



**Town of Hilton Head Island  
Circle to Circle Committee  
Wednesday, January 27, 2016  
8:30 a.m.**

**Please Note Special Location:  
Local Pie**

**55 New Orleans Rd #106,  
Hilton Head Island, SC 29928**

## **AGENDA**

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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 – December 9, 2015 Meeting**
- 5. Old Business**
  - A. Urban Planning Services Update**
- 6. New Business**
  - A. Review of Work to Date – Prepare for Urban Planning Consultant**
- 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 Special Meeting Minutes**

**December 9, 2015**

**8:30 a.m.**

**Council Chambers, Town Hall**

Circle to Circle Committee Members present:	Jim Gant (Chairman), Jack Daly, David Bachelder, David Ames, Kyle Theodore, Mike Thomas, Joe Kernan, Leslie Richardson, Carleton Dallas
Town Staff present:	Charles Cousins, Jill Foster, Scott Liggett, Darrin Shoemaker, Shawn Colin, Shea Farrar, Jennifer Ray, Tom Fultz

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- Chairman Gant began the meeting at 8:35 a.m.
- The meeting agenda as well as the minutes from the November 4, 2015 were approved.
- Chairman Gant introduced the first item of old business: Town Council Retreat. Chairman Gant confirmed that the presentation summary of the Committee's work thus far was presented to Town Council during their recent planning retreat in November.
- Chairman Gant introduced the second item of old business: Urban Planning RFQ Review Update. Currently the RFQ responses are being reviewed with town staff. Once a selection is made, a detailed scope of services and cost will be negotiated.
- Chairman Gant introduced the first item of new business: 2020 Traffic Mitigation Review. The Committee reviewed the improvements that were presented at the November 4<sup>th</sup> meeting and began creating a matrix to assist with the ranking of proposed projects. This document and the summary of proposed improvements are included as part of these minutes as Attachment "A".
- Chairman Gant introduced the last item of new business: Meeting Dates. The Committee agreed to meet twice a month beginning in 2016, on the second and fourth Wednesday of each month. This can be adjusted if necessary once the Urban Planning Consultant begins working with the Committee.

- Following public comments, Chairman Gant adjourned the meeting at 11:25 a.m.

Meeting date: December 9, 2015

Approved:

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

Submitted by: Shea Farrar

DRAFT

**Attachment "A" – December 9, 2015 Circle to Circle Meeting Minutes**

**Circle to Circle Committee Traffic Mitigation Matrix**

DESCRIPTION	BENEFIT	ISSUES	CONSTR COST	ACQUISITION	RANK
PUBLIX CONNECTOR - 2 lane divided roadway	20% REDUCTION IN CIRCLE TRAFFIC	1) REQUIURES SIGNAL IN FRONT OF SP GATE  2) CLOSING EXISTING DRIVE LANES AT PUBLIX	\$ TBD	1) SEA PINES PROPTY  2) PUBLIX PROPTY	1
<b><u>Wm Hilton Parkway 278B</u></b>					
Raised and landscaped median on 278 SP Circle to Arrow Rd	* Flow improvement  * Safety as result of restricting left turns across traffic to Circle	1) some impact to businesses but all are accessible as RIRO, and from streets parallel to 278		NONE	2
Close Kangaroo access on Arrow closest to 278	* Minor flow improvement  * Improve turns from 278	1) minimal business impact due to multiple accesses, 1 from 278, 1 from Arrow  2) would benefit from opening access to adjacent businesses (Thrift Store and Dairy Queen)		NONE	3

<b><u>Palmetto Bay Road</u></b>					
Landscaped Median at Dunnagan's Alley to allow southbound left in, Dunnagan's and Enmark RIRO only	* Safety improvement by eliminating left turns across multiple lanes * Some flow improvement	NONE		NONE	1
Close RIRO access to bank - access from Dunnagan's (- 2 accesses side by side)	* Improve flow * Improve safety	NONE		NONE	2
Close access from Dunnagan's Alley to Island Tire	DROP from Consideration				
Close 1 of 2 accesses to Island Tire from PBR	* Improve traffic flow * Improve safety	NONE		NONE	3
<b><u>Greenwood Drive</u></b>					
Continuous raised & landscaped median from SP Circle to Island Crossing	* Significant safety improvement at high accident intersection by eliminating Left turns in from Greenwood * Significant traffic flow improvement	1) Median is dependent on designing acceptable access to Reilly's and other businesses from Office Park RD 2) Decision is tied to decision for traffic light at Office Park intersection		CSA	1

Reilly's /Galleria - RIRO only - no cross median movement	See above				
Change stand up curbs around SP Circle to rolled curbs	* improve safety and navigation	1) Historic concern that traffic will stop on paver inset of circle		NONE	3
Signalized intersection at Office Park and Greenwood intersection	* Required for NW quadrant connector through Publix/Staples quadrant  * facilitates left turn movements and allows traffic to avoid SP Circle	1) Proximity to existing Sea Pines gate		UNKNOWN	1
Modify approach to Circle from Greenwood - improve merge area	* improves Circle flow by allowing better spacing and easier entry	1) will require partial fill of lagoon		Wells Fargo	1
Reduce speed in circle	DROP from consideration				
Reduce height of vegetation in Circle approaches	* Improved sight lines and traffic flow  * minimal cost	1) need to preserve aesthetics  2) CSA concurrence		NONE	1

<b><u>Pope Avenue</u></b>					
Office Park intersection - USCB Plan - Currently IN PLAN	<ul style="list-style-type: none"> <li>* Improves flow, adds right turn lane onto Office Park and from N Orleans to Pope</li> <li>* Aligns thru street N Orleans to Office Park</li> </ul>				In Plan
Cordillo Parkway - revise westbound approach of Shipyard to provide clearance for Multi-use path	* Addresses significant safety issue with through traffic lanes currently tracking into leisure path	1) Shipyard will need to reconfigure entry median		Shipyard	1
Exec Park Road South - convert to RIRO , no left turn out	<ul style="list-style-type: none"> <li>* Improve safety</li> <li>Improve flow</li> </ul>				2
Close 1 of 2 accesses to gas station on Lagoon/Pope	* Improve flow	? Gas station as potential Town land acquisition target ??			2
Nassau Street - southbound left turn lane for U Turns	<ul style="list-style-type: none"> <li>* Significant safety and flow improvements from left turn lane</li> <li>* CONSIDER signal at this intersection also</li> </ul>	1) Where is the primary access to Marriott property - review with developer			1
Lagoon Road - improvements in Park Plan					

Coligny Plaza Access - Preserve left turn access INTO Coligny - prevent left turn OUT	* Improve flow * Retain primary access to Coligny "front door"				2
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## **SUMMARY OF IMPROVEMENTS**

### **Circle-to-Circle Study Update (Wednesday November 4, 2015)**

#### **WILLIAM HILTON PARKWAY (US 278B)**

- Construct raised median from Sea Pines Circle to Arrow Road intersection (approx. 900-ft.)

##### *US 278B at Wexford/Shipyard Drive*

- Implement Town's signal phasing protected only northbound and southbound left-turn movements.

##### *US 278B at Arrow Road*

- Implement Town's signal phasing northbound and southbound split phasing.
- Review potential of access closures along Arrow Road of the C-store located in northeast corner (Kangaroo). Suggest closure of access closest to US 278B on Arrow Road.
- Review potential of access closure along US 278B of the C-store located in southwest corner (Speedway). Suggest closure of access closest to Arrow Road on US 278B.

##### *Multi-Use Paths (Northbound and Southbound Sides of US 278B)*

- Second highest usage of bikes/peds in study area: Enhance current pathways to provide 12-foot or greater widths.

#### **PALMETTO BAY ROAD (PBR)**

- Construct raised median from Sea Pines Circle to Dunnagans Alley.

##### *PBR at Dunnagans Alley/Island Crossing*

- Median at Dunnagans Alley/EnMark to allow southbound left-turns into Dunnagans; no other left-turn movements allowed. EnMark to become RIRO, Dunnagans to become RIRO left-in.
- Modify back to back left-turn lanes between Dunnagans Alley and Target to provide 125-foot for southbound Dunnagans (reduction of 75- feet) and 200-foot for northbound Target Road (increase of 125-feet). This results a taper length of approx. 75-feet.

- Close RIRO access to bank just south of intersection. Full access is provided to/from Dunnagans Alley.

*PBR at Target Road/Island Crossing*

- With new connector, intersection geometry to provide:
  - Dual eastbound left-turn lanes exiting Island Crossing;
  - Single through lane;
  - A single right-turn lane;
  - Southbound right-turn lane (150-feet);
  - Alignment of movements with Target Road will require modifications to approach but maintain single left-turn lane, through lane and separate right-turn lane.

**GREENWOOD DRIVE**

- Provide as continuous raised median between Sea Pines Circle and revised intersection of Office Park Road & Sea Pines Welcome Center.

*Greenwood Drive at Reilly's East/Suntrust*

- Intersection to function as a RIRO, no median cross-over movements allowed.

*Greenwood Drive at Island Crossing/Reilly's West Access/Galleria*

- Intersection to function as a RIRO, no median cross-over movements allowed.

*Greenwood Drive at Office Park Road/Sea Pines Welcome Center*

- Consolidate to a single four-legged intersection;
- Improve Office Park and NW Connector approaches to provide separate turning lanes;
- Improve Greenwood Drive approaches to provide separate turning lanes;
- Place under traffic signal control.

### **NW CONNECTOR GREENWOOD DRIVE TO PBR**

Construct a new two-lane divided roadway beginning at Greenwood Drive (location between Welcome Center and Office Park Road) and terminating at opposite Target Road. Provide access drives along by-pass for Island Crossing, Welcome Center and possibly new residences only gate for Sea Pines PUD. (Diversions: AM: EB Lft = <67>, SB Rt = <111>. NOON: EB Lft = <88>, SB Rt = <134>. PM: EB Lft = <96>, SB Rt = <146>.)

Potential of this roadway to become a 4-lane divided pending 2030 analysis and possible future extension.

### **POPE AVENUE**

#### *Pope Avenue at Office Park Road/New Orleans Road*

- Improve intersection approaches as is required under development approvals.

#### *Pope Avenue at Cordillo Parkway*

- Re-vise the westbound approach of Shipyard to provide clearance separation for multi-use path from northbound #2 through lane (accident history with peds/bikes).

#### *Pope Avenue at Nassua Street*

- Provide a separate southbound left-turn lane for U-turn movement.

#### *Pope Avenue at Lagoon Road*

- Improvements as established in the Coligny Planning Area project
  - Eastbound (Town Parking Area): Improve exiting approach;
  - Westbound (Lagoon Road): Improve exiting approach and close access drive to C-store on Lagoon Road closest to PBR;
  - Northbound (Pope Avenue): Modify median to provide left-turn lane
  - Install traffic control complete with pedestrian actuation and connect with existing multi-use paths.

#### *Pope Avenue at Coligny Plaza Access*

- Close median cross-over, access to remain as a RIRO.

*Multi-Use Paths (Eastbound and Westbound Sides of Pope Avenue)*

- Highest usage of bikes/peds in study area: Enhance current pathways to provide 12-foot or greater widths.

**CORDILLO PARKWAY**

*Multi-Use Path (Southbound Side of Cordillo Parkway)*

- Third highest usage of bikes/peds in study area: Enhance current pathway system by adding a new 8-foot pathway along the Southside of Cordillo Parkway. Connection at a minimum should be made between Pope Avenue and DeAllyon Avenue.

**SEA PINES CIRCLE**

*Modify Greenwood approach to circle circumference to provide a greater merge area between PBR and Greenwood Drive.*

*Reduce operating speed in Circle to enhance gaps in traffic flow providing additional merging potential for entering traffic. Reducing diameter of circle will aid in vehicle speed reduction.*

*Replace Circle with signalized intersection. All approaches provide dual left-turn lanes, two through lanes and a separate right-turn lane.*

Intersection	Peak Hour	Approach	2015 Existing Delay <sup>2</sup>	5-Year (2020) Delay	MITIGATED			
					5-Year NW Connector Loop	5-Year Signalization		
					V/C	Delay	LOS	
Seapines Circle	AM	EB	184.1	280.3	187.0	0.50	52.6	D
		WB	88.5	160.8	128.5			
		NB	21.7	37.1	27.9			
		SB	164.9	240.5	269.0			
	NOON	EB	156.9	210.8	126.4	0.57	50.9	D
		WB	190.2	286.3	235.8			
		NB	84.8	129.4	97.9			
		SB	179.5	267.0	299.6			
	PM	EB	174.9	280.9	174.6	0.72	47.6	D
		WB	183.6	294.5	239.8			
		NB	129.6	183.7	143.0			
		SB	98.7	174.5	198.7			

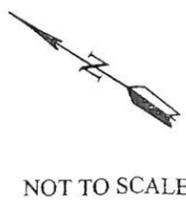
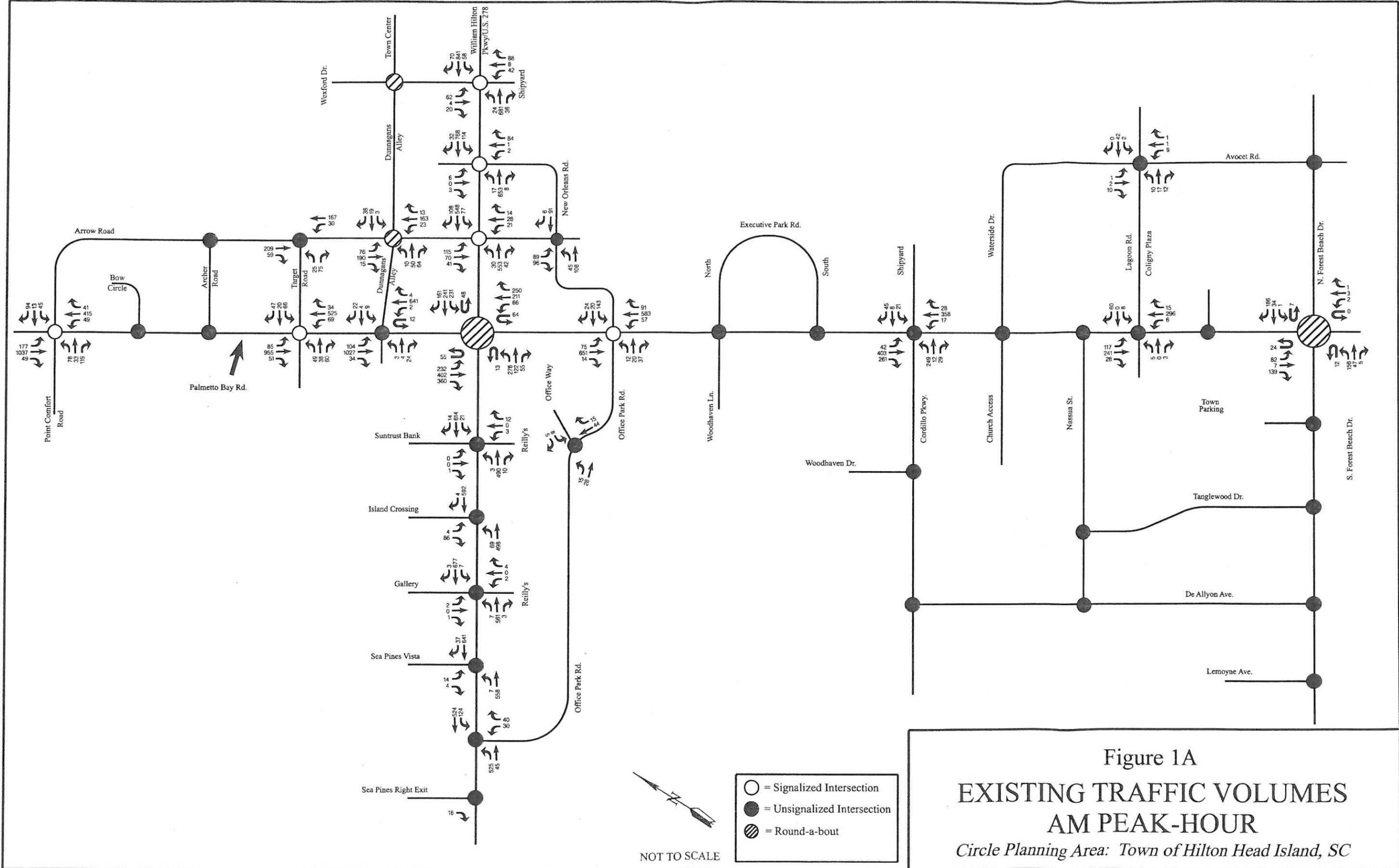
1. Calculations completed using the 2010 HCM methodology.

2. Delay in seconds-per-vehicle.

Intersection	Peak Hour	Approach	2015 Existing Delay <sup>2</sup>	5-Year (2020) Delay	15-Year (2030) Delay
Coligny Circle	AM	EB	8.0	9.0	
		WB	7.6	8.4	
		NB	4.8	5.1	
		SB	2.0	2.0	
	NOON	EB	13.0	15.9	
		WB	11.7	14.1	
		NB	6.6	7.2	
		SB	3.6	3.6	
	PM	EB	15.3	18.9	
		WB	44.1	69.3	
		NB	7.1	7.6	
		SB	4.5	4.4	

1. Calculations completed using the 2010 HCM methodology.

2. Delay in seconds-per-vehicle.



- = Signalized Intersection
- = Unsignalized Intersection
- ◐ = Round-a-bout

NOT TO SCALE

**Figure 1A**  
**EXISTING TRAFFIC VOLUMES**  
**AM PEAK-HOUR**  
*Circle Planning Area: Town of Hilton Head Island, SC*



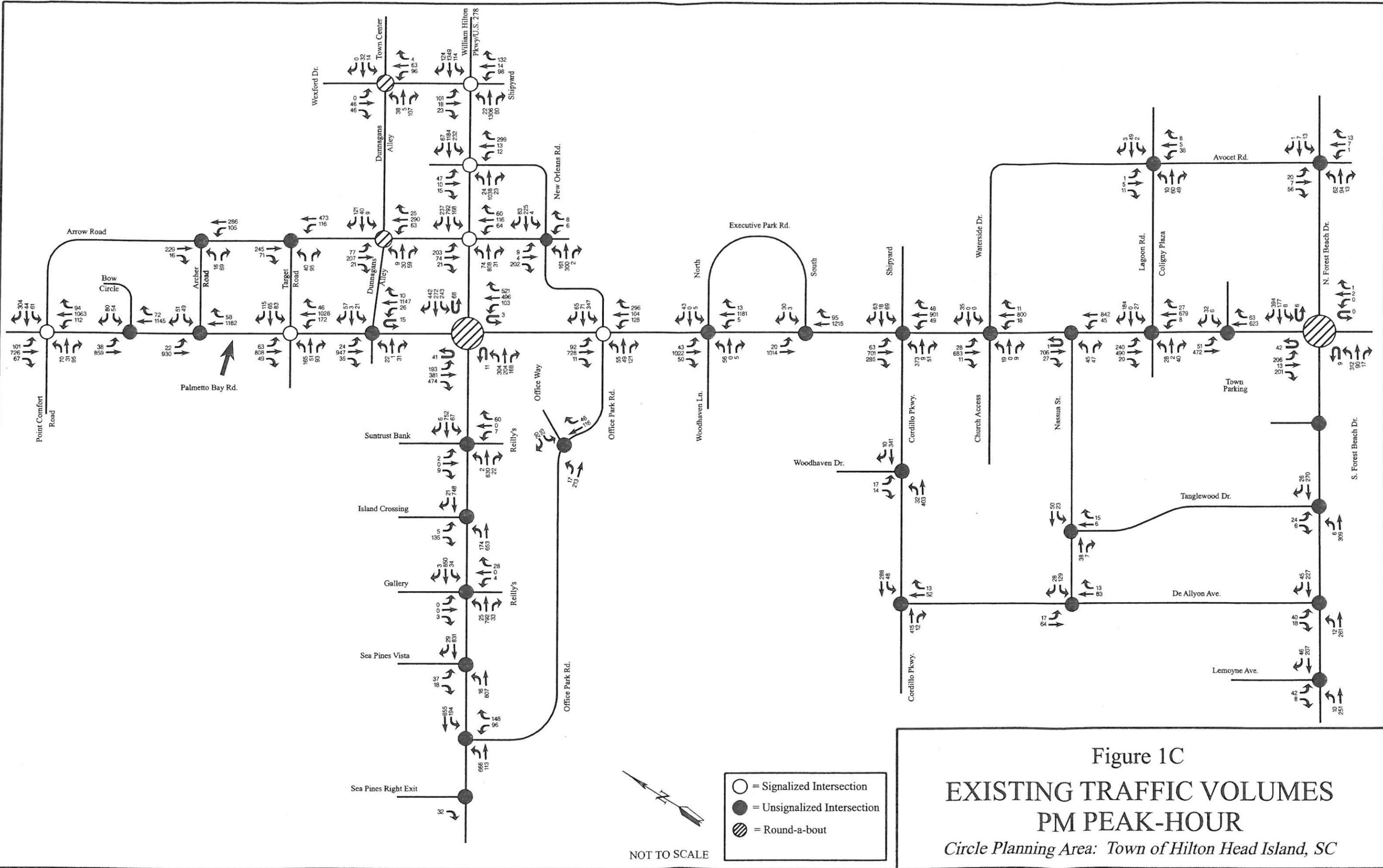
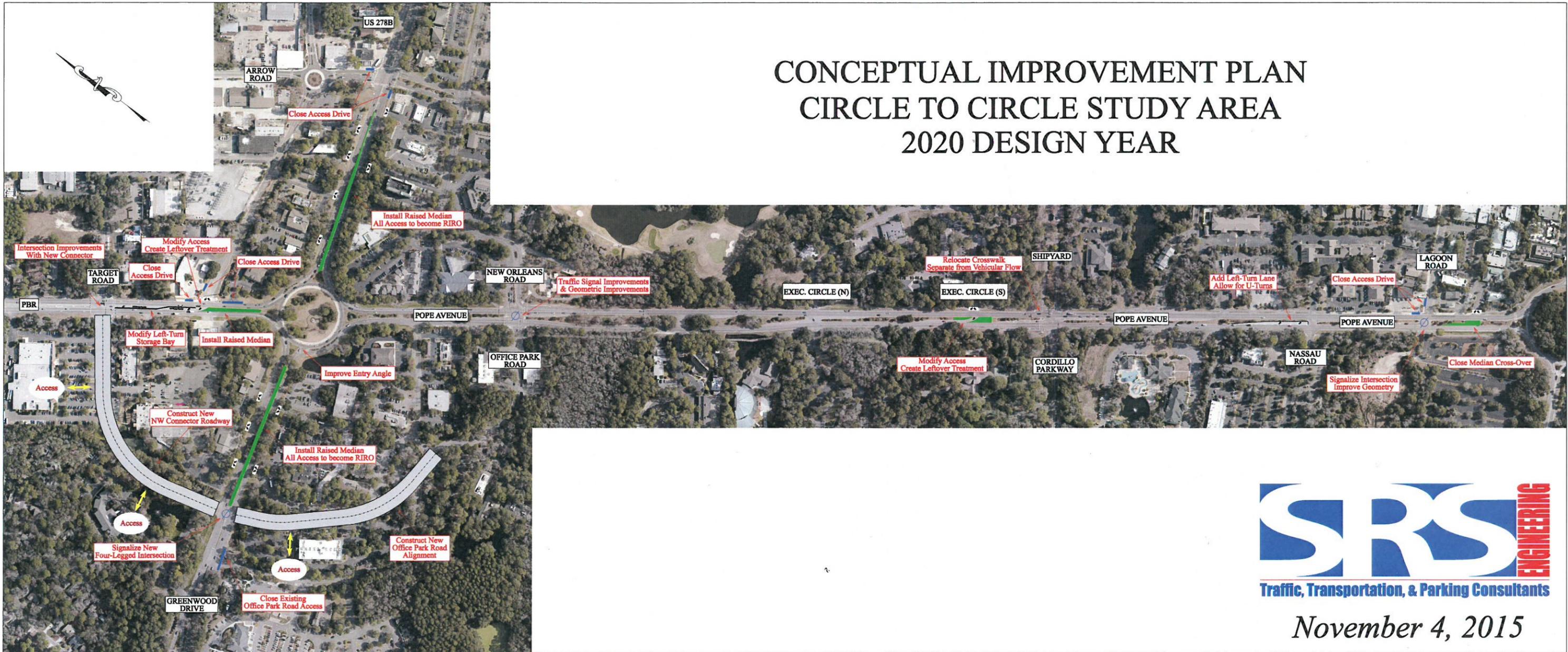


Figure 1C  
**EXISTING TRAFFIC VOLUMES**  
**PM PEAK-HOUR**  
*Circle Planning Area: Town of Hilton Head Island, SC*

# CONCEPTUAL IMPROVEMENT PLAN CIRCLE TO CIRCLE STUDY AREA 2020 DESIGN YEAR



November 4, 2015