

**Circle to Circle Committee**  
**Meeting Minutes**  
**March 18, 2015**  
8:30 a.m.  
Council Chambers, Town Hall

Circle to Circle Committee Members present:	Jim Gant (Chairman), David Ames, Leslie Richardson, David Bachelder, Carlton Dallas, Jack Daly, Joe Kernan, Tom Sharp, Jason Long for Mark Senn, Tom Lennox
Planning Commission Members present:	Jim Gant
Town Staff present:	Charles Cousins, Scott Liggett, Jill Foster, Jeff Buckalew, Shawn Colin, Jennifer Ray, Shea Farrar

- Chairman Gant called the Circle to Circle Committee meeting to order at 8:30 a.m.
- The meeting agenda was approved.
- The meeting minutes from the March 11, 2015 meeting were approved.
- Chairman Gant introduced the first item of business: Update on Coligny Project.
- Jennifer Ray presented a summary and update of the current Coligny area project. The Town will be making access, parking and pedestrian improvements for the beach parking area in the short-term and detailed design work is underway for the north-west quadrant area of the project.
- Chairman Gant asked Committee member David Ames to discuss the next agenda items regarding the bridge to the beach corridor history and visioning process for developing a master plan.
- Mr. Ames shared that a Bridge to Beach Plan was previously developed for the area that was adopted in 2002. Some of the recommendations of this plan have been implemented and some are still being discussed. We will need to research current conditions to identify the key questions that must be addressed with the public. We can also look into examples from other communities. The success of this planning effort will be closely tied to public participation in the development of the plan.
- Chairman Gant added that the plan developed through the work of this Committee will need to identify very specific recommendations to Town Council for next steps.
- Mr. Ames recommended that the next step for this Committee would be to research and develop key questions.
- The Committee discussed the types of data that could be helpful and identified the possibility of also conducting a public survey to see what people think and how they use the area.

- Following public input, Chairman Gant briefly summarized points from the meeting.
- With no further business, Chairman Gant informed the Committee that the next meeting would be March 25, 2015 at 8:30 a.m., but the location has yet to be determined.
- Chairman Gant adjourned the meeting at 10:40 a.m.

Meeting date: March 18, 2015

Approved: March 25, 2015

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

Submitted by: Shea Farrar

Amended to include:

During the discussion of the New Business portion of the agenda Mr Kernan offered the following traffic issue points regarding the July 3, 2012 Comprehensive Plan and Bridge to the Beach results to date:

1. The Comprehensive Plan States that the Town of Hilton Head owns and maintains only 2% of existing town roads. This is highly unusual for a town the size of Hilton Head and results from the historic dependence on developers to provide individual roads necessary to their immediate business and residential property ventures. As the permanent and visiting populations have increased this “bottoms up” approach has led to severe impact on existing arterial roads. A shift to urban “top down” infrastructure improvements is sorely needed. Of the 2012 Comprehensive Plan objectives only two have seen progress: the burying of power lines and the introduction of roundabouts at selected medium traffic intersections. It should be noted that the burying of power lines was managed by Palmetto Electric and primarily paid for by the public through customer fees. Because Palmetto had all facets of project management, i.e. property rights, scheduling, and a dedicated funding source, the project is successful. No such central project management implementation plan exists for Bridge to the Beach goals e.g. “To allow and encourage high quality urban design and cooperation between land uses, common needs and utilization requirements.” No such central project management exists for accepting responsibility for owning and maintaining even important roads such as Main Street whose owners seek to transfer it to public ownership.
2. The Comprehensive Plan provides focus on Pope Avenue and New Orleans as aging properties built before the Town of Hilton Head was incorporated. It suggests these aging properties need to be replaced with code enforced designs. It does not discuss the need for redesign of streets and roads as part of the improvement to reduce traffic issues, relying again on the business property owners to include “bottoms up” minor adjustments to handle increasing traffic issues.
3. It is apparent to everyone that the Sea Pines Circle and Pope Avenue cul-de-sac is the limiting factor and epi-center of the traffic issue on the south island. While several plans have been advanced by the town to improve business support none have included a complete credible traffic assessment. Such incomplete planning is folly since if the road system cannot efficiently deliver customers to businesses they will not often visit them. The cul-de-sac has a finite

capacity to serve locals and business patrons with an acceptable level of service. The Circle to Circle Committee has been provided by Mr. Kernan with an independent analysis of the circle traffic based on continuous measurement of traffic on the Cross Island Bridge and the bridges to/from the island. Based upon the continuous data available it is easily seen that a major portion of traffic presented to the Sea Pines Circle must be due to the various persons providing services to locals, businesses and visitors. It is clear that the circle is over capacity much of the year as seen in queues that develop 8 to 10 AM, mid-day and 4 to 6 PM. The town ordinance requires use of one day of the year measurements at key intersections and every five years at the traffic circle but excludes the use of the valuable continuous data publicly available on the State of South Carolina Department of Transportation website.

4. The Bridge to the Beach concept identifies regional visitors or day trippers as a sub-population of users of our beach and island amenities and businesses. The limited south island cul-de-sac capacity usage can be viewed in terms of groups: locals, week/multiple-week visitors, daily service personnel and contactors, public service personnel, and regional day trippers. To this we are about to add USCB students and staff to the mix in the range of 350 to 450 additional cul-de-sac travelers in the 8 to 10 AM and 4 to 6 PM periods. Clearly, this is conflict with increasing regional day trippers to the south island as well as guaranteeing an unacceptable level of traffic service to all.

5. A major contribution to solving the circle capacity traffic issue would be a public funded complete redesign of New Orleans Road and the connection of Greenwood Road from Office Park Road to Target Road through the Publix parking lot complex. Such a project would be suitable for TIF funding and could require, if necessary, eminent domain seizure by the Town of Hilton Head. At this time there is a growing use of the Publix parking lots to escape long queues when going from Greenwood Drive to Target Road to get to the Cross Island bridge. While we have not yet seen a major accident occur this is clearly an emerging safety issue that will increase with the introduction of USCB related traffic.

6. Beyond the traffic network issue, which is a symptom of deficient implementation planning, are other infrastructure issues, i.e. the sewerage, water, storm sewer networks all of which must support increasing usage by new business and residential projects planned for the south island. Of these the one of greatest impact to the area is the SIPD sewerage facility which serves the entire south island. The facility which is located in Sea Pines Forrest area occasionally creates an odor to nearby property owners. It is not clear to locals that increasing demand from new projects will not worsen the problem. While this is not directly a responsibility of the Town of Hilton Head new proposed development projects should include a public review during the project application process.