are funded however any additional design elements or expansion would need to be funded locally and not utilize SCDOT or SIB funding.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

25. Create a Stoney-authored vision plan for the next generation of that neighborhood.

Preliminary Response: Agreement that this should be a locally handled effort.

Additional Response: As part of the environmental commitments, the County will develop and host an online, interactive map of the history of the Stoney community to share important historical information about the community.

REVIEW OF SCDOT/BEAUFORT COUNTY RESPONSES TO TOWN COUNCIL RECOMMENDATIONS

26. Create and professionally staff a Development Corporation as a vehicle for Stoney Advancement.

Preliminary Response: Agreement that this should be a locally handled effort.

Additional Response: The County supports the advancement of citizens within the Stoney Community and other Gullah communities throughout the county and is open to further discussions to determine the most appropriate vehicle to support this mission.