



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

**Wednesday, November 4, 2015**

**9:30 a.m.**

**Benjamin M. Racusin Council Chambers**

**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 – October 21, 2015 Meeting**
- 5. Old Business**
- 6. New Business**
  - A. 2020 Traffic Projections and Mitigation
  - B. Town Council Retreat
- 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**

**October 21, 2015**

**8:30 a.m.**

**Council Chambers, Town Hall**

Circle to Circle Committee Members present:	Jim Gant (Chairman), Jack Daly, Tom Sharp, David Bachelder, David Ames, Kyle Theodore, Mike Thomas, Joe Kernan, Leslie Richardson, Carleton Dallas, Tom Lennox
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 8:37 a.m.
- The meeting agenda as well as the minutes from the September 16, 2015 were approved.
- Chairman Gant introduced the first agenda item: Road System Management Authority Proposal. Committee Member Joe Kernan made a presentation to the Committee regarding the need to address the management approach to traffic planning on the Island, which will be included as part of the meeting minutes.
- Chairman Gant then introduced the second agenda item: Schedule for Traffic Modeling and Mitigation. Shawn Colin provided an update that initial mitigation recommendations will be discussed at the next meeting. The 2015 traffic conditions have been modeled and are under review. Staff received the input from Committee Member and realtor David Bachelder on the potential most-likely development for the 2030 projections.
- Chairman Gant then introduced the third agenda item: Outline for Traffic Status and Mitigation. The Committee reviewed and approved an outline format for keeping track of status and mitigation options.
- Chairman Gant then introduced the fourth agenda item: Interim Report to Town Council. The Committee approved the draft interim report that will be sent to the Town Council members before their November planning retreat.

- Chairman Gant then introduced the fifth agenda item: Urban Planning Consultant Selection. Composition of the consultant selection team was reviewed and approved by the Committee. David Ames, Kyle Theodore and Mike Thomas will work with the Town Staff to review proposals and make recommendations to the Committee on the selection of an urban planning consultant. Responses are due November 3rd. Copies of responses will be distributed to the selection team who will check references and select a number of candidates for in-person interviews.
- Following public comments, Chairman Gant adjourned the meeting at 10:17 a.m.

Meeting date: October 21, 2015

Approved:

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

Submitted by: Shea Farrar

DRAFT

## **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			

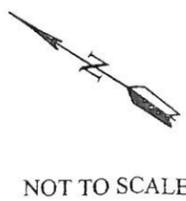
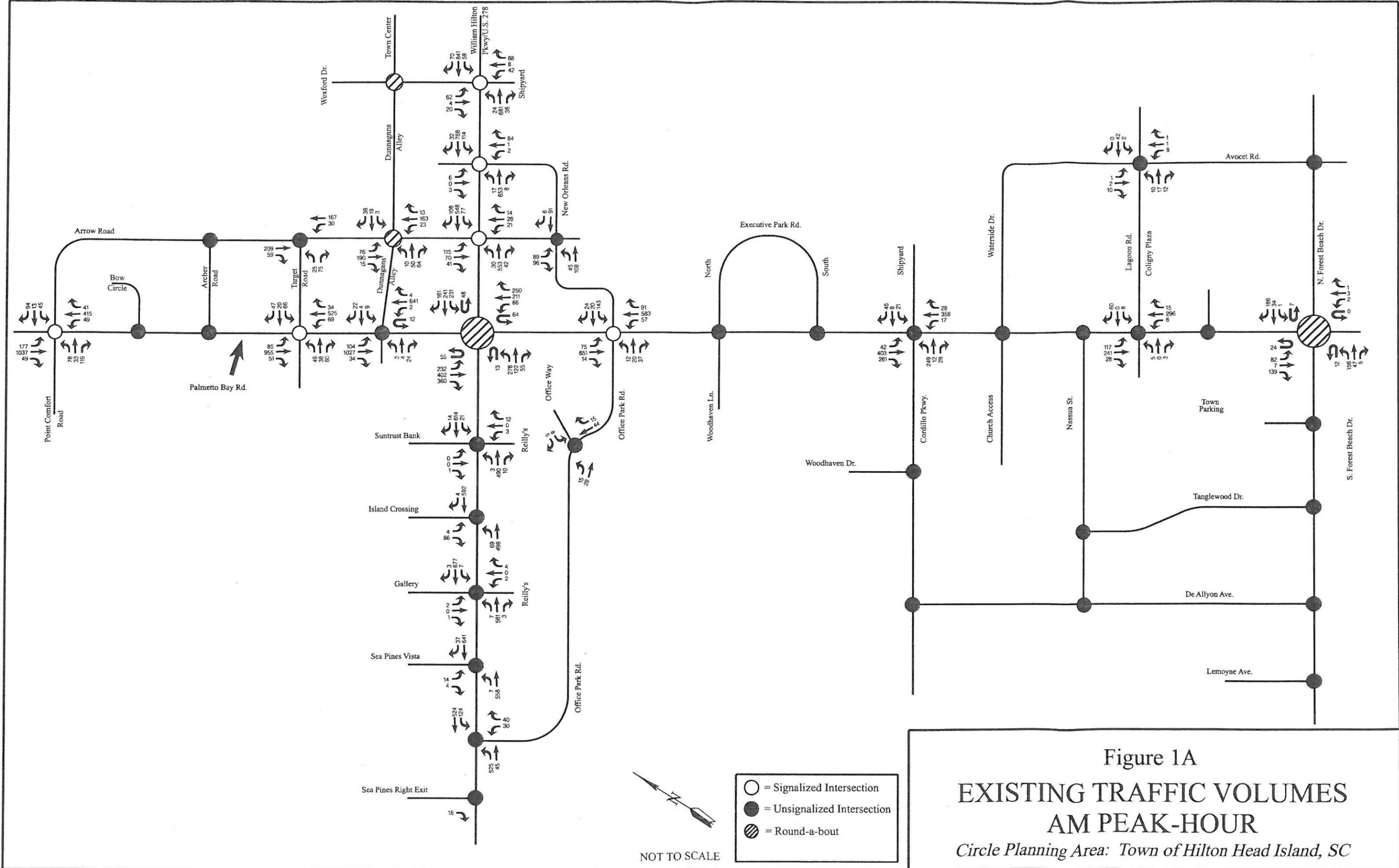
1. Calculations completed using the 2010 HCM methodology.

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.



NOT TO SCALE

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

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

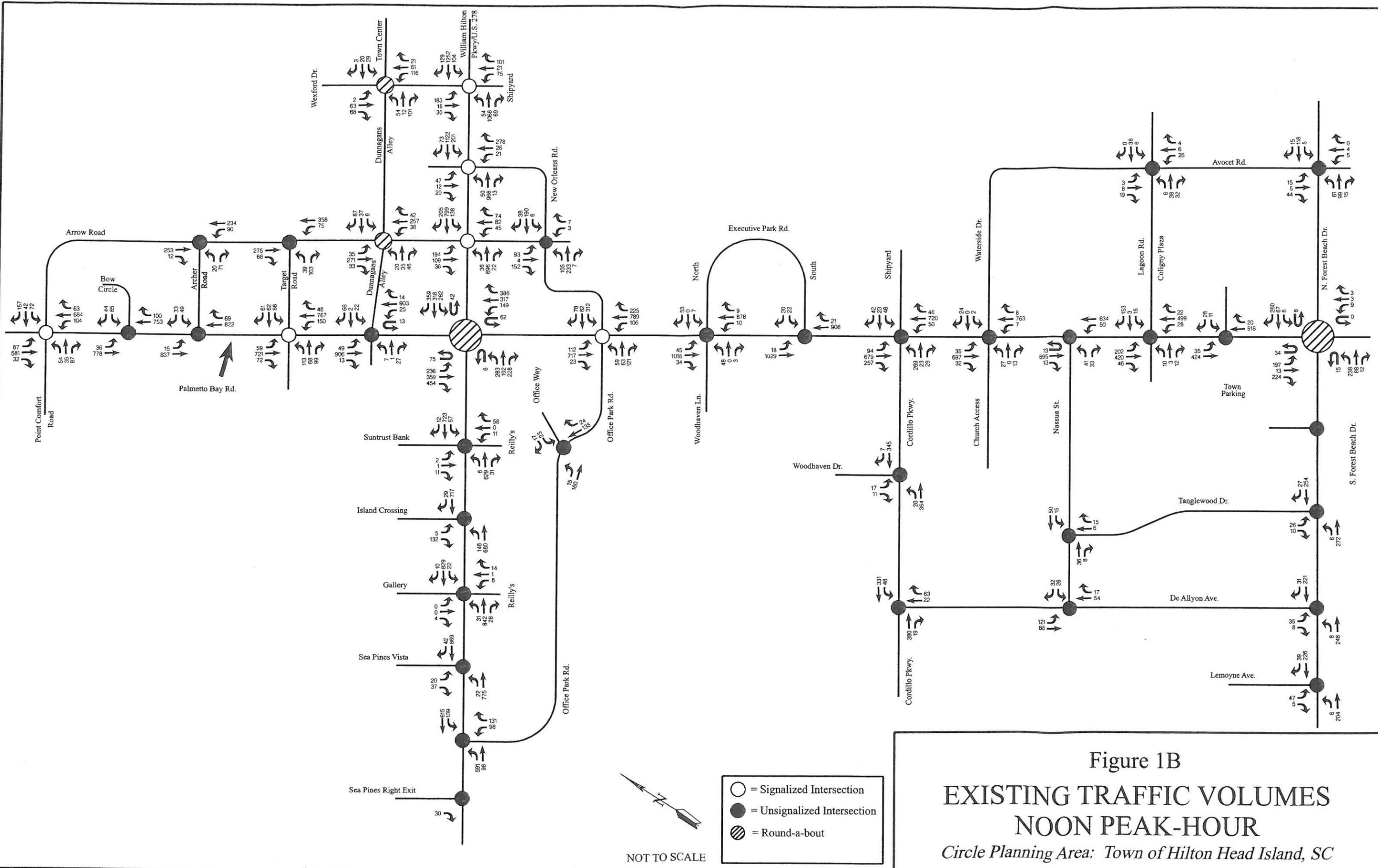


Figure 1B  
**EXISTING TRAFFIC VOLUMES**  
**NOON PEAK-HOUR**  
*Circle Planning Area: Town of Hilton Head Island, SC*

NOT TO SCALE

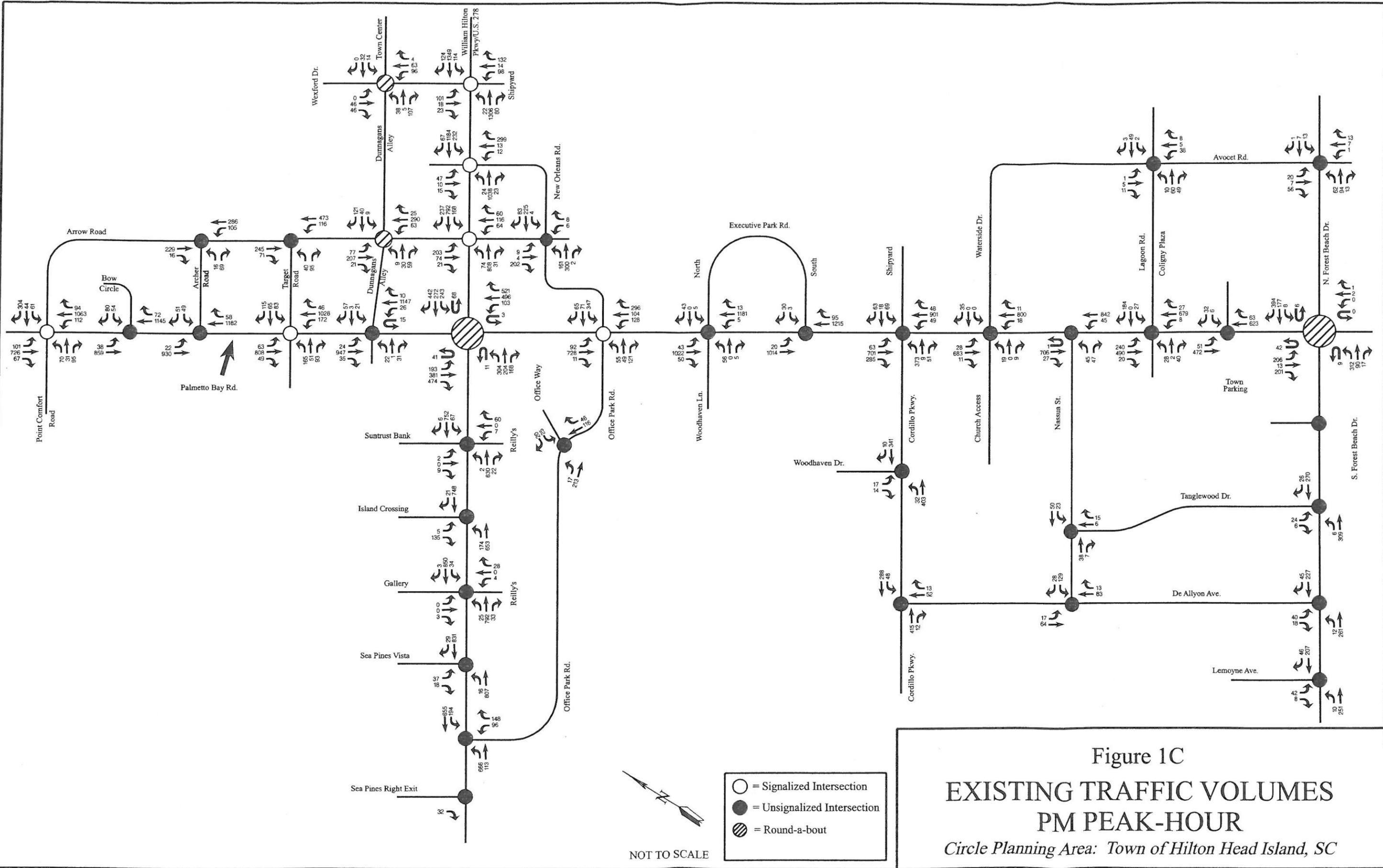


Figure 1C  
**EXISTING TRAFFIC VOLUMES**  
**PM PEAK-HOUR**  
*Circle Planning Area: Town of Hilton Head Island, SC*