



**Town of Hilton Head Island  
Planning Commission Meeting  
Wednesday, February 7, 2018 – 9:00 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. Pledge of Allegiance to the Flag**
- 3. Roll Call**
- 4. Freedom of Information Act Compliance**  
Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 5. Approval of Agenda**
- 6. Approval of Minutes** – Meeting of January 17, 2018
- 7. Appearance by Citizens on Items Unrelated to Today’s Agenda**
- 8. Unfinished Business**
- 9. New Business**
  - a) **Public Hearing**  
**PPR-2706-2017** – Application for Public Project Review from Beaufort County for a safety-oriented access management project on Jenkins Island. The project includes: widening US 278 to six lanes on Jenkins Island; closing median crossovers; building a new median crossover; building pavement bulb-outs for U-turns; and installing two traffic signals.  
*Presented by Anne Cyran*
  - b) **STDV-000051-2018** – David Karlyk, on behalf of the property owner, proposes to name a new street Pink Sand Lane. The street is located in a new 13 lot subdivision currently addressed as 618 Spanish Wells Road. *Presented by Anne Cyran*
  - c) **Annual Traffic Report** – *Presented by Darrin Shoemaker*
- 10. Commission Business**
  - a) Rescheduling the regular November meeting date
- 11. Chairman’s Report**
- 12. Committee Report**

**13. Staff Report**

- a) Quarterly Report – *Presented by Anne Cyran*

**14. Adjournment**

*Please note that a quorum of Town Council may result if four or more of their members attend this meeting.*

**TOWN OF HILTON HEAD ISLAND**  
**Planning Commission**  
**Minutes of the January 17, 2018 – 3:00 p.m. Meeting**  
**Benjamin M. Racusin Council Chambers**

Commissioners Present: Chairman Alex Brown, Vice Chairman Peter Kristian, Glenn Stanford, Todd Theodore, Bryan Hughes, Barry Taylor, Judd Carstens, Lavon Stevens, Caroline McVitty

Commissioners Absent: None

Town Council Present: David Ames

Town Staff Present: Brian Hulbert, Staff Attorney; Cathy Jones-Gooding, Communications Manager; Jennifer Ray, Planning & Special Projects Manager; Anne Cyran, Senior Planner; Teresa Haley, Senior Administrative Assistant

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**1. Call to Order**

**2. Pledge of Allegiance to the Flag**

**3. Roll Call**

**4. Freedom of Information Act Compliance**

Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.

**5. Approval of Agenda**

The Planning Commission approved the agenda as submitted by general consent.

**6. Approval of Minutes – Meetings of October 18, 2017 and November 1, 2017**

Commissioner Stanford moved to approve. Vice Chairman Kristian seconded. The minutes of the October 18, 2017 meeting were unanimously approved.

Vice Chairman Kristian moved to approve. Commissioner Stanford seconded. The minutes of the November 1, 2017 meeting were unanimously approved.

**7. Appearance by Citizens on Items Unrelated to Today's Agenda – None**

**8. Unfinished Business – None**

**9. New Business**

**a) Public Hearing**

**STDV-002524-2017** – Ronda Carper, owner of 32 Bradley Circle, proposes to rename an existing street from Bradley Circle to Oceanside Cove. There are twenty two parcels on Bradley Circle that would be affected by the renaming.

Ms. Cyran presented the application described in the Staff Report as provided in the Commission's packet. Staff recommends the Planning Commission approve the Bradley Circle street name modification application based on the review criterion outlined in the Land

Management Ordinance Section 16-2-103.O.4 and enclosed in the Staff Report. Ms. Cyran explained Town and County vetting processes for street names that must be followed. Ms. Cyran provided a list of names that were proposed by the applicant and other residents. Some names did not meet the applicable criteria and were rejected. Some names were not reviewed by Town and County due to insufficient time prior to the meeting. Since the packet was posted, Staff received two e-mails and verbal comments in opposition to the application. The Town received no public comment in support of the application.

Chairman Brown requested comments from the Commission. The Commission made inquiries regarding the history of the street naming of Bradley Circle. Since the street is not currently a circle, the Commission asked whether consideration was given to changing only the street suffix. It is believed Bradley Circle was once a circle and connected to Bradley Beach Road at a point in time. There was mention of previous street renaming in the area (“2<sup>nd</sup> Street” now known as “Sandy Beach Trail”). The Commission made inquiries regarding notice responsibilities of the applicant and Town. Staff explained and noted all responsibilities were met for the application. There was concern for the notice standards within the LMO and the suggestion was made to revisit them at the appropriate time. The Commission asked how addressing changes are communicated to GPS. Ms. Jones-Gooding indicated the Town provides notifications to various GPS (Google, Bing, Waze, etc.) when any changes are made. It is up to them then to incorporate the changes into their systems and maps. Emergency Town Vehicles are equipped with GPS and the confusion is not on their end, but on the caller’s end.

Chairman Brown opened the meeting for public comments. Five members of the public presented statements in opposition of the application. One member of the public presented statements in favor of the application. One member of the public indicated his clients are not opposed to the change, but not to the proposed name. One member of the public explained the historical significance of “Bradley” – Dr. Bradley, a Black doctor from Savannah, and a number of Black professionals in Savannah, bought property in the subject area. If you trace title back far enough to the various tracts then you will come across those deeds.

Chairman Brown requested comments from the Commission. The Commission indicated if there’s an issue with “circle”, then more research should be done before changing it. There is historical importance with the name “Bradley”. It was noted most of the residents that spoke today are opposed to the application and there is not a consensus to change the name. The suggestion was made that signage may want to be looked at that indicates Bradley Circle is not a thru-road.

The Commission has had this area before them back in 2017 for other concerns. It appears the street renaming would not resolve those issues. The street was once connected to Bradley Beach Road and perhaps made access easier. Chairman Brown asked Commissioner Hughes that when the CIP Committee reconvenes, there is some discussion about reconnecting these roads. There has been much discussion on moving traffic away from the south end and toward the northern beaches like Bradley and Burkes. Having infrastructure in place would be beneficial. Chairman Brown expressed sympathy to the issues of congestion and pointed out that connection to those streets may provide some relief.

Chairman Brown then asked for a motion.

Vice Chairman Kristian moved to *deny* the application based on the historical connotations of the name Bradley and the lack of consensus by the owners who reside there. Commissioner Stanford seconded. The motion passed with a vote of 9-0-0.

**b) Public Hearing**

**ZA-002505-2017** – Request from Judd Carstens, with Witmer Jones Keefer LTD., to amend the Official Zoning Map by changing the zoning designation of the property located at 71 Shelter Cove Lane from LC (Light Commercial) to the PD-1 (Planned Development Mixed-Use) Zoning District, specifically the Palmetto Dunes Resort Master Plan. This rezoning would allow an increase in the density and height standards. This rezoning would identify the use assigned to the property as an assisted living facility on the master plan. The subject parcel is identified as Beaufort County Tax Map 12C, Parcel 1.

*This agenda item (9b) was withdrawn by the applicant.*

- 10. **Commission Business** – None
- 11. **Chairman’s Report** – None
- 12. **Committee Report** – None
- 13. **Staff Report** – None
- 14. **Adjournment** – The meeting was adjourned at 3:41 p.m.

Submitted by: Teresa Haley, Secretary

Approved:

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Alex Brown, Chairman



# TOWN OF HILTON HEAD ISLAND COMMUNITY DEVELOPMENT DEPARTMENT

One Town Center Court

Hilton Head Island, SC 29928

843-341-4757

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## STAFF REPORT PUBLIC PROJECT REVIEW

Case #	Name of Project	Public Hearing Date
PPR-2706-2017	Jenkins Island Road Widening Project	January 3, 2018

Parcel Data and Location	Applicant
US 278 from the eastern foot of the J. Wilton Graves bridge to the western end of the causeway connecting Jenkins Island to Hilton Head Island, for a length of approximately 5,500 linear feet or 1.05 miles.	Colin Kinton Beaufort County P.O. Drawer 1228 Beaufort, SC 29901

### Application Summary

Application for Public Project Review from Beaufort County for a project to widen US 278 to six lanes from the eastern foot of the J. Wilton Graves bridge to the western end of the causeway connecting Jenkins Island to Hilton Head Island. The project includes: the complete closure of two median crossovers; partial closure of one median crossover; installation of two traffic signals; construction of a new median crossover; and construction of pavement bulb-outs for U-turns.

### Staff Recommendation

Staff recommends that the Planning Commission find this application to be **compatible** with the Town's Comprehensive Plan for location, character and extent based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed herein **with the condition that pathways and landscaping are installed along this section of US 278.**

### Background

The need to make access management and safety improvements on Jenkins Island has been discussed and studied by SCDOT, Beaufort County, the Town, and affected neighborhoods for several years.

In 2012, Town Council acted to formally support the construction of the Bluffton

Parkway Phase 5-A (Flyover) project on a condition that the State, County and Town make their best efforts to ensure that access management improvements to US 278 in the Windmill Harbour area be coordinated so as to be implemented at the same time the flyover project is completed. The SCDOT constructed interim improvements in the fall of 2015. This project would complete the improvements.

In 2015, Beaufort County conducted an exhaustive engineering study of access management and safety improvement options and selected the proposed project, known as Alternative 2-A. The Windmill Harbour POA traffic committee strongly supports Alternative 2-A. Beaufort County is currently obtaining required permits from SCDOT and the Town.

This project would make access between US 278 and side streets safer while decreasing delays and congestion. The two proposed signalized intersections would reroute minor street left-turn traffic to median U-turn crossovers, thereby reducing opportunities for collisions. Each signal would only stop traffic in one direction, so a vehicle traveling in either direction would only encounter one traffic signal. The consultant's study projects reduced travel times for eastbound and westbound US 278 traffic during the morning and afternoon peak volume periods, respectively.

Based on the latest annual Traffic Monitoring and Evaluation Report, the Town's top traffic deficiency is the US 278 – Squire Pope Road intersection. The solution to this problem entails adding through lanes and auxiliary lanes to US 278 from Squire Pope Road to Jenkins Island. A Town CIP project being planned would widen US 278 from Jenkins Island to Squire Pope Road. Together, these projects will widen US 278 from Squire Pope to Jenkins Island, improving the Town's top traffic deficiency.

Once these projects are constructed, the bridges connecting the island to the mainland would be the last remaining four-lane section from SC 170 to the Cross Island Parkway interchange. With the completed mainland widening of US 278, the Bluffton Parkway extension, and now this project, the SCDOT may be encouraged to expedite the bridge replacement project.

This project will be funded solely by the County; however the Town will be asked to donate a long strip of land (4.7 acres total) from the Jenkins Tract (north of US 278 on Jenkins Island) to widen the US 278 right-of-way (Attachment C). Town Council will be asked to review this request in early 2018.

The project plans (Attachment C) do not include pathways. Beaufort County Engineering staff stated pathways are not included because they would not connect to pathways on the east or west: there is no pathway on the J. Wilton Graves bridge; and the existing sidewalks on the north and south sides of US 278 end before the causeway (Attachment A). Further, future US 278 widening and bridge replacement projects that haven't been designed would have to be planned to align with pathways.

Though pathways on Jenkins Island would not immediately connect to existing pathways, future projects on either side of Jenkins Island will provide options for connectivity. A future Town CIP project to widen US 278 to six lanes from Squire

Pope Road to Jenkins Island, including pathways, is planned. SCDOT will soon begin studying environmental impacts and alternative improvements to the US 278 corridor, including the replacement of the MacKay Creek bridges and the J. Wilton Graves bridges.

The project plans also lack a landscape plan. As the gateway to Hilton Head Island, the landscaping along US 278 and in the medians is a priority. Implications for the Comprehensive Plan (Road Network) states the, “protection of aesthetics and natural character of the Town’s main arterials has been and should continue to be a priority. With this in mind streetscapes should be used to establish character for...gateways to the island.”

On February 22, 2016, the Public Facilities Committee heard a technical presentation of the project from HDR ICA, Inc., Beaufort County’s consultant, and received public comments. The Committee voted unanimously to recommend that Town Council adopt a supportive position endorsing Beaufort County’s recommended alternative solution, 2-A, for transportation safety and access management improvements along US 278 on Jenkins Island with the caveat that the consultant take a close look at the suggestions from the public to see if any modifications could be made.

On March 1, 2016, Town Council discussed the Public Facilities Committee’s recommendation. Town Council did not approve the recommendation. Instead, they approved a motion that a conceptual plan defining the sequence and timing of project elements including roads, bridges, traffic lights, if any, median cuts between Moss Creek and Gum Tree Road be undertaken with reasonable dispatch.

On October 23, 2017, the Public Facilities Committee heard an update on the project’s status and considered Beaufort County’s request that the Town dedicate 4.7 acres of the Jenkins tract to widen the US 278 right-of-way. The Committee voted unanimously to approve the item as presented.

### **Description of Project**

The project includes:

1. Widening US 278 from four to six lanes from the eastern foot of the J. Wilton Graves bridge to the western end of the causeway connecting Jenkins Island to Hilton Head Island. See Attachment C.
2. Complete closure of two existing median crossovers: one at Harbour Passage (entrance to Windmill Harbour) and C. Heinrichs Circle; and one at Jenkins Island Road (entrance to Hilton Head Harbor RV Resort & Marina).
3. Partial closure of the median crossover serving Blue Heron Point Road. The median will continue to allow off-island westbound turns onto Blue Heron Point Road, but it will prohibit left turns onto off-island westbound US 278.
4. Installation of two, two-phase (red and green, no yellow) traffic signals that provide alternating right-of-way between U-turn maneuvers and opposing traffic. The westerly signal will be installed at the existing Blue Heron Point Road intersection. It will provide alternate right-of-way to serve off-island

westbound U-turns and left-turn turns onto Blue Heron Point Road, followed by on-island eastbound traffic. The easterly signal will be installed at a newly constructed crossover 600 feet east of Jenkins Road. It will alternatively serve on-island eastbound U-turns, followed off-island westbound traffic.

5. Construction of a new crossover 600 feet east of Jenkins Road and a corresponding pavement bulb-out to accommodate U-turns.
6. Construction of a new pavement bulb-out at the Blue Heron Point Road to accommodate U-turns.

The two Restricted Crossing U-Turn (RCUT) signalized intersections proposed for Jenkins Island will reroute side street left-turn movements to median U-turn crossovers on a widened US 278, thereby providing major advantages, including reduced delay and congestion for through traffic on US 278 and reduced opportunities for collisions compared to conventional designs. This design, also known as a “superstreet” or “reduced conflict intersection” will only stop traffic in one direction, so a motorist passing through the corridor in either direction would only encounter one traffic signal.

### **Location, Character, and Extent**

LMO Section 16-2-103.Q.4, PPR Review Standards,

In determining whether or not a proposed public project is compatible with the Comprehensive Plan, the Planning Commission shall consider whether the location, character and extent of the proposed development is consistent with, or conflicts with, the plan’s goals and implementation strategies.

### **Summary of Facts and Conclusions of Law**

#### **Findings of Fact:**

1. LMO Appendix D-23, Application Deadlines, requires applications before the Planning Commission to be submitted to the LMO Official 30 days prior to the meeting. The applicant submitted the application for this project on December 4, 2017.
2. LMO Section 16-2-102.E.1 requires that, when an application is subject to a hearing, the LMO Official shall ensure that the hearing on the application is scheduled for a regularly scheduled meeting of the body conducting the hearing or a meeting specially called for that purpose by such body. The LMO Official scheduled the public hearing on the application for the January 3, 2018 Planning Commission meeting, which is a regularly scheduled meeting of the Commission.
3. LMO Section 16-2-102.E.2 requires the LMO Official to publish a notice of the public hearing in a newspaper of general circulation in the Town no less than 15 calendar days before the hearing date. Notice of the January 3, 2018 public hearing was published in the Island Packet on December 10, 2017.
4. LMO Section 16-2-102.E.2 requires the applicant to mail a notice of the public hearing by first-class mail to the owner(s) of the land directly contiguous to the proposed project, no less than 15 calendar days before the January 3, 2018

hearing date. The applicant mailed notices of the public hearing by first-class mail to such owner(s) of the land on December 8, 2017.

**Conclusions of Law:**

1. The application was submitted 30 calendar days prior to the meeting date, in compliance with LMO Appendix D-23.
2. The LMO Official scheduled the public hearing on the application for the January 3, 2018 Planning Commission meeting, in compliance with LMO 16-2-102.E.1.
3. Notice of the public hearing was published 24 calendar days before the meeting date, in compliance with LMO 16-2-102.E.2.
4. The applicant mailed notices of the public hearing to owner(s) of land subject to the application and to owner(s) of land directly contiguous to the proposed project 26 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2.

**Summary of Facts and Conclusions of Law**

**Findings of Fact:**

The adopted Comprehensive Plan addresses the location, character and extent of this project in the following areas:

**Community Facilities Element**

**Implications for the Comprehensive Plan: Transportation Network**

- The Town needs a comprehensive transportation network composed of roads, pathways, water and air transportation opportunities that are adequately maintained and meet current standards.
- While the Island currently has an extensive pathway network, opportunities to improve pathway connections between destinations that provide additional recreational opportunities and promote alternative means of transportation on the Island should be considered.
- The Island’s pathway network could be enhanced by providing a link to mainland pathway facilities.

**Goal 6.3: Transportation Network**

- A. To provide a transportation network that includes opportunities for roadway, pathway, water-based, and air-based transportation to and on the Island.
- B. To have a safe, efficient, and well-maintained regional and local roadway network.
- D. To have a pathway network that provides for recreational opportunities as well as an alternative means of transportation to and on the Island.

**Implementation Strategies 6.3: Transportation Network**

- C. Continue to expand the Island’s pathway network.
- D. Coordinate with SCDOT and Beaufort County to provide a pathway link to the mainland.

## **Transportation Element**

### **Implications for the Comprehensive Plan: Road Network**

- Continued coordination with South Carolina Department of Transportation and Beaufort County to maintain the current capacity of William Hilton Parkway and other arterials by controlling access points and median crossing locations, improving intersections, adding decelerations lanes, optimizing the synchronized traffic lights with the mainland's system and investigating other methods of traffic management and development control is recommended.
- The Town enjoys a positive reputation for the high quality of maintenance along its roadways. This should be considered as additional development or redevelopment is proposed. Protection of aesthetics and natural character of the Town's main arterials has been and should continue to be a priority. With this in mind streetscapes should be used to establish character for redevelopment areas, recreation or activity centers, pedestrian oriented areas, and gateways to the island.

### **Implications for the Comprehensive Plan: Traffic Volumes and Trends**

- Future traffic volumes may exceed the capacity of the Town's road network impacting both the efficiency and safety of the Island's roads. Improvements to the road network that include safe and convenient access and interconnections to all areas of the Island that still protect community investments, neighborhoods, and the natural environment should be considered.

### **Implications for the Comprehensive Plan: Pathway Network**

- Pathways do not currently serve all areas of the Island. The Town should continue to move forward with construction of pathways to connect these areas.
- The Island's pathway network could be enhanced by providing a link to the bridge to the mainland in anticipation that other jurisdictions will connect pathway facilities on the mainland.

### **Goal 9.1: Road Network**

- A. To improve the road network by creating safe and convenient access and interconnections to all areas of the Island while protecting community investments, neighborhoods, and the natural environment.
- C. To provide intersection design standards and maintenance for public safety while considering the unique Island character, aesthetics, topography, vegetation, environmentally sensitive areas, and neighborhood cohesiveness.
- E. Implement intersection signal improvement proposals (left turn signals, right turn signals, pedestrian signals, and crosswalks, etc.) that have been endorsed by the South Carolina Department of Transportation.

### **Goal 9.2: Traffic Volumes and Trends**

- B. To have multiple transportation options available to residents, visitors, and employees.

**Goal 9.4: Multi-Use Pathways**

- A. To expand the pathway network to provide pedestrians, bicyclists, and other users of non-motorized transit with safe and efficient infrastructure to connect residential and tourist areas to schools, parks, commercial areas, and potential off-Island connections.

**Implementation Strategies 9.1: Road Network**

- A. Continue to coordinate with SCDOT and Beaufort County to maintain the current capacity of William Hilton Parkway and other arterials by controlling access points and median crossing locations, improving intersections, adding deceleration lanes or extending existing deceleration lanes, optimizing the synchronized traffic lights, and investigating other methods of traffic management and development control.
- G. Consider implementation of concepts such as “Complete Streets” that integrates multiple forms of transportation modes and promotes connectivity.
- CC. Investigate all possible alternatives to widening William Hilton Parkway before committing to such a project.
- DD. Future roadway widening projects within the Town should be carefully planned to protect vegetative cover along roads, and to assure neighborhoods are not excessively adversely impacted.

**Implementation Strategies 9.4: Multi-Use Pathways**

- A. Expand the Island’s Multi-Use Pathway System to connect all appropriate land uses such as parks, schools, open spaces, and beach access facilities on the Island along with residential and commercial destinations
  - ii. Identify areas for sidewalk or multi-use pathway locations which have significant commercial, recreation, resort, entertainment, or other intense public use but do not have adequate pedestrian or bicycle access.
  - iii. Investigate the use of power line easements for potential multi-use pathway locations.
- B. Encourage new public and private development and redevelopment to create connections to the Island Multi-Use Pathway System
  - ii. Coordinate with Beaufort County, Bluffton, and the Lowcountry Council of Governments to connect Island multi-use pathways to pathway systems on the mainland.

**Recreation Element****Goal 10.5: Facilities Guidelines**

- A. Continue improving and expanding the existing network of multi-use pathways throughout the Island enabling residents and visitors to access recreational areas, shopping centers, schools, and businesses by non-motorized forms of transportation.

**Implementation Strategy 10.5: Facilities Guidelines**

- C. Continually make improvements to the existing pathway system and provide new pathway links.

**Conclusions of Law:**

**For the Location of the project:**

Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation, and Recreation Elements for the location of this project as follows:

- The project will improve efficiency and safety of US 278 on Jenkins island, a critical section of the transportation network, consistent with the Community Facilities and Transportation Elements.

**For the Character of the project:**

Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation, and Recreation Elements for the character of this project as follows:

- The project will make improvements to the road network that includes safe and convenient access that protects neighborhoods and the natural environment, consistent with the Transportation Element.
- The project should include the pathways along US 278 to allow multiple modes of transportation, promote connectivity, and provide recreational opportunities, consistent with the Community Facilities, Transportation, and Recreation Elements.
- The project should include landscaping to ensure the streetscape contributes to a quality gateway to the island, consistent with the Transportation Element.

**For the Extent of the project:**

Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation, and Recreation Elements for the extent of this project as follows:

- The project should improve safety along this segment of US 278 by controlling access points and median crossing locations and improving intersections, consistent with the Transportation Element.
- The project should include the pathways along US 278 to allow multiple modes of transportation, promote connectivity, and provide recreational opportunities, consistent with the Community Facilities, Transportation, and Recreation Elements.
- The project should include landscaping to ensure the streetscape contributes to a quality gateway to the island, consistent with the Transportation Element.

**LMO Official Determination**

Staff determines that this application is **compatible** with the Town’s Comprehensive Plan for location, character and extent based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed herein **with the condition that pathways and landscaping are installed along this section of US**

278.

**Planning Commission Determination and Motion**

**The Planning Commission's role is to determine if the application is compatible with the Comprehensive Plan for location, character, and extent.**

**PREPARED BY:**

AC

\_\_\_\_\_  
Anne Cyran, AICP  
*Senior Planner / PC Coordinator*

December 20, 2017

\_\_\_\_\_  
DATE

**REVIEWED BY:**

TBL

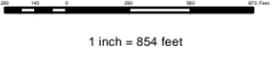
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Teri B. Lewis, AICP  
*LMO Official*

December 20, 2017

\_\_\_\_\_  
DATE

**ATTACHMENTS:**

- A. Location Map
- B. Application Narrative
- C. Project Details
- D. Traffic Movement Exhibits

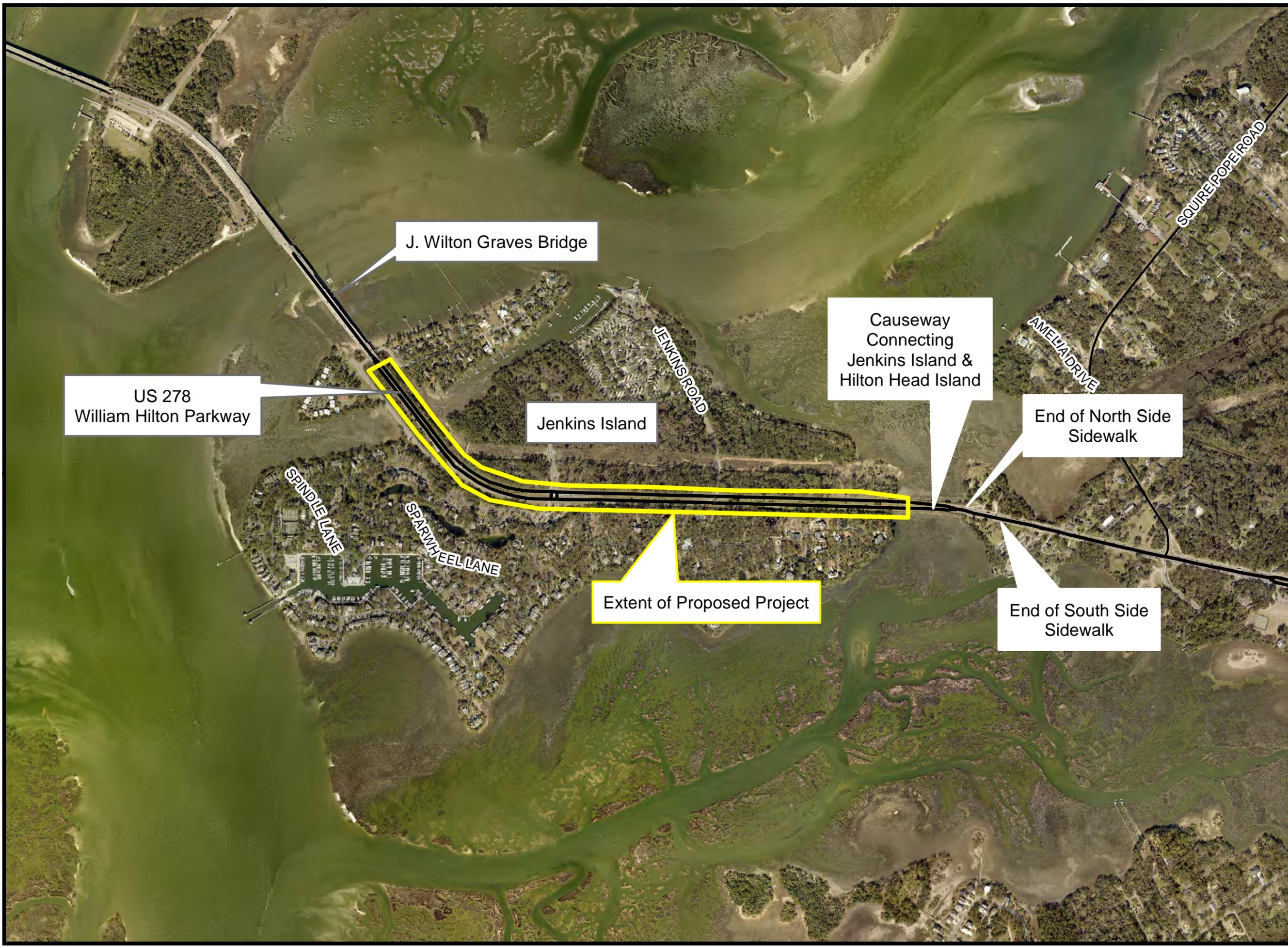


# Jenkins Island Road Widening Project

## Attachment A: Location Map

**TOWN OF HILTON HEAD ISLAND**  
ONE TOWN CENTER COURT  
HILTON HEAD ISLAND, S.C. 29928  
PHONE (843) 341- 4600

The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion or for any losses arising from the use of the map.



US 278  
William Hilton Parkway

J. Wilton Graves Bridge

Jenkins Island

Causeway  
Connecting  
Jenkins Island &  
Hilton Head Island

End of North Side  
Sidewalk

Extent of Proposed Project

End of South Side  
Sidewalk

SPINDLE LANE

SPARWHEEL LANE

JENKINS ROAD

AMELIA DRIVE

SQUIRE POPE ROAD

# **Jenkins Island Widening Project**

## **Staff Report, Attachment B**

### **Application Narrative**

The need to make access management and safety improvements on Jenkins Island has been discussed and studied by SCDOT, Beaufort County, the Town, and affected neighborhoods for several years.

US 278 has four access points on Jenkins Island: Blue Heron Point Road.; Windmill Harbour (Harbour Passage); C. Heinrichs Circle; and Jenkins Road. Drivers at these intersections currently (and in the future without any improvements) experience extremely long delays and obvious safety concerns. Safety issues include the lack of acceptable gaps in US 278 traffic for left turns, therefore causing motorists to make split-second decisions, and for right turns, limited acceleration lanes for merging movements.

An analysis of the available accident data shows 79 accidents have occurred on US 278 on Jenkins Island over the past three years, with 67 of the 79 occurring at the aforementioned intersection points. The majority of accidents are rear-end, run-off-the-road and angle type crashes which may be attributed to excessive speeds, limited acceleration/deceleration lanes, inadequate shoulder widths, and risky turning movements from side roads. Of the 79 accidents, at least one fatality was reported.

Beaufort County conducted an exhaustive engineering study of access management and safety improvement options and selected the proposed project, known as Alternative 2-A or the Super Street. The Windmill Harbour POA traffic committee strongly supports Alternative 2-A. The project will improve operational efficiency along US 278 while providing safe access to neighborhoods with minimum disruption to through traffic on US 278.

The project includes:

1. Widening US 278 from four to six lanes from the eastern foot of the J. Wilton Graves bridge to the western end of the causeway connecting Jenkins Island to Hilton Head Island. See Attachment C.
2. Complete closure of two existing median crossovers: one at Harbour Passage (entrance to Windmill Harbour) and C. Heinrichs Circle; and one at Jenkins Road (entrance to Hilton Head Harbor RV Resort & Marina).
3. Partial closure of the median crossover serving Blue Heron Point Road. The median will continue to allow off-island westbound turns onto Blue Heron Point Road, but it will prohibit left turns onto off-island westbound US 278.
4. Installation of two, two-phase traffic signals that provide alternating right-of-way between U-turn maneuvers and opposing traffic. The westerly signal will be installed at the existing Blue Heron Point Road intersection. It will provide alternate right-of-way to serve off-island westbound U-turns and left-turn turns onto Blue Heron Point Road, followed by on-island eastbound traffic. The easterly signal will be installed at a newly constructed crossover 600 feet east of Jenkins Road. It will alternatively serve on-island eastbound U-turns, followed off-island westbound traffic.

## **Jenkins Island Widening Project Staff Report, Attachment B Application Narrative**

5. Construction of a new crossover 600 feet east of Jenkins Road and a corresponding pavement bulb-out to accommodate U-turns.
6. Construction of a new pavement bulb-out at the Blue Heron Point Road to accommodate U-turns.

Once construction is complete, traffic will move through the area as follows:

- Off-island, westbound motorists turning left onto Blue Heron Point Road will continue to turn left from westbound US 278 onto Blue Heron Point Road, but the turn will be protected by the new westerly traffic signal. See Attachment D.
- Off-island, westbound motorists turning left into Windmill Harbour will proceed on westbound US 278 past the existing Windmill Harbour entrance to the new westerly (Blue Heron Point Road) traffic signal where they will make a protected U-turn and continue on eastbound US 278 to the entrance.
- Off-island, westbound motorists turning left onto US 278 from Blue Heron Point Road and Windmill Harbour will turn right onto eastbound US 278 and then make a protected U-turn at a new median crossover to proceed westbound on US 278.
- On-island, eastbound motorists turning left onto Jenkins Road from US 278 will proceed on eastbound US 278 past the existing median crossover to the new easterly traffic signal where they will make a protected U-turn and continue on westbound US 278 to Jenkins Road.
- On-island, eastbound motorists turning left onto US 278 from Jenkins Road will turn right onto westbound US 278 and proceed to the new westerly (Blue Heron Point Road) traffic signal where they will make a protected U-turn onto eastbound US 278.

An operational analysis was conducted to determine the level of service (LOS) conditions for the opening year and the design year (2020 & 2035, respectively). This analysis concluded that Alternative 2-A would provide satisfactory operations and LOS through the design year. The analysis indicates that the installation of traffic signals along US 278 would not expect to produce any significant adverse impacts on through traffic along US 278 as the majority of green time would be allocated to the through movements.

As designed, Alternative 2-A has no impacts to wetlands.

Jenkins Island Widening Project  
 Staff Report, Attachment C: Project Details  
 Page 1 of 2

### LEGEND

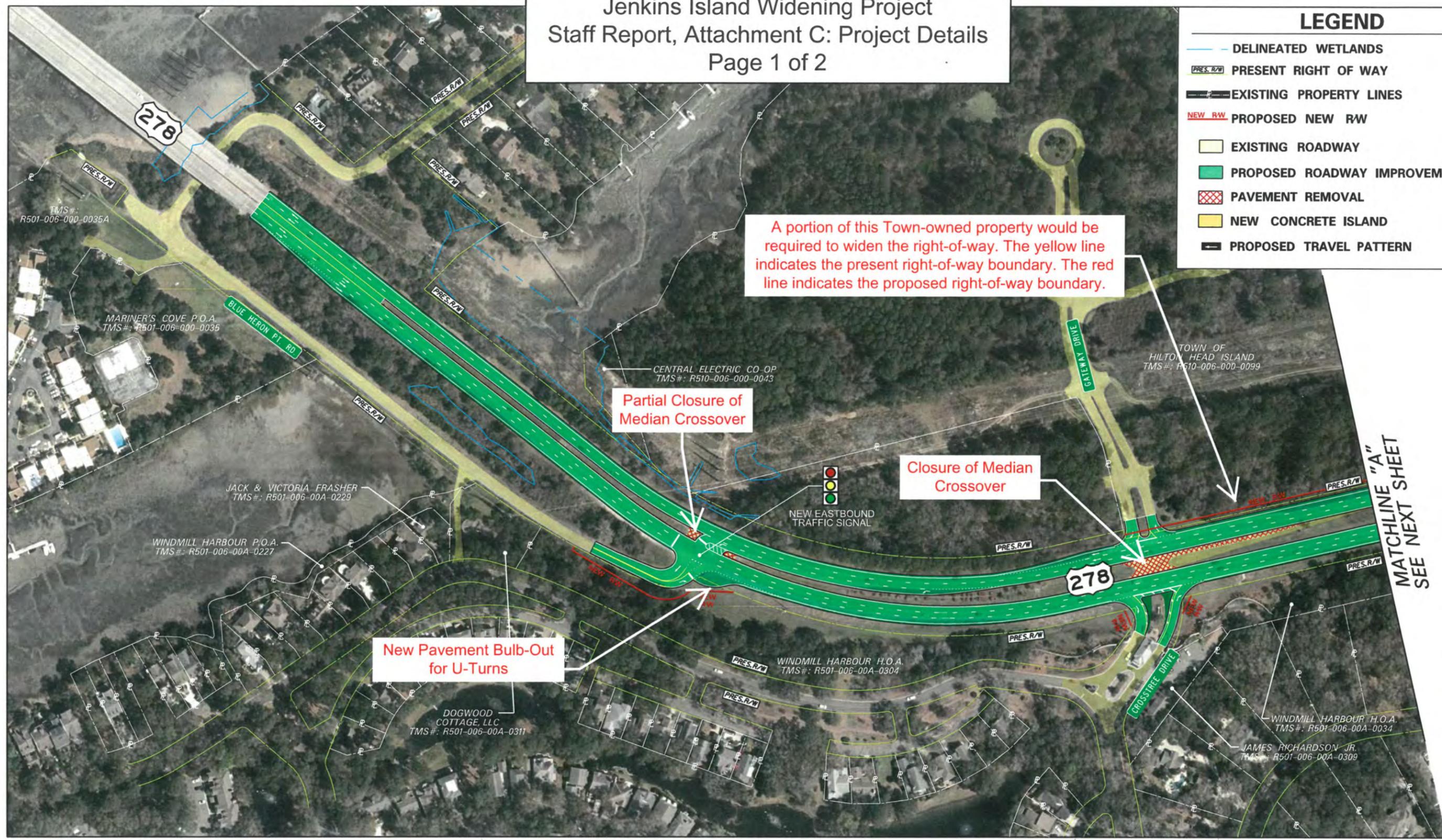
- DELINEATED WETLANDS
- PRES. RW PRESENT RIGHT OF WAY
- EXISTING EXISTING PROPERTY LINES
- NEW RW PROPOSED NEW RW
- EXISTING ROADWAY
- PROPOSED ROADWAY IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN

A portion of this Town-owned property would be required to widen the right-of-way. The yellow line indicates the present right-of-way boundary. The red line indicates the proposed right-of-way boundary.

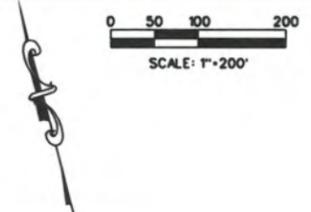
Partial Closure of Median Crossover

Closure of Median Crossover

New Pavement Bulb-Out for U-Turns



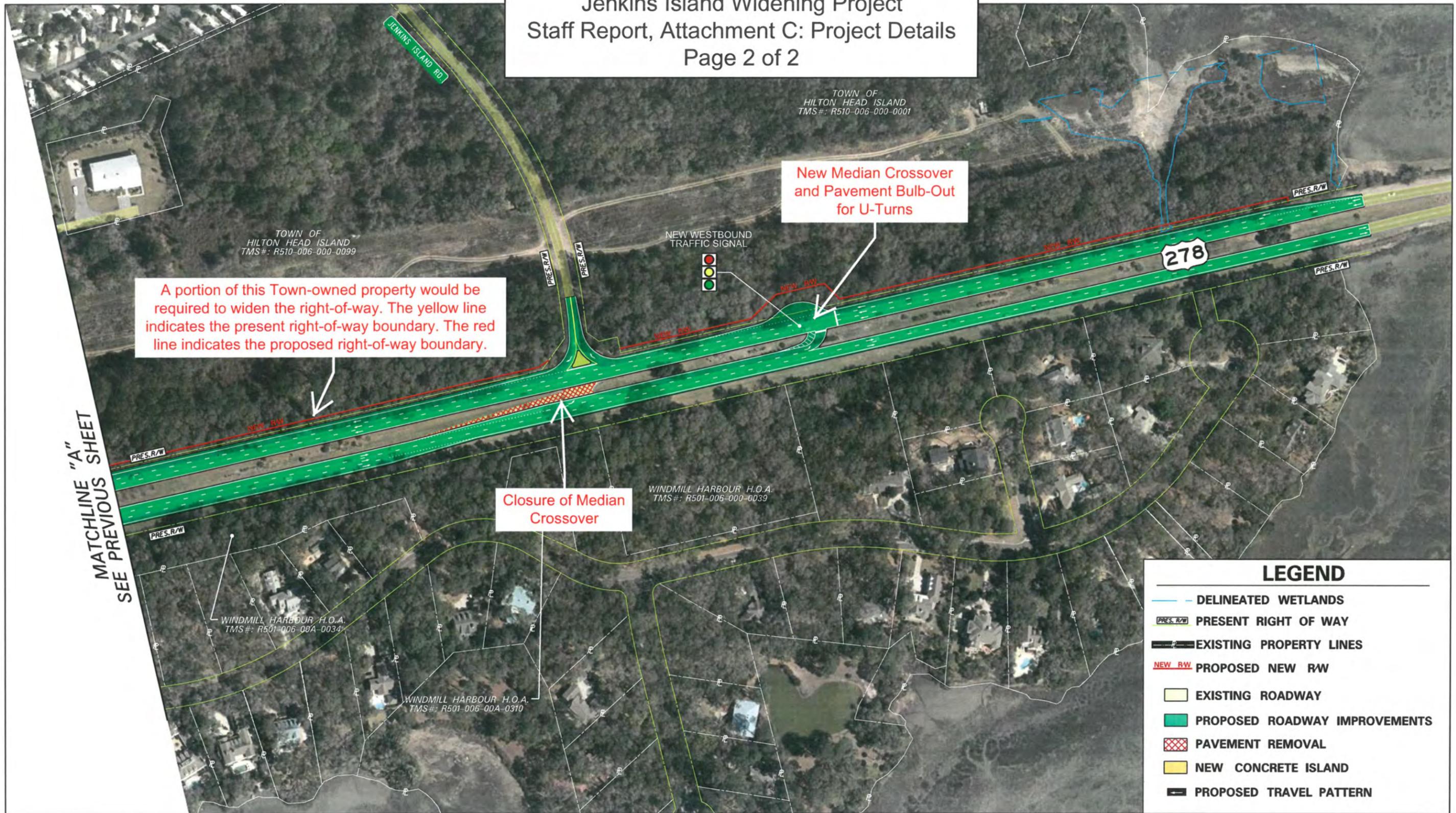
MATCHLINE "A"  
SEE NEXT SHEET



JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE  
 SEPT. 15, 2015  
 FIGURE  
 ALT. 2A - SHEET 1

Jenkins Island Widening Project  
 Staff Report, Attachment C: Project Details  
 Page 2 of 2



A portion of this Town-owned property would be required to widen the right-of-way. The yellow line indicates the present right-of-way boundary. The red line indicates the proposed right-of-way boundary.

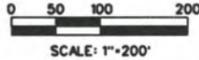
New Median Crossover and Pavement Bulb-Out for U-Turns

Closure of Median Crossover

MATCHLINE "A" SHEET  
 SEE PREVIOUS SHEET

**LEGEND**

- DELINEATED WETLANDS
- PRES. R/W PRESENT RIGHT OF WAY
- EXISTING PROPERTY LINES
- PROPOSED NEW RW
- EXISTING ROADWAY
- PROPOSED ROADWAY IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN



JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE  
 SEPT. 15, 2015  
 FIGURE  
 ALT. 2A- SHEET 2

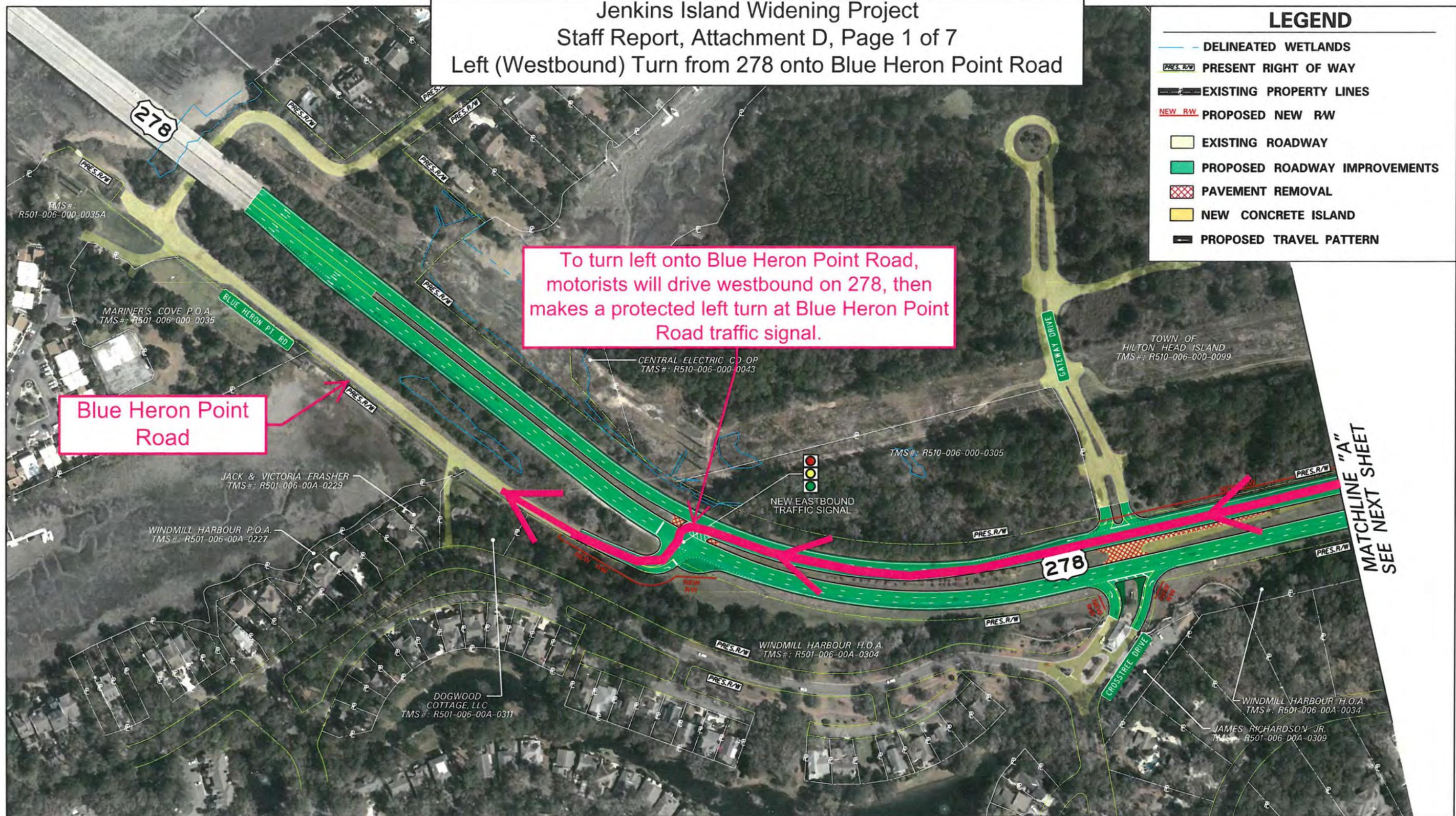
Jenkins Island Widening Project  
 Staff Report, Attachment D, Page 1 of 7  
 Left (Westbound) Turn from 278 onto Blue Heron Point Road

### LEGEND

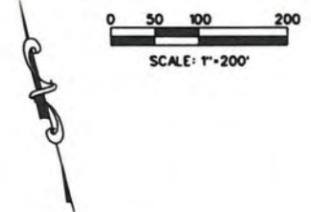
- DELINEATED WETLANDS
- PRESENT RIGHT OF WAY
- EXISTING PROPERTY LINES
- PROPOSED NEW RW
- EXISTING ROADWAY
- PROPOSED ROADWAY IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN

To turn left onto Blue Heron Point Road, motorists will drive westbound on 278, then makes a protected left turn at Blue Heron Point Road traffic signal.

Blue Heron Point Road



MATCHLINE "A"  
SEE NEXT SHEET



JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

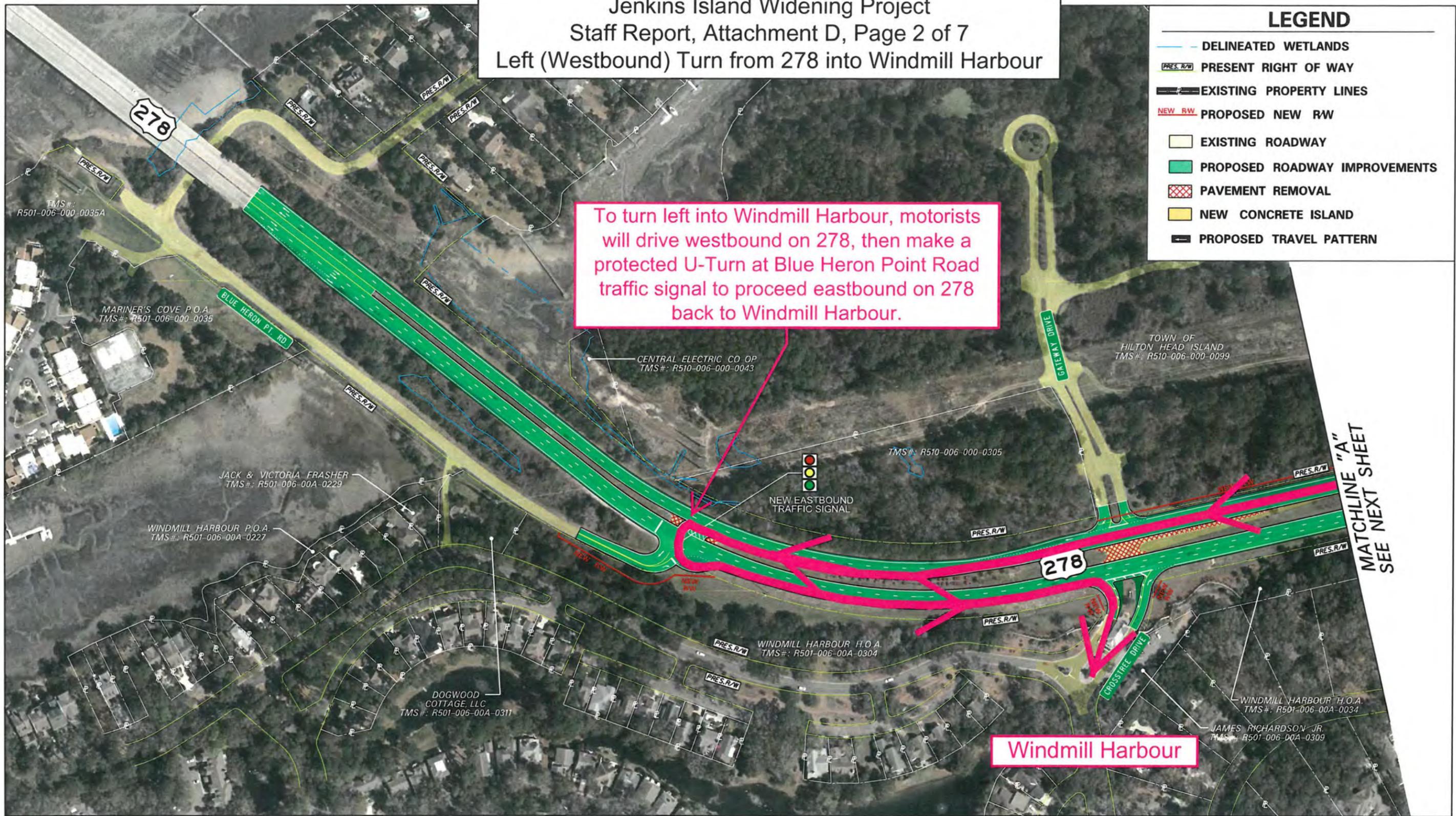
DATE  
 SEPT. 15, 2015  
 FIGURE  
 ALT. 2A - SHEET 1

Jenkins Island Widening Project  
 Staff Report, Attachment D, Page 2 of 7  
 Left (Westbound) Turn from 278 into Windmill Harbour

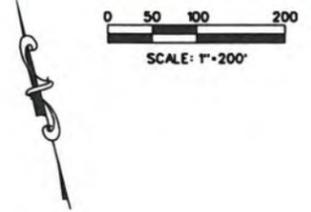
**LEGEND**

- DELINEATED WETLANDS
- PRESENT RIGHT OF WAY
- EXISTING PROPERTY LINES
- PROPOSED NEW RW
- EXISTING ROADWAY
- PROPOSED ROADWAY IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN

To turn left into Windmill Harbour, motorists will drive westbound on 278, then make a protected U-Turn at Blue Heron Point Road traffic signal to proceed eastbound on 278 back to Windmill Harbour.



MATCHLINE "A"  
SEE NEXT SHEET



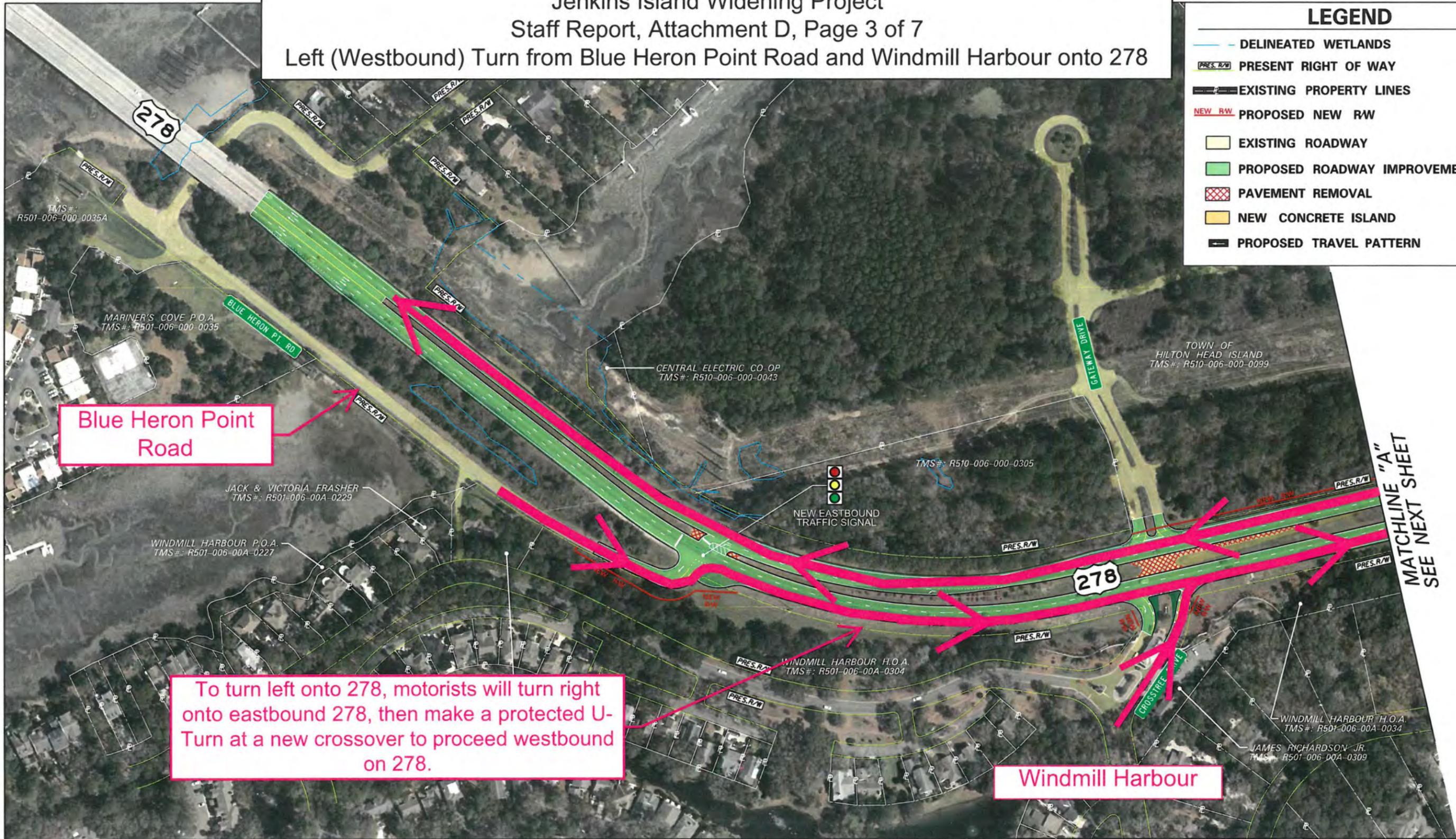
JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE  
 SEPT. 15, 2015  
 FIGURE  
 ALT. 2A - SHEET 1

Jenkins Island Widening Project  
 Staff Report, Attachment D, Page 3 of 7  
 Left (Westbound) Turn from Blue Heron Point Road and Windmill Harbour onto 278

**LEGEND**

- DELINEATED WETLANDS
- PRESENT RIGHT OF WAY
- EXISTING PROPERTY LINES
- PROPOSED NEW RW
- EXISTING ROADWAY
- PROPOSED ROADWAY IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN

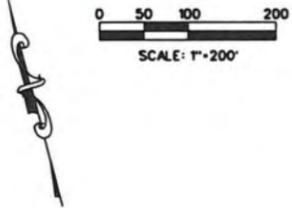


Blue Heron Point Road

To turn left onto 278, motorists will turn right onto eastbound 278, then make a protected U-Turn at a new crossover to proceed westbound on 278.

Windmill Harbour

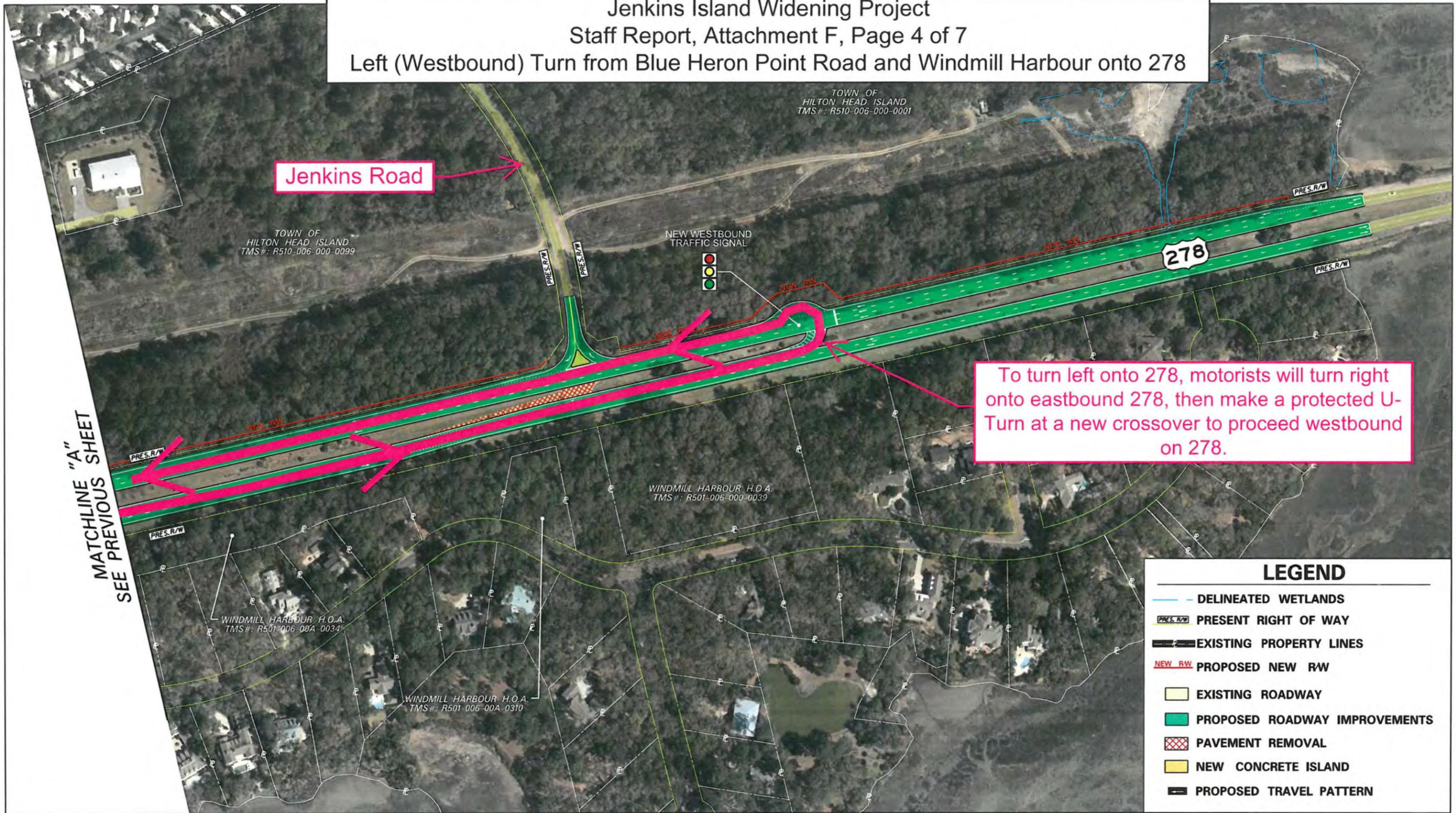
MATCHLINE "A"  
 SEE NEXT SHEET



JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE  
 SEPT. 15, 2015  
 FIGURE  
 ALT. 2A - SHEET 1

Jenkins Island Widening Project  
 Staff Report, Attachment F, Page 4 of 7  
 Left (Westbound) Turn from Blue Heron Point Road and Windmill Harbour onto 278



To turn left onto 278, motorists will turn right onto eastbound 278, then make a protected U-Turn at a new crossover to proceed westbound on 278.

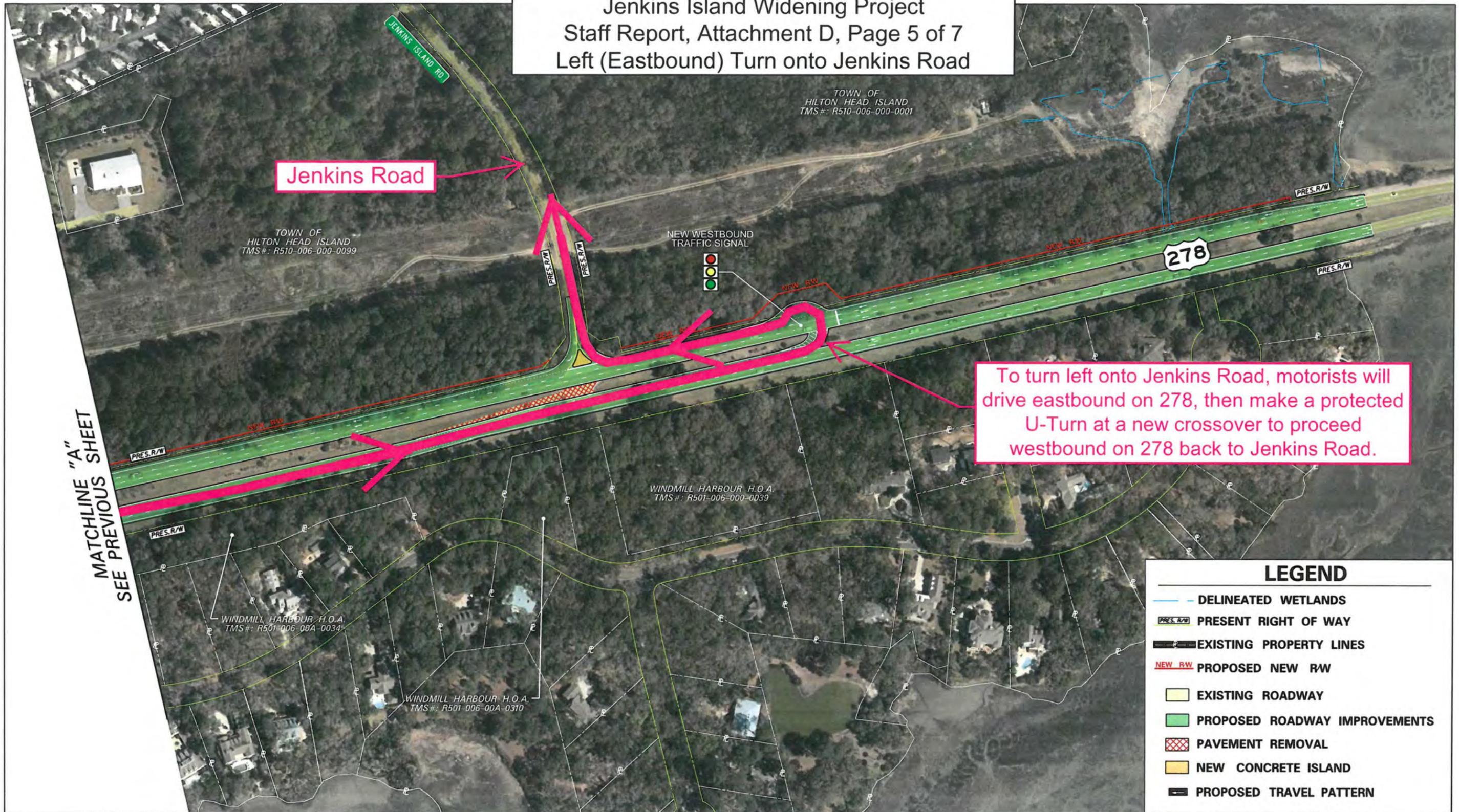
MATCHLINE "A" SHEET  
SEE PREVIOUS SHEET



JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE  
SEPT. 15, 2015  
 FIGURE  
ALT. 2A- SHEET 2

Jenkins Island Widening Project  
 Staff Report, Attachment D, Page 5 of 7  
 Left (Eastbound) Turn onto Jenkins Road



Jenkins Road

To turn left onto Jenkins Road, motorists will drive eastbound on 278, then make a protected U-Turn at a new crossover to proceed westbound on 278 back to Jenkins Road.

LEGEND	
	DELINEATED WETLANDS
	PRESENT RIGHT OF WAY
	EXISTING PROPERTY LINES
	PROPOSED NEW RW
	EXISTING ROADWAY
	PROPOSED ROADWAY IMPROVEMENTS
	PAVEMENT REMOVAL
	NEW CONCRETE ISLAND
	PROPOSED TRAVEL PATTERN

MATCHLINE "A"  
 SEE PREVIOUS SHEET



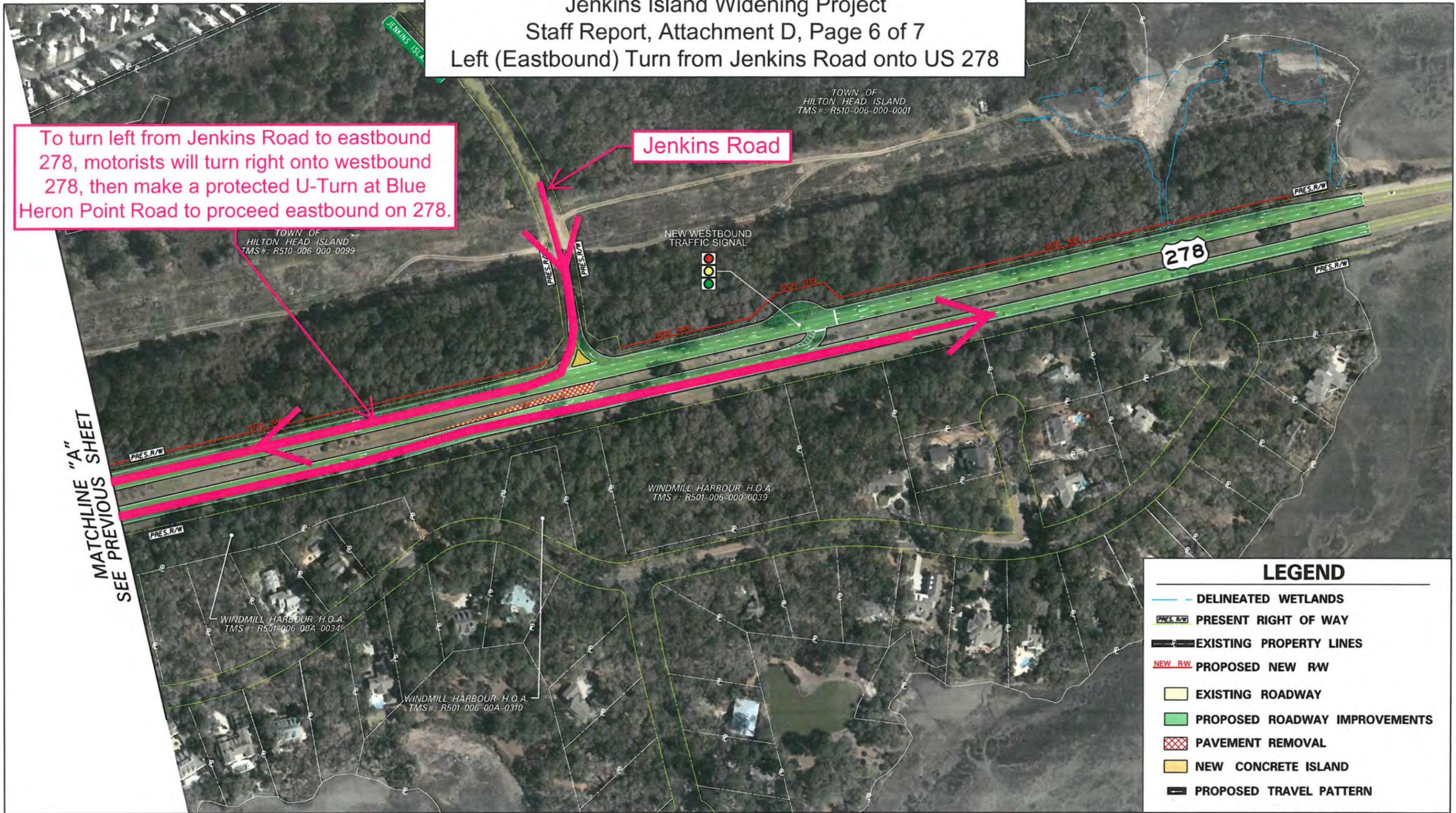
JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE: SEPT. 15, 2015  
 FIGURE: ALT. 2A- SHEET 2

Jenkins Island Widening Project  
 Staff Report, Attachment D, Page 6 of 7  
 Left (Eastbound) Turn from Jenkins Road onto US 278

To turn left from Jenkins Road to eastbound 278, motorists will turn right onto westbound 278, then make a protected U-Turn at Blue Heron Point Road to proceed eastbound on 278.

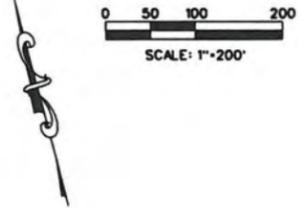
Jenkins Road



MATCHLINE "A"  
 SEE PREVIOUS SHEET

**LEGEND**

- DELINEATED WETLANDS
- PRES. RW PRESENT RIGHT OF WAY
- EXISTING PROPERTY LINES
- PROPOSED NEW RW
- EXISTING ROADWAY
- PROPOSED ROADWAY IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN



JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE  
 SEPT. 15, 2015  
 FIGURE  
 ALT. 2A- SHEET 2

Jenkins Island Widening Project  
 Staff Report, Attachment D, Page 7 of 7  
 Left (Eastbound) Turn from Jenkins Road onto US 278

### LEGEND

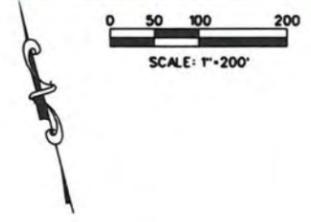
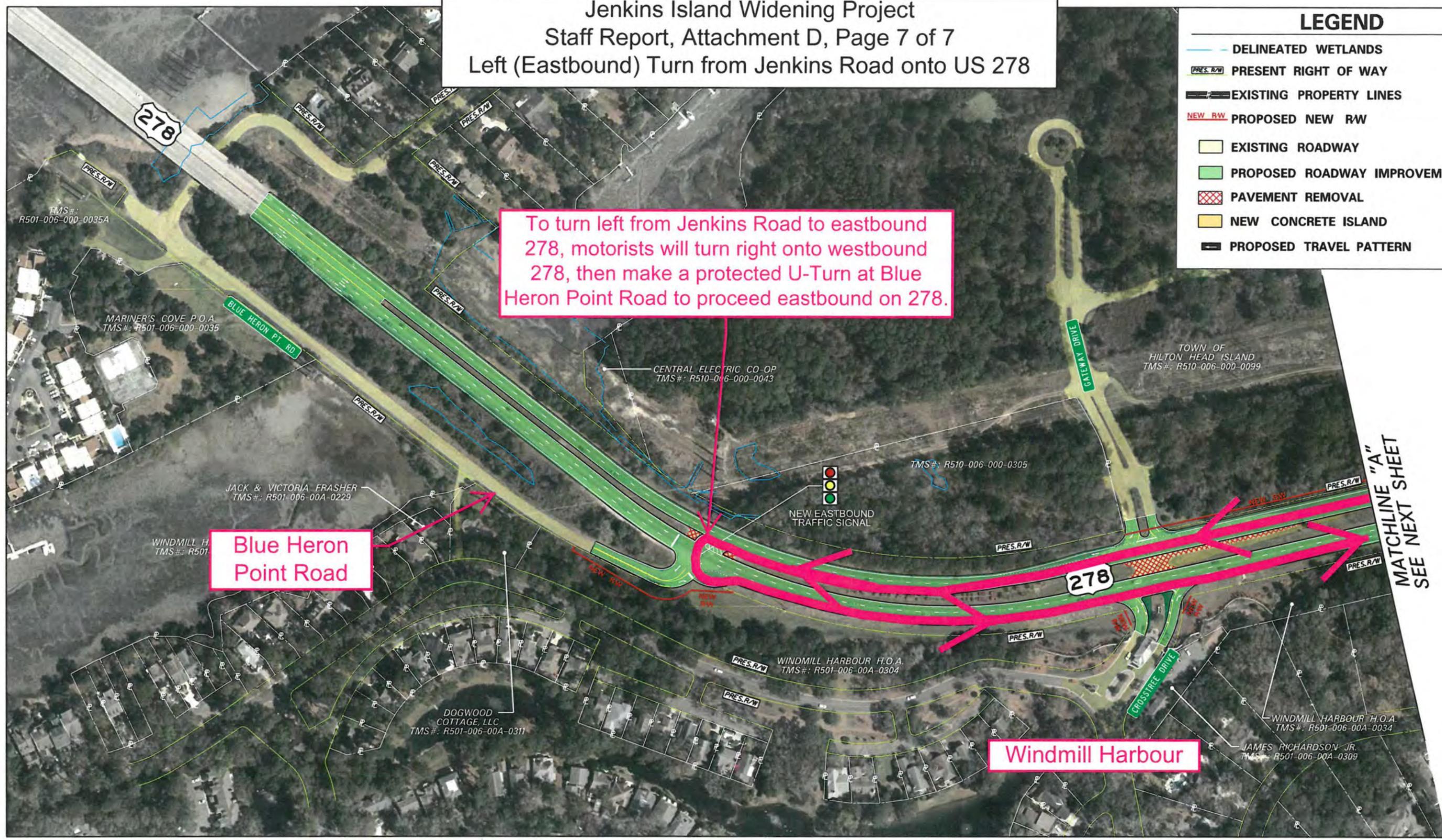
- DELINEATED WETLANDS
- PRES. RW PRESENT RIGHT OF WAY
- EXISTING PROPERTY LINES
- NEW RW PROPOSED NEW RW
- EXISTING ROADWAY
- PROPOSED ROADWAY IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN

To turn left from Jenkins Road to eastbound 278, motorists will turn right onto westbound 278, then make a protected U-Turn at Blue Heron Point Road to proceed eastbound on 278.

Blue Heron Point Road

Windmill Harbour

MATCHLINE "A"  
SEE NEXT SHEET



JENKINS ISLAND ACCESS MANAGEMENT SYSTEM  
 BEAUFORT COUNTY, SC  
 ALTERNATIVE NO. 2A  
 MEDIAN U-TURNS  
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE  
 SEPT. 15, 2015  
 FIGURE  
 ALT. 2A - SHEET 1



**TOWN OF HILTON HEAD ISLAND  
COMMUNITY DEVELOPMENT DEPARTMENT**

One Town Center Court	Hilton Head Island, SC 29928	843-341-4757	FAX 843-842-8908
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**STAFF REPORT  
NEW STREET NAME**

Case #:	Name of Project:	Public Hearing Date:
STDV-0051-2018	618 Spanish Wells Road Development	February 7, 2018

Parcel Data or Location:	Applicant/Agent
R510 010 000 0011 0000	David Karlyk PO Box 294 Beaufort, SC 29901

**Application Summary:**

David Karlyk, a representative for 618 Spanish Wells Rd, proposes to name a new street Pink Sand Lane. This street will serve a new 13 lot subdivision.

**Staff Recommendation:**

Staff recommends the Planning Commission **approve** the Pink Sand Lane street name application based on the review criterion outlined in Land Management Ordinance Section 16-2-103.O.4 and enclosed herein.

**Background:**

The subject street is the only street in a new 13 lot subdivision, currently addressed at 618 Spanish Wells Road. The applicant is proposing to name the street Pink Sand Lane because of the new subdivision is accessed from Spanish Wells Road. Spanish Wells is also the name of a district (a unit of local government) in the Bahamas. The beaches in Spanish Wells are known for their pink and white sand.

Beaufort County Dispatch and the Town Fire Rescue Dispatch have both determined Pink Sand Lane meets their standards for new street names.

*As set forth in LMO Section 16-2-103.O.3.d, Decision-Making Body Review and Decision, the Commission shall hold a public hearing and make a final decision on the*

*application based on the standards in LMO Section 16-2-103.O.4, Street/Vehicular Access Easement Review Standards.*

**Summary of Facts and Conclusion of Law:**

*Criteria A: No new street or vehicular access easement, or proposed modification of the name of an existing street or vehicular access easement, shall duplicate, be phonetically similar to, or in any way be likely to be confused with an existing street or vehicular access easement, despite of the use of prefixes or suffixes. (LMO Section 16-2-103.O.4.a).*

**Findings of Fact:**

- Town staff, Town Fire Rescue Dispatch, and Beaufort County Dispatch have determined Pink Sand Lane is not duplicated within the Town or Beaufort County.
- Town staff, Town Fire Rescue Dispatch, and Beaufort County Dispatch have determined Pink Sand Lane is not phonetically similar to an existing street or vehicular access easement.
- Town staff, Town Fire Rescue Dispatch, and Beaufort County Dispatch have determined Pink Sand Lane will not likely be confused with an existing street or vehicular access easement.

**Conclusion of Law:**

- The proposed street name Pink Sand Lane meets the requirements of this criterion.

**Summary of Facts and Conclusion of Law:**

*Criteria B: Names shall be simple, logical, easy to read and pronounce, and are clear and brief. Use of frivolous or complicated words or unconventional spellings in names shall not be approved. (LMO Section 16-2-103.O.4.b).*

**Findings of Fact:**

- Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Pink Sand Lane is simple, logical, easy to read and pronounce
- Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Pink Sand Lane is clear and brief.
- Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Pink Sand Lane does not include frivolous or complicated words or unconventional spelling.

**Conclusion of Law:**

- The proposed street name Pink Sand Lane meets the requirements of this criterion.

**Summary of Facts and Conclusions of Law:**

*Criteria C: It is desirable to use names that have some association with Hilton Head Island and specifically with the immediate location of the street or place, such as reference to local history or physiographic features. (LMO Section 16-2-103.O.4.c).*

**Findings of Fact:**

- Pink Sand Lane is tangentially related to the name Spanish Wells.
- The new street is accessed from Spanish Wells Road.
- Spanish Wells is also the name of a district (a unit of local government) in the Bahamas. The beaches in Spanish Wells are known for their pink and white sand.
- Selecting a name for a new street or development, particularly one that is nature-related, can be difficult because so many names are already in use.

**Conclusions of Law:**

- The proposed street name Pink Sand Lane **meets the requirements** of this criterion.
- Though Pink Sand Lane is only tangentially related to Hilton Head Island, the difficulty of selecting an available name for a new street outweighs its lack of a strong association with the island.

**Summary of Facts and Conclusion of Law:**

*Criteria D: Use of a common theme is recommended for names of streets that are associated with one another, such as those within a residential development. (LMO Section 16-2-103.O.4.d).*

**Finding of Fact:**

- Pink Sand Lane is the only street in the subdivision.

**Conclusion of Law:**

- **This criterion does not apply** to this application.

**Summary of Facts and Conclusion of Law:**

*Criteria E: Streets or vehicular access easements that continue through an intersection should generally bear the same name, except where the street crosses a major arterial or where existing address points on a street require that the street given a different name. (LMO Section 16-2-103.O.4.e).*

**Finding of Fact:**

- The proposed Pink Sand Lane does not continue through an intersection.

**Conclusion of Law:**

- **This criterion does not apply** to this application.

**Summary of Facts and Conclusion of Law:**

*Criteria F: A street or vehicular access easement making an approximate right-angle turn where there is no possibility of extending the street or vehicular access easement in either direction shall be considered to be continuous and continue the same name. Where there is a choice of direction or a possibility of extending either section in the future, such configuration shall be considered to be an intersection and the street/easement segments extending from the intersection shall bear different names. (LMO Section 16-2-103.O.4.f).*

**Finding of Fact:**

- There is no possibility of extending the roadway because the properties on both sides of the new subdivision are already developed with single family homes.

**Conclusion of Law:**

- This application **meets the requirements** of this criterion.

**Summary of Facts and Conclusion of Law:**

*Criteria G. New or modified street names should generally use Drive, Lane, Place, Road, Street, or Way as suffixes. The following street designations should only be used if the street design meets one of the following descriptions: This list is not intended to limit the use of other appropriate suffixes.*

1. *Alley – A street providing vehicular access to the rear of lots or buildings, usually as a secondary means of access to a property.*
2. *Avenue – A street that is continuous.*
3. *Boulevard – A street with a landscaped median dividing the roadway.*
4. *Circle – A street with a complete loop on the end or a side street that intersects another street at two adjacent intersections.*
5. *Court – A street terminating in a cul-de-sac, not longer than 1,000 feet in length.*
6. *Extension – A section of street forming an additional length.*
7. *Parkway – A street designated as a collector or arterial road, with a landscaped median reflecting the parkway character implied in the name.*

*(LMO Section 16-2-103.O.4.g).*

**Findings of Fact:**

- The proposed name is Pink Sand Lane.
- Though Lane is not listed as a preferred street name suffix, it is not prohibited.

**Conclusion of Law:**

- The proposed street name Pink Sand Lane **meets the requirements** of this criterion.

**Summary of Facts and Conclusion of Law:**

*Criteria H. The suffixes Manor, Trace, and Common shall typically be used to name vehicular access easements. (LMO Section 16-2-103.O.4.h).*

**Finding of Fact:**

- The subject roadway is a street, not an access easement.

**Conclusion of Law:**

- **This criterion does not apply** to this application.

**Summary of Facts and Conclusions of Law:**

*Criteria I. Where natural barriers, intervening land uses, or developments that break an existing street into two separate streets that are not likely to be reconnected in the future, the streets shall be named in a manner that considers the potential economic impact of the number of address points and type of addresses impacted. (LMO Section 16-2-103.O.4.i).*

**Finding of Fact:**

- The existing roadway is not broken into two separate streets.

**Conclusion of Law:**

- **This criterion does not apply** to this application.

**PREPARED BY:**

SB  
\_\_\_\_\_  
Suzanne Brown  
Addressing Technician

January 18, 2018  
\_\_\_\_\_  
DATE

**REVIEWED BY:**

CJ-G  
\_\_\_\_\_  
Cathy Jones-Gooding  
Communications Manager

January 18, 2018  
\_\_\_\_\_  
DATE

**REVIEWED BY:**

AC  
\_\_\_\_\_  
Anne Cyran, AICP  
Planning Commission Coordinator &  
Senior Planner

January 18, 2018  
\_\_\_\_\_  
DATE

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**ATTACHMENTS:**

- A) Location Map
- B) Site Plan
- C) Applicant's Narrative



Subject Parcel  
618 Spanish Wells Road

STDV-0051--2018

### 618 Spanish Wells Road Street Naming

1 inch = 256 feet



### Staff Report Attachment A Location Map

**TOWN OF HILTON HEAD ISLAND**

ONE TOWN CENTER COURT  
HILTON HEAD ISLAND, S.C. 29928  
PHONE (843) 341- 4600

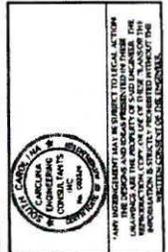
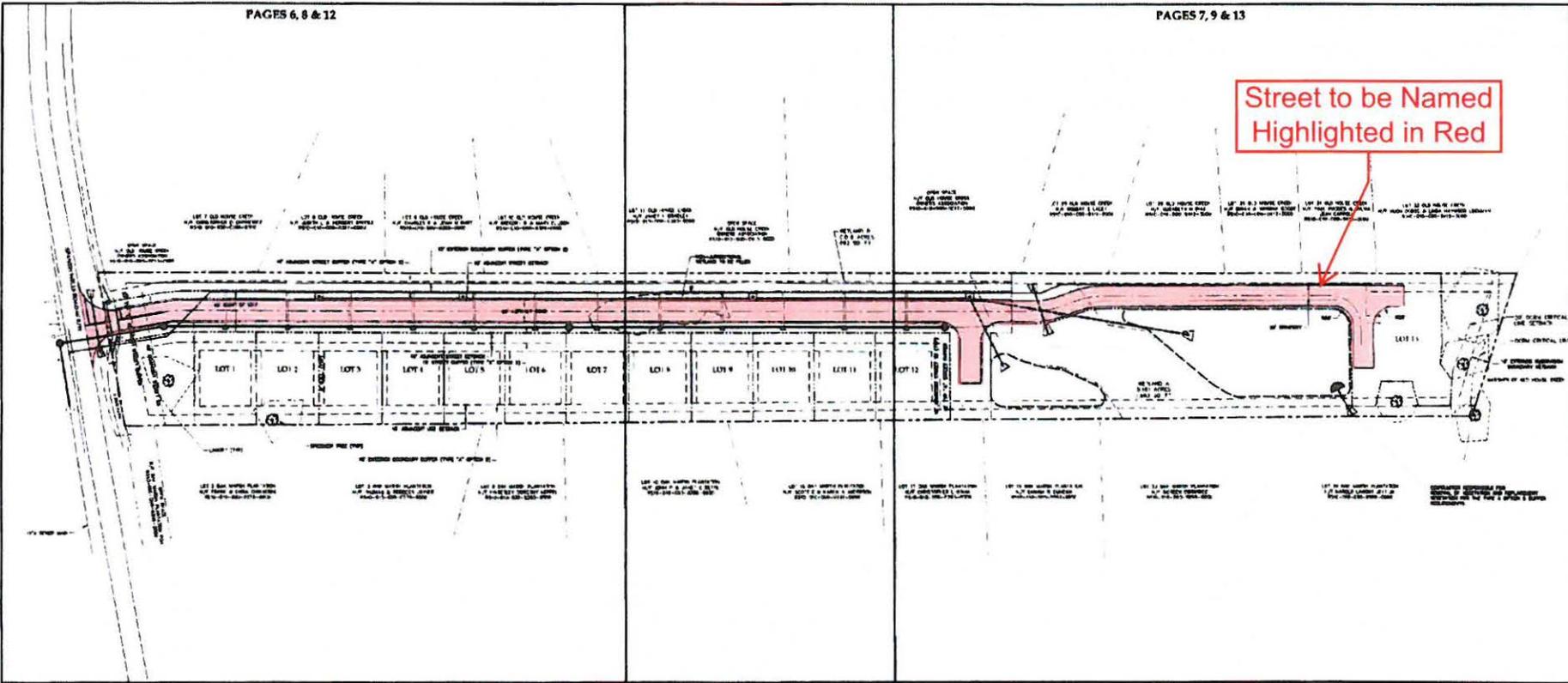
The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion or for any losses arising from the use of the map.

# STDV-0051-2018, 618 Spanish Wells Road Street Naming Staff Report Attachment B: Site Plan



PAGES 6, 8 & 12

PAGES 7, 9 & 13

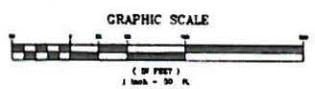


PLAN REVISIONS	
NO.	DATE
1	
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12	

**618 SPANISH WELLS SUBDIVISION**  
 HILTON HEAD ISLAND  
 BEAUFORT COUNTY, SC

**CAROLINA ENGINEERING CONSULTANTS, INC.**  
 100 BOX 29  
 BEAUFORT, SC 29901  
 WWW.CAROLINAENGINEERING.COM  
 REG. NO. 3584

PROJECT:	1959
DATE:	06/09/17
REVISED:	12/20/17
DRAWN BY:	PLS
ENGINEER:	DRK
SCALE:	1"=20'



STDV-0051-2018, 618 Spanish Wells Road Street Naming  
Staff Report Attachment C: Applicant's Narrative

**ROAD NAME NARRATIVE  
FOR 618 SPANISH WELLS ROAD  
TOWN OF HILTON HEAD  
JOB NO. 1939**

618 Spanish Wells Road consists of developing a 4.5 acre tract of land located between Oak Marsh Plantation Subdivision and Old House Creek Subdivision on Hilton Head Island. M21AP, LLC is proposing to develop the 4.5 acre tract as a 13 lot residential subdivision in one phase. The tax map number is R510-010-000-0011-0000.

There is only one road that will serve the development and the Owner has provided six (6) possible road names: Sumer Place, Pink Sand Avenue, Pelican Place, Spanish Way, Azalea Place and Miller Place.

Summer Place was chosen as Hilton Head is a destination for families during the summer.

Spanish Wells is one of the districts of the Bahamas and the beaches have pink sand; hence the name 'Pink Sand Avenue'.

According to the property owner, Hilton Head Island is the home of the pelican. That's where they came up with the name Pelican Place.

The development is located on Spanish Wells Road and Spanish Way was chosen because of that.

The developers are from Augusta, Georgia. Augusta is known for its golf (as is Hilton Head). The azalea plant thrives in Augusta as well as the low country and is related to the Masters Golf tournament. The name Azalea Place was chosen due to the golf and azalea relationships between Hilton Head and Augusta.

The last name of one of the development partners is Miller. The name Miller Place was chosen because of that.



# Memo

To: Planning Commission  
From: Darrin Shoemaker, Traffic and Transportation Engineer (Voice (843)341-4774)  
(Cell (843)384-5021)  
Via: Teri Lewis, LMO Official  
cc: Town Council  
Date: 01/30/2018  
Re: 2017 Traffic Monitoring & Evaluation Report

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**Recommendation:** It is recommended that the Commission review and consider the subject annual report, elicit comment at a public meeting, and formally endorse the report. It is further recommended that the Planning Commission provide its comments on the report and any supplemental recommendations to Town Council in accordance with Section 16-2-103.J.10.c.ii of the Land Management Ordinance (LMO).

**Summary:** This report and recommendation are prepared and respectfully submitted to the Planning Commission in accordance with the requirements outlined in Section 16-2-103.J.10 of the Town's Land Management Ordinance (LMO). The report summarizes trends relating to traffic demand within the Town, including June weekday traffic demand on intersections and major arterials within the Town, and analyses of all of the Town's signalized intersections. As required by the LMO, the report includes mitigation recommendations for those instances where intersections are found to be deficient relative to the goals. The intersection of William Hilton Parkway with Squire Pope Road/Chamberlin Drive was the only intersection evaluated as operating out of compliance with the identified goals.

**Background:** Section 16-2-103.J.10 of the LMO provides that this report will be prepared and submitted annually by the LMO Official to the Planning Commission for their review, consideration, and discussion at a public meeting. The report is based on traffic counts that are collected annually by the Engineering Division each June on a typical weekday that is intended to approximate the 45<sup>th</sup>-highest traffic volume day of the calendar year, the Town's benchmark for design purposes. The traffic counts collected annually and summarized herein also become the Town's background (or "existing") dataset for use by staff and consultants in preparing Traffic Impact Analysis Plan studies that are required as a result of development for submission to the Town in accordance with the LMO.

**To:** Hilton Head Island Planning Commission

**From:** Darrin A. Shoemaker, Traffic and Transportation Engineer

**Via:** Teri Lewis, LMO Official

**Cc:** Town Council  
Steve Riley, Town Manager  
Charles Cousins, Director of Community Development  
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer  
Jeff Buckalew, Town Engineer  
Shawn Colin, Deputy Director of Community Development

**Date:** January 2<sup>nd</sup>, 2018

**Re:** 2017 TRAFFIC MONITORING AND EVALUATION REPORT

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### **PART ONE – EXECUTIVE SUMMARY**

The Town collected three days' worth of 24-hour bi-directional traffic counts at ten locations on our major arterials in June 2017, covering a Tuesday, Wednesday, and Thursday in early June. Based exclusively on these 24-hour counts, aggregate demand increased 1.1 percent over the comparable numbers recorded in June 2016. The aggregate demand recorded was 4.8 percent higher than the comparable demands recorded five years ago in June 2012, meaning that growth in June traffic demand on the Town's major arterials has increased at an effective annual rate of just over 0.9 percent during the most recent five years of data. The Town also collected morning and afternoon peak hour turning movement counts at all signalized intersections within the Town. Based on these counts, morning peak hour volume on the signalized intersections within the Town decreased nearly two percent over that recorded in June 2016, but afternoon peak hour demand increased by six-tenths of one percent. South Carolina Department of Transportation (SCDOT) figures for 2017 will be released in early 2018, but their calendar-year-average 24-hour counts conducted on major and minor arterials and collector facilities throughout the island in 2016 are 0.14 percent higher than the same period five years earlier. The SCDOT figures indicate that average daily demand on the bridges connecting Hilton Head Island to the mainland is up nearly ten percent during the same period, however. Federal Highway Administration figures indicate that nationally, June 2017 traffic demand is up 7.9 percent compared with June traffic demand five years ago in June 2012. Regional data

for the southeast region, comprising all states from the mid-Atlantic south to Florida, indicates that June 2017 demand increased 0.9 percent over that recorded a year earlier in June 2016. Based on the 2017 data, June traffic demand on major arterials within the Town remains more than three percent lower than the historic high June counts collected in 2005.

The only intersection found to be non-compliant with the Town's operational goals as outlined in the LMO in June of 2017 was the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive, an intersection that has been identified as being deficient relative to the goals numerous times during the previous two decades. The intersection satisfied the Town's dual operational goals during the morning peak volume hour, but was identified as deficient relative to the goals during the afternoon peak volume hour. This deficiency results from the availability of three eastbound through lanes on the arterial at this intersection, while only two westbound through lanes are available. Sea Pines Circle was not evaluated in 2017 based on the LMO requirement that this rotary intersection's performance be analyzed in calendar years that are multiples of five

## **PART TWO – INTRODUCTION**

As required by Section 16-2-103.J.10 of the Town's Land Management Ordinance (LMO), this report will summarize 2017 traffic volume demand on the Town's major roadway network and recommend improvements to mitigate operating conditions identified as being non-compliant with the Town's adopted operational goals, which are outlined in Section 16-5-106.C of the LMO. The minimum requirements of the report are also outlined in Section 16-2-103.J.10 of the LMO as follow: 1) Summary of June 2017 weekday morning and afternoon peak hour turning movement counts for all signalized intersections within the Town 2) Summary of twenty-four hour volume demand on the Town's major arterial network 3) Historical trends during the previous five years 4) Description of existing operating conditions as compared with the adopted traffic goals by utilizing the methodology outlined in the current (2016) edition of the Transportation Research Board's *Highway Capacity Manual*, and how these conditions have changed since the preparation of the 2016 Traffic Monitoring and Evaluation Report, and 5) Recommendations on improvements to mitigate any existing conditions found to be non-compliant with the Town's goals. It should be noted that the current version of the *Highway Capacity Manual* was released late in 2016, and that the analysis methodology has therefore been updated from that reflected in last year's and previous versions of the annual Traffic Monitoring & Evaluation Report.

The Town's adopted traffic goals are outlined in Section 16-5-106(C) of the LMO. To satisfy the goals, each signalized intersection within the Town must operate

at a volume-to-capacity ratio of 0.9 or lower and with an average total delay-per-vehicle of 55.0 seconds or less during both the morning and afternoon peak hours of an average June weekday, figures which are applicable to the intersection's operation as a whole. The Town's LMO requires that morning peak volume hour and afternoon peak volume hour be evaluated annually for each signalized intersection.

This report will examine the morning and afternoon weekday peak hour turning movement demand at signalized intersections within the Town in accordance with the definition of "peak hour" offered in Section 16-10-105 of the LMO. The LMO requires that this report be based on data collected on a typical June weekday in order to avoid identifying deficiencies based on atypically high traffic volume days such as major summer holiday weekends or major traffic-generating events such as the RBC Heritage Presented by Boeing golf tournament or Concours D'Elegance. The Town retained a traffic counting contractor to collect the data on a weekday during the first complete week in June, traditionally selected to approximate the 45<sup>th</sup> highest volume day of the year. The counts summarized in this report were collected only on Tuesdays, Wednesdays, or Thursdays, eliminating Mondays and Fridays to ensure that the results are not skewed by Monday and Friday demands adjacent to weekends. All of the morning and afternoon peak hour turning movement count data summarized in Appendix A was collected on the same calendar day, Tuesday, June 6<sup>th</sup>, 2017. The 24-hour count data summarized in Table One of this report on page seven was collected by pneumatic tube mechanical counters on three consecutive days from Tuesday, June 6<sup>th</sup> through Thursday, June 8<sup>th</sup>, and represents an average demand for these three days. The Town's Engineering Division monitored traffic conditions on these dates to ensure that the collected data was not influenced by atypical events such as adverse weather, road construction, or unforeseen incidents such as traffic collisions. As required by the LMO, this report includes historical data for these 24-hour counts that enable the reader to draw conclusions based on five-year volume trends in addition to the morning and afternoon peak hour turning movement counts collected at individual intersections each June. All of the traffic counts collected in June 2017 were judged by staff to be consistent with expectations based on previous counts, and none of the collected data was found to be aberrant or unsuitable for analysis purposes.

The operational goals for all signalized intersections as outlined in Section 16-5-106(C) of the LMO are based on the intersection's volume-to-capacity (v/c) ratio and the average total delay experienced by motorists based on operating conditions during the weekday morning and afternoon peak traffic volume hour. The volume-to-capacity ratio is essentially a percentage of the intersection's capacity to discharge traffic that is being demanded by motorized and non-motorized traffic. The denominator in this ratio ("c"), the signalized intersection's capacity, is dependent to a large extent on the lanes available at the intersection, the manner in which they are

assigned to specific movements of traffic (“lane-use”), timing settings programmed into the traffic signal, and the number of conflicting bicycle and pedestrian movements. Other factors affecting capacity are more subtle, such as the physical widths of lanes, vertical grades, and how evenly or unevenly demand is distributed over multiple lanes serving the same movements. The numerator in the ratio (“v”) is the intersection’s hourly vehicular demand adjusted to account for a variety of factors such as variability in flow during the peak hour, the percentage of heavy vehicles in the traffic stream, and the influence on operations from neighboring traffic signals.

The Town’s operational goals are a v/c ratio that does not exceed 0.9 during these peak hours, or ninety percent of the intersection’s theoretical hourly capacity based on the signal’s current timing plan, and an average total delay of 55 seconds or less experienced by motorists when passing through the intersection during peak volume hours. The 55-second delay figure is the maximum average delay at the overall intersection that corresponds with Level-of-Service “D” in the *Highway Capacity Manual*, a measure of operational effectiveness commonly cited by professional traffic engineers as a limit of acceptable operations during peak volume hours associated with morning and afternoon commuting periods. Total delay experienced by a motorist at a traffic signal or rotary intersection is comprised of stopped delay, when a motorist is physically stopped in traffic, and non-stopped delay, which results from acceleration, deceleration, or advancing at a slower pace than what would be considered a “free-flow” speed. The total delay experienced by a motorist at a traffic signal or roundabout is the actual time required to pass through the intersection from the time that a motorist brakes in advance of queued traffic until free-flow speed is reestablished on the downstream side of the intersection less the time that would’ve been required to traverse the roadway segment at free-flow speed if no intersection, traffic signal, nor conflicting motor vehicle, bicycle, or pedestrian traffic were present to impede flow. Total delay may therefore be experienced by motorists that are forced to slow for congestion even if they are ultimately not required to bring their vehicle to a stop.

Conventional engineering wisdom dictates that capacity at signals can be increased by employing long cycle lengths at a signalized intersection by ensuring that the signal changes as infrequently as is practical. Each time a traffic signal changes, one group of motorists must come to a stop while flow must be reestablished on a different group of traffic lanes. There are routinely a couple of seconds where no one at all is moving. Therefore, a signalized intersection’s capacity can theoretically be increased by changing traffic signals less frequently, thereby keeping traffic flowing to the extent practicable and reducing signal changes with their associated starts and stops. Traffic signals within the Town change somewhat infrequently (usually every two to three minutes) during peak volume hours in order to help ensure that capacity is

increased and the Town's capacity-based goals are met. Changing signals less frequently, however, means that motorists may be confronted with red signals for longer periods of time, and this can cause the average delay experienced by motorists to increase. Therefore, the Town's operational goals simultaneously ensure that the traffic signals are operated in a balanced manner that does not result in long delays due to long signal cycle times nor insufficient capacity resulting from signals that change too frequently.

The current (new 2016) version of the software package that performs the intersection analysis methodology as outlined in the *Highway Capacity Manual* (HCM) produces average delay per vehicle quantifications but does not calculate intersection volume-to-capacity ratio. The Transportation Research Board ceased endorsement of the intersection volume-to-capacity ratio as an effective operational measure several years ago, although they continue to endorse the use of volume-to-capacity ratios for individual traffic movements at signalized intersections, and the analysis software continues to calculate and utilize these values. The current version of the HCM continues to include instructions for calculating the intersection volume-to-capacity ratio by hand, and this manual calculation was performed for all forty-six signalized intersection analyses summarized in Tables Four and Five of this report on pages ten and eleven. Hence, the volume-to-capacity ratio, designated as  $X_c$  in the HCM, has been manually calculated and is handwritten on each analysis kept on file in the Engineering Division office.

### **PART THREE – TURNING MOVEMENT COUNTS AT SIGNALIZED INTERSECTIONS – JUNE 2017 PEAK VOLUME HOURS**

Turning movement counts for all signalized intersections during the intersection's morning and afternoon peak volume hours were conducted on Tuesday, June 6<sup>th</sup>, 2017. These forty-six turning movement counts are summarized in diagrammatic form in Appendix A. Each turning movement diagram depicts a total peak hour intersection demand and the demand on each traffic movement during this peak volume hour. Separate counts of pedestrians and bicyclists crossing each intersection approach were also collected and are reflected on the diagrams. On each of the diagrams, the percentage change in the June 2017 motor-vehicle turning movement volume relative to the comparable June 2016 figure is rounded to the nearest whole percent, excepting instances where the hourly volume demand on the movement was less than fifty vehicles in both 2017 and 2016. The percentage change in the total intersection volume demand relative to the previous year's counts is shown rounded to the nearest tenth of one percent in the center of the diagram, and is also summarized in Table Three on page nine of this report. Where pedestrian or bicycle

crossing activity was observed, these demands are shown adjacent to the vehicular volume data for each approach. Therefore, the bicycle and pedestrian volume data reflects total number of crossings but do not distinguish the specific direction of the crossing, as crossing direction data is not required for the HCM analyses. For purposes of consistency, and because William Hilton Parkway is oriented in varying alignments relative to cardinal directions as it winds around Hilton Head Island, the off-island (westbound) direction is shown to the right of each diagram for William Hilton Parkway and the on-island direction toward Sea Pines Circle is shown to the left. Palmetto Bay Road and Pope Avenue are generally oriented in a north-south alignment, and the diagrams for these roadways show the direction toward the Charles Fraser toll bridge at the top of the diagram, and the on-island direction toward Coligny Circle at the bottom of the diagram.

#### **PART FOUR – AVERAGE DAILY DEMAND ON MAJOR TOWN ARTERIALS**

Average twenty-four hour traffic demand at strategic locations on major arterials within the Town as counted on Tuesday, June 6<sup>th</sup> through Thursday, June 8<sup>th</sup>, 2017 is shown in Table One on the following page. Comparable figures are shown for each of the ten count locations throughout the Town for each year from 2012 through 2017. The 2012 column readily enables five-year comparisons as required by the LMO. The *average annual rate of change* during the previous five years for each location is shown in the far right column. When reviewing Table One, the word east or south may also be read as “on-island side of” and the word west may be read as “off-island side of” in each instance. A map showing the exact location of each count location shown in Table One is included as Appendix B.

Table Two on the following page shows similar data supplied by the South Carolina Department of Transportation (SCDOT) for average daily traffic demand on US 278 on Jenkins Island near the J. Wilton Graves Bridge spanning Skull Creek for the years 2012 through 2016. These figures are calendar year averages, and the SCDOT typically releases figures for the previous calendar year in late spring each year. Hence, their 2017 figures are not available at the time of this report. The Town’s June 24-hour counts typically generate figures that average approximately ten percent higher than SCDOT’s calendar year average figures due to seasonal demand variations. The total traffic volume counted in June 2017 was 1.1 percent higher than that counted in June 2016, but was 1.3 percent lower than that counted in June 2015. The aggregate volume recorded in June 2017 remains approximately 3.4 percent lower than the historic high aggregate count conducted in June 2005.

**TABLE ONE**

**24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND – JUNE 2012-2017**

Map Ref.	Location	2012	2013	2014	2015	2016	2017	5-year %change/yr.
1)	Wm. Hilton Pkwy. at J. Wilton Graves Br.	54,343	56,079	58,355	65,445	62,510	60,602	+2.2
2)	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	52,386	46,177	48,042	62,797	53,474	54,881	+0.9
3)	Wm. Hilton Pkwy. east of Whooping Crane	52,994	43,794	44,009	45,554	46,382	46,056	-2.8
4)	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	33,033	31,249	32,264	32,920	33,908	33,607	+0.3
5)	Wm. Hilton Pkwy. west of Queens Folly Rd	36,773	39,182	39,460	41,637	40,267	40,457	+1.9
6)	Wm. Hilton Pkwy. west of Arrow Road	28,418	31,214	29,190	25,496	25,745	29,773	+0.9
7)	Pope Avenue south of New Orleans Rd.	30,871	30,252	29,544	33,361	31,999	30,252	-0.4
8)	Palmetto Bay Rd. south of Pt. Comfort Rd.	22,814	23,207	24,941	24,850	22,431	26,126	+2.7
9)	Sol Blatt Jr. XIP south of W.Hilton Pkwy.	14,712	13,273	15,833	17,194	16,232	17,377	+3.4
10)	Sol Blatt Jr. Cross-Is. at Toll Plaza	23,010	22,489	24,034	25,151	25,390	26,655	+3.0
<b>TOTAL OF ALL TEN STATIONS</b>		<b>349,128</b>	<b>337,942</b>	<b>349,398</b>	<b>370,624</b>	<b>361,924</b>	<b>365,786</b>	

Composite Rate of Change – 2016-2017 = +1.1 % \*

Composite Rate of Change – 2015-2016 = -2.3 % \*

Effective Composite *Annual* Rate of Change – 2012-2017 = +0.9 % \*

\*All three rates based *exclusively* on data in Table One

**TABLE TWO**

**SCDOT 24-HOUR AVERAGE BI-DIRECTIONAL DEMAND ON HHI BRIDGES  
(calendar year average – AADT)**

2011 -	49900		
2012 -	50700	% change 2015 vs. 2014:	+2.8%
2013 -	52200	% change 2016 vs. 2015:	+0.0%
2014 -	53200	Avg. annual rate of change 2011 – 2016:	+1.9%
2015 -	54700		
2016 -	54700		

Based exclusively on the 24-hour counts summarized in Table One, the average annual rate of change in aggregate June traffic demand during the most recent five year period from 2012 to 2017 has been slightly less than one percent, although SCDOT calendar year average counts for the bridges connecting Hilton Head Island to the mainland have increased by an average of nearly two percent per annum during the five years from 2011 to 2016.

Appendix C to this report is a report released by the *Federal Highway Administration* in August 2017 that summarizes trends in volume demand on the nation's roadways nationwide and regionally as updated through June 2017. The report indicates that nationally, vehicle-miles traveled during the month of June have increased at an effective annual rate of approximately 1.5% in the most recent 5-year period. A 1.2% increase in vehicle-miles traveled in the state of South Carolina in June 2017 compared with June 2016 is reported. The southeast region of the United States, comprised of all states on the Atlantic seaboard from Delaware south to Florida and including West Virginia, experienced an increase in total vehicle-miles traveled of 0.9% from June 2016 to June 2017.

Table Three on the following page shows the total combined vehicular, bicycle, and pedestrian morning and peak hour demand on each of the Town's twenty-three signalized intersections in June 2017, and the percentage change from the comparable June 2016 figure. Based exclusively on the data contained in Table Three below, aggregate morning peak hour volume demand at signalized intersections in June 2017 decreased 1.9 percent and afternoon peak hour volume increased 0.6 percent over that recorded in June 2016.

**TABLE THREE**

**PEAK HOUR SIGNALIZED INTERSECTION VOLUME – June 2017**

	AM		PM	
	Vol.	%Chg.'16-'15	Vol.	%Chg.'16-'15
William Hilton Pkwy. / Squire Pope Rd.	4389	-2.5	5347	+2.2
William Hilton Pkwy. / Spanish Wells Rd.	4290	-1.1	5224	-0.3
William Hilton Pkwy. / Gumtree Rd.	3429	-5.0	4388	+2.3
William Hilton Pkwy. / Wilborn Rd.	3207	-4.6	4036	+3.8
William Hilton Pkwy. / Pembroke Dr.	3130	-3.6	3716	-0.6
William Hilton Pkwy. / Whooping Crane Way	3362	+1.3	4135	+3.8
William Hilton Pkwy. / Beach City Rd.	3084	-5.8	3831	+3.2
William Hilton Pkwy. / Mathews Dr. (north)	2919	-5.2	3926	+4.5
William Hilton Pkwy. / Dillon Rd.	2343	-6.7	3210	-1.3
William Hilton Pkwy. / Coggins Point Rd.	2184	-2.0	3047	+0.1
William Hilton Pkwy. / Beachwood Dr.	1861	-3.6	2624	-2.4
William Hilton Pkwy. / Mathews / Folly Field	2696	+0.3	3736	-3.1
William Hilton Pkwy. / Singleton Beach Rd.	2389	-3.6	3337	-4.4
William Hilton Pkwy. / Shelter Cove Lane	2269	-2.2	3419	+1.8
William Hilton Pkwy. / Queens Folly Rd.	2474	-5.1	3743	-3.8
William Hilton Pkwy. / Queens Way	2021	+4.0	3045	+0.1
William Hilton Pkwy. / Shipyard / Wexford	2039	-0.6	3217	+1.9
William Hilton Pkwy. / New Orleans Rd.	1815	+6.4	2906	+3.2
William Hilton Pkwy. / Arrow Rd.	1802	-0.9	2642	-0.6
Pope Ave. / New Orleans / Office Park	1904	+0.4	2996	-1.4
Pope Ave. / Cordillo Pkwy.	1748	-0.6	2798	+2.6
Palmetto Bay Rd. / Target Rd.	2190	+2.8	2855	+3.1
Palmetto Bay Rd. / Arrow / Point Comfort	2322	+4.0	2766	-1.7
<b>TOTAL</b>	<b>59867</b>	<b>-1.9</b>	<b>80944</b>	<b>+0.6</b>

**PART FIVE – DESCRIPTION OF OPERATING CONDITIONS RELATIVE TO ADOPTED SERVICE GOALS**

This analysis of the Town’s signalized intersections is based on the traffic volume data collected during the morning and afternoon peak volume hours counted on Tuesday, June 6<sup>th</sup>, 2017. The analysis was conducted in accordance with the newly-released 2016 edition of the Transportation Research Board’s *Highway Capacity Manual* as required by the LMO. It should be noted that the methodology isolates the peak 15-minute volume period within the peak hour being analyzed, and bases the analysis results on projected conditions within this peak quarter-hour period, not the

average conditions experienced within the entire peak volume hour. Hence, the analysis results portray conditions during the highest-volume 15-minute period within the peak volume hours analyzed.

A summary of existing volume-to-capacity ratios and average total delay per vehicle resulting from analyses conducted of morning peak hour conditions in June 2017 is shown in Table Four on page eleven. Table Four also includes comparable results for June 2015, June 2010, and June 2005 for comparison purposes. The same information for the afternoon peak hour is summarized in Table Five on page twelve. Values that are non-compliant with the Town's operational goals are shown in bold.

**TABLE FOUR – MORNING PEAK HOUR  
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –  
JUNE 2017 AND COMPARABLE 2016, 2010 AND 2005 FIGURES**

	2017		2016		2010		2005	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	0.83	21.7	0.89	26.2	0.84	53.6	<b>1.08</b>	54.7
WHP w/ Spanish Wells Rd./Wild Horse Road	0.64	14.0	0.68	16.1	0.76	16.8	0.72	17.9
WHP w/ Gumtree Road/XIP Ramps	0.79	27.9	0.85	26.7	0.79	42.6	0.83	47.4
WHP w/ Wilborn Road/Jarvis Park Road	0.77	6.7	0.79	6.6	0.81	26.5	0.63	18.2
WHP w/ Pembroke Dr./Museum Street	0.63	10.4	0.64	8.8	0.74	19.1	0.64	15.1
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.70	20.8	0.72	18.7	0.70	32.2	0.73	25.5
WHP w/ Beach City Rd./Gardner Dr.	0.61	16.6	0.67	15.7	0.58	24.1	0.80	22.7
WHP w/ Mathews Drive (north)	0.53	22.6	0.48	25.4	0.53	38.5	0.65	45.8
WHP w/ Dillon Road	0.50	13.7	0.53	13.0	0.56	20.0	0.52	28.0
WHP w/ Coggins Point Rd.	0.47	13.9	0.42	14.2	0.53	38.2	0.60	44.1
WHP w/ Beachwood Dr.	0.35	1.7	0.38	1.3	0.34	8.5	0.36	9.8
WHP w/ Folly Field Rd./Mathews Dr.	0.47	24.3	0.48	22.9	0.42	27.6	0.49	29.1
WHP w/ Singleton Beach Rd.	0.52	2.8	0.47	2.7	0.54	4.3	0.68	8.4
WHP w/ Shelter Cove Lane	0.48	6.8	0.50	7.6	0.52	24.4	0.49	22.9
WHP w/ Queens Folly Rd./King Neptune Dr.	0.57	18.8	0.57	18.3	0.56	29.5	0.56	31.7
WHP w/ Queens Way	0.42	5.2	0.40	4.3		<i>Not signalized</i>		
WHP w/ Shipyard Dr./Wexford Dr.	0.48	14.8	0.52	20.4	0.46	23.4	0.53	31.0
WHP w/ New Orleans Rd.	0.47	9.1	0.43	6.6	0.36	12.8	0.43	21.0
WHP w/ Arrow Road	0.39	15.0	0.38	16.2	0.47	22.2	0.53	27.2
Pope Ave. w/ New Orleans Rd./Office Park Rd.	0.44	22.1	0.37	20.8	0.51	34.2	0.62	34.5
Pope Ave. w/ Cordillo Parkway	0.41	20.8	0.43	22.4	0.48	28.7	0.60	33.8
Palmetto Bay Road w/ Target Road	0.49	14.4	0.49	13.9	0.52	22.7	0.53	27.9
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.65	17.2	0.60	15.5	0.61	27.0	0.54	18.7

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

**TABLE FIVE – AFTERNOON PEAK HOUR  
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –  
JUNE 2017 AND COMPARABLE 2016, 2010 AND 2005 FIGURES**

	2017		2016		2010		2005	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	<b>1.11</b>	<b>58.8</b>	<b>1.08</b>	52.3	<b>1.19</b>	<b>69.4</b>	<b>1.02</b>	54.8
WHP w/ Spanish Wells Rd./Wild Horse Road	0.80	19.0	0.74	16.2	0.71	22.2	0.62	17.2
WHP w/ Gumtree Road/XIP Ramps	0.81	26.4	0.80	28.5	0.82	46.5	0.84	51.5
WHP w/ Wilborn Road/Jarvis Park Road	0.80	7.4	0.75	5.9	0.78	14.4	0.73	16.8
WHP w/ Pembroke Dr./Museum Street	0.69	16.8	0.68	15.3	0.90	28.0	0.74	24.1
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.80	18.4	0.79	17.8	0.89	29.6	<b>0.92</b>	28.2
WHP w/ Beach City Rd./Gardner Dr.	0.69	18.9	0.69	19.7	0.72	23.2	<b>1.04</b>	<b>56.5</b>
WHP w/ Mathews Drive (north)	0.72	27.5	0.66	23.0	0.77	42.9	0.84	43.1
WHP w/ Dillon Road	0.69	13.7	0.66	11.6	0.73	19.4	0.61	21.0
WHP w/ Coggins Point Rd.	0.66	10.0	0.65	10.7	0.78	29.0	0.83	32.0
WHP w/ Beachwood Dr.	0.49	1.6	0.51	1.6	0.51	7.9	0.51	7.4
WHP w/ Folly Field Rd./Mathews Dr.	0.70	27.2	0.77	28.7	0.78	43.2	0.69	39.6
WHP w/ Singleton Beach Rd.	0.55	4.4	0.58	4.8	0.62	5.9	<b>0.94</b>	27.0
WHP w/ Shelter Cove Lane	0.61	16.9	0.58	14.3	0.90	45.2	0.67	30.4
WHP w/ Queens Folly Rd./King Neptune Dr.	0.72	26.4	0.71	26.4	0.88	39.4	<b>1.00</b>	<b>59.6</b>
WHP w/ Queens Way	0.58	8.2	0.54	10.4		<i>Not Signalized</i>		
WHP w/ Shipyard Dr./Wexford Dr.	0.64	16.3	0.64	18.6	0.74	20.9	0.72	20.8
WHP w/ New Orleans Rd.	0.75	28.2	0.71	27.9	0.54	19.2	0.60	24.4
WHP w/ Arrow Road	0.56	27.0	0.50	24.5	0.74	36.6	0.80	32.8
Pope Ave. w/ New Orleans Rd./Office Park Rd.	0.65	27.0	0.61	25.5	0.83	41.8	<b>1.06</b>	<b>66.2</b>
Pope Ave. w/ Cordillo Parkway	0.57	33.6	0.54	31.5	0.79	46.9	0.85	40.2
Palmetto Bay Road w/ Target Road	0.64	17.9	0.56	18.0	0.67	26.6	0.74	31.4
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.69	22.0	0.74	27.1	0.82	36.3	0.74	21.8

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

As shown in bold in Table Five, the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is the only signalized intersection identified as failing to meet the Town's operational goals in June 2017, based on a volume-to-capacity ratio of 1.11 and an average delay per vehicle of 58.8 seconds calculated for the afternoon peak hour. The analysis results indicate that this intersection continues to operate in compliance with the LMO goals during the morning peak volume hour. The analyses indicate that all other signalized intersections within the Town were fully compliant with the Town's goals during both the morning and afternoon peak volume hours.

## **PART SIX – INTERSECTIONS OPERATING OUT OF COMPLIANCE WITH TOWN OPERATIONAL GOALS IN JUNE 2017**

### **INTERSECTION OF WM. HILTON PARKWAY WITH SQUIRE POPE ROAD AND CHAMBERLIN DRIVE**

As shown in Tables Four and Five, the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is the only signalized intersection that was found to be failing to meet the Town's operational goals in June 2017, based on a volume-to-capacity ratio of 1.11 and an average delay per vehicle of 58.8 seconds in the intersection's afternoon peak hour. The intersection's volume-to-capacity ratio during the afternoon peak hour was found to be 1.08 in June 2016 and 1.10 in June 2015. The intersection's afternoon peak hour average total delay-per-vehicle was found to be 52.3 seconds in June 2016 and 58.5 seconds in June 2015.

The deficiency at this intersection during the afternoon peak volume hour is due primarily to the high volume demand of motorists attempting to use US 278 westbound to depart Hilton Head Island to the mainland. Currently, a third westbound lane terminates as an exclusive right-turn lane onto Squire Pope Road. Also contributing to the deficiency condition are high volume demands associated with on-island William Hilton Parkway motorists desiring to turn left onto Squire Pope Road, and those desiring to turn right from Squire Pope Road onto off-island William Hilton Parkway, both demands that conflict with the predominant, dense off-island arterial traffic flow. While annual analyses have historically indicated that the provision of a third westbound through lane is necessary to mitigate this recurring operational deficiency, the provision of an acceleration lane to serve the right-turn demand from Squire Pope Road, thereby creating a free-flowing right turn movement, would also be highly beneficial. Both of these improvements are strongly recommended to be incorporated

into a future capital improvements project. Relocating the beginning of the existing third eastbound through lane on William Hilton Parkway several hundred feet upstream from its current beginning just in advance of this signalized intersection would also benefit operations significantly, particularly during the morning peak period. A number of former residences that would have previously been impacted by this upstream extension have been removed in recent years, and the Town has also made strategic property acquisitions on the southern side of William Hilton Parkway to the west of the intersection.

Beaufort County plans to widen US 278 from four to six lanes across Jenkins Island in 2018, and strong consideration should be given to extending the third eastbound lane upstream to connect seamlessly to the Jenkins Island segment planned for widening by the County. The downstream extension of a third westbound through lane beyond Squire Pope Road would also desirably be extended across the Jenkins Island causeway onto Jenkins Island to meet the six-lane section planned for 2018 construction by the County. The planned widening by the County would leave an approximately 1/2 mile segment from the eastern end of Jenkins Island to Squire Pope Road with two through lanes in each direction, bounded on each end by segments that provide three through lanes in each direction. The effective and timely remediation of this lane imbalance issue is critical toward the elimination of a recurring bottleneck for motorists commuting between Hilton Head Island and the mainland, and ensuring that the County's Jenkins Island widening effort is accepted by these commuting motorists as a successful project. The development of an engineering design for this project is included in the fiscal year 2018 Capital Improvements Program.

**APPENDIX A**

PEAK HOUR TURNING MOVEMENT DIAGRAMS  
FOR EACH SIGNALIZED  
INTERSECTION WITHIN THE TOWN

JUNE 2017









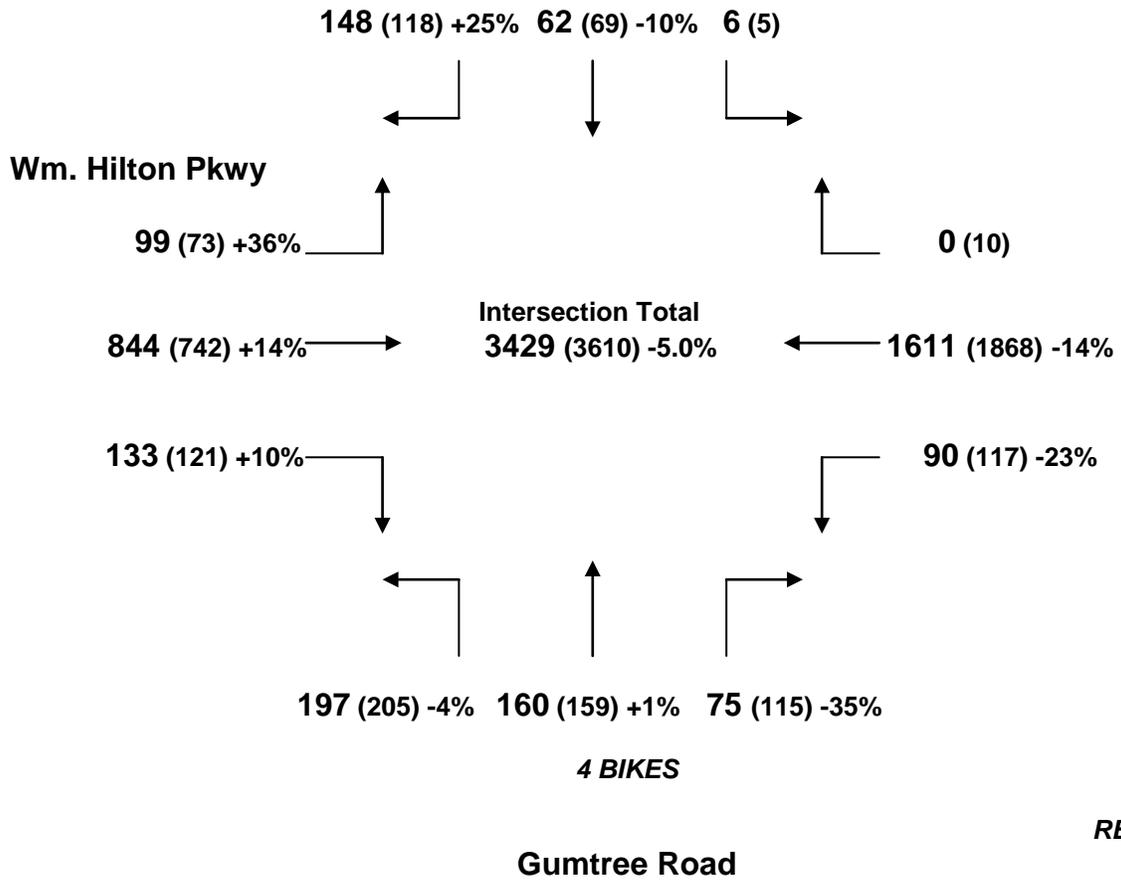
# William Hilton Parkway with Gum Tree Road and Cross Island Parkway

A.M. PEAK HOUR (8:00 to 9:00 a.m. – Tue. 6/6/17)

## Cross Island Expressway

← Sea Pines Circle

Mainland →



2017 (2016) %chg







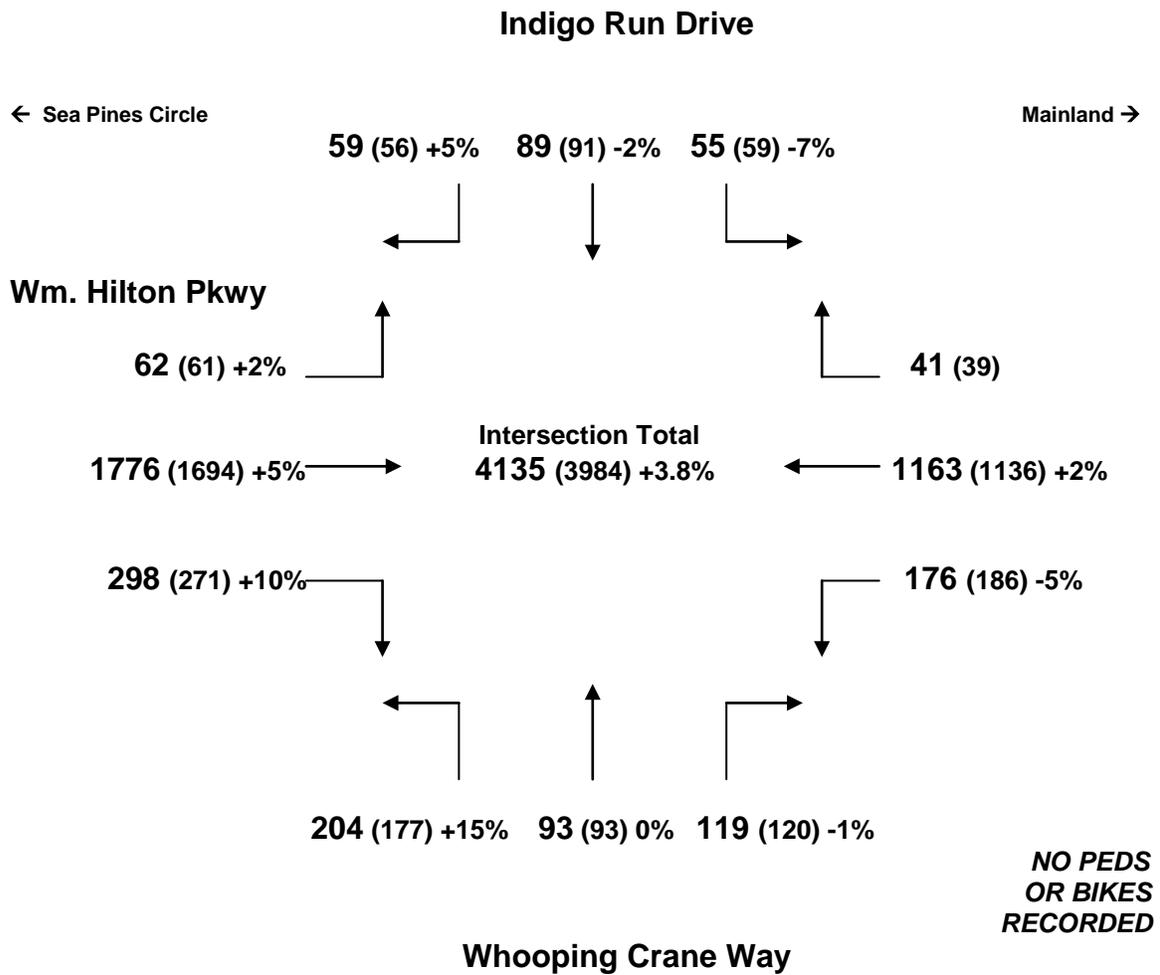






# William Hilton Parkway with Indigo Run Drive and Whooping Crane Way

P.M. PEAK HOUR (4:30 to 5:30 p.m. – Tue. 6/6/17)



2017 (2016) %chg

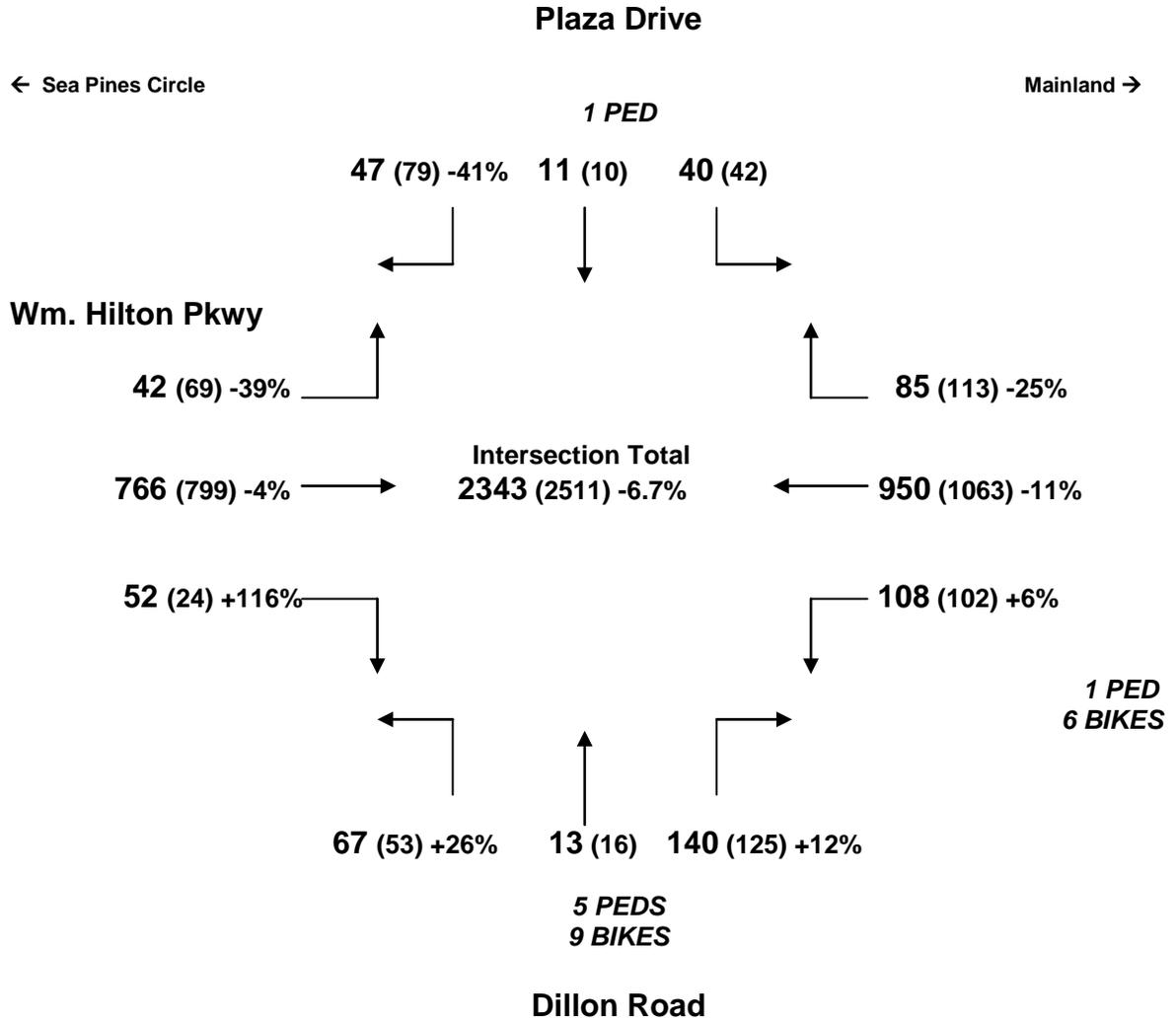






# William Hilton Parkway with Dillon Road and Port Royal Plaza

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/6/17)



2017 (2016)%chg



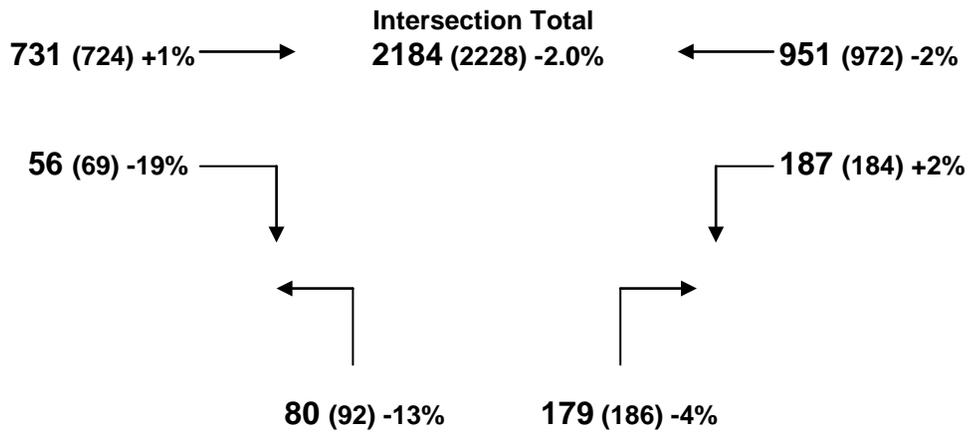
# William Hilton Parkway with Coggins Point Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/6/17)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy



**NO PEDS  
OR BIKES  
RECORDED**

## Coggins Point Road

2017 (2016) %chg

# William Hilton Parkway with Coggins Point Road

P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/6/17)

← Sea Pines Circle

Mainland →

**Wm. Hilton Pkwy**

1367 (1430) -4% → **Intersection Total** 3047 (3044) +0.1% ← 1080 (957) +13%

77 (100) -23% ↓ 180 (179) +1% ↓

← 101 (122) -17% 242 (256) -5% →

**NO PEDS  
OR BIKES  
RECORDED**

**Coggins Point Road**

2017 (2016) %chg











# William Hilton Parkway with Singleton Beach Road

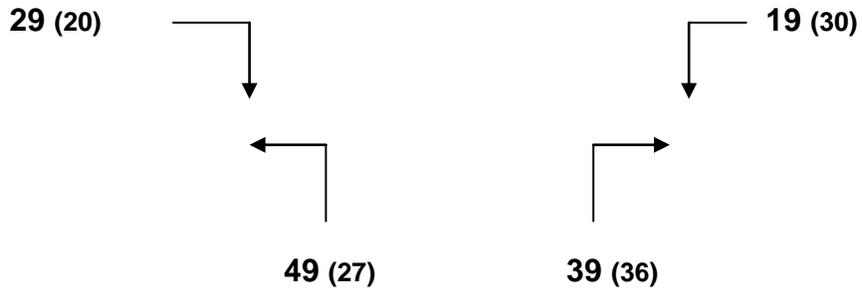
P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/6/17)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy

1660 (1774) +4% →      Intersection Total 3337 (3490) -4.4%      ← 1527 (1546) +5%



4 PEDS  
10 BIKES

## Singleton Beach Road

2017 (2016) %chg

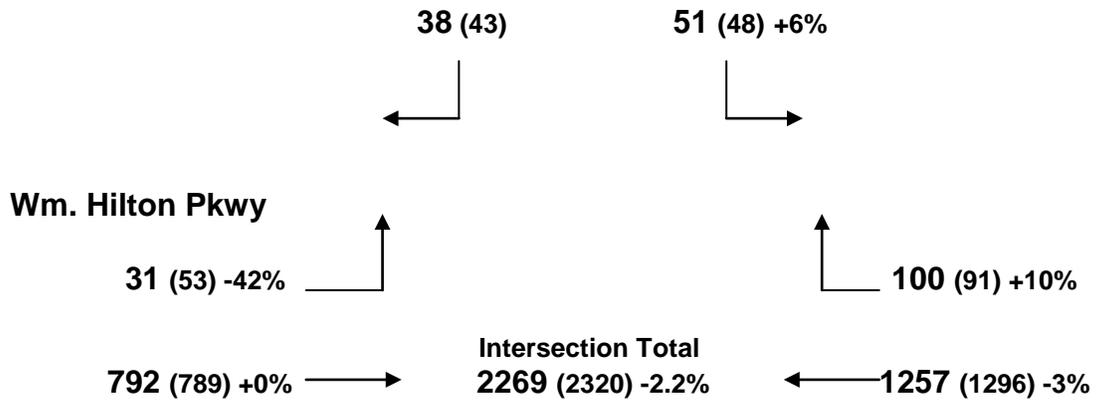
# William Hilton Parkway with Shelter Cove Lane

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/6/17)

## Shelter Cove Lane

← Sea Pines Circle

Mainland →



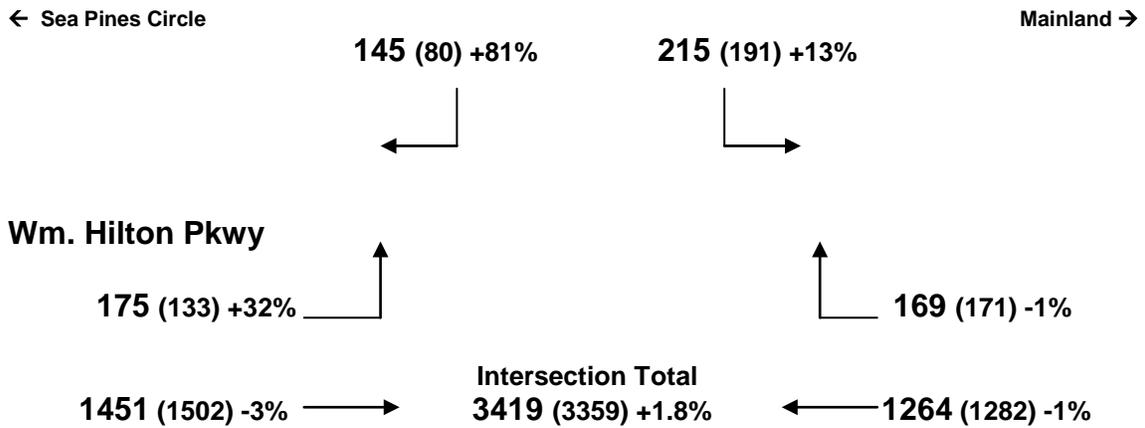
**NO PEDS  
OR BIKES  
RECORDED**

**2017 (2016) %chg**

# William Hilton Parkway with Shelter Cove Lane

P.M. PEAK HOUR - (4:45 to 5:45 p.m. – Tue. 6/6/17)

## Shelter Cove Lane



**NO PEDS  
OR BIKES  
RECORDED**

2017 (2016) %chg





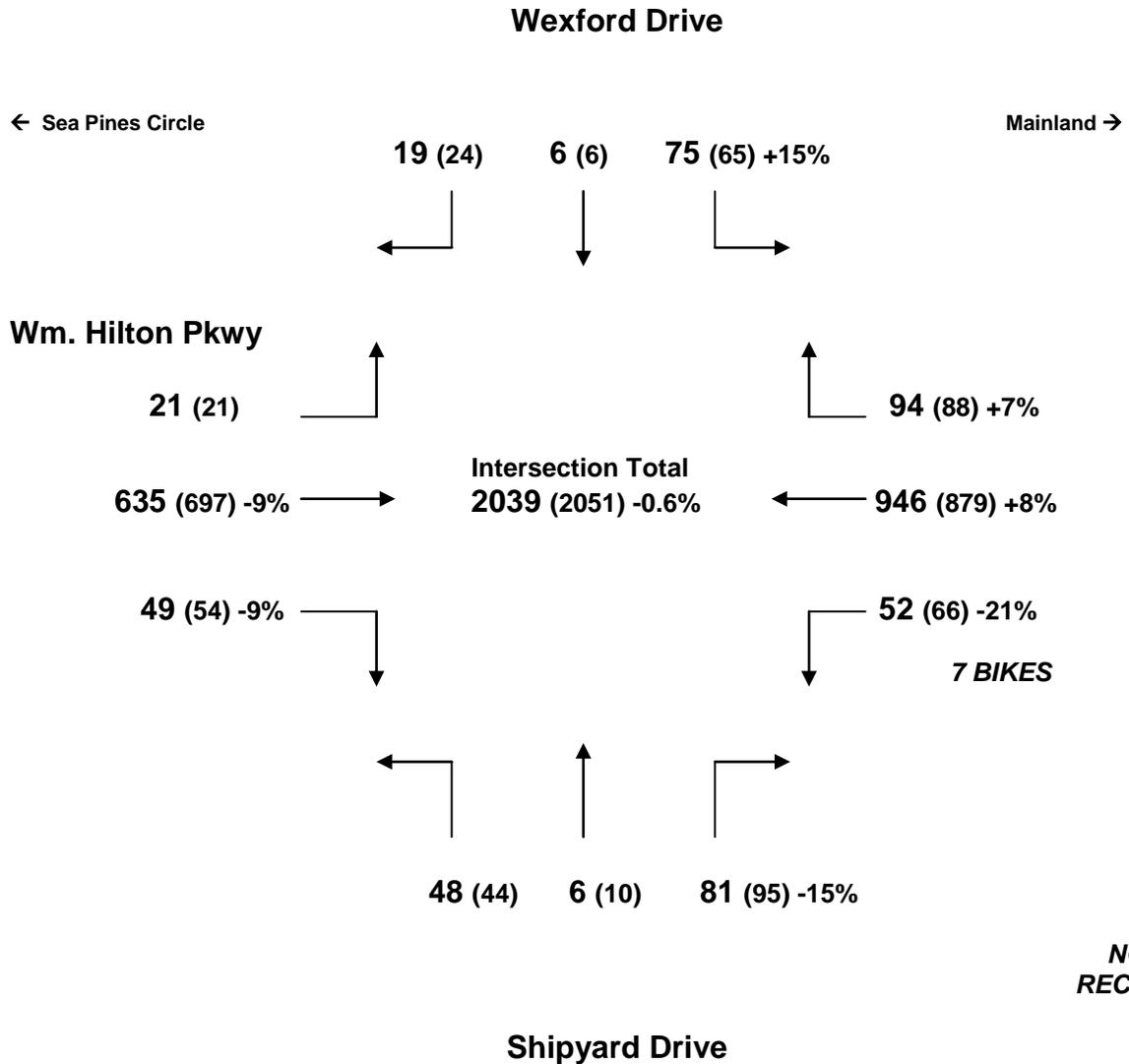






# William Hilton Parkway with Shipyard Drive and Wexford Drive

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/6/17)



2017 (2016) %chg











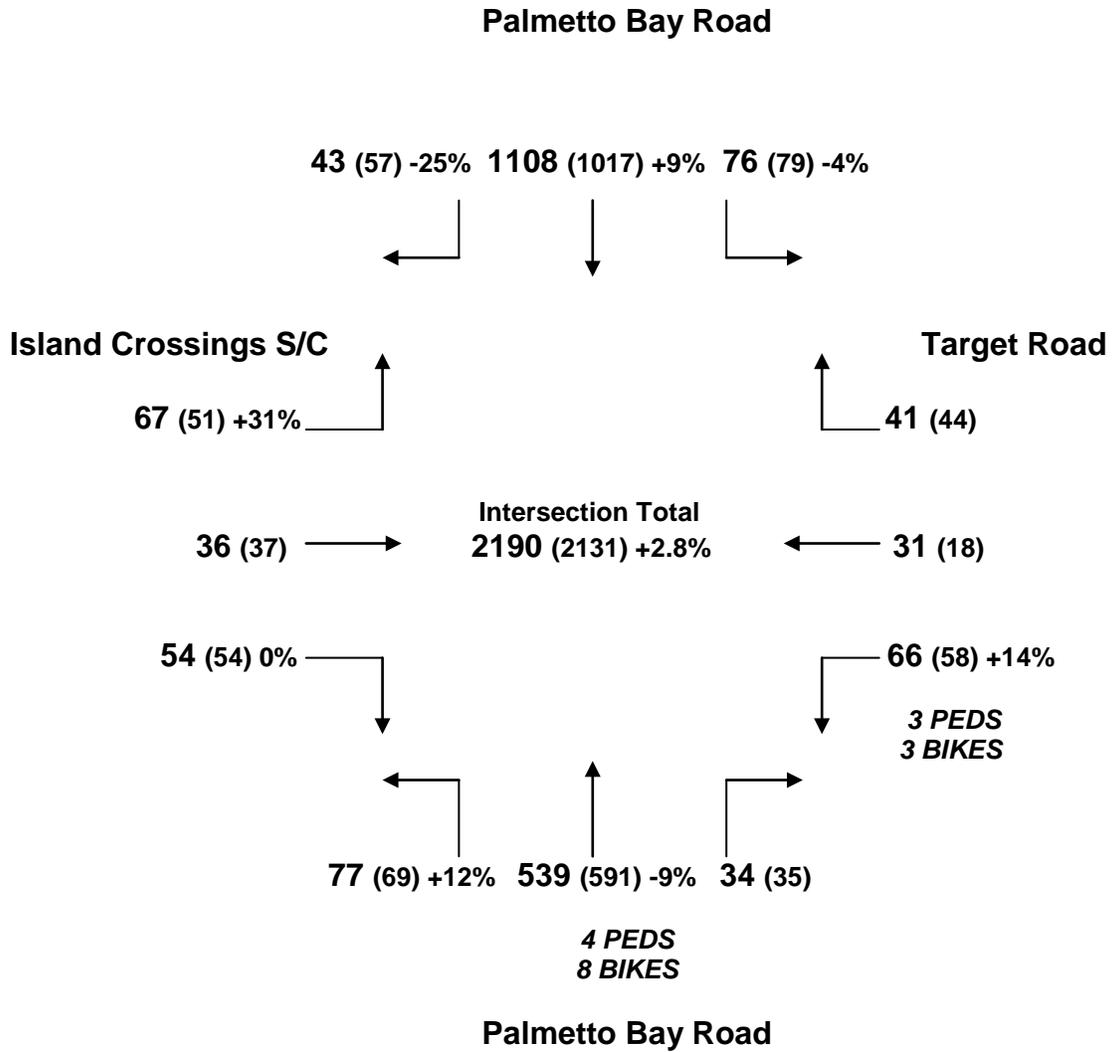








**Palmetto Bay Road with Target Road  
and Entrance to Island Crossings S/C**  
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/6/17)



2017 (2016) %chg

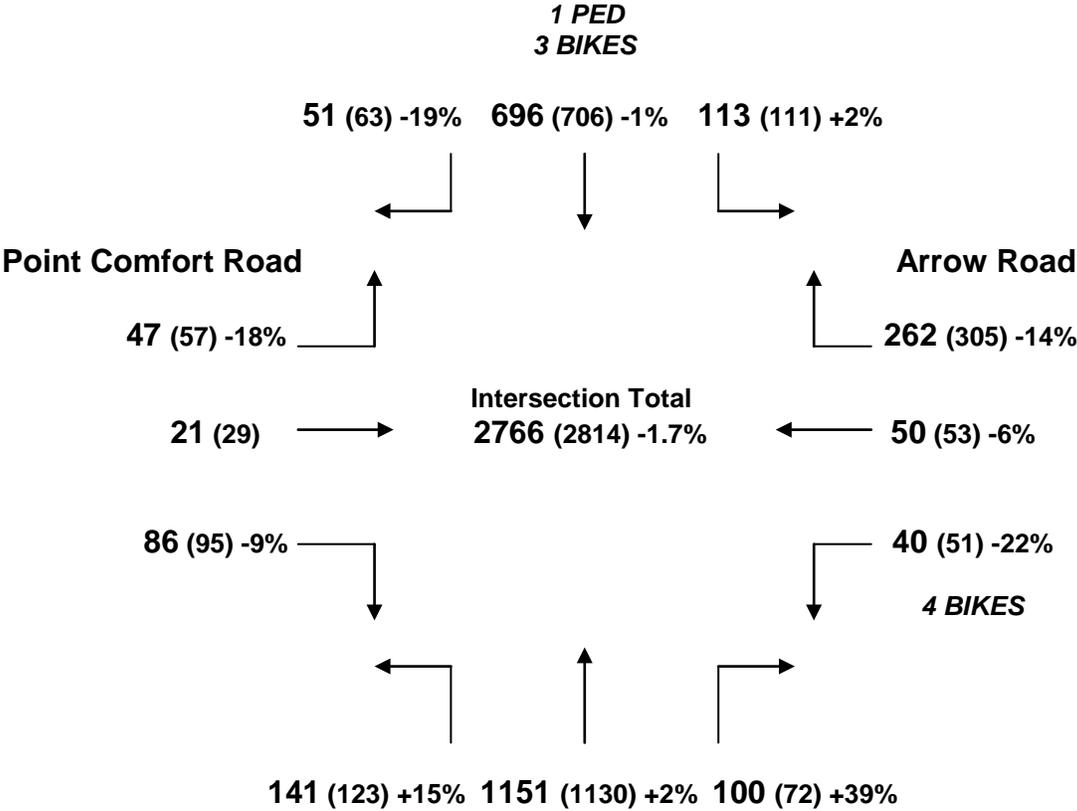




# Palmetto Bay Road with Arrow Road and Point Comfort Road

P.M. PEAK HOUR - (4:45 to 5:45 p.m. – Tue. 6/6/17)

## Palmetto Bay Road



## Palmetto Bay Road

2017 (2016) %chg

**APPENDIX B**

**MAP SHOWING  
LOCATIONS OF 24-HOUR BI-DIRECTIONAL COUNTS  
SUMMARIZED IN TABLE ONE**

**JUNE 2017**



  
**TOWN OF HILTON HEAD ISLAND**  
 OFFICE OF COMMUNITY DEVELOPMENT  
 100 FIVE OAKS DRIVE, A-100  
 HILTON HEAD ISLAND, SC 29928  
 PH: 843.732.1111  
 WWW.HILTONHEADISLANDSC.COM

**Town of Hilton Head Island**  
**24-Hour Traffic Count Locations**  
 June 2017



This map is a representation of the information provided. It is not intended to be used as a legal document. The information is provided for informational purposes only.

**APPENDIX C**

FEDERAL HIGHWAY ADMINISTRATION REPORT

“TRAFFIC VOLUME TRENDS”

JUNE 2017



U. S. Department of Transportation

Federal Highway Administration

Office of Highway Policy Information

# TRAFFIC VOLUME TRENDS

## June 2017

Travel on all roads and streets changed by **+1.2%** (+3.4 billion vehicle miles) for June 2017 as compared with June 2016. Travel for the month is estimated to be 280.9 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for June 2017 is 266.6 billion miles, a 1.0% (2.7 billion vehicle miles) increase over June 2016. It also represents a -0.2% decline (-0.4 billion vehicle miles) compared with May 2017.

Cumulative Travel for 2017 changed by **+1.6%** (+24.6 billion vehicle miles). The Cumulative estimate for the year is 1,581.0 billion vehicle miles of travel.



Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2. All vehicle-miles of travel computed with Highway Statistics 2015 Table VM-2 as a base. Compiled with data on hand as of August 10, 2017.

Some historical data were revised based on HPMS and amended TVT data as of December 2015. For information on total licensed drivers in the U.S., visit <http://www.fhwa.dot.gov/policy/ohpl/hss/hsspubs.htm>. Select the year of interest then Section III (Driver Licensing). For information on total registered motor vehicles in the U.S., visit <http://www.fhwa.dot.gov/policy/ohpl/hss/hsspubs.htm>. Select the year of interest and Section II (Motor Vehicles). Seasonally adjusted vehicle miles traveled removes seasonal changes allowing month-to-month, year-to-year trend comparisons.

## Traffic Volume Trends - June 2017

Page 2

Based on preliminary reports from the State Highway Agencies, travel during June 2017 on all roads and streets in the nation changed by **+1.2%** (+3.4 billion vehicle miles) resulting in estimated travel for the month at **280.9\*\*** billion vehicle-miles.

This total includes **87.4** billion vehicle-miles on rural roads and **193.6** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+1.6%** (+24.6 billion vehicle miles).

The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2000 census. Travel estimates for 2004 and beyond will also reflect this adjustment.

Travel for the current month, the cumulative yearly total, as well as the moving 12-month total on all roads and streets is shown below. Similar totals for each year since 1992 are also included.

### Travel in Millions of Vehicle Miles

#### All Roads and Streets

Year	June	Year to Date	Moving 12-Month
1992	197,232	1,091,660	2,208,624
1993	199,414	1,116,525	2,272,018
1994	207,280	1,141,229	2,321,409
1995	211,370	1,188,287	2,404,645
1996	215,551	1,203,679	2,438,167
1997	222,254	1,245,655	2,524,178
1998	228,733	1,272,811	2,587,529
1999	235,970	1,293,581	2,646,133
2000	242,963	1,348,355	2,734,232
2001	243,498	1,364,517	2,763,088
2002	247,868	1,396,362	2,827,457
2003	252,145	1,403,694	2,862,841
2004	257,383	1,453,148	2,939,676
2005	263,816	1,474,580	2,986,220
2006	263,782	1,488,412	3,003,262
2007	265,374	1,498,035	3,023,739
2008	257,484	1,477,638	3,009,425
2009	258,395	1,460,959	2,956,830
2010	260,083	1,456,657	2,952,462
2011	258,350	1,452,389	2,962,998
2012	260,376	1,472,434	2,970,447
2013	259,980	1,473,698	2,970,079
2014	263,459	1,480,218	2,994,800
2015	270,574	1,512,965	3,058,404
2016	277,496	1,556,396	3,138,803
2017	280,943	1,580,979	3,188,951

Traffic Volume Trends is a monthly report based on hourly traffic count data. These data, collected at approximately 5,000 continuous traffic counting locations nationwide, are used to determine the percent change in traffic for the current month compared to the same month in the previous year. This percent change is applied to the travel for the same month of the previous year to obtain an estimate of travel for the current month. Because of the limited sample sizes, caution should be used with these estimates. The Highway Performance Monitoring System provides more accurate information on an annual basis.

\*\* System entries may not add to give "All Systems" total due to rounding for Page 2 to 8.

Table - 1. Estimated Individual Monthly Motor Vehicle Travel in the United States\*\*

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2016 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.2	16.4	20.0	20.1	21.3	21.8	23.5	22.1	20.1	20.7	19.7	19.4
Rural Other Arterial	25.5	25.6	30.5	30.1	31.9	32.9	34.2	33.2	31.0	31.8	29.6	28.9
Other Rural	24.7	23.8	28.7	29.3	30.5	31.1	32.1	31.0	28.5	29.6	26.9	26.2
Urban Interstate	42.0	40.3	47.4	46.6	48.4	49.5	47.0	48.3	45.7	46.9	46.2	46.8
Urban Other Arterial	86.8	84.1	97.7	97.0	97.4	96.6	97.3	98.6	92.9	97.9	92.3	93.5
Other Urban	40.2	38.9	45.4	45.4	45.8	45.6	46.3	45.3	42.8	44.0	43.1	44.4
All Systems	236.5	229.0	269.7	268.4	275.3	277.5	280.4	278.5	260.9	270.9	257.9	259.3
2017 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.7	16.9	20.2	20.9	21.8	22.4						
Rural Other Arterial	26.1	26.1	30.9	30.6	32.7	33.6						
Other Rural	25.3	24.3	28.8	29.6	31.1	31.4						
Urban Interstate	43.1	41.1	47.7	47.2	49.5	50.2						
Urban Other Arterial	88.9	85.2	98.7	97.8	99.3	97.0						
Other Urban	41.1	39.5	45.6	45.7	46.8	46.3						
All Systems	242.2	233.1	271.9	271.7	281.2	280.9						
* Percent Change in Individual Monthly Travel 2016 vs. 2017												
Rural Interstate	2.7	2.8	0.8	4.1	2.3	2.9						
Rural Other Arterial	2.2	2.1	1.2	1.6	2.3	2.0						
Other Rural	2.2	2.3	0.2	1.2	2.0	1.0						
Urban Interstate	2.6	2.0	0.8	1.3	2.4	1.4						
Urban Other Arterial	2.4	1.4	1.0	0.8	1.9	0.5						
Other Urban	2.3	1.4	0.5	0.6	2.2	1.5						
All Systems	2.4	1.8	0.8	1.2	2.2	1.2						

Table - 2. Estimated Cumulative Monthly Motor Vehicle Travel in the United States\*\*

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2016 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.2	33.6	53.6	73.7	95.0	116.8	140.3	162.4	182.5	203.2	222.9	242.3
Rural Other Arterial	25.5	51.1	81.6	111.7	143.7	176.6	210.7	243.9	274.8	306.7	336.3	365.1
Other Rural	24.7	48.5	77.3	106.5	137.0	168.1	200.2	231.2	259.7	289.3	316.2	342.4
Urban Interstate	42.0	82.3	129.6	176.2	224.6	274.1	321.1	369.4	415.1	462.0	508.2	555.1
Urban Other Arterial	86.8	170.9	268.6	365.6	463.0	559.6	656.9	755.6	848.4	946.3	1038.7	1132.1
Other Urban	40.2	79.1	124.5	169.9	215.7	261.3	307.6	352.9	395.7	439.8	482.9	527.3
All Systems	236.5	465.5	735.2	1003.6	1278.9	1556.4	1896.8	2115.3	2376.3	2647.2	2905.1	3164.4
2017 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.7	34.5	54.7	75.6	97.4	119.8						
Rural Other Arterial	26.1	52.2	83.1	113.7	146.3	179.9						
Other Rural	25.3	49.6	78.4	108.0	139.1	170.5						
Urban Interstate	43.1	84.2	131.9	179.1	228.6	278.8						
Urban Other Arterial	88.9	174.1	272.8	370.6	469.9	566.9						
Other Urban	41.1	80.6	126.2	171.8	218.7	265.0						
All Systems	242.2	475.3	747.1	1018.8	1300.0	1581.0						
* Percent Change in Cumulative Monthly Travel 2016 vs. 2017												
Rural Interstate	2.7	2.8	2.0	2.6	2.5	2.6						
Rural Other Arterial	2.2	2.2	1.8	1.7	1.9	1.9						
Other Rural	2.2	2.3	1.5	1.4	1.5	1.4						
Urban Interstate	2.6	2.3	1.8	1.6	1.8	1.7						
Urban Other Arterial	2.4	1.9	1.6	1.4	1.5	1.3						
Other Urban	2.3	1.9	1.4	1.2	1.4	1.4						
All Systems	2.4	2.1	1.6	1.5	1.7	1.6						

\* Percent change is based on vehicle travel in millions of miles.

Table - 3. Changes on Rural Arterial Roads by Region and State\*\*

Region and State	June				May			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2017 (Preliminary)	2016			2017 (Revised)	2016	
<b>Northeast</b>								
Connecticut	8	153	153	0.1	-	146	146	0.0
Maine	56	565	560	0.9	9	531	526	1.0
Massachusetts	7	152	152	0.2	2	149	146	1.9
New Hampshire	84	319	318	0.3	86	274	272	0.5
New Jersey	-	238	237	0.4	3	255	254	0.5
New York	48	1,315	1,309	0.4	49	1,191	1,202	-0.9
Pennsylvania	22	2,183	2,127	2.6	20	2,174	2,118	2.6
Rhode Island	5	60	60	1.3	5	63	63	1.0
Vermont	33	260	259	0.6	38	243	241	0.7
<b>Subtotal</b>		<b>5,248</b>	<b>5,178</b>	<b>1.4</b>		<b>5,028</b>	<b>4,968</b>	<b>1.3</b>
<b>South Atlantic</b>								
Delaware	18	265	257	3.0	17	151	149	1.8
District of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	101	1,989	1,934	2.9	100	2,044	1,972	3.7
Georgia	51	1,533	1,505	1.9	48	1,709	1,670	2.3
Maryland	20	592	572	3.4	21	560	549	2.0
North Carolina	16	1,820	1,791	1.6	17	1,812	1,766	2.6
South Carolina	61	1,538	1,493	3.0	61	1,557	1,504	3.5
Virginia	321	1,562	1,522	2.6	318	1,547	1,512	2.3
West Virginia	20	465	456	2.1	23	363	356	1.8
<b>Subtotal</b>		<b>9,764</b>	<b>9,530</b>	<b>2.8</b>		<b>9,743</b>	<b>9,478</b>	<b>2.8</b>
<b>North Central</b>								
Illinois	24	1,821	1,814	0.4	26	1,484	1,491	-0.5
Indiana	17	1,411	1,390	1.6	17	1,524	1,487	2.5
Iowa	79	1,313	1,296	1.3	81	1,281	1,266	1.2
Kansas	60	967	932	3.8	64	936	905	3.5
Michigan	62	1,709	1,645	3.9	47	1,660	1,615	2.8
Minnesota	13	1,485	1,448	2.6	20	1,485	1,460	1.7
Missouri	81	1,711	1,677	2.1	83	1,778	1,732	2.6
Nebraska	36	830	806	2.9	36	843	816	3.3
North Dakota	41	441	435	1.5	47	401	396	1.1
Ohio	44	1,738	1,689	2.9	43	1,728	1,687	2.4
South Dakota	8	497	488	1.9	42	425	425	0.2
Wisconsin	89	1,767	1,724	2.5	88	1,833	1,796	2.1
<b>Subtotal</b>		<b>15,890</b>	<b>15,344</b>	<b>2.8</b>		<b>15,378</b>	<b>15,078</b>	<b>2.0</b>
<b>South Gulf</b>								
Alabama	55	1,509	1,501	0.5	56	1,519	1,496	1.5
Arkansas	22	1,035	1,006	2.9	23	969	952	1.7
Kentucky	22	1,740	1,694	2.8	22	1,625	1,594	2.0
Louisiana	2	1,115	1,128	-1.2	2	1,128	1,122	0.5
Mississippi	35	1,147	1,146	0.1	27	1,163	1,165	-0.1
Oklahoma	44	1,167	1,126	3.6	45	1,143	1,104	3.6
Tennessee	19	1,631	1,585	2.9	21	1,491	1,452	2.7
Texas	101	4,537	4,410	3.3	107	4,482	4,315	3.8
<b>Subtotal</b>		<b>13,881</b>	<b>13,896</b>	<b>2.2</b>		<b>13,820</b>	<b>13,200</b>	<b>2.4</b>
<b>West</b>								
Alaska	37	134	133	0.5	39	126	127	-0.7
Arizona	42	1,061	1,040	2.1	42	969	961	0.9
California	77	3,488	3,344	4.3	81	3,579	3,464	3.3
Colorado	50	1,052	1,019	3.3	54	946	923	2.5
Hawaii	11	79	77	1.9	11	67	65	2.6
Idaho	-	585	570	2.7	-	532	518	2.7
Montana	69	654	636	2.9	68	523	509	2.7
Nevada	34	414	404	2.4	34	393	383	2.6
New Mexico	-	837	811	3.2	43	829	807	2.7
Oregon	101	951	934	1.8	99	889	871	2.0
Utah	41	574	555	3.4	42	552	524	5.4
Washington	26	1,072	1,037	3.4	82	1,010	989	2.1
Wyoming	88	462	455	1.6	87	415	409	1.5
<b>Subtotal</b>		<b>11,963</b>	<b>11,815</b>	<b>3.2</b>		<b>10,830</b>	<b>10,580</b>	<b>2.7</b>
<b>TOTALS</b>	<b>2,301</b>	<b>55,866</b>	<b>54,657</b>	<b>2.4</b>	<b>2,396</b>	<b>54,488</b>	<b>53,272</b>	<b>2.3</b>

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

Table - 4. Changes on Urban Arterial Roads by Region and State\*\*

Region and State	June				May			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2017 (Preliminary)	2016			2017 (Revised)	2016	
<b>Northeast</b>								
Connecticut	18	2,071	2,054	0.9	-	2,130	2,100	1.4
Maine	21	242	241	0.2	-	231	228	1.0
Massachusetts	46	4,011	4,008	0.1	43	3,938	3,887	1.3
New Hampshire	75	579	578	0.0	78	564	562	0.4
New Jersey	41	4,684	4,648	0.8	39	4,704	4,634	1.5
New York	82	6,705	6,668	0.6	83	7,203	7,112	1.3
Pennsylvania	18	4,446	4,381	1.3	17	4,382	4,312	1.6
Rhode Island	69	539	543	-0.7	66	552	531	4.1
Vermont	11	123	124	-0.4	13	127	125	1.3
Subtotal		23,400	23,345	0.7		23,831	23,491	1.4
<b>South Atlantic</b>								
Delaware	7	479	470	2.0	8	437	432	1.2
District of Columbia	3	214	217	-1.2	3	207	207	-0.1
Florida	134	9,625	9,562	0.7	136	10,029	9,782	2.5
Georgia	84	5,340	5,298	0.8	83	5,585	5,503	1.5
Maryland	23	3,743	3,690	1.4	23	3,695	3,593	2.9
North Carolina	18	4,802	4,757	1.0	18	4,847	4,681	3.6
South Carolina	34	2,033	2,008	1.2	36	2,032	1,975	2.9
Virginia	367	4,389	4,356	0.8	369	4,425	4,320	2.4
West Virginia	19	658	654	0.6	16	586	576	1.9
Subtotal		31,283	31,012	0.9		31,843	31,069	2.5
<b>North Central</b>								
Illinois	51	6,000	6,029	-0.5	51	5,573	5,506	1.2
Indiana	16	2,648	2,670	-0.8	16	2,610	2,584	1.0
Iowa	23	996	970	2.7	23	1,010	988	2.2
Kansas	18	1,012	977	3.5	15	962	944	4.0
Michigan	50	4,378	4,586	-4.7	37	4,695	4,687	0.2
Minnesota	14	2,476	2,454	0.9	27	2,390	2,386	0.2
Missouri	66	2,740	2,714	1.0	65	2,889	2,836	1.9
Nebraska	13	598	598	-0.1	13	613	601	2.2
North Dakota	7	172	172	-0.1	8	156	159	-2.0
Ohio	80	4,930	4,943	-0.3	82	5,274	5,203	1.4
South Dakota	-	198	195	1.9	3	207	208	-0.6
Wisconsin	91	2,180	2,139	1.9	80	2,207	2,187	0.9
Subtotal		28,328	28,457	-0.5		28,606	28,271	1.2
<b>South Gulf</b>								
Alabama	52	2,278	2,288	0.4	34	2,256	2,230	1.1
Arkansas	7	1,225	1,215	0.8	7	1,368	1,330	2.9
Kentucky	19	1,611	1,613	-0.1	21	1,465	1,470	-0.4
Louisiana	-	2,198	2,242	-2.0	2	2,099	2,078	1.0
Mississippi	18	1,106	1,114	-0.7	19	1,062	1,054	0.8
Oklahoma	25	1,616	1,575	2.6	25	1,665	1,593	4.5
Tennessee	13	3,672	3,889	2.3	16	3,473	3,417	1.6
Texas	78	13,054	12,996	0.4	77	14,170	13,941	1.6
Subtotal		28,760	28,613	0.6		27,958	27,113	1.6
<b>West</b>								
Alaska	47	198	197	0.7	47	223	220	1.0
Arizona	68	3,575	3,579	-0.1	76	3,824	3,890	1.9
California	107	21,841	21,380	2.8	112	20,439	19,881	3.9
Colorado	23	2,421	2,357	2.7	22	2,653	2,526	5.0
Hawaii	47	456	452	0.8	48	359	353	1.7
Idaho	-	511	508	0.7	-	508	496	2.4
Montana	10	256	265	-3.4	8	207	207	0.1
Nevada	30	1,109	1,088	3.8	30	1,380	1,383	0.2
New Mexico	-	686	688	0.2	32	784	780	0.4
Oregon	43	1,492	1,464	1.9	44	1,514	1,478	2.4
Utah	53	1,364	1,333	2.4	55	1,427	1,367	4.4
Washington	37	3,319	3,357	-1.1	76	3,421	3,384	1.1
Wyoming	16	148	148	-0.1	18	161	160	-3.7
Subtotal		37,488	36,773	1.9		38,990	38,783	3.9
<b>TOTALS</b>	<b>2,189</b>	<b>147,280</b>	<b>146,183</b>	<b>0.8</b>	<b>2,240</b>	<b>148,800</b>	<b>145,730</b>	<b>2.1</b>

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

Table - 5. Changes on ALL\* Estimated Roads by Region and State\*\*

Region and State	June				May			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2017 (Preliminary)	2016			2017 (Revised)	2016	
<b>Northeast</b>								
Connecticut	24	2,855	2,833	0.8	-	2,918	2,877	1.4
Maine	99	1,392	1,371	1.5	9	1,318	1,305	1.0
Massachusetts	53	5,321	5,317	0.1	45	5,219	5,151	1.3
New Hampshire	171	1,228	1,228	0.1	176	1,139	1,131	0.7
New Jersey	45	6,496	6,472	0.4	46	6,613	6,569	0.7
New York	148	11,254	11,210	0.4	148	12,200	12,014	1.6
Pennsylvania	47	9,191	9,005	2.1	44	8,638	8,458	2.1
Rhode Island	74	706	709	-0.5	71	723	697	3.9
Vermont	58	635	635	0.0	65	624	619	0.9
<b>Subtotal</b>		<b>39,878</b>	<b>38,778</b>	<b>0.8</b>		<b>39,391</b>	<b>38,821</b>	<b>1.5</b>
<b>South Atlantic</b>								
Delaware	39	1,049	1,024	2.4	41	837	826	1.3
District of Columbia	3	301	305	-1.2	3	292	293	-0.2
Florida	240	17,655	17,457	1.1	241	18,701	18,202	2.7
Georgia	166	10,400	10,324	0.7	162	11,335	11,200	1.2
Maryland	51	5,403	5,317	1.6	53	5,279	5,140	2.7
North Carolina	50	10,090	9,938	1.5	51	10,325	10,024	3.0
South Carolina	99	4,845	4,742	2.2	104	4,931	4,752	3.8
Virginia	701	7,463	7,397	0.9	700	7,519	7,388	1.8
West Virginia	54	1,575	1,548	1.8	50	1,353	1,323	2.3
<b>Subtotal</b>		<b>58,781</b>	<b>58,052</b>	<b>1.3</b>		<b>60,572</b>	<b>59,348</b>	<b>2.4</b>
<b>North Central</b>								
Illinois	81	10,603	10,579	0.2	83	9,508	9,420	0.9
Indiana	41	6,745	6,726	0.3	40	6,822	6,702	1.6
Iowa	126	3,202	3,153	1.6	128	3,147	3,096	1.6
Kansas	88	2,891	2,799	3.3	89	2,800	2,701	3.7
Michigan	112	8,644	8,849	-2.3	84	8,387	8,317	0.8
Minnesota	33	5,423	5,346	1.4	55	5,259	5,226	0.6
Missouri	159	6,451	6,400	0.8	160	6,729	6,577	2.3
Nebraska	59	1,880	1,851	1.6	59	1,888	1,832	3.0
North Dakota	57	899	896	0.3	64	815	823	-0.9
Ohio	137	10,346	10,308	0.4	138	10,378	10,229	1.5
South Dakota	8	908	891	1.9	51	847	855	-0.9
Wisconsin	187	5,901	5,754	2.6	176	5,851	5,743	1.9
<b>Subtotal</b>		<b>63,893</b>	<b>63,552</b>	<b>0.5</b>		<b>62,431</b>	<b>61,521</b>	<b>1.5</b>
<b>South Gulf</b>								
Alabama	113	6,121	6,124	0.0	116	6,297	6,203	1.5
Arkansas	34	3,223	3,167	1.8	33	3,205	3,143	2.0
Kentucky	56	4,600	4,566	0.7	59	4,427	4,389	0.9
Louisiana	11	4,325	4,413	-2.0	14	4,205	4,183	0.5
Mississippi	64	3,713	3,709	0.1	58	3,620	3,608	0.3
Oklahoma	78	4,190	4,048	3.5	78	4,307	4,127	4.4
Tennessee	42	7,295	7,158	1.9	46	6,918	6,799	1.8
Texas	210	22,511	22,069	2.0	218	23,867	23,261	2.6
<b>Subtotal</b>		<b>55,878</b>	<b>55,233</b>	<b>1.3</b>		<b>56,846</b>	<b>55,713</b>	<b>2.0</b>
<b>West</b>								
Alaska	91	469	468	0.3	94	499	498	0.3
Arizona	123	6,104	6,059	0.6	129	6,344	6,226	1.9
California	185	31,176	30,282	3.0	194	29,476	28,388	3.8
Colorado	75	4,393	4,266	3.0	78	4,553	4,358	4.5
Hawaii	66	868	859	1.1	67	702	688	2.0
Idaho	-	1,617	1,590	1.7	-	1,561	1,520	2.6
Montana	89	1,339	1,324	1.1	86	1,096	1,062	3.2
Nevada	75	2,262	2,186	3.4	75	2,577	2,462	4.7
New Mexico	-	2,285	2,253	1.4	83	2,541	2,510	1.2
Oregon	149	3,398	3,343	1.7	150	3,372	3,292	2.4
Utah	97	2,723	2,638	3.2	102	2,741	2,610	5.0
Washington	65	5,704	5,697	0.1	161	5,710	5,646	1.1
Wyoming	124	876	885	-0.9	125	817	826	-1.1
<b>Subtotal</b>		<b>63,214</b>	<b>61,860</b>	<b>2.2</b>		<b>61,989</b>	<b>60,886</b>	<b>3.2</b>
<b>TOTALS</b>	<b>4,957</b>	<b>280,843</b>	<b>277,486</b>	<b>1.2</b>	<b>5,102</b>	<b>281,228</b>	<b>275,288</b>	<b>2.2</b>

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.  
\* All Estimated roads include travel from Table 3 and 4 plus remaining roads.

Table - 6. Estimated Rural Vehicle Miles (Millions) and Percent Change from Same Period Previous Year\*\*

Year - 2016														
	Rural Interstate	%	Rural Other Arter	%	Other Rural	%	Total Rural	%	All Systems	%				
Jan	17,194	2.2	Jan	25,539	0.6	Jan	24,738	1.4	Jan	67,471	1.3	Jan	236,480	1.3
Feb	16,394	6.2	Feb	25,574	6.0	Feb	23,802	6.1	Feb	65,770	6.1	Feb	229,039	5.4
Mar	20,038	5.5	Mar	30,504	5.2	Mar	28,726	4.8	Mar	79,268	5.1	Mar	269,709	4.5
Q1	53,626	4.6	Q1	81,618	4.0	Q1	77,266	4.1	Q1	212,510	4.2	Q1	735,228	3.7
Apr	20,055	1.8	Apr	30,097	2.3	Apr	29,250	2.3	Apr	79,403	2.2	Apr	268,383	2.1
May	21,325	2.2	May	31,946	1.9	May	30,468	1.3	May	83,739	1.8	May	275,288	1.6
Jun	21,766	3.8	Jun	32,891	3.2	Jun	31,124	2.8	Jun	85,781	3.2	Jun	277,496	2.6
Q2	63,147	2.6	Q2	94,935	2.5	Q2	90,842	2.1	Q2	248,923	2.4	Q2	821,168	2.1
1st Half	116,772	3.5	1st Half	176,552	3.1	1st Half	168,108	3.0	1st Half	461,439	3.2	1st Half	1,556,396	2.9
Jul	23,521	2.0	Jul	34,183	0.4	Jul	32,098	0.1	Jul	89,801	0.7	Jul	280,419	0.7
Aug	22,115	1.1	Aug	33,153	1.3	Aug	31,007	1.5	Aug	86,274	1.3	Aug	278,512	2.3
Sep	20,071	3.1	Sep	30,957	1.8	Sep	28,483	1.4	Sep	79,512	2.0	Sep	260,950	2.3
Q3	65,707	2.0	Q3	98,292	1.1	Q3	91,588	1.0	Q3	255,587	1.3	Q3	819,881	1.8
Oct	20,678	1.8	Oct	31,813	1.0	Oct	29,610	0.8	Oct	82,101	1.1	Oct	270,931	0.9
Nov	19,703	3.7	Nov	29,619	3.5	Nov	26,889	3.3	Nov	76,211	3.5	Nov	257,905	3.6
Dec	19,434	0.9	Dec	28,872	-0.3	Dec	26,210	-0.8	Dec	74,516	-0.2	Dec	259,255	-0.1
Q4	59,814	2.1	Q4	90,304	1.4	Q4	82,710	1.1	Q4	232,828	1.5	Q4	788,091	1.5
2nd Half	125,521	2.1	2nd Half	188,597	1.3	2nd Half	174,297	1.0	2nd Half	488,415	1.4	2nd Half	1,607,972	1.6
Year	242,294	2.8	Year	365,149	2.2	Year	342,406	2.0	Year	949,849	2.3	Year	3,164,388	2.2

Year - 2017														
	Rural Interstate	%	Rural Other Arter	%	Other Rural	%	Total Rural	%	All Systems	%				
Jan	17,655	2.7	Jan	26,104	2.2	Jan	25,294	2.2	Jan	69,053	2.3	Jan	242,187	2.4
Feb	16,860	2.8	Feb	26,110	2.1	Feb	24,343	2.3	Feb	67,314	2.3	Feb	233,065	1.8
Mar	20,196	0.8	Mar	30,863	1.2	Mar	28,772	0.2	Mar	79,831	0.7	Mar	271,866	0.8
Q1	54,711	2.0	Q1	83,077	1.8	Q1	78,409	1.5	Q1	216,197	1.7	Q1	747,118	1.6
Apr	20,874	4.1	Apr	30,581	1.6	Apr	29,597	1.2	Apr	81,052	2.1	Apr	271,690	1.2
May	21,808	2.3	May	32,690	2.3	May	31,085	2.0	May	85,583	2.2	May	281,228	2.2
Jun	22,402	2.9	Jun	33,564	2.0	Jun	31,426	1.0	Jun	87,392	1.9	Jun	280,943	1.2
Q2	65,085	3.1	Q2	96,835	2.0	Q2	92,108	1.4	Q2	254,027	2.1	Q2	833,861	1.5
1st Half	119,795	2.6	1st Half	179,912	1.9	1st Half	170,517	1.4	1st Half	470,224	1.9	1st Half	1,580,979	1.6
Jul			Jul			Jul			Jul			Jul		
Aug			Aug			Aug			Aug			Aug		
Sep			Sep			Sep			Sep			Sep		
Q3	0.0		Q3	0.0		Q3	0.0		Q3	0.0		Q3	0.0	
Oct			Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec			Dec		
Q4	0.0		Q4	0.0		Q4	0.0		Q4	0.0		Q4	0.0	
2nd Half	0.0		2nd Half	0.0		2nd Half	0.0		2nd Half	0.0		2nd Half	0.0	
Year	119,795	2.6	Year	178,912	1.9	Year	170,517	1.4	Year	470,224	1.9	Year	1,580,979	1.6

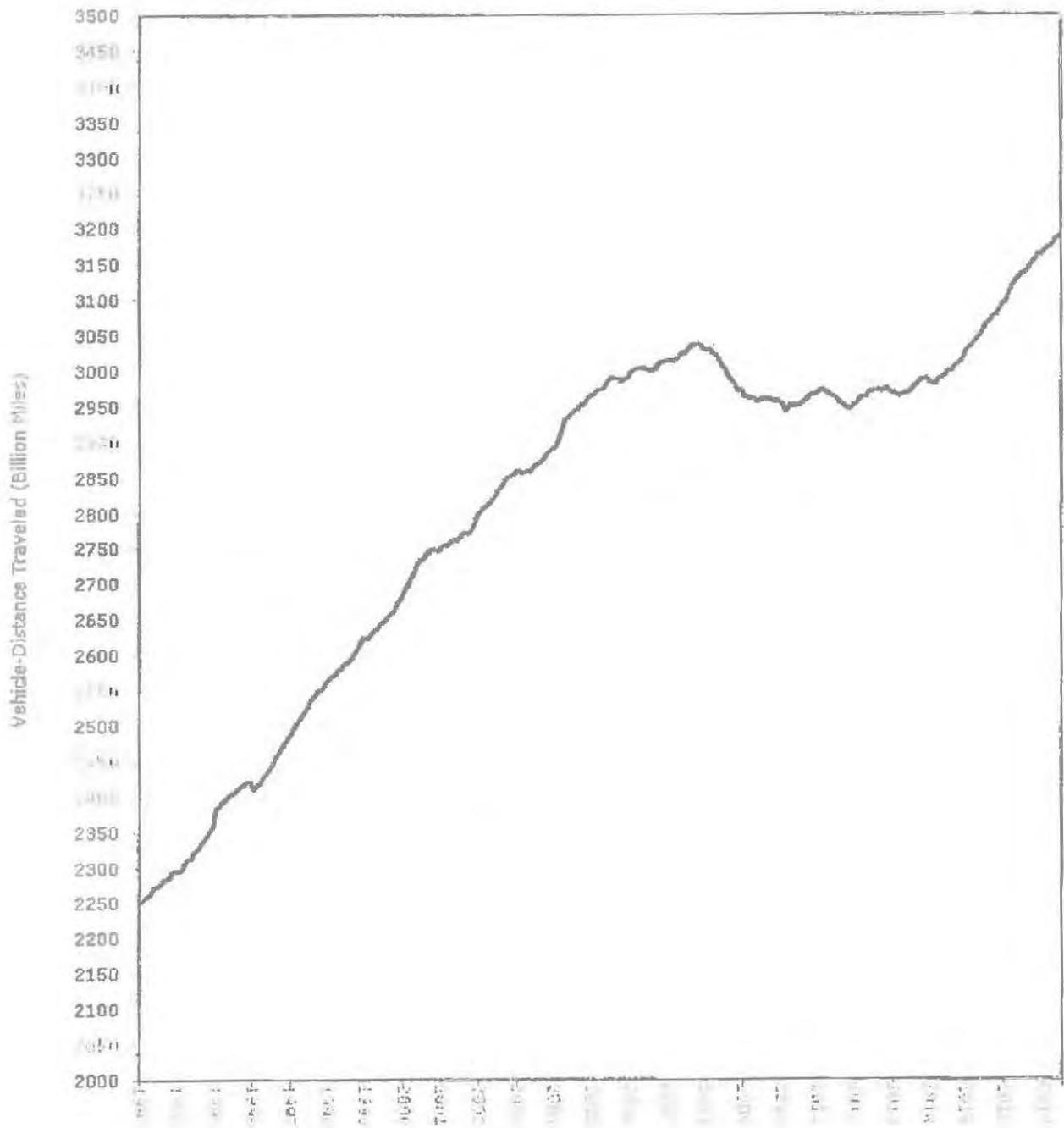
Table - 7. Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year\*\*

Year - 2016														
Urban Interstate		%	Urban Other Arterials		%	Other Urban		%	Total Urban	%	All Systems		%	
Jan	42,010	1.9	Jan	86,813	1.2	Jan	40,185	0.6	Jan	169,009	1.3	Jan	236,480	1.3
Feb	40,284	6.1	Feb	84,059	4.8	Feb	38,926	5.1	Feb	163,269	5.2	Feb	229,039	5.4
Mar	47,356	4.7	Mar	97,721	4.0	Mar	45,364	4.5	Mar	190,441	4.3	Mar	269,709	4.5
Q1	129,650	4.2	Q1	268,593	3.3	Q1	124,475	3.4	Q1	522,718	3.6	Q1	735,228	3.7
Apr	46,554	2.2	Apr	97,043	2.2	Apr	45,384	1.8	Apr	188,980	2.1	Apr	268,383	2.1
May	48,372	2.2	May	97,358	1.3	May	45,819	1.6	May	191,549	1.6	May	275,288	1.6
Jun	49,515	2.7	Jun	96,588	2.2	Jun	45,612	2.0	Jun	191,715	2.3	Jun	277,496	2.6
Q2	144,441	2.4	Q2	290,989	1.9	Q2	136,814	1.8	Q2	572,244	2.0	Q2	821,168	2.1
1st Half	274,091	3.2	1st Half	559,582	2.6	1st Half	261,290	2.6	1st Half	1,094,963	2.7	1st Half	1,556,396	2.9
Jul	47,010	0.6	Jul	97,329	0.7	Jul	46,279	1.1	Jul	190,618	0.7	Jul	280,419	0.7
Aug	48,252	2.6	Aug	98,649	2.9	Aug	45,337	2.6	Aug	192,238	2.8	Aug	278,512	2.3
Sep	45,708	2.4	Sep	92,889	2.5	Sep	42,841	2.4	Sep	181,438	2.4	Sep	260,950	2.3
Q3	140,969	1.9	Q3	288,867	2.0	Q3	134,458	2.0	Q3	564,294	2.0	Q3	819,881	1.8
Oct	46,912	1.2	Oct	97,894	0.6	Oct	44,024	1.0	Oct	188,830	0.8	Oct	270,931	0.9
Nov	46,242	3.8	Nov	92,309	3.8	Nov	43,143	3.5	Nov	181,693	3.7	Nov	257,905	3.6
Dec	46,840	1.0	Dec	93,491	-0.3	Dec	44,409	-0.6	Dec	184,739	0.0	Dec	259,255	-0.1
Q4	139,994	2.0	Q4	283,693	1.3	Q4	131,576	1.3	Q4	555,263	1.5	Q4	788,091	1.5
2nd Half	280,963	1.9	2nd Half	572,560	1.7	2nd Half	266,034	1.6	2nd Half	1,119,557	1.7	2nd Half	1,607,972	1.6
Year	553,054	2.6	Year	1,132,143	2.1	Year	527,323	2.1	Year	2,214,519	2.2	Year	3,164,368	2.2

Year - 2017														
Urban Interstate		%	Urban Other Arterials		%	Other Urban		%	Total Urban	%	All Systems		%	
Jan	43,123	2.6	Jan	88,889	2.4	Jan	41,123	2.3	Jan	173,135	2.4	Jan	242,187	2.4
Feb	41,077	2.0	Feb	85,221	1.4	Feb	39,452	1.4	Feb	165,751	1.5	Feb	233,065	1.8
Mar	47,725	0.8	Mar	98,726	1.0	Mar	45,585	0.5	Mar	192,035	0.8	Mar	271,866	0.8
Q1	131,924	1.8	Q1	272,837	1.6	Q1	126,160	1.4	Q1	530,921	1.6	Q1	747,118	1.6
Apr	47,157	1.3	Apr	97,808	0.8	Apr	45,673	0.6	Apr	190,638	0.9	Apr	271,690	1.2
May	49,546	2.4	May	99,254	1.9	May	46,844	2.2	May	195,645	2.1	May	281,228	2.2
Jun	50,221	1.4	Jun	97,039	0.5	Jun	46,292	1.5	Jun	193,552	1.0	Jun	280,943	1.2
Q2	146,924	1.7	Q2	294,101	1.1	Q2	138,809	1.5	Q2	579,834	1.3	Q2	833,861	1.5
1st Half	278,849	1.7	1st Half	566,937	1.3	1st Half	264,969	1.4	1st Half	1,110,755	1.4	1st Half	1,580,979	1.6
Jul			Jul			Jul			Jul			Jul		
Aug			Aug			Aug			Aug			Aug		
Sep			Sep			Sep			Sep			Sep		
Q3		0.0	Q3		0.0	Q3		0.0	Q3		0.0	Q3		0.0
Oct			Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec			Dec		
Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0
2nd Half		0.0	2nd Half		0.0	2nd Half		0.0	2nd Half		0.0	2nd Half		0.0
Year	278,849	1.7	Year	566,937	1.3	Year	264,969	1.4	Year	1,110,755	1.4	Year	1,580,979	1.6

Figure - 1. Moving 12-Month Total on ALL Roads



**Figure - 2, Travel on U.S. Highways by Month**

**Urban Highway**



**Rural Highway**

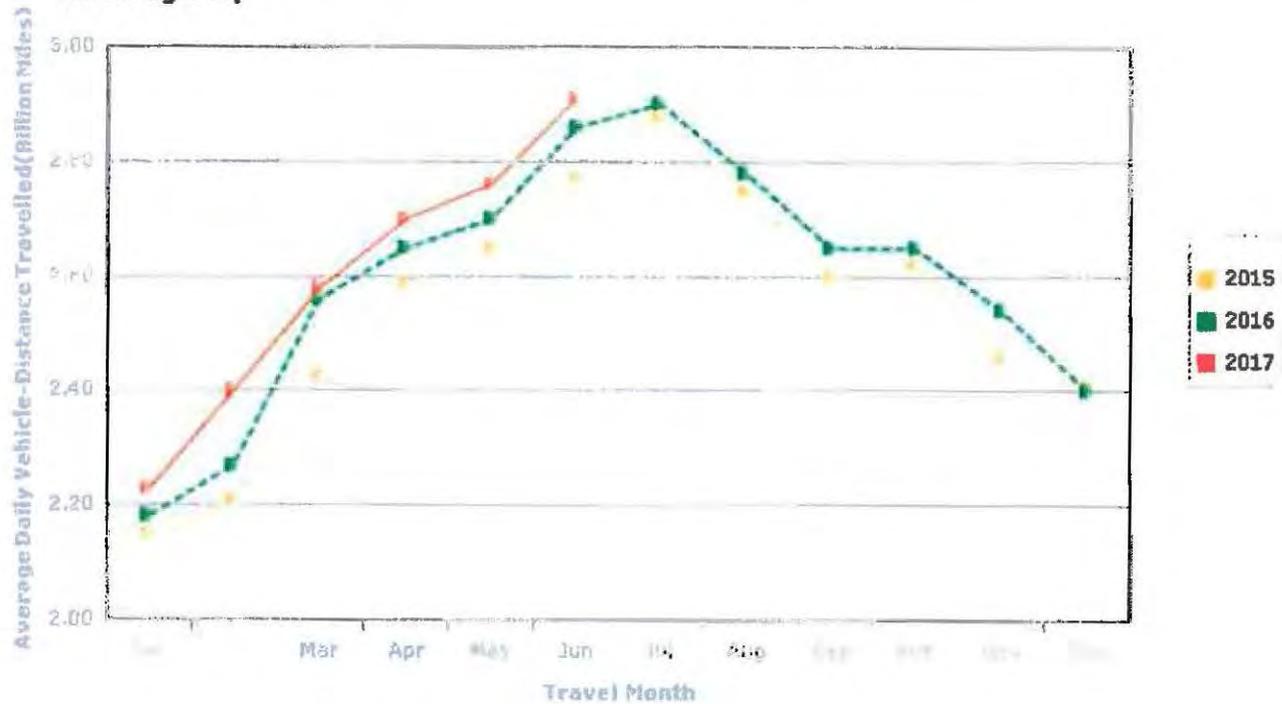
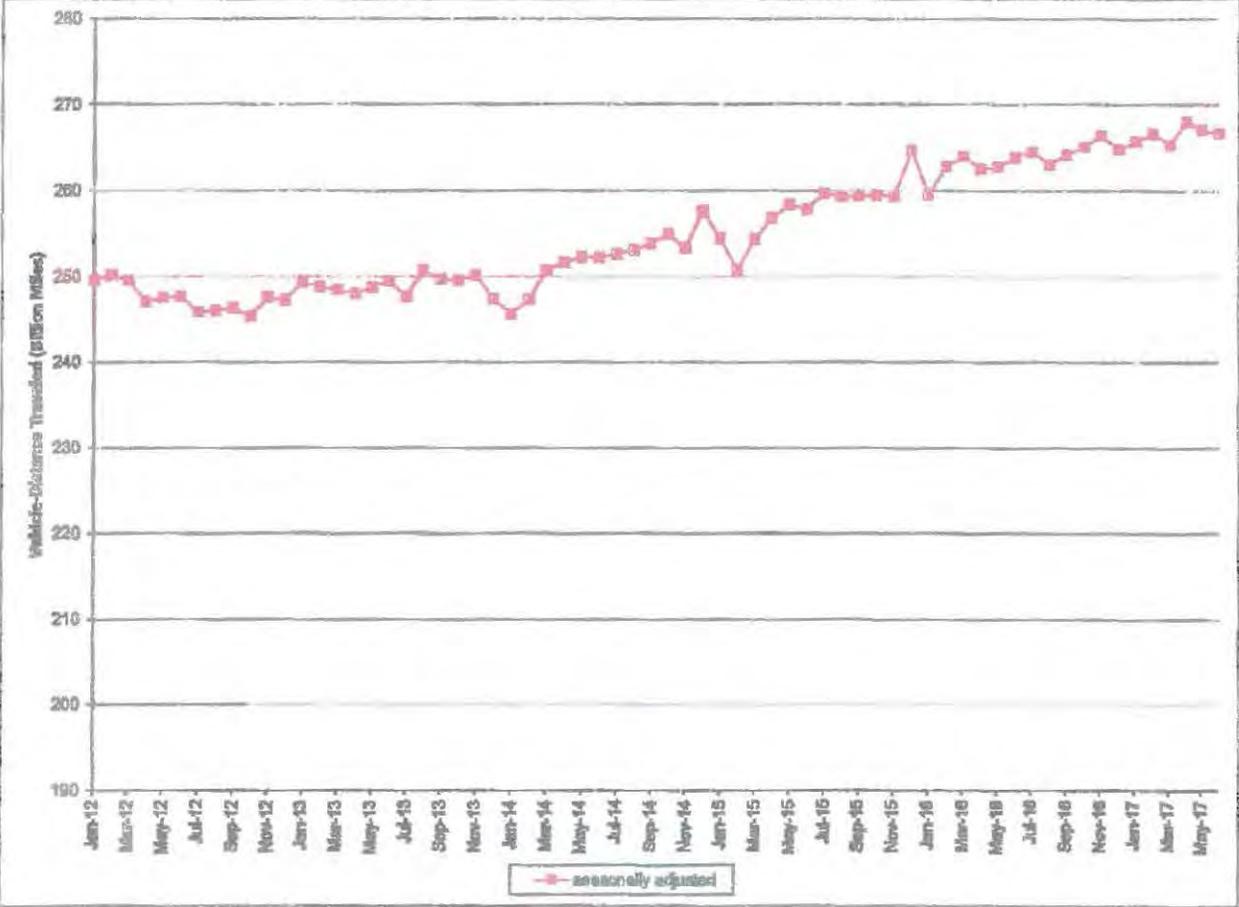


Figure 3: Seasonally Adjusted Vehicle Miles Traveled by Month



Seasonally adjusted data are modeled by the Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology, U.S. Department of Transportation. See <http://www.transtats.bts.gov/OSEA/SeasonalAdjustment/> for additional seasonally adjusted travel data and information.

# PLANNING COMMISSION QUARTERLY REPORT

## 4<sup>th</sup> QUARTER 2017

### Previously Reviewed Applications and Documents

LMO Amendments	Status
<b>2017 LMO Amendments – Second Set</b>	
<p><u>Section 16-2-103.I.4.b.iii</u>: requires a final notice of action from an ARB;</p> <p><u>Section 16-3-105.B.3</u>: states there are no adjacent street buffers in the CR district;</p> <p><u>Section 16-3-105.D.2</u>: permits commercial parking lots in the LC district;</p> <p><u>Section 16-3-105.G.2</u>: permits commercial parking lots in the MF district;</p> <p><u>Section 16-3-105.I</u>: permits commercial parking lots and increases the maximum impervious coverage in the MV district;</p> <p><u>Section 16-3-105.J.2</u>: permits commercial parking lots in the NC district;</p> <p><u>Section 16-3-105.N.2</u>: permits commercial parking lots in the S district;</p> <p><u>Table 16-3-106.G.4</u>: reflects changes to the Marsh Tacky Village PD-2;</p> <p><u>Section 16-3-106.H.4.b.ii</u>: increases the width of driveways in buffers in the Forest Beach overlay district from 18’ to 24’;</p> <p><u>Table 16-4-102.A.6</u>: adds commercial parking lots to the LC, MF, MV, NC and S districts in the Principal Use Table;</p> <p><u>Section 16-4-102.B.7.c.iii</u>: adds a missing word;</p> <p><u>Section 16-4-102.B.8.d</u>: amends the conditions for commercial parking lots;</p> <p><u>Table 16-5-102.C</u>: eliminates setbacks from easements on non-single-family properties;</p> <p><u>Section 16-5-102.D.4</u>: eliminates the ability to waive the setback between single-family properties and establishes criteria for when the setback can be waived;</p> <p><u>Table 16-5-102.E</u>: allows bollards, walkways, and parking lots in the setback and changes the language regarding how far an uncovered porch, stoop, deck, patio, or terrace can encroach into a setback;</p> <p><u>Table 16-5-103.E</u>: eliminates buffers from easements on non-single-family properties;</p> <p><u>Section 16-5-103.E.2</u>: eliminates the ability to waive the buffer between single-family properties and establishes criteria for when the buffer can be waived;</p> <p><u>Section 16-5-103.F</u>: establishes when buffers on an already developed site must be brought into conformance;</p> <p><u>Section 16-5-105.A.5.e.ii.01.(C)</u>: establishes minimum and maximum widths for service driveways;</p> <p><u>Table 16-5-107.D.1</u>: changes the parking spaces required for golf courses, miniature golf courses, and driving ranges;</p> <p><u>Section 16-5-107.D.10</u>: establishes when an already developed site must add an EV charging station;</p> <p><u>Section 16-5-107.F.3.b</u>: establishes the location of wheel stops in parking</p>	<p><u>Public Hearing</u> September 20, 2017 Approved 7-0-0</p> <p><u>First Reading</u> October 17, 2017 Approved 5-2 all LMO Amendments</p> <p><u>Second Reading (became Revised First Reading due to changes made at Second Reading)</u> November 7, 2017</p> <p>Approved 7-0 the LMO Amendments not related to commercial parking lots</p> <p>Denied 0-7 the LMO Amendments related to commercial parking lots</p> <p><u>Second Reading</u> December 5, 2017</p> <p>Approved 7-0 the LMO amendments not related to commercial parking lots.</p>

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spaces; <u>Section 16-5-107.H.7.d:</u> establishes when a developed site must add bicycle parking spaces; <u>Section 16-5-114.H.9.c:</u> establishes when post mounted banners may be used; <u>Section 16-10-105:</u> establishes a definition for service driveways.	
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Subdivision Applications	Status
<b><u>SUB-000723-2014 Silver Moss Subdivision:</u></b> 48 single family lots located off Spanish Wells Road	<u>Certificate of Compliance</u> August 18, 2015 20 building permits issued.
<b><u>SUB-000986-2014 Salt Creek Landing:</u></b> 39 single family lots located off Spanish Wells Road.	<u>Certificate of Compliance</u> June 2, 2016 17 building permits issued.
<b><u>SUB-001864-2015 Beach City Place:</u></b> 43 single family lots located off Beach City Road.	<u>Certificate of Compliance</u> June 6, 2017 27 building permits issued.
<b><u>SUB-001867-2015 Magnolia Place:</u></b> 26 single family lots located off Leg-O-Mutton Road.	<u>Certificate of Compliance</u> April 27, 2017 All buildings under construction.
<b><u>SUB-000116-2016 Tansyleaf:</u></b> 42 single family lots located off Spanish Wells Road.	<u>Certificate of Compliance (Phase 1)</u> August 15, 2016 6 building permits issued.
<b><u>SUB-000273-2016 Beach City Commons:</u></b> 7 single family lots located at 206 Beach City Road.	<u>Notice of Action</u> October 16, 2017
<b><u>SUB-000765-2016 Vanessa Lane:</u></b> 3 single family lots located off of Vanessa Lane.	<u>Withdrawn</u>
<b><u>SUB-001381-2016 Wild Horse Road:</u></b> 3 single family lots located at 226 Wild Horse Road.	<u>Under Review</u>

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<b><u>SUB-001759-2016 The Marshes at Broad Creek:</u></b> 23 single family lots located off Marshland Road.	<u>Under Review</u>
<b><u>SUB-000291-2017 Hudson Property:</u></b> 3 single family lots at 307 & 311 Gumtree Road.	<u>Under Review</u>
<b><u>SUB-001649-2017 69 Thomas Cohen Drive:</u></b> 2 single family lots.	<u>Certificate of Compliance</u> October 20, 2017
<b><u>SUB-002084-2017 51 Katie Miller Drive:</u></b> 2 single family lots.	<u>Certificate of Compliance</u> October 13, 2017
<b><u>SUB-002253-2017 618 Spanish Wells Road:</u></b> 12 duplex lots and 1 single family lot located at 618 Spanish Wells Road.	<u>Under Review</u>
<b><u>SUB-002748-2017 The Glen Phase II:</u></b> 16 single family lots located off Alex Patterson Road. (Habitat for Humanity project).	<u>Under Review</u>

<b>Zoning Map Amendments</b>	<b>Status</b>
<p><b><u>ZA-001432-2017 Bradley Circle Area Rezoning:</u></b> Request from the Town of Hilton Head Island to amend the Official Zoning Map by rezoning 52 properties (all of the properties in the Bradley Circle Area) from the RD (Resort Development) zoning district to the RM-8 (Moderate Density Residential) zoning district.</p> <p>The Planning Commission recommended approval 7-0-0 with the exclusion of the following parcels:</p> <ul style="list-style-type: none"> <li>➤ Tax Map #8 Parcel #22G (10 and 12 Bradley Circle)</li> <li>➤ Tax Map #8 Parcel #498 (14 Bradley Circle)</li> <li>➤ Tax Map #8 Parcel #503 (16 Bradley Circle)</li> </ul>	<p><u>Public Hearing</u> July 19, 2017 Approved 7-0-0 with exclusions (see note)</p> <p><u>Adopted</u> October 3, 2017</p>
<p><b><u>ZA-002102-2017:</u></b> Request from the Town of Hilton Head Island to rezone the subject properties: R510 011 000 0007 0000 (11 Simmons Road) from RM-4 (Low to Moderate Density Residential) to WMU (Waterfront Mixed Use) (Property 1); R510 004 00H 0302 0000 (4501 Meeting Street) from PD-1 (Planned Development Mixed Use) to MS</p>	<p><u>Public Hearing</u> October 18, 2017 See note for voting</p> <p><u>First Reading</u></p>

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<p>(Main Street) (Property 2); R510 011 000 0172 0000 (4 Marshland Lane) from WMU to PD-1 (Property 3); R510 004 000 0344 0000 (154 Beach City Road) from LC (Light Commercial) to IL (Light Industrial) (Property 4); R510 004 000 0375 0000 from LC to IL (Property 5); and R510 008 000 0221 0000 (21 Dillon Road) from LC to IL (Property 6).</p> <p>The Planning Commission voted:          Properties 1, 2, 3, 5, and 6: Recommend Approval 7-0-0          Property 4: Recommend Denial 5-2-0</p>	<p>December 5, 2017          Approved 7-0 for Properties 1, 2, and 3</p> <p><u>Second Reading</u>          December 19, 2017          Approved 7-0 for Properties 1, 2, and 3</p>
<p><b><u>ZA-002505-2017 Merrill Gardens:</u></b> Request from Judd Carstens, with Witmer Jones Keefer LTD., to amend the Official Zoning Map by changing the zoning designation of the property located at 71 Shelter Cove Lane from LC (Light Commercial) to the PD-1 (Planned Development Mixed-Use) Zoning District, specifically the Palmetto Dunes Resort Master Plan. This rezoning would allow an increase in the density and height standards. This rezoning would identify the use assigned to the property as an assisted living facility on the master plan. The subject parcel is identified as Beaufort County Tax Map 12C, Parcel 1.</p>	<p><u>Withdrawn</u>          This application was withdrawn before the January 17, 2018 meeting.</p>

<b>Gullah-Geechee Land and Cultural Preservation Task Force</b>	<b>Status</b>
<ul style="list-style-type: none"> <li>• Drafting an RFP to hire a consultant to assist with various topics including LMO modifications.</li> <li>• Partnering with NIBCAA to hold an educational workshop on Heirs Property with the Center for Heirs Property Preservation at 10:00 am on Saturday February 24<sup>th</sup> at St. James Baptist Church.</li> </ul>	<p><u>Ongoing</u></p>

<b>Miscellaneous</b>	<b>Status</b>
<p><b><u>Plastic Bag Use</u></b>          Planning Commission heard a presentation by the Coastal Conservation League and discussed a ban on plastic bags.          Town Council approved Ordinance 2017-26, which establishes regulations and requirements relating to single-use plastic bags.          Effective Date: September 10, 2018.</p>	<p><u>PC Discussion</u>          June 21, 2017</p> <p><u>First Reading</u>          December 19, 2017          Approved 7-0</p> <p><u>Second Reading</u>          January 9, 2018          Approved 7-0</p>

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### Ongoing Capital Improvement Projects

Pathways	Status
South Forest Beach (SFB) from Coligny Circle to Tanglewood and Tanglewood from SFB to Cordillo.	On hold.

Roadway Improvements	Status
Office Park/Pope/New Orleans Intersection – USCB Roadway Improvements	<ul style="list-style-type: none"> <li>• Anticipated start of construction Feb 2018.</li> <li>• Anticipated completion June 2018.</li> </ul>
Coligny Road Projects: <ul style="list-style-type: none"> <li>• Lagoon/Pope Intersection</li> <li>• Nassau Extension</li> </ul>	On hold.
Mast Arm – William Hilton Parkway and Pembroke Road	<ul style="list-style-type: none"> <li>• SCDOT permit pending. Project plans are in development.</li> <li>• Anticipated start of construction summer 2018.</li> </ul>

Park Development	Status
Island Recreation Center Expansion	<ul style="list-style-type: none"> <li>• Under construction.</li> <li>• Target completion fall 2018.</li> </ul>

Existing Facilities and Infrastructure	Status
Fire Station #2	On hold.

New Facilities and Infrastructure	Status
F&R Computer Systems Upgrades	Ongoing.

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Beach Maintenance	Status
Dune Refurbishment	<ul style="list-style-type: none"><li>• Sand fence and dune vegetation contract pending.</li><li>• Target installation spring 2018.</li></ul>
Beach Renourishment	Completed in November 2017.