



Town of Hilton Head Island

Special Town Council Meeting

Friday, June 28, 2024, 10:00 AM

**1 Town Center Court, Hilton Head Island, SC
Benjamin M. Racusin Council Chambers**

The meeting can be viewed on the [Town's YouTube Channel](#), the [Beaufort County Channel](#), and Spectrum Channel 1304.

- 1. Call to Order**
- 2. Pledge to the Flag**
- 3. Invocation – Reverend Steve Salvas, Grace Community Church**
- 4. Adoption of the Agenda**
- 5. New Business**
 - a. Consideration of a Resolution of the Town of Hilton Head Island Authorizing a Memorandum of Agreement with Beaufort County for the William Hilton Parkway Gateway Corridor Project
 - b. Consideration of a Resolution of the Town of Hilton Head Island Authorizing Municipal Consent with the South Carolina Department of Transportation for the William Hilton Parkway Gateway Corridor Project
- 6. Public Comment - Non Agenda Items**
- 7. Adjournment**

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

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Town of Hilton Head Island will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. Auditory accommodations are available. Any person requiring further accommodation should contact the Town of Hilton Head Island ADA Coordinator as

soon as possible but no later than 48 hours before the scheduled event.

Municipal Association of South Carolina (MASC) Civility Pledge:

“I pledge to build a stronger and more prosperous community by advocating for civil engagement, respecting others and their viewpoints, and finding solutions for the betterment of my city or town.”



TOWN OF HILTON HEAD ISLAND

TOWN COUNCIL

TO: Town Council Members
FROM: Shawn Colin, Assistant *Town Manager*
CC: Marc Orlando, *Town Manager, ICMA-CM*
Josh Gruber, Deputy *Town Attorney*
DATE: June 28, 2024
SUBJECT: Consideration of a Resolution of the Town of Hilton Head Island Authorizing a Memorandum of Agreement with Beaufort County for the William Hilton Parkway Gateway Corridor Project

RECOMMENDATION:

The Town Council is requested to consider a Resolution authorizing the Town Manager to execute a Memorandum of Agreement ("MOA") with Beaufort County for the William Hilton Parkway Gateway Corridor Project ("Project"). The draft Resolution authorizing this action is included within this Staff Memorandum as **Attachment 1** and the MOA with Beaufort County is enclosed as **Exhibit A** to the Resolution.

BACKGROUND:

The South Carolina Department of Transportation ("SCDOT") has identified that the Karl S. Bowers eastbound bridge spanning the Mackay Creek, built in 1956 is structurally deficient and is reaching the end of its design life. This resulted in a determination by SCDOT that the bridge would need to be repaired or replaced before remedial safety measures such as limiting load size or restricting the weights of vehicles would need to be implemented. Realizing the substantial impacts that are likely to occur with either repairing or replacing this bridge, the Town of Hilton Head Island ("Town") and Beaufort County ("County") sought out a comprehensive approach to repairing or replacing this bridge while also addressing existing safety and congestion concerns within the William Hilton Parkway Gateway Corridor. Between January 2016 and April 2024, the 4.218-mile Gateway Corridor area from Moss Creek Drive (mainland) to Spanish Wells Road/Wild Horse Road (HHI), contained 1,108 collisions, 6 fatalities (2 involved pedestrians), and 81 Major Injuries.

In 2018, Beaufort County voters approved a Transportation Sales Tax Referendum with a portion of the proceeds to be used as follows: \$80 million would go towards U.S. 278 Corridor Traffic Improvements including repairing and replacing the existing spans of the bridges to Hilton Head Island and other improvements between Moss Creek Drive and Squire Pope Road now defined as the William Hilton Parkway Gateway Corridor Project ("Project"). The Town, the County, and SCDOT have therefore undertaken the

development of Project plans and other associated actions that resulted in the development of a “Preferred Alternative” as required by the National Environmental Policy Act (“NEPA”).

As part of the NEPA process, the South Carolina Department of Transportation performed a study to evaluate various design options associated with the Project and ultimately presented its “Preferred Alternative” at a public hearing that was held on July 22, 2021. Following the presentation of this Preferred Alternative, the Town Council approved and submitted recommendations, several of which were ultimately incorporated into a design identified as the “Modified Preferred Alternative” which was presented at a public hearing that was held on March 3, 2022. Town Council approved recommendations included in the Project or otherwise completed include the following:

- Provide 14’ minimum width non-motorized lane on the bridge with multiple viewing areas and protection/screening of vehicles (12’ included in design)
- Consolidate Jenkins Island access to one signalized location at C. Heinrichs/Windmill Harbour Entrance
- Provide traditional turn lanes and intuitive intersection configurations throughout Stoney
- Eliminate confusing SCDOT U-turns
- Eliminate left turns and traffic introduction onto Old Wild Horse
- Create and professionally staff a Development Corporation as a vehicle for Stoney Advancement

Following its receipt of the Modified Preferred Alternative, the Town undertook an initiative with Beaufort County to further review and evaluate various design elements of the Project as reflected in the Modified Preferred Alternative. This resulted in a significant number of proposed revisions that are aimed at reducing and/or eliminating impacts on the surrounding community arising from the Project’s design elements.

On October 4, 2022, the Town Council approved a Memorandum of Agreement with Beaufort County outlining the critical path for the project. Following the adoption of this Memorandum of Agreement, the Town and County both undertook additional analyses of the Project and continued to engage with members of the public including many residents within the Stoney Historic Community who are and will continue to be directly impacted by this Project. As a result of these additional studies and the additional public comments/feedback that has been received, the Town and County are now considering a MOA to clearly define the current Project and expectations to execute the Project through completion. These revisions seek additional redesign efforts to be formally included within the Project which will further reduce impacts to adjoining public and private property owners as well as developing additional improvement efforts for residents of those communities that are impacted by the Project.

These additional actions have been incorporated into a MOA that is being proposed for consideration by the County, which outlines the various goals and

objectives that the Town and the County are now seeking to undertake as part of the Project. These elements, organized as Project Design, Stoney Historic Community Improvements or Economic Sustainability are outlined below.

PROJECT DESIGN:

1. The Project will advance through a joint and equal partnership, for the entirety of the Project. All decisions and approvals concerning the Project shall be made in writing and signed by both the Town Council and County Council respectively.
2. The Project's design will be modified to reflect those elements that are shown in Exhibits 2, which will serve to achieve the Project's goals while further reducing and/or eliminating the impacts to private property owners.
3. To the greatest extent feasible, the improvements proposed as part of the Project will be accomplished within the existing right-of-way with the exception of a multi-use pathway to be included on the northern side of the Project from the intersection of Spanish Wells Road to the new bridge and which will connect to the bridge via a connection which will run underneath the bridge coming onto Jenkins Island, and on the southern side of the Project from the intersection of the Windmill Harbour Traffic Signal to the end of the Mackay Creek bridge span.
4. The Project design will provide a separation of pathways from roadways to the greatest extent feasible and a pedestrian and bicycle safety plan which consists of the following:
 - a. Safe pedestrian refuges in median areas; and
 - b. Removal of pavement and landscaping necessary to protect pedestrians and bicyclists; and
 - c. The installation of overpasses and/or intersection protections that will facilitate the safe movement of pedestrians and bicyclists across the proposed roadway area.
 - d. The integration of strategies to create a pedestrian-friendly Stoney Historic Community corridor that honors and enhances the cultural fabric of the Stoney Historic Community. The Project must balance infrastructure improvement with respect for the Stoney Historic Community's cultural values, traditions, and social dynamics. Strategies to accommodate this include but are not limited to the following:
 - i Respect for Cultural Landmarks: Ensure that pedestrian pathways respect and preserve cultural landmarks, and historical areas.
 - ii Lighting and Security: Install adequate lighting and ensure pathways are safe, well-maintained, and patrolled if necessary.
 - iii Universal Design: Ensure pathways are accessible to people of all ages and abilities, including those with disabilities.

- iv Link Key Destinations: Design pedestrian pathways to connect important community destinations including schools, markets, parks, places of worship, and community centers.
- v Multi-Modal Integration: Integrate pedestrian pathways with other modes of transportation, such as public transit stops and enhance overall connectivity.
- vi Green Spaces: Incorporate green spaces, trees, and vegetation along pedestrian routes to provide shade, improve air quality, and enhance the aesthetic appeal.
- vii Health Initiatives: Promote walking and cycling as healthy lifestyle choices through community programs and infrastructure that encourage physical activity.
- viii Cultural Education: Raise awareness within the community about the benefits of improved pedestrian connectivity.
- ix Wayfinding and Signage: Use relevant symbols and signage to help residents navigate the neighborhood easily.
- x Road Safety Audit and Bike and Pedestrian Plan.

5. The elements shown on Exhibit 2, will be incorporated in the Project's design elements as follows:

- a. One (1) bridge with a width not greater than 121.5 feet extending from the mainland to Jenkins Island consisting of three (3) twelve-foot (12') wide travel lanes in each direction, one (1) ten-foot (10') wide outside shoulder in each direction, one (1) six-foot (6') wide inside shoulder in each direction, a twelve-foot (12') wide multi-use pathway along the southern side of the bridge, and physical barriers protecting the edges of the bridge and separating vehicular and pedestrian traffic which will include one (1) bulb-out refuge of fifty-feet (50') in length and twenty-feet (20') in width over the Mackay Creek, and one (1) bulb-out refuge of fifty-feet (50') in length and twenty-feet (20') in width over the Skull Creek; provided however, that these design elements will continue to be evaluated with the specific goal of reducing, to the maximum extent that is possible, the width of these various elements thereby reducing the overall width of the bridge which will serve to reduce the visual impacts of the bridge and in reducing the funding gap that is currently present for the Project; and
- b. Three (3) travel lanes in each direction through the Jenkins Island section of the Project which are each twelve-feet (12') in width; and
- c. Three travel lanes in each direction through the Stoney Historic Community consisting of Two (2) travel lanes which are eleven-feet (11') in width and one (1) travel lane which is twelve-feet (12') in width; and
- d. All Jenkins Island traffic will be routed to the Windmill Harbour Intersection and the Jenkins Road intersection with William Hilton Parkway will be removed; and

- e. Access to Hog Island, Mariners Cove, Blue Herron Point, Jenkins Island Cemetery, Hilton Head RV Resort, and Hilton Head Harbor Marina will be from a new frontage road to be located on Jenkins Island; and
- f. There will not be a U.S. Highway 278 pedestrian crossing at the Windmill Harbour intersection; and
- g. Vehicle access to Hog Island, Blue Heron Point, and Mariners Cove will be moved from southern side to northern side of U.S. Highway 278 with a new under bridge connection; and
- h. Landscaped medians of varying widths will be installed to balance safety, property impacts, and aesthetics; and
- i. The curb cut at Memory Matters, 117 William Hilton Parkway, will be removed; and
- j. The median cut left turn movement for access to the Crazy Crab restaurant property, 104 William Hilton Parkway, will be relocated further westward towards the adjacent Town-owned property; and
- k. One (1) elongated left turn lane from eastbound William Hilton Parkway onto Squire Pope Road; and
- l. One (1) right turn lane from southbound Squire Pope Road onto westbound William Hilton Parkway; and
- m. A new right turn lane will be provided from eastbound William Hilton Parkway onto Chamberlin Drive; and
- n. The intersection of William Hilton Parkway and Spanish Wells Road and Wild Horse Road will be modified to include the following elements:
 - i. Two (2) left turn lanes from northbound Spanish Wells Road to westbound William Hilton Parkway; and
 - ii. One (1) through lane from northbound Spanish Wells Road to Wildhorse Road; and
 - iii. One (1) right hand turn lane from northbound Spanish Wells Road to eastbound William Hilton Parkway; and
 - iv. One (1) left hand turn lane from southbound Wild Horse Road to eastbound William Hilton Parkway; and
 - v. One (1) through lane from southbound Wild Horse Road to Spanish Wells Road; and
 - vi. One (1) right turn lane from southbound Wild Horse Road to eastbound William Hilton Parkway; and
 - vii. Improvements to the right turn lane from eastbound William Hilton Parkway to northbound Spanish Well Road; and
- o. The curb cuts located on Town-owned property located near 155 and 157 William Hilton Parkway will be removed and a new access to these properties from Old Wild Horse Road will be created; and
- p. No at grade intersection on Pinckney Island; and
- q. The bridge height clearance will remain at 65 feet over Skull Creek, same as the current bridge; and
- r. The bridge height clearance over Pinckney Island will be a minimum of 17.19 feet, currently there is no bridge over Pinckney Island; and

- s. The bridge length is 1.376 miles of the 4.218 mile project; and
 - t. The bridge will be designed to Safety Evaluation Earthquake (SEE) standards; and
 - u. The bridge will be designed to withstand a Category 5 hurricane.
6. In addition to the design modifications in Item 5 above, the following items will also be pursued as part of continued Project design efforts:
- a. Left turns during rush hour (peak hour) traffic will be minimized; and
 - b. An additional merge lane from the Cross Island Parkway westbound to William Hilton Parkway will be evaluated; and
 - c. The Project's design speed limits will be reduced to 45 miles per hour and will have a posted speed limit of 40 miles per hour; and
 - d. Aesthetic elements proposed for the bridge and gateway corridor entrance elements will meet Hilton Head Island Design Review guidelines and will be approved by both Town Council and County Council.
7. The Windmill Harbour Traffic Signal will be incorporated within thirty (30) days upon execution of this Agreement into the Town's adaptive traffic management system and funded by the County. Additionally, the County will design and fund the installation of any corresponding infrastructure and associated improvements including traffic signal mast arms as part of the Project.
8. The Project will be designed sufficiently to address concerns resulting from storm surge impacts to the causeway connecting Jenkins Island to Hilton Head Island will include other similar resilience related matters into the Project design elements to ensure safe and reliable access for citizens, property owners, residents, visitors, and emergency services. Methods to address these concerns may include any of the following, but are not necessarily be limited to these methods:
- a. Elevating the roadbed; and
 - b. Installing surge barriers; and
 - c. Installing armoring or other materials to withstand storm surge impacts; and
 - d. Installing vegetation along the causeway to reduce wave energy and minimize erosion; and
 - e. Installing sufficient drainage systems to prevent water accumulation on the causeway; and
 - f. Installing real-time monitoring systems to provide early warning of rising waters and potential breaches as quickly as possible; and
 - g. Perform regular interval inspections and evaluations of the causeway to ensure its long-term structural integrity in conjunction with the Town and appropriate emergency management agencies.
9. Where feasible, the Project will include and utilize landscaped medians within the part of the corridor beginning where the bridge meets Jenkins Island and extending through the Stoney Historic Community to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads, in-lieu-of using concrete medians and will include

landscaping along the right of way and on Town-owned property to reinforce the gateway entrance to Hilton Head Island through the Stoney Historic Community and Jenkins Island.

10. Where appropriate to protect the interests of adjacent landowners or for protection of natural resources, raised curbs and gutters will be installed on the exterior edge of the roadway to reduce right-of-way requirements and to handle stormwater runoff and discharge.

11. Further design modifications determined to be appropriate and feasible will be pursued if such will serve to further improve the quality of life within the Stoney Historic Community.

12. All parties will make available all project data, including but not limited to Project cost estimates with supporting details, traffic data, including modeling and simulation materials, other technical documents, and related design files.

13. Value engineering of the Project will be performed to identify and eliminate unwarranted infrastructure and subsequent costs with the goal to improve functional quality as well as optimizing initial and long-term investment thereby seeking the best possible value for the lowest cost.

14. The Town will work cooperatively with the County and/or SCDOT regarding the conveyance of any Town-owned land that may be necessary to accomplish the Project through the adoption of an Ordinance by the Town Council identifying all such properties or portions thereof to be transferred.

STONEY HISTORIC COMMUNITY IMPROVEMENT:

1. It is acknowledged that there are significant impacts to the Stoney Historic Community and the Traditional Cultural Properties that are located within the Project's scope and for which, proactive improvement measures must be undertaken, including the elements set forth in this Agreement.

2. A Stoney Historic Community Economic Sustainability and Cultural Preservation Plan will be created and implemented in conjunction with the Gullah Geechee Historic Neighborhoods Community Development Corporation and serve as a vision and action plan. The 2003 Stoney Initiative Area Plan will serve as a guiding document for this effort.

3. A secure escrow account or other mutually agreed form of surety of at least Ten Million (\$10,000,000.00) Dollars for the Stoney Historic Community improvement Project elements shall be established within the Project budget.

4. Through the Gullah Geechee Historic Neighborhoods Community Development Corporation, all parties will work directly with private property owners in the Stoney Historic Community to alleviate roadway impacts and improve quality of life measures including property access and property improvements.

5. It is agreed that some portions of Town-owned land may be needed to reduce the impacts to the private property owners that are located within the Stoney Historic Community and to adequately address other Project elements. This use of Town-owned land may be for purposes of right-of-way acquisition, project and wayfinding signage, landscaping, stormwater, or other similar Project purposes. Additionally, the Town Council will evaluate the use of Town properties within the Project corridor to support the efforts of the Gullah Geechee Historic Neighborhoods Community Development Corporation in restoring economic opportunities within the Stoney Historic Community and the overall stabilization of this neighborhood.

6. A new park will be created south of U.S. Highway 278 in the Stoney Historic Community to showcase the Gullah Geechee culture/heritage.

7. Drainage improvements will be constructed within the part of the corridor beginning where the bridge meets Jenkins Island and extending through the Stoney Historic Community to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads to improve stormwater conveyance both as part of the Project and as a part of the mitigation of any corresponding impacts to adjoining private properties.

8. Landscaping, lighting, and community sensitive signage will be installed throughout the Stoney Historic Community in order to provide this area with a clear sense of place to elevate this portion of the Project. This will also include a review of existing highway signage to determine if more appropriate alternatives can be utilized that are sensitive to the neighborhood context of the corridor.

9. Increased traffic and speed enforcement will be pursued within the area beginning at U.S. Highway 278 and Moss Creek Drive and continuing to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads, including the bridges, Jenkins Island, and the Stoney Historic Community areas.

ECONOMIC SUSTAINABILITY:

1. Evaluation of multi-modal transportation opportunities, including ferry options, park and ride facilities, and other various modes of mass transit will be pursued to reduce travel demand for vehicles through the corridor.

2. The acceleration of the evaluation of a second bridge to Hilton Head Island through the Lowcountry Area Transportation Study (LATS) as outlined in the Long-Range Transportation Study for the region is supported and will be pursued.

3. Any additional recommendations from the Independent Review and Study will be considered, including those elements that may be outside of the defined Project area.
4. All parties will work cooperatively to seek the funding that will be necessary to implement the proposed Project improvements and any additional elements that are identified outside of the Project area.
5. It is acknowledged that a Tax Increment Financing (“TIF”) District is a beneficial financial tool to facilitate the investment in community infrastructure for the Skull Creek Planning District (Exhibit 4). All parties will work cooperatively to assess and consider establishing a TIF District within twelve (12) months following the adoption of this Agreement.

NEXT STEPS:

The approval of this MOA between the Town of Hilton Head Island and Beaufort County for the Project is being considered concurrently with a Resolution approving Municipal Consent for the Project. If both Resolutions are approved by Town Council, the MOA and Municipal Consent will be delivered to Beaufort County and SCDOT. Town Staff will coordinate with Beaufort County and SCDOT accordingly.

CONCLUSION:

The Town Council is requested to consider a Resolution authorizing the Town Manager to execute a MOA with Beaufort County which replaces the existing MOA. If the Town Council is supportive of the MOA, then it should vote to adopt the Resolution authorizing the execution of this document. Additionally, the Town Council can consider conditioning its granting of Municipal Consent for the Project, as required by S.C. Code Ann. § 57-5-820 and 57-5-830 (Supp. 2024), on the incorporation of the MOA and the performance of those items set forth therein.

ATTACHMENTS:

1. Draft Resolution Authorizing the Town Manager to Enter into a Memorandum of Agreement with Beaufort County for the William Hilton Parkway Gateway Corridor

Exhibit A to Resolution	Draft Memorandum of Agreement Between the Town of Hilton Head Island and Beaufort County for the William Hilton Parkway Gateway Corridor Project
Exhibit 1 to MOA	William Hilton Parkway Gateway Corridor Project Boundaries Map
Exhibit 2 to MOA	Project Segment and Intersection Design Illustrations
Exhibit 3 to MOA	Traditional Cultural Properties Boundary Map
Exhibit 4 to MOA	Proposed Skull Creek Tax Increment Financing (“TIF”) District Boundaries Map

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, AUTHORIZING THE TOWN MANAGER TO ENTER INTO A MEMORANDUM OF AGREEMENT WITH BEAUFORT COUNTY, SOUTH CAROLINA FOR THE WILLIAM HILTON PARKWAY GATEWAY CORRIDOR PROJECT.

WHEREAS, Beaufort County, South Carolina is the sponsor of a Project proposed to include the replacement of all four bridges crossing Mackay Creek and Skull Creek and the U. S. Highway 278 corridor on Jenkins Island, the causeway from Jenkins Island to Hilton Head Island, and on Hilton Head Island to the intersection of U. S. Highway 278 and Spanish Wells and Wild Horse Roads (the “Project”); and,

WHEREAS, while the Town and Beaufort County have worked diligently to reduce and/or eliminate impacts arising from the Project, the Project will have impacts on the citizens, residents, property owners and visitors of and to the Town; and

WHEREAS, in order to alleviate or reduce the impacts, the Town and Beaufort County desire to undertake actions related to the Project that are outlined in the proposed Memorandum of Agreement that is attached hereto as Exhibit “A”; and

WHEREAS, the Town Council hereby finds that the execution of the proposed Memorandum of Agreement with Beaufort County is in the best interests of the Town of Hilton Head Island and its citizens, residents, property owners and visitors.

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA:

1. The Town Manager to execute and deliver the Memorandum of Agreement with Beaufort County that is in the form and substance of Exhibit “A” to this Resolution.
2. The Town Manager is authorized to take all actions necessary to comply with the Town’s obligations set out in the Memorandum of Agreement.

**PASSED AND APPROVED BY THE TOWN COUNCIL FOR THE TOWN
OF HILTON HEAD ISLAND, SOUTH CAROLINA, ON THIS _____ DAY OF
JUNE, 2024.**

**THE TOWN OF HILTON HEAD
ISLAND, SOUTH CAROLINA**

By:_____
Alan R. Perry, Mayor

ATTEST:

Kimberley Gammon, Town Clerk

APPROVED AS TO FORM:

Curtis L. Coltrane, Town Attorney

EXHIBIT "A" MEMORANDUM OF
AGREEMENT WITH BEAUFORT COUNTY, SOUTH CAROLINA

EXHIBIT A

STATE OF SOUTH CAROLINA) MEMORANDUM OF AGREEMENT
) WILLIAM HILTON PARKWAY GATEWAY
) CORRIDOR PROJECT
 COUNTY OF BEAUFORT)

THIS MEMORANDUM OF AGREEMENT (the “Agreement”) is made and entered into this ____ day of June 2024 by and between the Town of Hilton Head Island, South Carolina (the “Town”), and Beaufort County, South Carolina (the “County”).

WHEREAS, access to Hilton Head Island by vehicles is currently via U.S. Highway 278, which includes four bridges, being east and west bound bridges connecting the mainland with Pinckney Island over Mackay Creek, and east and westbound bridges connecting Pinckney Island to Jenkins Island over Skull Creek; and

WHEREAS, from Jenkins Island, U.S. Highway 278 crosses a causeway to Hilton Head Island whereby U.S. Highway 278 is also known as William Hilton Parkway; and

WHEREAS, the South Carolina Department of Transportation has inspected the Karl S. Bowers eastbound bridge that spans Mackay Creek and has found this structure to be structurally deficient and subject to continuing deterioration; and

WHEREAS, traffic entering and leaving Hilton Head Island on a daily basis has increased over time, and the existing corridor does not efficiently handle the traffic in the corridor extending from the intersection of U.S. Highway 278 and Spanish Wells Road to the intersection of U.S. Highway 278 and Moss Creek Drive; and

WHEREAS, to address concerns posed by the deteriorating condition of the eastbound Mackay Creek bridge, and the need reduce congestion and provide safety improvements for the entrance to Hilton Head Island the County conducted a Transportation Sales Tax Referendum that included a proposed project for the repair and/or replacement of all four bridges and additional improvements to the U.S. Highway 278 corridor from the intersection of U.S. Highway 278 and Squire Pope Road to the intersection of U.S. Highway 278 and Moss Creek Drive, among other things; and

WHEREAS, following the adoption of the Transportation Sales Tax Referendum by the voters in Beaufort County the William Hilton Parkway Gateway Corridor Project, referred to herein as the “Project,” was created as a County project for those improvements within the SCDOT owned right of way; and

WHEREAS, the Project will begin at the intersection of U.S. Highway 278 and Moss Creek Drive and run to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse

Roads as shown on Exhibit 1 which is attached to this Memorandum of Agreement, and which is attached hereto and incorporated herein by reference; and

WHEREAS, in 2019, the Town Council for the Town of Hilton Head Island, South Carolina (the “Town Council”), created the U.S. 278 Gateway Corridor Committee which developed a series of “Guiding Principles” to be utilized in developing the Project which were formally adopted by Town Council on February 18, 2020; and

WHEREAS, the Project is now proposed to include the replacement of all four bridges crossing Mackay Creek and Skull Creek to meet current design and safety code specifications, improved transportation performance throughout the corridor and within all major intersections, improved access to the Pinckney Island National Wildlife Refuge and the C.C. Haigh, Jr., boat ramp; improvements to address pedestrian and bicyclist needs, and improvements to address existing conditions within the corridor that are negatively affecting property owners and residents of the Big and Little Stoney Historic Neighborhoods (herein, collectively, the “Stoney Historic Community”), all of which are generally reflected in the revised project design plans shown in Exhibit 2 to this Memorandum of Agreement which are attached hereto and are incorporated herein by reference; and

WHEREAS, the part of the Project beginning at the point where the Skull Creek bridges meet Jenkins Island and ending at the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads is located within the Town’s municipal limits; and

WHEREAS, the Project as a whole including the part within the municipal limits of the Town, will substantially impact the property owners and citizens of and visitors of the Town of Hilton Head Island; and

WHEREAS, the properties located the Stoney Historic Community were designated as a Traditional Cultural Property as a part of the National Environmental Policy Act (“NEPA”) process in developing the Environmental Assessment and are reflected on a map attached hereto as Exhibit 3 to this Memorandum of Agreement and incorporated herein by reference; and,

WHEREAS, the U.S. Highway 278 corridor, extending from I-95 to Sea Pines Circle, is of regional importance to the Town, the County, and the State of South Carolina in facilitating trade, commerce, transportation of the local workforce, and the transportation of Hilton Head Island residents, visitors, and workers throughout the entire region; and

WHEREAS, the Project is currently in the preliminary design stage and is working through the NEPA process; and

WHEREAS, as part of the NEPA process, a Preferred Alternative for the Project was identified by the SCDOT and presented at a public hearing held on July 22, 2021; and

WHEREAS, following the development of the Preferred Alternative, on October 12, 2021, the Town Council approved suggested revisions to be formally incorporated into the Modified Preferred Alternative; and

WHEREAS, based upon public feedback and suggested revisions from the Town, SCDOT presented a Modified Preferred Alternative at a public hearing held on March 3, 2022; and

WHEREAS, the County, as project sponsor, approved many of these recommendations and they were formally incorporated into a Memorandum of Agreement that was approved on October 4, 2022; and

WHEREAS, in response to a substantial number of additional comments made by the residents of the Town and/or the County concerning the Project, the County and the Town determined that, as a necessary condition precedent to making an informed decision on what options for the Project are in the best interests of their citizens, property owners and residents, an independent review (the “Independent Review”) should be performed by a qualified consultant; and

WHEREAS, the County and the Town coordinated on the procurement, awarding, and execution of an Independent Review with consultant CBB Transportation Engineers and Planners, which presented its findings on October 17, 2023; and

WHEREAS, the Town subsequently procured an additional transportation engineering firm, The Lochmueller Group, to conduct a Town managed Independent Study; and,

WHEREAS, the Lochmueller Group presented its findings and recommendations to the Town on June 17, 2024; and,

WHEREAS, to offset the impacts to the Stoney Historic Community, an innovative program of renewal and economic opportunity commensurate with the existing impacts to the Stoney Historic Community’s social and economic vitality that have come about through decades of right-of-way expansion, will established and implemented; and

WHEREAS, the Town and County find that the completion of things set out in this Memorandum of Agreement are in the best interest of the Town and County, and their citizens, residents, property owners and visitors; and,

WHEREAS, in order to successfully incorporate these actions and the recommendations from the Independent Study, the Town and County are combining into this Memorandum of Agreement those elements that have previously been agreed to by the Town and the County in addition to all other requirements that the Town and County have now determined are integral to the Town’s municipal consent for the Project; and

WHEREAS, as a condition precedent for the Town to grant its municipal consent for the Project, the County and Town hereby agree and enter into this Memorandum of Agreement with the express knowledge and understanding that the incorporation and completion of these terms will be a condition of Town's municipal consent for the Project.

NOW, THEREFORE, for and in consideration of the sum of One (\$1.00) Dollar, each paid to the other, and the performance of the mutual covenants exchanged herein, the receipt and sufficiency of which is acknowledged, the County and the Town do hereby agree as follows regarding the Project's design, the pursuit of neighborhood improvements, and the overall economic sustainability of the corridor:

PROJECT DESIGN:

1. The Project will advance through a joint and equal partnership, for the entirety of the Project. All decisions and approvals concerning the Project shall be made in writing and signed by both the Town Council and County Council respectively.
2. The Project's design will be modified to reflect those elements that are shown in Exhibit 2, which will serve to achieve the Project's goals while further reducing and/or eliminating the impacts to private property owners.
3. To the greatest extent feasible, the improvements proposed as part of the Project will be accomplished within the existing right-of-way with the exception of a multi-use pathway to be included on the northern side of the Project from the intersection of Spanish Wells Road to the new bridge and which will connect to the bridge via a connection which will run underneath the bridge coming onto Jenkins Island, and on the southern side of the Project from the intersection of the Windmill Harbour Traffic Signal to the end of the Mackay Creek bridge span.
4. The Project design will provide a separation of pathways from roadways to the greatest extent feasible and a pedestrian and bicycle safety plan which consists of the following:
 - a. Safe pedestrian refuges in median areas; and
 - b. Removal of pavement and landscaping necessary to protect pedestrians and bicyclists; and
 - c. The installation of overpasses and/or intersection protections that will facilitate the safe movement of pedestrians and bicyclists across the proposed roadway area.
 - d. The integration of strategies to create a pedestrian-friendly Stoney Historic Community corridor that honors and enhances the cultural fabric of the Stoney Historic Community. The Project must balance infrastructure improvement with respect for the Stoney Historic Community's cultural values, traditions, and social dynamics. Strategies to accommodate this include but are not limited to the following:
 - i. Respect for Cultural Landmarks: Ensure that pedestrian pathways respect and preserve cultural landmarks, and historical areas.

- ii. Lighting and Security: Install adequate lighting and ensure pathways are safe, well-maintained, and patrolled if necessary.
- iii. Universal Design: Ensure pathways are accessible to people of all ages and abilities, including those with disabilities.
- iv. Link Key Destinations: Design pedestrian pathways to connect important community destinations including schools, markets, parks, places of worship, and community centers.
- v. Multi-Modal Integration: Integrate pedestrian pathways with other modes of transportation, such as public transit stops and enhance overall connectivity.
- vi. Green Spaces: Incorporate green spaces, trees, and vegetation along pedestrian routes to provide shade, improve air quality, and enhance the aesthetic appeal.
- vii. Health Initiatives: Promote walking and cycling as healthy lifestyle choices through community programs and infrastructure that encourage physical activity.
- viii. Cultural Education: Raise awareness within the community about the benefits of improved pedestrian connectivity.
- ix. Wayfinding and Signage: Use relevant symbols and signage to help residents navigate the neighborhood easily.
- x. Road Safety Audit and Bike and Pedestrian Plan.

5. The elements shown on Exhibit 2, will be incorporated in the Project's design elements as follows:

- a. One (1) bridge with a width not greater than 121.5 feet extending from the mainland to Jenkins Island consisting of three (3) twelve-foot (12') wide travel lanes in each direction, one (1) ten-foot (10') wide outside shoulder in each direction, one (1) six-foot (6') wide inside shoulder in each direction, a twelve-foot (12') wide multi-use pathway along the southern side of the bridge, and physical barriers protecting the edges of the bridge and separating vehicular and pedestrian traffic which will include one (1) bulb-out refuge of fifty-feet (50') in length and twenty-feet (20') in width over the Mackay Creek, and one (1) bulb-out refuge of fifty-feet (50') in length and twenty-feet (20') in width over the Skull Creek; provided however, that these design elements will continue to be evaluated with the specific goal of reducing, to the maximum extent that is possible, the width of these various elements thereby reducing the overall width of the bridge which will serve to reduce the visual impacts of the bridge and in reducing the funding gap that is currently present for the Project; and
- b. Three (3) travel lanes in each direction through the Jenkins Island section of the Project which are each twelve-feet (12') in width; and
- c. Three travel lanes in each direction through the Stoney Historic Community consisting of Two (2) travel lanes which are eleven-feet (11') in width and one (1) travel lane which is twelve-feet (12') in width; and
- d. All Jenkins Island traffic will be routed to the Windmill Harbour Intersection and the Jenkins Road intersection with William Hilton Parkway will be removed; and

- e. Access to Hog Island, Mariners Cove, Blue Heron Point, Jenkins Island Cemetery, Hilton Head RV Resort, and Hilton Head Harbor Marina will be from a new frontage road to be located on Jenkins Island; and
- f. There will not be a U.S. Highway 278 pedestrian crossing at the Windmill Harbour intersection; and
- g. Vehicle access to Hog Island, Blue Heron Point, and Mariners Cove will be moved from southern side to northern side of U.S. Highway 278 with a new under bridge connection; and
- h. Landscaped medians of varying widths will be installed to balance safety, property impacts, and aesthetics; and
- i. The curb cut at Memory Matters, 117 William Hilton Parkway, will be removed; and
- j. The median cut left turn movement for access to the Crazy Crab restaurant property, 104 William Hilton Parkway, will be relocated further westward towards the adjacent Town-owned property; and
- k. One (1) elongated left turn lane from eastbound William Hilton Parkway onto Squire Pope Road; and
- l. One (1) right turn lane from southbound Squire Pope Road onto westbound William Hilton Parkway; and
- m. A new right turn lane will be provided from eastbound William Hilton Parkway onto Chamberlin Drive; and
- n. The intersection of William Hilton Parkway and Spanish Wells Road and Wild Horse Road will be modified to include the following elements:
 - i. Two (2) left turn lanes from northbound Spanish Wells Road to westbound William Hilton Parkway; and
 - ii. One (1) through lane from northbound Spanish Wells Road to Wildhorse Road; and
 - iii. One (1) right hand turn lane from northbound Spanish Wells Road to eastbound William Hilton Parkway; and
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 - v. One (1) through lane from southbound Wild Horse Road to Spanish Wells Road; and
 - vi. One (1) right turn lane from southbound Wild Horse Road to eastbound William Hilton Parkway; and
 - vii. Improvements to the right turn lane from eastbound William Hilton Parkway to northbound Spanish Well Road; and
- o. The curb cuts located on Town-owned property located near 155 and 157 William Hilton Parkway will be removed and a new access to these properties from Old Wild Horse Road will be created; and
- p. No at grade intersection on Pinckney Island; and
- q. The bridge height clearance will remain at 65 feet over Skull Creek, same as the current bridge; and
- r. The bridge height clearance over Pinckney Island will be a minimum of 17.19 feet, currently there is no bridge over Pinckney Island; and

- s. The bridge length is 1.376 miles of the 4.218 mile project; and
 - t. The bridge will be designed to Safety Evaluation Earthquake (SEE) standards; and
 - u. The bridge will be designed to withstand a Category 5 hurricane.
6. In addition to the design modifications in Item 5 above, the following items will also be pursued as part of continued Project design efforts:
- a. Left turns during rush hour (peak hour) traffic will be minimized; and
 - b. An additional merge lane from the Cross Island Parkway westbound to William Hilton Parkway will be evaluated; and
 - c. The Project's design speed limits will be reduced to 45 miles per hour and will have a posted speed limit of 40 miles per hour; and
 - d. Aesthetic elements proposed for the bridge and gateway corridor entrance elements will meet Hilton Head Island Design Review guidelines and will be approved by both Town Council and County Council.
7. The Windmill Harbour Traffic Signal will be incorporated within thirty (30) days upon execution of this Agreement into the Town's adaptive traffic management system and funded by the County. Additionally, the County will design and fund the installation of any corresponding infrastructure and associated improvements including traffic signal mast arms as part of the Project.
8. The Project will be designed sufficiently to address concerns resulting from storm surge impacts to the causeway connecting Jenkins Island to Hilton Head Island will include other similar resilience related matters into the Project design elements to ensure safe and reliable access for citizens, property owners, residents, visitors, and emergency services. Methods to address these concerns may include any of the following, but are not necessarily be limited to these methods:
- a. Elevating the roadbed; and
 - b. Installing surge barriers; and
 - c. Installing armoring or other materials to withstand storm surge impacts; and
 - d. Installing vegetation along the causeway to reduce wave energy and minimize erosion; and
 - e. Installing sufficient drainage systems to prevent water accumulation on the causeway; and
 - f. Installing real-time monitoring systems to provide early warning of rising waters and potential breaches as quickly as possible; and
 - g. Perform regular interval inspections and evaluations of the causeway to ensure its long-term structural integrity in conjunction with the Town and appropriate emergency management agencies.
9. Where feasible, the Project will include and utilize landscaped medians within the part of the corridor beginning where the bridge meets Jenkins Island and extending through the Stoney Historic Community to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads, in-lieu-of using concrete medians and will include landscaping along the right of way and on Town-owned property to reinforce the gateway entrance to Hilton Head Island through the Stoney Historic Community and Jenkins Island.

10. Where appropriate to protect the interests of adjacent landowners or for protection of natural resources, raised curbs and gutters will be installed on the exterior edge of the roadway to reduce right-of-way requirements and to handle stormwater runoff and discharge.
11. Further design modifications determined to be appropriate and feasible will be pursued if such will serve to further improve the quality of life within the Stoney Historic Community.
12. All parties will make available all project data, including but not limited to Project cost estimates with supporting details, traffic data, including modeling and simulation materials, other technical documents, and related design files.
13. Value engineering of the Project will be performed to identify and eliminate unwarranted infrastructure and subsequent costs with the goal to improve functional quality as well as optimizing initial and long-term investment thereby seeking the best possible value for the lowest cost.
14. The Town will work cooperatively with the County and/or SCDOT regarding the conveyance of any Town-owned land that may be necessary to accomplish the Project through the adoption of an Ordinance by the Town Council identifying all such properties or portions thereof to be transferred.

STONEY HISTORIC COMMUNITY IMPROVEMENT:

1. It is acknowledged that there are significant impacts to the Stoney Historic Community and the Traditional Cultural Properties that are located within the Project's scope and for which, proactive improvement measures must be undertaken, including the elements set forth in this Agreement.
2. A Stoney Historic Community Economic Sustainability and Cultural Preservation Plan will be created and implemented in conjunction with the Gullah Geechee Historic Neighborhoods Community Development Corporation and serve as a vision and action plan. The 2003 Stoney Initiative Area Plan will serve as a guiding document for this effort.
3. A secure escrow account or other mutually agreed form of surety of at least Ten Million (\$10,000,000.00) Dollars for the Stoney Historic Community improvement Project elements shall be established within the Project budget.
4. Through the Gullah Geechee Historic Neighborhoods Community Development Corporation, all parties will work directly with private property owners in the Stoney Historic Community to alleviate roadway impacts and improve quality of life measures including property access and property improvements.

5. It is agreed that some portions of Town-owned land may be needed to reduce the impacts to the private property owners that are located within the Stoney Historic Community and to adequately address other Project elements. This use of Town-owned land may be for purposes of right-of-way acquisition, project and wayfinding signage, landscaping, stormwater, or other similar Project purposes. Additionally, the Town Council will evaluate the use of Town properties within the Project corridor to support the efforts of the Gullah Geechee Historic Neighborhoods Community Development Corporation in restoring economic opportunities within the Stoney Historic Community and the overall stabilization of this neighborhood.

6. A new park will be created south of U.S. Highway 278 in the Stoney Historic Community to showcase the Gullah Geechee culture/heritage.

7. Drainage improvements will be constructed within the part of the corridor beginning where the bridge meets Jenkins Island and extending through the Stoney Historic Community to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads to improve stormwater conveyance both as part of the Project and as a part of the mitigation of any corresponding impacts to adjoining private properties.

8. Landscaping, lighting, and community sensitive signage will be installed throughout the Stoney Historic Community in order to provide this area with a clear sense of place to elevate this portion of the Project. This will also include a review of existing highway signage to determine if more appropriate alternatives can be utilized that are sensitive to the neighborhood context of the corridor.

9. Increased traffic and speed enforcement will be pursued within the area beginning at U.S. Highway 278 and Moss Creek Drive and continuing to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads, including the bridges, Jenkins Island, and the Stoney Historic Community areas.

ECONOMIC SUSTAINABILITY:

1. Evaluation of multi-modal transportation opportunities, including ferry options, park and ride facilities, and other various modes of mass transit will be pursued to reduce travel demand for vehicles through the corridor.

2. The acceleration of the evaluation of a second bridge to Hilton Head Island through the Lowcountry Area Transportation Study (LATS) as outlined in the Long-Range Transportation Study for the region is supported and will be pursued.

3. Any additional recommendations from the Independent Review and Study will be considered, including those elements that may be outside of the defined Project area.

4. All parties will work cooperatively to seek the funding that will be necessary to implement the proposed Project improvements and any additional elements that are identified outside of the Project area.

5. It is acknowledged that a Tax Increment Financing (“TIF”) District is a beneficial financial tool to facilitate the investment in community infrastructure for the Skull Creek Planning District (Exhibit 4). All parties will work cooperatively to assess and consider establishing a TIF District within twelve (12) months following the adoption of this Agreement.

IN WITNESS WHEREOF, the Town of Hilton Head Island, South Carolina, and Beaufort County, South Carolina, by and through their duly authorized officers, have executed this Memorandum of Understanding on this ____day of June, 2024.

WITNESSES:

TOWN OF HILTON HEAD ISLAND

By: _____

Name: Marc Orlando

Title: Town Manager

WITNESSES:

BEAUFORT COUNTY

By: _____

Name: _____

Title: County Administrator

EXHIBIT “1” TO MEMORANDUM OF
AGREEMENT WITH BEAUFORT COUNTY, SOUTH CAROLINA

William Hilton Parkway Gateway Corridor Project

FULL PROJECT EXTENT

EXHIBT 1

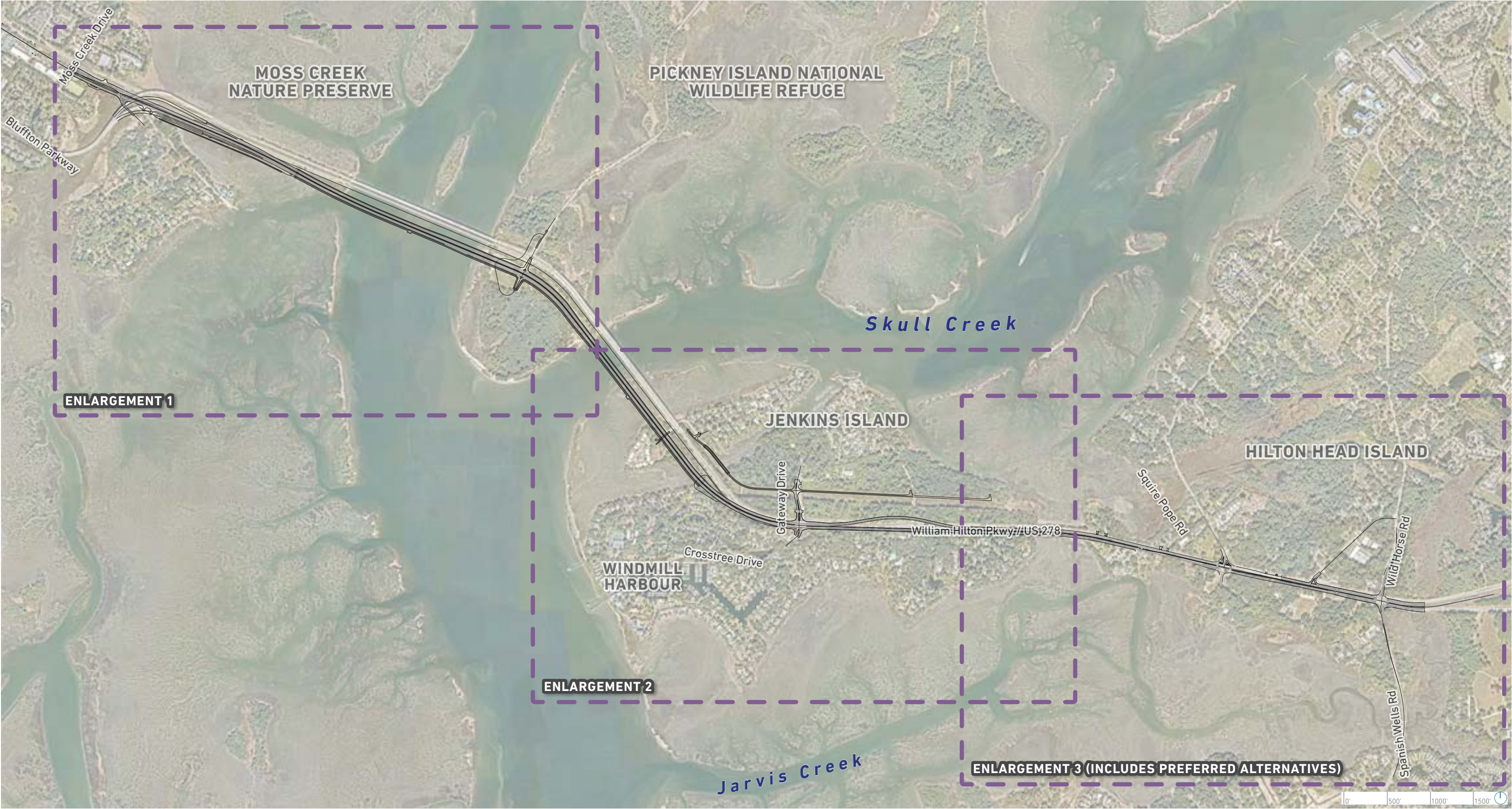


EXHIBIT “2” TO MEMORANDUM OF
AGREEMENT WITH BEAUFORT COUNTY, SOUTH CAROLINA

William Hilton Parkway Gateway Corridor Project
BRIDGE SECTION ENLARGEMENT



William Hilton Parkway Gateway Corridor Project

STONEY AREA SECTION ENLARGEMENT

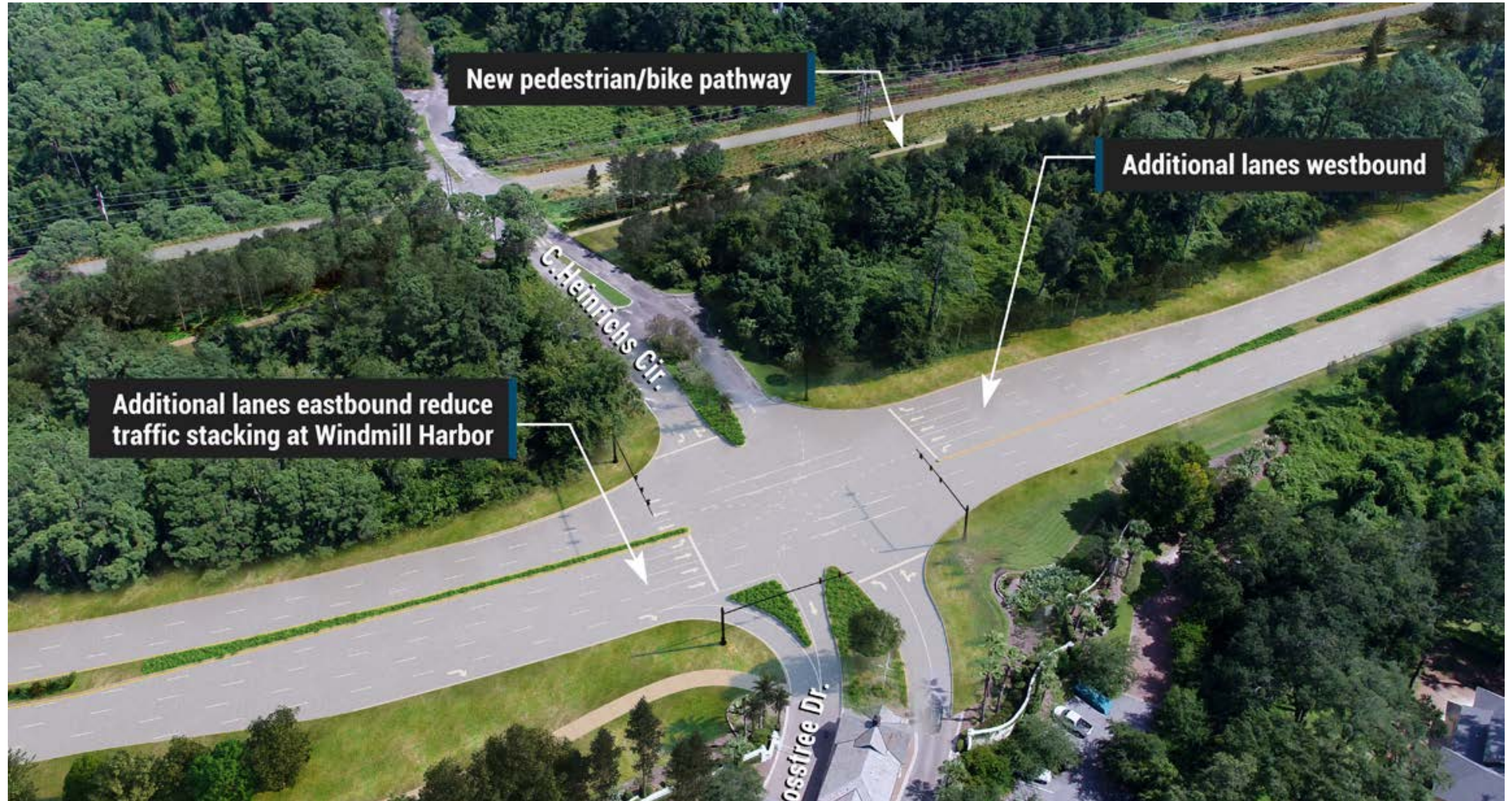


William Hilton Parkway Gateway Corridor Project

JENKINS ISLAND SECTION ENLARGEMENT



Current Proposal WINDHILL HARBOR INTERSECTION ENLARGEMENT



William Hilton Parkway Gateway Corridor Project

SQUIRE POPE ROAD / CHAMBERLIN DRIVE INTERSECTION ENLARGEMENT



William Hilton Parkway Gateway Corridor Project

WILD HORSE ROAD / SPANISH WELLS ROAD INTERSECTION ENLARGEMENT

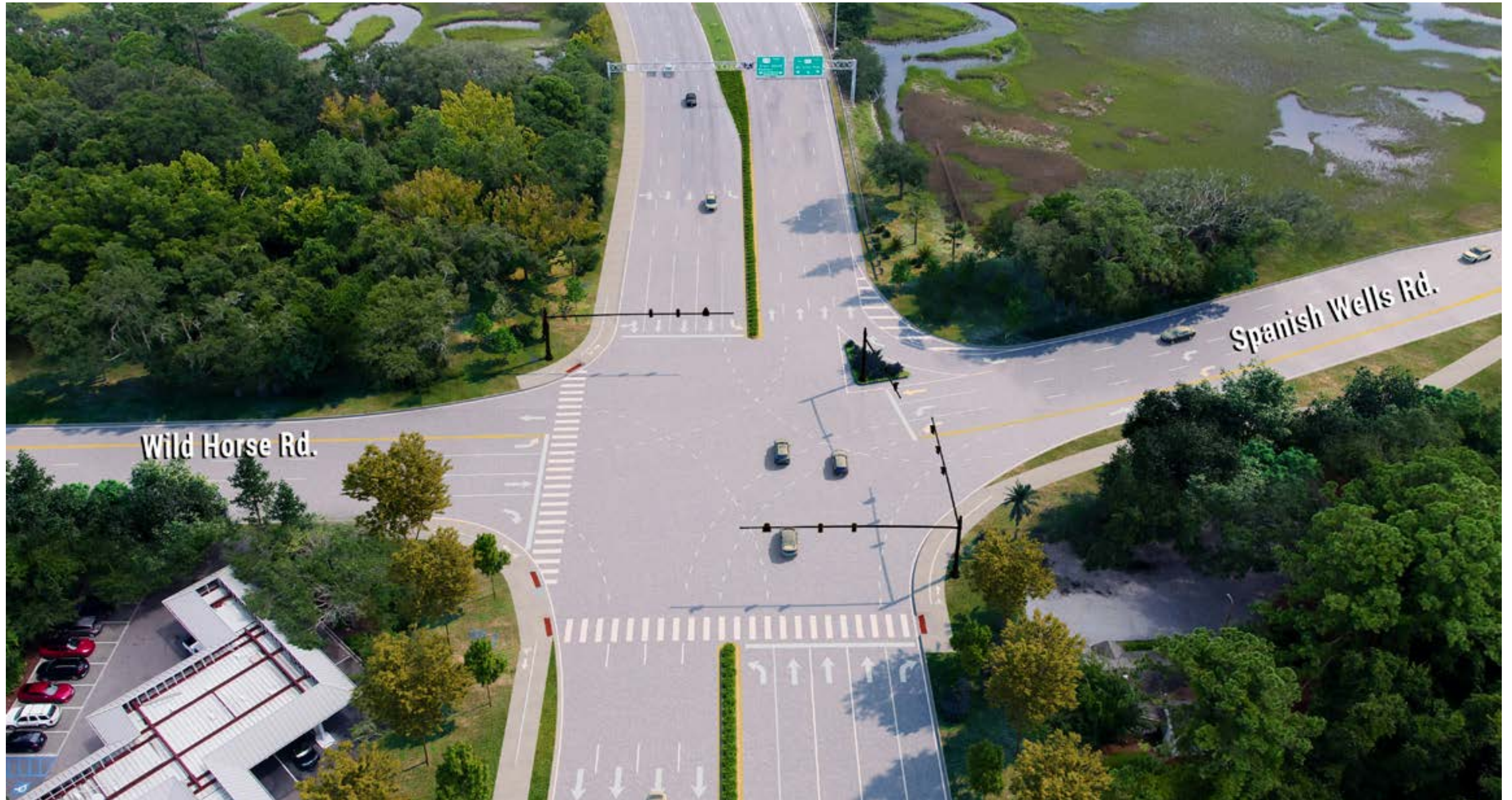


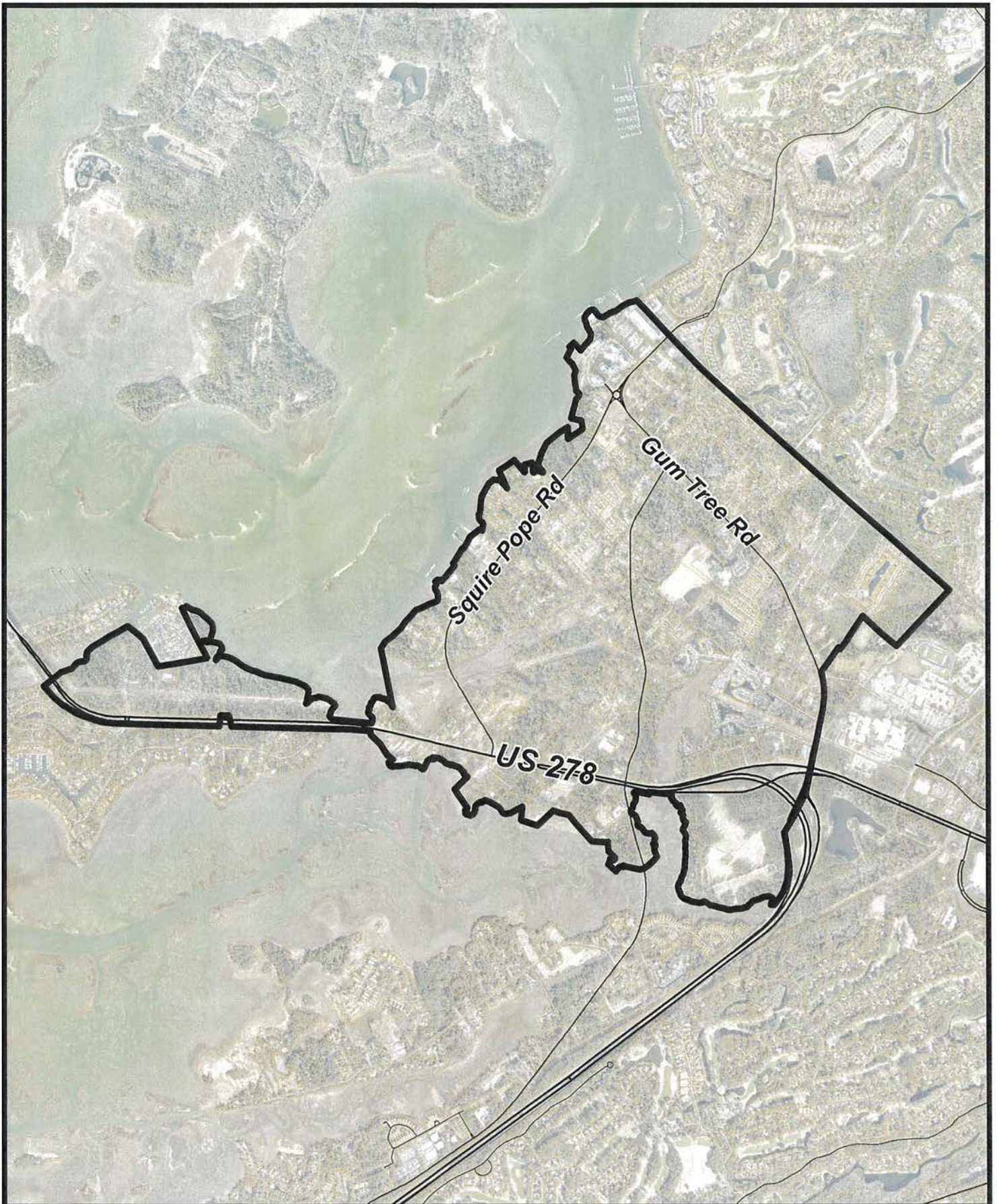
EXHIBIT “3” TO MEMORANDUM OF
AGREEMENT WITH BEAUFORT COUNTY, SOUTH CAROLINA

EXHIBIT 3

Traditional Cultural Property Boundary



EXHIBIT “4” TO MEMORANDUM OF
AGREEMENT WITH BEAUFORT COUNTY, SOUTH CAROLINA



TOWN OF HILTON HEAD ISLAND
ONE TOWN CENTER COURT
HILTON HEAD ISLAND, S.C. 29928
PHONE: 843/661-4400
WWW.HILTONHEADISLANDSC.COM

Town of Hilton Head Island

Skull Creek District Area

June, 2024



The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is not intended to be used as a basis for any legal action or as a basis for any other action. The Town of Hilton Head Island assumes no liability for its accuracy or for any errors or omissions. The map is not to be used for any other purpose.



TOWN OF HILTON HEAD ISLAND

TOWN COUNCIL

TO: Town Council Members
FROM: Shawn Colin, Assistant *Town Manager*
CC: Marc Orlando, ICMA-CM, *Town Manager*
Josh Gruber, Deputy *Town Attorney*
DATE: June 28, 2024
SUBJECT: Consideration of a Resolution Granting Municipal Consent to the South Carolina Department of Transportation for the William Hilton Parkway Gateway Corridor Project

RECOMMENDATION:

The Town Council is requested to consider a Resolution granting its Municipal Consent to the South Carolina Department of Transportation as required pursuant to Sections 57-5-820 and 57-5-830 of the South Carolina Code of Laws for the William Hilton Parkway Gateway Corridor Project ("Project"). If the Town Council determines that it is appropriate to adopt this Resolution (**Attachment 1**), it should identify the corresponding terms or conditions, if any, that its approval may be conditioned upon.

BACKGROUND:

The South Carolina Department of Transportation ("SCDOT") has identified that the William Hilton Parkway Karl S. Bowers eastbound bridge spanning the Mackay Creek, built in 1956, is structurally deficient and is reaching the end of its design life. This resulted in a determination by SCDOT that the bridge would need to be repaired or replaced before remedial safety measures such as limiting load size or restricting the weights of vehicles would need to be implemented. Realizing the substantial impacts that are likely to occur with either repairing or replacing this bridge, the Town of Hilton Head Island ("Town") and Beaufort County ("County") sought out a comprehensive approach to repairing or replacing this bridge while also addressing existing safety and congestion concerns within the William Hilton Parkway Gateway Corridor. In 2018, Beaufort County voters approved a Transportation Sales Tax Referendum with a portion of the proceeds to be used as follows: \$80 million would go towards U.S. 278 Corridor Traffic Improvements including repairing and replacing the existing spans of the bridges to Hilton Head Island and other improvements between Moss Creek Drive and Squire Pope Road now defined as the William Hilton Parkway Gateway Corridor Project ("Project"). The Town, the County, and SCDOT have therefore undertaken the development of Project plans and other associated actions that resulted in the development of a "Preferred Alternative" as required by the National Environmental Policy Act ("NEPA").

As part of the NEPA process, the South Carolina Department of Transportation performed a study to evaluate various design options associated with the Project and ultimately presented its “Preferred Alternative” at a public hearing that was held on July 22, 2021. Following the presentation of this Preferred Alternative, the Town Council and members of the community requested various revisions which were ultimately incorporated into a design identified as the “Modified Preferred Alternative” which was presented at a public hearing that was held on March 3, 2022.

Following its receipt of the Modified Preferred Alternative, the Town undertook an initiative with Beaufort County to review and evaluate various design elements of the Project as reflected in the Modified Preferred Alternative. This resulted in proposed revisions that are aimed at reducing and/or eliminating impacts on the surrounding community as a result of certain Project design elements.

On November 16, 2023, the Beaufort County Council Chairman, Joseph Passiment, wrote to Mayor Perry and requested that the Town grant its municipal consent for the Project. Mayor Perry responded to this communication stating that the Town would consider the question of granting its municipal consent once it had completed its own independent analysis of various Project alternatives.

In anticipation of considering the question of granting its municipal consent, The Town has prepared a Memorandum of Agreement (“MOA”) with Beaufort County that seeks to accomplish three distinct goals. First, it seeks to incorporate proposed revisions to the Project’s design that are necessary to further reduce impacts to both public and private property owners within the Stoney Historic Community. Second, it seeks to ensure that various neighborhood improvements are pursued which address existing quality of life concerns and address additional negative impacts that will be incurred through the implementation of the currently proposed Project. Lastly, it proposes a series of efforts that will serve to support the long-term economic sustainability of the Stoney Historic Community Area through the adoption of the Skull Creek Tax Increment Financing (“TIF”) District and other similar actions.

Section 57-5-820 of the South Carolina Code of Laws states that, *“all work to be performed by the Department on state highways within a municipality must be with the consent and approval of the proper municipal authorities, except that work performed or to be performed on a bridge and its approaches, certified by the Department as functionally obsolete or structurally deficient, to remove, replace, or improve such bridge and its approaches shall not require prior consent and approval of a municipal authority if the bridge crosses the intracoastal waterway.”*

Similarly, Section 57-5-830 of the South Carolina Code of Laws states that, *“in every case of a proposed permanent improvement, construction, reconstruction, or alteration by the Department of any highway or highway facility within a municipality, the municipality may review and approve the plans before the work is started; except that a municipality may not have the right to review and approve plans to remove, replace, or improve a bridge and its approaches within its limits where such bridge and its approaches have been*

certified by the Department to be functionally obsolete or structurally deficient and if the bridge crosses the intracoastal waterway.”

Based on the language contained within Sections 57-5-820 and 57-5-830, the Town has been requested to provide the South Carolina Department of Transportation with its municipal consent for those portions of the Project that are located within the Town’s municipal boundaries. The South Carolina Department of Transportation has notified the Town that it will not proceed forward with any further aspects of the NEPA evaluation process unless and until the Town has provided this municipal consent.

If the Town Council wishes to ensure that the proposed revisions to the Project’s design elements and the various improvement efforts that have been outlined within the MOA, then the Town Council should consider conditioning its granting of municipal consent expressly on the incorporation of such aspects into the Project. Therefore, if the Town adopts a Memorandum of Agreement with Beaufort County and it wants to see those terms incorporated into the William Hilton Parkway Gateway Corridor Project at the State level, then it should consider approving the Resolution that is attached to this Staff Report which expressly conditions the granting of its municipal consent on the incorporation of these terms within the Project.

NEXT STEPS:

The approval of this Municipal Consent is being considered concurrently with a Resolution approving a MOA between the Town of Hilton Head Island and Beaufort County for the Project. If both Resolutions are approved by Town Council, the MOA and Municipal Consent will be delivered to Beaufort County and SCDOT. Town Staff will coordinate with Beaufort County and SCDOT accordingly.

CONCLUSION:

If the Town Council determines that it is appropriate to adopt the Resolution granting its municipal consent for the William Hilton Parkway Gateway Corridor project, then it should consider identifying those terms or conditions, if any, that it believes need to be incorporated into the Project as an express condition of granting its approval.

ATTACHMENTS:

1. Draft Resolution Granting Municipal Consent for the William Hilton Parkway Gateway Corridor Project

connection which will run underneath the bridge coming onto Jenkins Island, and on the southern side of the Project from the intersection of the Windmill Harbour Traffic Signal to the end of the Mackay Creek bridge span.

4. The Project design will provide a separation of pathways from roadways to the greatest extent feasible and a pedestrian and bicycle safety plan which consists of the following:

- a. Safe pedestrian refuges in median areas; and
- b. Removal of pavement and landscaping necessary to protect pedestrians and bicyclists; and
- c. The installation of overpasses and/or intersection protections that will facilitate the safe movement of pedestrians and bicyclists across the proposed roadway area.
- d. The integration of strategies to create a pedestrian-friendly Stoney Historic Community corridor that honors and enhances the cultural fabric of the Stoney Historic Community. The Project must balance infrastructure improvement with respect for the Stoney Historic Community's cultural values, traditions, and social dynamics. Strategies to accommodate this include but are not limited to the following:
 - i Respect for Cultural Landmarks: Ensure that pedestrian pathways respect and preserve cultural landmarks, and historical areas.
 - ii Lighting and Security: Install adequate lighting and ensure pathways are safe, well-maintained, and patrolled if necessary.
 - iii Universal Design: Ensure pathways are accessible to people of all ages and abilities, including those with disabilities.
 - iv Link Key Destinations: Design pedestrian pathways to connect important community destinations including schools, markets, parks, places of worship, and community centers.
 - v Multi-Modal Integration: Integrate pedestrian pathways with other modes of transportation, such as public transit stops and enhance overall connectivity.
 - vi Green Spaces: Incorporate green spaces, trees, and vegetation along pedestrian routes to provide shade, improve air quality, and enhance the aesthetic appeal.
 - vii Health Initiatives: Promote walking and cycling as healthy lifestyle choices through community programs and infrastructure that encourage physical activity.
 - viii Cultural Education: Raise awareness within the community about the benefits of improved pedestrian connectivity.
 - ix Wayfinding and Signage: Use relevant symbols and signage to help residents navigate the neighborhood easily.
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5. The elements shown on Exhibit 1, will be incorporated in the Project's design elements as follows:

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5. It is agreed that some portions of Town-owned land may be needed to reduce the impacts to the private property owners that are located within the Stoney Historic Community and to adequately address other Project elements. This use of Town-owned land may be for purposes of right-of-way acquisition, project and wayfinding signage, landscaping, stormwater, or other similar Project purposes. Additionally, the Town Council will evaluate the use of Town properties within the Project corridor to support the efforts of the Gullah Geechee Historic Neighborhoods Community Development Corporation in restoring economic opportunities within the Stoney Historic Community and the overall stabilization of this neighborhood.

6. A new park will be created south of U.S. Highway 278 in the Stoney Historic Community to showcase the Gullah Geechee culture/heritage.

7. Drainage improvements will be constructed within the part of the corridor beginning where the bridge meets Jenkins Island and extending through the Stoney Historic Community to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads to improve stormwater conveyance both as part of the Project and as a part of the mitigation of any corresponding impacts to adjoining private properties.

8. Landscaping, lighting, and community sensitive signage will be installed throughout the Stoney Historic Community in order to provide this area with a clear sense of place to elevate this portion of the Project. This will also include a review of existing highway signage to determine if more appropriate alternatives can be utilized that are sensitive to the neighborhood context of the corridor.

9. Increased traffic and speed enforcement will be pursued within the area beginning at U.S. Highway 278 and Moss Creek Drive and continuing to the intersection of U.S. Highway 278 and Spanish Wells and Wild Horse Roads, including the bridges, Jenkins Island, and the Stoney Historic Community areas.

ECONOMIC SUSTAINABILITY:

1. Evaluation of multi-modal transportation opportunities, including ferry options, park and ride facilities, and other various modes of mass transit will be pursued to reduce travel demand for vehicles through the corridor.

2. The acceleration of the evaluation of a second bridge to Hilton Head Island through the Lowcountry Area Transportation Study (LATS) as outlined in the Long-Range Transportation Study for the region is supported and will be pursued.

3. Any additional recommendations from the Independent Review and Study will be considered, including those elements that may be outside of the defined Project area.

4. All parties will work cooperatively to seek the funding that will be necessary to implement the proposed Project improvements and any additional elements that are identified outside of the Project area.

5. It is acknowledged that a Tax Increment Financing (“TIF”) District is a beneficial financial tool to facilitate the investment in community infrastructure for the Skull Creek Planning District (Exhibit 2). All parties will work cooperatively to assess and consider establishing a TIF District within twelve (12) months following the adoption of this Agreement.

B. Be it Further Resolved that the Town hereby signifies its intention to faithfully observe the provisions of Chapter 5, Title 56, Code of Laws of South Carolina, 1976, and all amendments thereto relating to the regulation of traffic on the Highway to be constructed, reconstructed, altered or improved as hereinabove identified and further agrees to refrain from placing or maintaining any traffic control devices upon any section of the Highway without having first obtained written approval of the South Carolina Department of Transportation as required by S. C. Code Ann. § 56-5-930 (Supp. 2024), or enacting any traffic regulation ordinances inconsistent therewith.

In Witness Whereof, this Resolution is adopted and made a part of the Municipal Records of the Town of Hilton Head Island, South Carolina, on this ____ day of June, 2024, and the original of this Resolution will be filed with the South Carolina Department of Transportation at Columbia, South Carolina.

**MOVED, APPROVED, AND ADOPTED BY THE TOWN COUNCIL FOR
THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA ON THIS _____
DAY OF JUNE, 2024.**

THE TOWN OF HILTON HEAD ISLAND,
SOUTH CAROLINA

By: _____
Alan R. Perry, Mayor

ATTEST:

Kimberly Gammon, Town Clerk

APPROVED AS TO FORM:

Curtis L. Coltrane, Town Attorney

EXHIBIT “1” TO RESOLUTION

William Hilton Parkway Gateway Corridor Project

BRIDGE SECTION ENLARGEMENT



William Hilton Parkway Gateway Corridor Project

STONEY AREA SECTION ENLARGEMENT

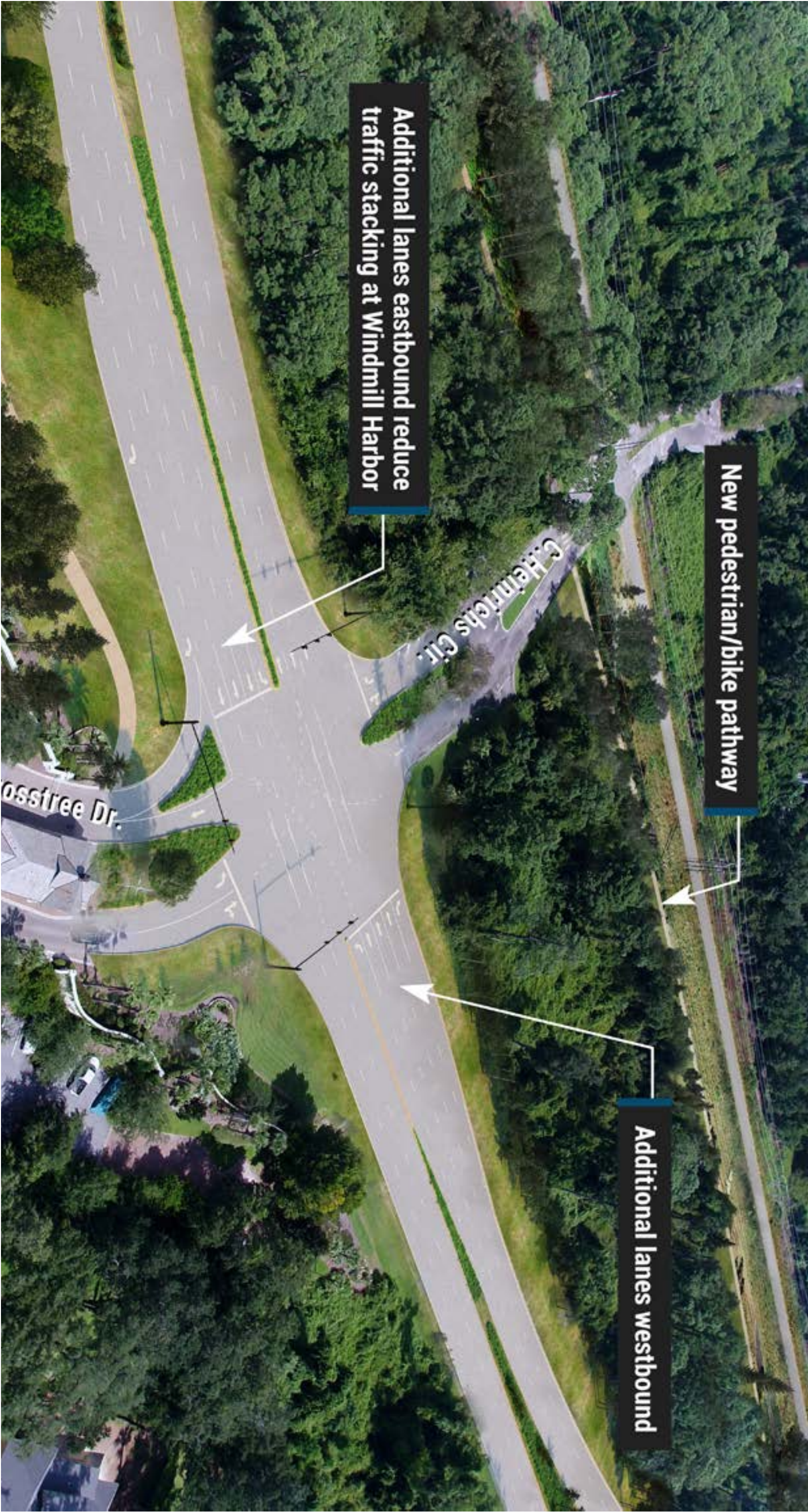


William Hilton Parkway Gateway Corridor Project

JENKINS ISLAND SECTION ENLARGEMENT



Current Proposal
WINDHILL HARBOR INTERSECTION ENLARGEMENT



William Hilton Parkway Gateway Corridor Project

SQUIRE POPE ROAD / CHAMBERLIN DRIVE INTERSECTION ENLARGEMENT



William Hilton Parkway Gateway Corridor Project

WILD HORSE ROAD / SPANISH WELLS ROAD INTERSECTION ENLARGEMENT

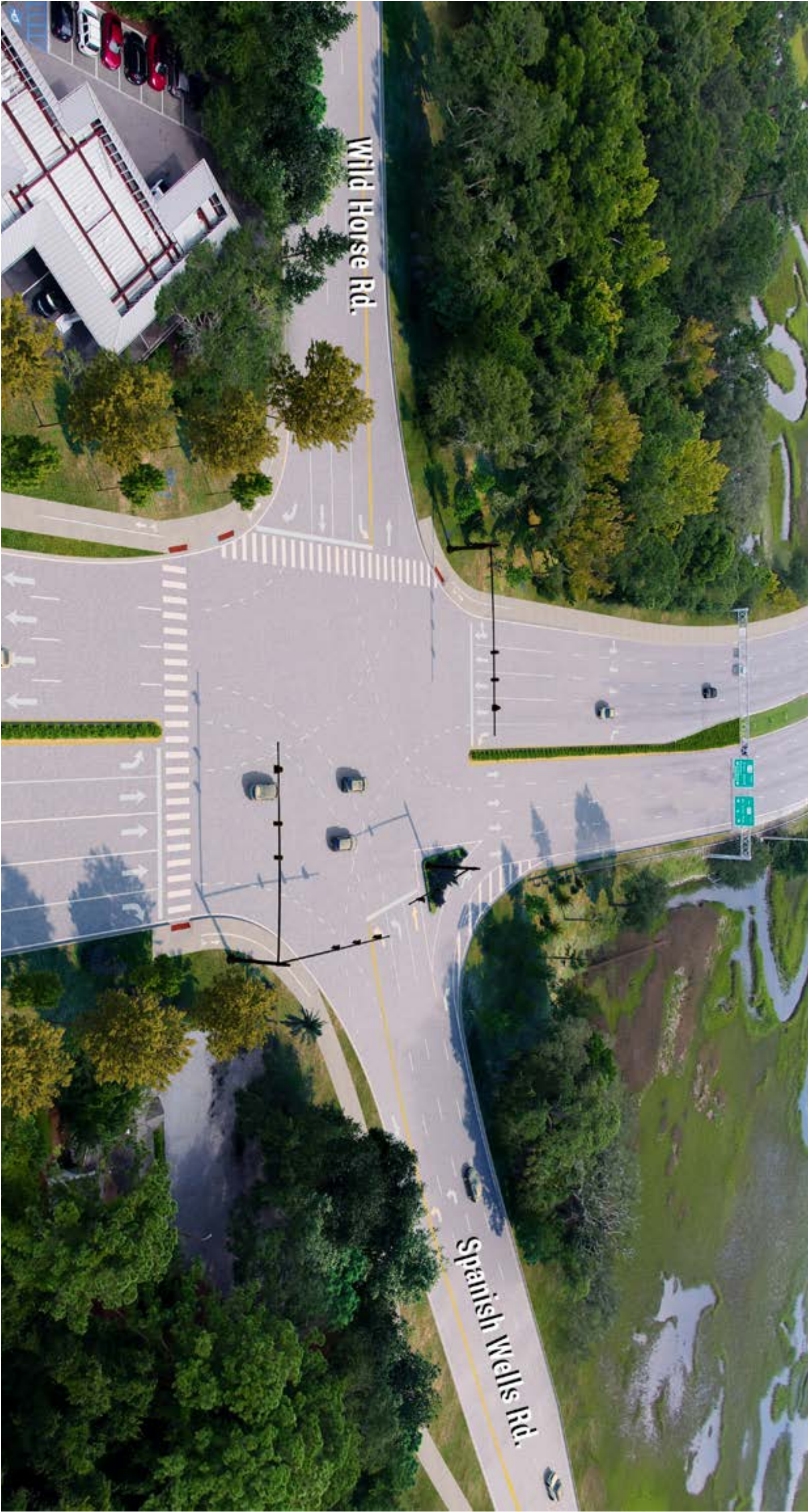
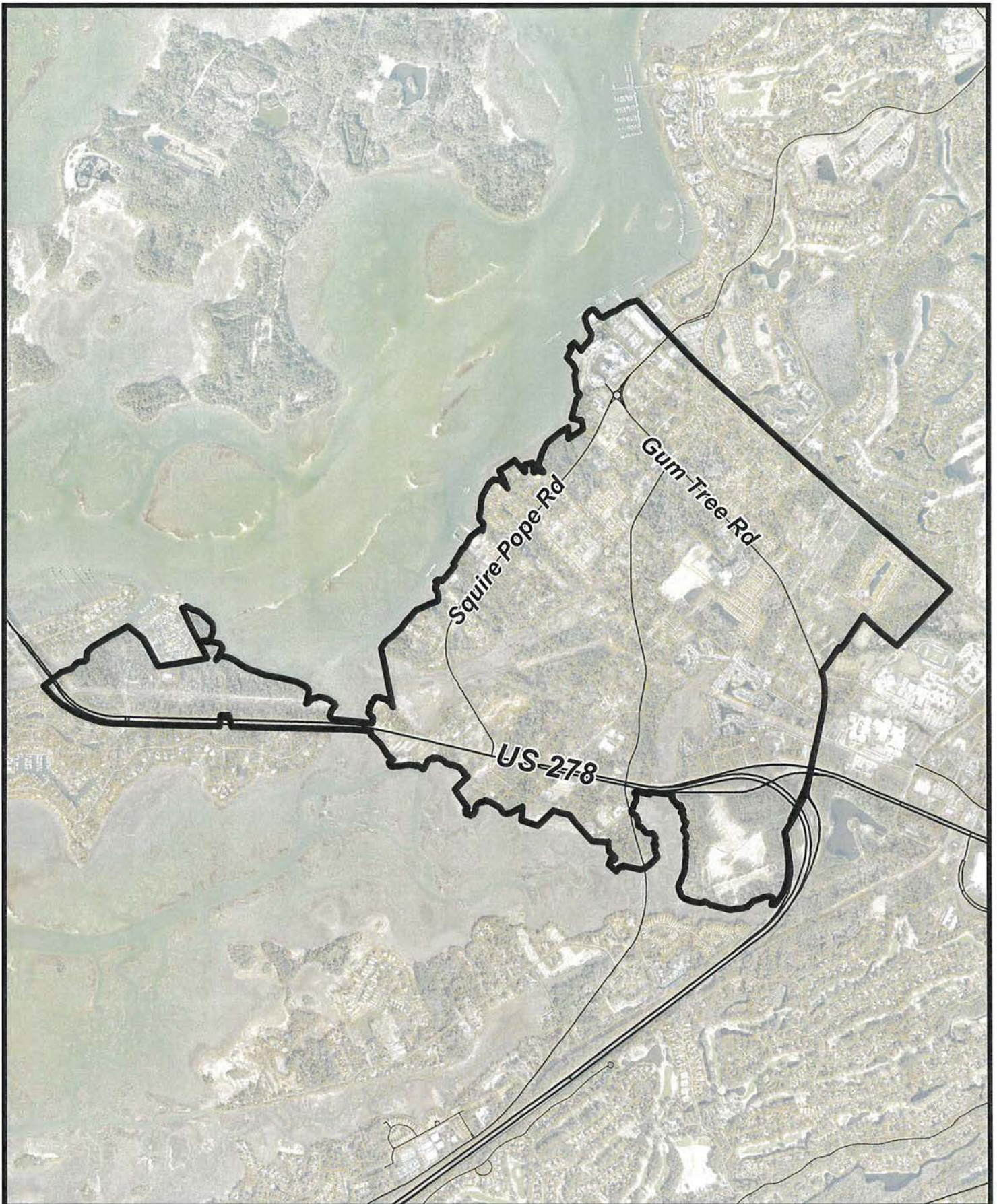


EXHIBIT “2” TO RESOLUTION



TOWN OF HILTON HEAD ISLAND
ONE TOWN CENTER COURT
HILTON HEAD ISLAND, S.C. 29928
PHONE: 843/661-4400
WWW.HILTONHEADSC.COM

Town of Hilton Head Island

Skull Creek District Area

June, 2024



The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is not intended to be used as a basis for any legal action or as a basis for any other action. The Town of Hilton Head Island assumes no liability for its accuracy or for any errors or omissions. The map is not to be used for any other purpose.