



**Town of Hilton Head Island  
Circle to Circle Committee**

**Wednesday, April 20, 2016**

**8:30 a.m.**

**Benjamin M. Racusin Council Chambers**

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As a Courtesy to Others Please Turn Off All Cell Phones and Pagers during the Meeting.

- 1. Call to Order**
- 2. Freedom of Information Act Compliance**  
Public notification of this meeting has been published and posted in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 3. Approval of Agenda**
- 4. Approval of Minutes – March 23, 2016 Meeting**
- 5. Unfinished Business**
  - A. Trail prioritization
  - B. On road bike lane markings
  - C. Validating two lane rotary
- 6. New Business**
  - A. Encouraging use of other beaches
  - B. Shuttle parking
  - C. Parking structure
- 7. Appearance by Citizens**
- 8. Meeting Summary and Topics for Next Meeting**
- 9. Adjournment**

*Please note that a quorum of Town Council may result if four or more of their members attend this meeting.*

## Circle to Circle Committee - Draft Meeting Minutes

March 23, 2016

8:30 a.m.

Council Chambers, Town Hall

Circle to Circle Committee Members present:	Jim Gant (Chairman), Jack Daly, David Ames, Judd Carstens, Carlton Dallas, David Bachelder, Paul Crunkleton, Mike Thomas, Kyle Theodore, Tom Sharp
Town Staff present:	Charles Cousins, Shawn Colin, Brian Hulbert, Darrin Shoemaker, Jennifer Ray, Shea Farrar

- Chairman Gant called the meeting to order at 8:30 a.m.
- The meeting agenda as well as the minutes from the March 9, 2016 meeting were approved.
- Chairman Gant reviewed the items for today's agenda. Chairman Gant notified the committee of upcoming meeting schedule and topics of discussion with meetings scheduled for April 20<sup>th</sup> and 27<sup>th</sup>.
- Chairman Gant then introduced the first item of New Business. Design Workshop, the Committee's urban planning consultants, led by attending team member Glenn Walters and supported via conference call by Kurt Culbertson and Walter Kulash, reviewed options to address traffic delays in the Sea Pines Circle, potential additional roads for improved network connectivity and trail expansion options as depicted in the attached charts.

### **Options Reviewed**

Each option included a schematic, the impact of the solution on traffic delays in 2030, the initial estimate of construction costs, and observations on issues/benefits. The options reviewed were:

#### **Option 1 - Signalized Intersection**

This solution meets all traffic volume and delay objectives as modeled by Todd Salvagin at a projected cost of \$3-6 million. Modeling was done using June 2015 actual data, and growth projections based on review of individual parcel potential as input to the LCOG traffic model.

The Committee concluded that while the signalized intersection meets the objectives, it is not in keeping with the style and image of Hilton Head Island and would require substantial increase in paved surfaces and loss of the iconic landscaped circle. **The Committee did not support this solution**

#### Option 2 North South Flyover

This solution meets all measurement objectives in 2020 and 7 of the 12 key peak measurements on 2030, at a projected cost between \$20-30 million. It requires approximately 800 ft. of elevated ramp to raise the Pope/Palmetto Bay Roadway above the Circle.

The Committee concluded that this solution dramatically alters the image and sense of place of this area and is very expensive. **The Committee did not support this solution**

#### Option 3 North South Fly Under

This option varies from the flyover only in the fact that the Pope/Palmetto Bay roadways would pass underneath the Sea Pines Circle. It has the same cost factors (\$20-30 million) and the same traffic measurement results meeting 7 of 12 peak objectives. Construction would be difficult given our high water table.

The Committee concluded that this solution dramatically alters the image and sense of place of this area and is very expensive. **The Committee did not support this solution**

#### Option 4 Two Lane Rotary

This option offers two approaches. One approach would add one lane on Pope Avenue and Palmetto Bay Road, leaving the other approaches as they are today. This approach meets all 2020 objectives and 10 of 12 measurement targets in 2030.

The second approach makes all approaches to the Circle two lanes, retains the protected right turn lanes, with two lanes around the Circle and meets all 2030 traffic delay measurements. It retains the existing image and sense of place and has a construction cost projection of \$4-5 million. The approach to this solution would reduce the diameter of the existing Circle to accommodate the additional lanes. The design engineers believe that a smaller circle should also improve volume flow through the circle due to reduced speed allowing more cars to enter the circle.

The committee expressed concerns about circle size, and potential traffic accidents in a two lane circle. Additional research will be completed and reviewed at a future Circle to Circle Committee meeting. **The Committee supported this solution as the best option to improve traffic in the Sea Pines Circle.**

Design Workshop also presented two charts evaluating the relative impact of the options, the first showing the projected annual hours when the Circle delays would exceed 150 sec in at least one direction, and the second assessing construction cost, ability to resolve traffic delays, ease of use, image/sense of place and construction complexity. The two lane rotary with free right turns was judged the most beneficial solution.

### **Additional Roadways**

Design Workshop also presented an assessment of multiple additional roadway options to improve connectivity in the Circle to Circle corridor, labeled in the presentation with the numbers NR1 through NR 7

#### **NR1 Northwest Connector**

This road was proposed to connect Greenwood Drive with Palmetto Bay Rd and would require access across Sea Pines Resort property and the Publix parking area. It was originally felt that completing the quadrant roads around the circle would be critical to addressing the circle traffic delays. The benefit of the proposed two lane circle reduced the impact of this connector road on traffic delay; however it would still offer long term benefits for connectivity options. **The Committee concluded that this connector road was not supportable at this time - but should remain a possibility for consideration as part of any future redevelopment of the commercial properties in that area.**

#### **NR2 connector between Office Park Road and Cordillo Parkway**

This road was proposed to provide increased connectivity and options for local residents to get to the shopping plaza and restaurant area without using Pope Ave. While it would require access through the Boggy Gut wetland area, it would also open up attractive vistas. Projected construction cost was estimated at \$1.2 million. **The Committee supported this solution.**

#### **NR3-4-5 New Orleans Rd to Lagoon Rd**

While this road may be difficult to implement, requiring acquisition of private property, potentially relocation of the Shipyard gate and navigating narrow right of ways, it would provide an important north-south connection for local traffic and offer another alternative to Pope Avenue. Its projected construction cost is estimated at \$1.8million plus acquisition cost. **The Committee supported this solution as part of a long term plan for the area.**

#### **NR7 Shipyard Outlet**

This alternative investigated the potential of a road connecting North Forest Beach to 278B. It was not part of the traffic modeling. **The Committee did not support this solution.**

#### **NR 8-9-10**

These options explored the potential to connect Lemoyne, Woodward and Firethorn roads to Cordillo Parkway, and would provide improved connectivity in this area. There is no current demand for connectivity in this area. **The Committee concluded not to support this solution at this time - but these connectors should remain a possibility in the future.**

### **Trail Expansion**

The Committee reviewed multiple trail expansion alternatives, and will finalize recommendations at the April 20 meeting.

**The Committee supported** the following recommendations:

- Beach bicycle access should be created and marked at the existing public access points on Alder Lane and Coligny Beach park
- The Town should pursue a public/private beach access agreement in conjunction with the Forest Beach Owners Association for bicycle/pedestrian access at Avocet Rd
- Longer term additional public beach access should be pursued in Forest Beach area in conjunction with Forest Beach Owners Association
- Establishment of wider "arterial" pathway on both sides of Pope Avenues between Cordillo and Coligny Circle (NT 9). This pathway should be wide and offer delineated markings for separate bike and pedestrian lanes. It is the most heavily traveled area today and in keeping with the trend/desire for more walk able spaces. Over the long term depending on success and redevelopment of the Coligny area this approach to the pathway between Cordillo and Sea Pines Circle may also be desirable.
- Building a trail through Boggy Gut (NT6) connecting Cordillo to Office Park Rd. Initially the trail should be on one side and potentially expanded to both sides of the new roadway should volumes require. This trail introduces new vistas to nature and a new experience for island visitors. It may incorporate educational opportunities as well
- Add trails NT 7 and 8 to improve connectivity
- Trails NT 10 and 11 would accompany a new connector road between New Orleans Rd and Lagoon if that connector is built
- NT 12 would parallel Cordillo and provide a pathway on the side toward the beach to eliminate current crossover traffic
- NT 13 (Nassau) and NT 14(Lagoon) are part of the approved plan for Coligny Park
- NT 15 provides connectivity on Lagoon and Avocet to improve safety
- NT 16 South Forest Beach would improve safety and eliminate cross overs to current trail on the inland side of S Forest Beach
- NT 1, a new pathway to incorporate the Audubon park into the trail system
- NT 2 a trail for the "Northwest Connector was dropped since the road was not supported at this time
- NT3 was not supported since it brought bikes closer to the circle and into the area where anew protected right turn lane would be needed for a two lane rotary
- NT4 - a final conclusion was not reached - will be discussed at April 20 meeting
- NT 5 around Circle at Reilley's was not supported

The Committee did not reach a conclusion regarding on road lane bicycle markings for serious bike riders or establish priorities for proposed additional lanes. These topics will be finalized on April 20.

Chairman Gant opened public comment period.

**Citizen Comments - Circle and Roads**

- Dr. Karl Engleman commented on negative parking impact of NW connector at Publix and potential need for traffic light on Greenwood if connector built. Stated that he was not aware of a traffic issue at Coligny Circle and that the primary issue at Coligny Circle is beach goers crossing the road, not automobile traffic.
- George Paletta expressed concern about potential safety issues with 2-lane rotary. Did not believe that motorists would pay attention to signage based on experience at Sea Pines gate. He stated that Sea Pines Circle is different than any circle in Bluffton in terms of volume
- Steve Birdwell expressed concern about any potential NW connector road having negative impact on Sea Pines Resort Welcome Center operation and guest arrival experience.
- Gary Stahl, expressed the opinion that none of the proposed Circle mitigation options would work, and that increased density in the area is a negative impact.

**Citizen Comments - Trails**

- Dr. Karl Engleman questioned long term cost impact, affordability and prioritization.
  - George Paletta commented on negative impact of potential on street parking anyplace in the area, and pedestrian crossing issues at New Orleans Road intersection
- Chairman Gant adjourned the meeting at 10:59a.m.

Meeting date: March 23, 2016

Approved:

Chairman: \_\_\_\_\_  
Jim Gant

Submitted by: Shawn Colin

[illegible]



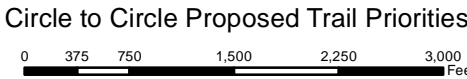


Proposed Trail

Proposed Arterial Trail



TOWN OF HILTON HEAD ISLAND  
ONE TOWN CENTER COURT  
HILTON HEAD ISLAND, S.C. 29928  
PHONE (843) 341- 4600  
Date Created: Tuesday, April 12, 2016  
Project - CTC Trails Map 1.mxd



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 provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion or for damages arising from the use of this map.







Proposed On-Road Bike Lanes



TOWN OF HILTON HEAD ISLAND  
ONE TOWN CENTER COURT  
HILTON HEAD ISLAND, S.C. 29928  
PHONE (843) 341- 4600  
Date Created: Tuesday, April 12, 2016  
Project - On-Street Bike Route.mxd

### Circle to Circle On-Road Bike Lanes

0 500 1,000 2,000 3,000 4,000 Feet

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