

**Circle to Circle Committee**  
**Approved 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: January 27, 2016

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

Submitted by: Shea Farrar

**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
<u>Wm Hilton Parkway 278B</u>					
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

<u>Palmetto Bay Road</u>					
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
<u>Greenwood Drive</u>					
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

<u>Pope Avenue</u>					
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	<ul style="list-style-type: none"> <li>* Improve flow</li> <li>* Retain primary access to Coligny "front door"</li> </ul>				2