



**Town of Hilton Head Island  
WILLIAM HILTON PARKWAY GATEWAY  
CORRIDOR INDEPENDENT REVIEW  
ADVISORY COMMITTEE MEETING  
Wednesday, March 27, 2024, 1:00 PM  
Minutes**

**1. Call to Order**

Mayor Perry called the meeting to order at 1:00 PM. Those present were: Mayor Alan Perry, Chairman; Diederik Advocaat; Edward C. Warner, Jr.; Charles P. Walczak, PE; and Willie Young. Herbert Ford, Alternate, was not present.

**2. Approval of the Minutes**

**a. Regular Meeting Minutes of February, 14, 2024**

There being no changes, a motion to approve the minutes of the February 14, 2024 meeting as presented was made by Mr. Warner and seconded by Mr. Walczak. The motion passed unanimously.

**3. Unfinished Business**

**a. Update on Project Scope of Work**

Shawn Colin, Assistant Town Manager - Community Development, noted the update on the scope of work is imbedded into the Lochmueller presentation, which will follow under New Business.

**4. New Business**

**a. Update on Community Outreach Related to Project Impacts**

Mr. Colin provided an update on parallel work ongoing in conjunction with the work of the independent study, including meetings between December and March hosted by the CDC with property and business owners within the areas most impacted. See Stoney Corridor Study Area presentation dated March 14, 2024, posted on the Town's website for privately and public owned impacted parcels, and on-island existing roadway conditions vs. Beaufort County Proposed Alternatives for Sections 1, 2, and 3. The goal is to limit the impact to properties within this section as much as possible with design considerations.

**b. Presentation of Preliminary Findings of the End to End Independent Study for the William Hilton Parkway Gateway Corridor Project**

Nate Nohren, Project Manager for Lochmueller, outlined the agenda for their presentation, which included a detailed update on project progress and the key tasks completed and continuing to be worked on since the last meeting. Overall the project, according to the scope of services addendum as reformatted from the Town's RFQ as approved by Town Council, is 45% complete as of March 22, 2024, broken down into the following tasks: Task #1 - Project Initiation and Coordination being 70% complete; Task #2 - Review of Travel Demand Model & Evaluation of 2023 Existing Operating Conditions (Entire Study Area) being 100% complete; Task #3 - Traffic Model and Operational Update - Modified Original Project Study Area being 35% complete. See Lochmueller Group presentation included in the agenda packet for details. Mr. Nohren addressed questions from the Board.

### 1. 2023 Existing Conditions - VISSIM Model Based Findings

Kate Swinford, Lochmueller team member, appearing remotely, presented the final 2023 Existing Conditions Results- VISSIM Model Based Findings. See Lochmueller Group presentation included in agenda packet for details. Ms. Swinford addressed questions from the Board.

### 2. 2045 No Build Conditions - VISSIM Model Based Findings

Ms. Swinford presented the 2045 No Build Conditions Results - VISSIM Model Based Findings. Based on existing congestion and forecasted growth by 2045, Lochmueller recommended that a six-lane section is needed independently of a second bridge, which could take up to 20 years to construct once all studies, planning, design, and construction is complete. She noted that a review is being made of the conclusions and studies that have already been made on the topic of the bridge condition, and a professional opinion will be given by Lochmueller. See Lochmueller Group presentation included in agenda packet for details. Ms. Swinford addressed questions from the Board.

### 3. Evaluation and Findings to Date of Four Alternatives

Ms. Swinford reminded the Committee of the project guiding principles used in determining the most beneficial and appropriate alternatives. She presented the Recommended Alternatives and explained each in detail, being Alternative 1 - SCDOT Modified Recommended Preferred; Alternative 2 - Bowties at Squire Pope and Spanish Wells; Alternative 3 - Echelon/Center Turn Overpass; and Alternative 4 - Elevated Bypass. She outlined the next steps as being a comparison of each Alternative to the categories as shown in the draft matrix, with the final matrix to be provided at the April 10, 2024 meeting. See Lochmueller Group presentation included in agenda packet for details. Ms. Swinford addressed questions and comments from the Board. Mr. Nohren noted that Lochmueller will deliver a professional opinion based on a review of other consultants' presentations and studies made to the Town and County, and will be obtaining through FOIA the seismic study from the Department of Transportation. A discussion ensued concerning the feasibility of providing additional alternative traffic models.

## **5. Appearance by Citizens:**

No citizens have requested to appear before the Committee regarding items not on the agenda. Public comments concerning agenda items were to be submitted electronically via the Open Town Hall Portal. No comments were received through the Portal; however, an email with comments was received from a citizen who could not be in attendance, and these comments have been submitted to all members and are attached to the minutes. Comments and questions were received from numerous citizens in attendance, and addressed by Ms. Swinford and Mr. Nohren.

Mayor Perry requested Mr. Colin to respond to a question posed earlier by a citizen concerning efforts being made to lessen the impact on Sea Pines Circle. Mr. Colin indicated that once Lochmueller has progressed through Tasks 3 and 4, they will be looking at all the intersections further downstream. There is also a major Thoroughfare Corridor Plan that the team of MKSK, Kimley-Horn, and Toole Design Group will be delivering for the entirety of William Hilton Parkway and its different segments, with Sea Pines Circle being a part of that evaluation, and discussions have been underway with members from CSA in Sea Pines. It was his understanding that Sea Pines was also working to possibly secure the same consultant to evaluate Greenwood Drive and access management through there. With all these efforts currently in motion, he expects to have adequate information soon to understand what options are available for that area. While a Corridors Plan is due for a Town Council Workshop scheduled for next month, a priority has been set by Town Council to focus on the Northridge area because of safety concerns and improvements to Main Street, which is now totally owned by the Town, but he expects Sea Pines Circle to be discussed subsequent to the workshop.

## **6. Adjournment**

The meeting was declared adjourned at 3:58 PM.

**Approved:** April 10, 2024

**The recording of this Meeting can be found on the Town's website at [www.hiltonheadislandsc.gov](http://www.hiltonheadislandsc.gov)**

**From:** Steven Baer

**Sent:** Wednesday, March 27, 2024 11:27 AM

**To:**

**Subject:** Comments at March 27 2024 Corridor Committee Meeting

**THIS MESSAGE ORIGINATED OUTSIDE YOUR ORGANIZATION**

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Dear Corridor Committee:

Since I can't squeeze my comments into 3 minutes, here they are in writing in advance.

Ms. Gammon - Could you please ensure that they become part of the meeting record.

Thank you,

Steven Baer

**Subject: Comments at Route 278 Lochmueller Consultant Review**

**From: S.M. Baer**

**Date: March 27, 2024**

I have quickly reviewed the Consultant's 105 slides and am very impressed by their approach and level of detail. I have the following initial comments and suggestions. More may come after more time for study.

1 - Graphs of peak traffic volumes in V/H by year Eastbound and Westbound across the bridge, based on 3 growth rates (Lochmueller, County, Average) should be provided. These should cover: Worker Peak W-E, Worker Peak E-W, Tourist Peak W-E, Tourist Peak E-W.

2- As one of the many ways to compare the throughput of options, a table of travel times vs peak load in V/H should be provided in the following form:

	Alt. 1	Alt. 2	Alt. 3	Alt. 4
<b>Throughput to/from CIP</b>				
Travel Time W - E from Moss Creek Light <u>onto</u> CIP @2500, 3000, 3500, 4000 V/H				
Travel Time E - W from CIP to Moss Creek Light @2500, 3000, 3500, 4000 V/H				
<b>Throughput to/from Local 278 just E of Gumtree light</b>				
Travel Time W - E from Moss Creek Light to Local 278 @2500, 3000, 3500, 4000 V/H				
Travel Time E - W from Local 278 to Moss Creek Light @2500, 3000, 3500, 4000 V/H				

3 - Between the data in comments 1 and 2 above, we should also evaluate the impacts of **Demand Stimulation**. For example, the area to the west is capable of pumping over 4000 V/H onto Hilton Head via 4 lanes (3 on route 278 and 1 from the Bluffton Parkway). The new bridge and massive new developments to the west may encourage that. It is doubtful that we can prevent that, but we must work to be able to predict when it will exhaust any new alternative we will approve.

4 - There are some oddities in the forecast volumes being used. For example, slide 14 shows a PM simulated westbound volume of 2898 V/H existing and 2754 V/H in 2045. Doesn't that reduction make some plans look better in 2045 than they really are? **Note that 2018 actual measured peak WB values ranged from 3042 to 3295 V/H.**

5 - It is essential that the end-end comparisons for existing and possible new cases, and table entries above, specifically include efficient access to/from the CIP. For example, the existing congested westbound 1-lane merge near the new Workforce Housing site has been excluded from SCDOT studies, making their Alt. 1 **appear** to operate better than it likely will.

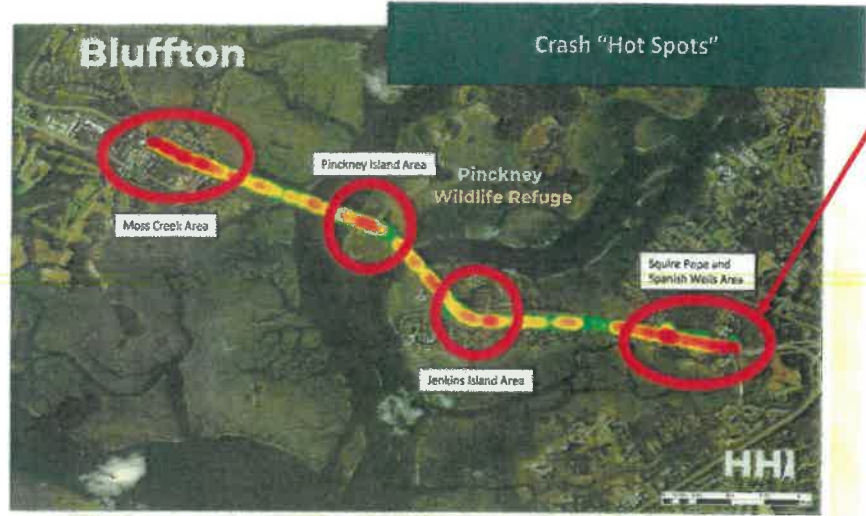
6 - The comparisons should include evaluation of alternate routing and resilience to accident blockage and forecast assumptions and variations. For example, possible exhaust dates for plans under traffic volumes higher than Lochmueller's predictions, would become apparent. So would survival via alternate routing from an accident in stoney.

7 - The comparisons should include evaluation of safety. For example, SCDOT data clearly shows accident rates peaking at intersections (see below). How will new large complex intersections improve that? How will that impact the Stoney community? Has anyone (such as the Sheriff's office) actually done or plans to do, a safety study of the alternatives?

## Has there been a Safety Study?



East Stoney during a low period about 12:30 PM Tues. 3/19/24 – From WSAV Video Report



Hilton Head Island – US 278 Gateway Corridor  
Committee Meeting  
December 11, 2019

8 - The horizontal bypass method (using town-owned land wherever it makes sense) including the non-flyover, flyover and Chamberlain-Spanish Wells extension options should be included in comparisons.