

Circle to Circle Committee - Draft Meeting Minutes

April 20, 2016

8:30 a.m.

Council Chambers, Town Hall

Circle to Circle Committee Members present:	Jim Gant (Chairman), Jack Daly, David Ames, Judd Carstens, Leslie Richardson, David Bachelder, Paul Crunkleton, Kyle Theodore, Tom Sharp, Tom Lennox
Town Staff present:	Charles Cousins, Shawn Colin, Scott Liggett, Darrin Shoemaker, Jeff Buckalew, Jennifer Ray, Jill Foster, Tom Paige, Eileen Wilson
Town Council:	Bill Harkins

- Chairman Gant called the meeting to order at 8:30 a.m.
- The agenda was approved by the Committee.
- The minutes of March 23, 2016 were approved with the following amendment: NR1 Northwest Connector: the words “not supportable” be removed and replaced with: “The Committee concluded that this connector road was *not a priority at this time...*” NR 8-9-10: the words “not to support this solution” be removed and replaced with: The Committee concluded this solution *is not a priority* at this time.....

Unfinished Business

- **Trail prioritization**

Jim Gant and Tom Sharp presented a proposed priority for additional trails and on road lane markings for serious cyclists. The Committee supported the following priorities:

- **Validating two lane rotary**

Jim Gant and Design Workshop reported on two aspects of additional research relating to two lane rotaries. Given that the committee cannot perform the engineering level of due diligence necessary for a final design, some concerns will only be addressed later in the process. A detailed design created by an engineering firm that specializes in rotary design will be required.

Circle effectiveness is defined more by speed of traffic in circle rather than diameter. Smaller circles are sometimes used to slow speed, but other alternatives are available including pavement texture. The Committee's conclusion is that a redesign Sea Pines circle should be reduced only enough to accommodate an additional lane. This appears to be possible using an existing right of way inside the current circle diameter.

Design Workshop identified the Aspen CO rotary as comparable in size and traffic volume as Sea Pines Circle. Additional information will be gathered on this circle performance and other similar circles before a final recommendation is developed.

New Business

Glenn Walters and Kurt Culbertson , Design Workshop Consulting, presented solution resolution concepts in several areas including increasing visibility of other HHI beaches, approaches and benefits of island shuttle systems, and options to improve parking in the Coligny area. Their presentation is posted online as part of the package for the April 20 meeting, and is summarized below.

- **Enhance visibility and use of other beaches by day visitors to reduce traffic in Sea Pines Circle**

Effective use of multiple beaches can help reduce traffic in Sea Pines Circle during peak summer period, especially on weekends and reduce parking demand at Coligny Circle area

Potential actions presented and discussed

- initiate marketing of all HHI beaches
- improve signage and wayfinding
- approve food trucks at select beaches
- restructure parking fees to make beaches more attractive than Coligny from cost of parking
- implement weekend golf cart shuttles at Burke's beach to encourage parking at Chaplin and Castnet
- Create a "Beach Destination" at Burkes beach
 - define and install an attraction, e.g. splash pad or some other child oriented play feature

- expand parking on Town land as needed
- Implement an app that describes in real time parking available at other beaches

- **Island Wide Transit System**

Mr. Gordon Shaw (via phone) reviewed transit system options including various trolley scenarios. Some suggestions include linking with Sea Pines Trolley, extending the network to a satellite lot at Honey Horn, transporting employees to work both on- island and off-island. Intercept shuttle to capture people at parking areas and bring to beach. Must take into consideration the length of wait time, cost and schedules.

- There are potential major benefits to an island wide transit system
 - brings employees to work from Bluffton and/or an interchange parking lot on North end of island
 - link many island assets and beaches to reduce overall traffic, particularly in circle
 - provides a visitor amenity like many higher end tourist destinations
 - could link to a Circle to Circle trolley system to serve the corridor
- While an island wide system is beyond the charter of Circle to Circle Committee, we should support the concept as input to the island wide visioning process

- **Circle to Circle Parking Shuttle System**

- A trolley shuttle system to parking on Town land located between SP Circle and bridge
 - could provide employee parking for Coligny hotels and businesses and reduce demand on Coligny beach parking lot
 - could provide a fun beach experience for day visitors , reduce traffic through Sea Pines Circle, reduce demand on Coligny beach parking lot
 - could potentially link with Sea Pines shuttle system

- **Parking in Coligny Area**

- While multiple possible locations were identified for on street parking , there are difficulties with implementing and substantially more parking would increase traffic through SP Circle.
 - Any significant expansion of on street parking would potentially need to be tied to a street redevelopment plan
 - On street parking in selected locations may be beneficial to help relieve short term demand

- Capitalize on Coligny park development project
 - approx. 100 new permanent spaces
 - approx. 125 additional temporary spaces for weekend parking on grass
- Evaluate seasonal and graduated fees for parking at Coligny
 - Dichotomy today is that Coligny parking is free and all other beaches have fees
- Evaluate using available technology solutions to direct cars to available parking
- A structured parking facility should not be implemented until traffic solutions are in place and impact understood
 - estimates on cost of structured parking range from \$15,000 to 25,000 per space plus annual operating costs
 - structured parking solution would require parking be fee based
- A public/private partnership for parking and connected long term residential units offers the best opportunity for cost effective solution and helps improve the year round functioning of the area

Potential actions presented and discussed

- Investigate adding diagonal on street parking at Alder Lane beach access
 - existing road width and ROW may be adequate for adding 50 parking spaces
 - Evaluate additional on street parking locations as part of overall Coligny vision as means to provide additional parking and reinforce pedestrian nature of area
 - Evaluate and implement technology based parking information system
 - Build structured parking with residential units if public/private solution can be negotiated.
- The Circle to Circle Committee will review the potential solutions and reach a conclusion on recommendations in these areas at the April 27 Circle to Circle meeting.
 - Chairman Gant opened the meeting to public comment.

Citizen Comments

- Sally Warren, GM of Shipyard Plantation expressed serious concern with any Town plan that affected Shipyard gate activity and requested that any final Town decision include reaching agreement with Shipyard property owners
- Karl Engleman suggested that he Committee, in order to properly represent the views of taxpayers should conduct an island wide survey of taxpayer views since he didn't believe the community forums held last May adequately reflected

community views. He also suggested a sub-committee be formed to visit locations with 2 lane rotaries.

- Randy Tardy voiced support for the two-lane rotary and shared his planned presentation as part of lifelong learning dealing with driving safety.
 - Gail Quick, voiced support for Shipyard's concern over road changes impacting Shipyard and in favor of a trolley system
 - Frank Babel, voiced support for the use of Complete Street design in the Coligny area, for an alternative beach destination at Burke's beach connected to the proposed Linear Park and for education to inform citizens on benefit of changes for the future.
 - Mary Lou Franzoni, Executive Director Palmetto Breeze, spoke of the demand for public transit to bring seasonal workers to HHI from off island and the potential availability of Federal funds that could fund up to 85% of capital costs and some part of operating costs for an on island system
 - David Martin, congratulated the committee for working on the proper topics and for the progress made to date
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- Chairman Gant commented that the Committee did reach out to the community for their input and contacted timeshare and condominium associations to pass surveys to their guests but only received four responses.
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- Chairman Gant stated that the Committee will need to create near-term recommendations, mid-term recommendations and long-term recommendations. Chairman Gant suggested that the Committee meet three times in May, then present to the Planning Commission on June 15, 2016 and then to Town Council by July 19, 2016.
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- Chairman Gant adjourned the meeting at 11:08 a.m.

Meeting date: April 20, 2016

Approved: April 27, 2016

Chairman: _____
Jim Gant

Submitted by: Eileen Wilson