



Town of Hilton Head Island  
**Planning Commission Meeting**  
**Wednesday, February 3, 2021 – 9:00 a.m.**  
**AGENDA**

---

In accordance with the Town of Hilton Head Island Municipal Code Section 2-5-15, this meeting is being conducted virtually and can be viewed live on the Town's Public Meeting Facebook Page at <https://www.facebook.com/townofhiltonheadislandmeetings/>. Following the meeting, the video record will be made available on the Town's website at <https://www.hiltonheadislandsc.gov/>.

1. **Call to Order**
2. **FOIA Compliance** – Public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the requirements of the Town of Hilton Head Island.
3. **Roll Call**
4. **Approval of Agenda**
5. **Approval of Minutes**
  - a. Meeting of January 20, 2021
6. **Appearance by Citizens**
7. **Unfinished Business**
  - a. **Review of Town Council's changes related to Workforce Housing LMO Amendments** –  
*Presented by Jayme Lopko*
8. **New Business**
  - a. **Annual Traffic Report** – *Presented by Darrin Shoemaker*
9. **Commission Business**
10. **Chairman's Report**
11. **Committee Reports**
12. **Staff Report**
  - a. **Quarterly Report** – *Presented by Anne Cyran*
13. **Adjournment**

Public comments concerning agenda items can be submitted electronically via the Open Town Hall HHI portal at <https://hiltonheadislandsc.gov/opentownhall/>. The portal will close at 4:30 p.m. on February 2, 2021. All comments submitted through the portal will be provided to the Commission for review and made part of the official record. Citizens who wish to comment on agenda items during the meeting by phone must contact the Commission Secretary at 843-341-4691 no later than 12:00 p.m. on February 2, 2021.

**Please note that a quorum of Town Council may result if four (4) or more of their members attend this meeting.**



Town of Hilton Head Island  
**Planning Commission Meeting**  
January 20, 2021 at 3:00 p.m. Virtual Meeting  
**MEETING MINUTES**

**Present from the Commission:** Chairman Peter Kristian, Leslie McGowan, Michael Scanlon, Mark O'Neil, Alan Perry, Todd Theodore, Stephen Alfred, John Campbell

**Absent from the Commission:** Vice Chairman Lavon Stevens

**Present from Town Council:** Alex Brown, Tamara Becker, Glenn Stanford, David Ames

**Present from Town Staff:** Tyler Newman, Senior Planner; Missy Luick, Senior Planner; Anne Cyran, Senior Planner; Teri Lewis, Deputy Community Development Director; Shawn Colin, Interim Deputy Town Manager; Nicole Dixon, Development Review Administrator; Diane Busch, Staff Attorney/Prosecutor; Jennifer Ray, Interim Community Development Director; Teresa Haley, Senior Administrative Assistant

---

**1. Call to Order**

Chairman Kristian called the meeting to order at 3:00 p.m.

**2. FOIA Compliance** – Public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the Town of Hilton Head Island requirements.

**3. Roll Call** – See as noted above.

**4. Approval of Agenda**

Chairman Kristian asked for a motion to approve the agenda. Commissioner Alfred moved to approve. Commissioner Scanlon seconded. By way of roll call, the motion passed with a vote of 8-0-0.

**5. Approval of Minutes**

**a. Meeting of January 6, 2021**

Chairman Kristian asked for a motion to approve the minutes of the January 6, 2021 meeting. Commissioner McGowan moved to approve. Commissioner O'Neil seconded. By way of roll call, the motion passed with a vote of 8-0-0.

**6. Appearance by Citizens**

Public comments concerning agenda items were to be submitted electronically via the Open Town Hall portal. All comments received via the portal were provided to the Commission for review and made a part of the official record. Citizens were also provided the option to sign up for public comment participation by phone during the meeting. There were no requests to participate by phone.

## 7. Unfinished Business

None.

## 8. New Business

### a. Public Hearing

**ZA-002487-2020** – Request from the Town of Hilton Head Island to amend the Official Zoning Map to rezone a Town owned property from Resort Development (RD) to Parks and Recreation (PR). The subject property is located at 30 Folly Field Road, parcel ID R511 009 000 1196 0000. *Presented by Tyler Newman*

Mr. Newman presented the application as described in the Staff Report. Staff recommends the Planning Commission find this application to be consistent with the Town's Comprehensive Plan and serve to carry out the purposes of the LMO, based on those Findings of Fact and Conclusions of Law as determined by the LMO Official and enclosed in the Staff Report. Staff recommends that the Planning Commission recommend approval of this application to Town Council.

The Commission made comments and inquiries regarding: the signage on the property stating protection by the Town and the timing of the request. Mr. Tyler explained the signage was notification that it was Town owned property and he did not find any restricting covenants for the property. Mr. Colin explained that when the property was originally purchased by the Town, the intended use was a park and the rezoning will reinforce that intent. He noted there was never any intention for resort development on the property.

Commissioner Perry moved to find this application to be consistent with the Town's Comprehensive Plan and serve to carry out the purposes of the LMO, based on those Findings of Fact and Conclusions of Law as determined by the LMO Official and enclosed in the Staff Report, with a recommendation of approval to Town Council. Commissioner Alfred seconded. By way of roll call, the motion passed with a vote of 8-0-0.

### b. Public Hearing

**ZA-002584-2020** – Request from Josh K. Tiller of J.K. Tiller Associates to amend the Official Zoning Map to rezone the former Sam's Club property from Community Commercial (CC) to Light Commercial (LC). The subject property is located at 95 Mathews Drive, parcel ID R511 008 000 192A 0000. *Presented by Missy Luick*

Ms. Luick presented the application as described in the Staff Report. Staff recommends the Planning Commission find this application to be consistent with the Town's Comprehensive Plan and serve to carry out the purposes of the LMO, based on those Findings of Fact and Conclusions of Law as determined by the

LMO Official and enclosed in the Staff Report. Staff recommends that the Planning Commission recommend approval of this application to Town Council.

Due to a potential conflict of interest, Mr. Scanlon recused himself from the discussion and the required Potential Conflict of Interest Form has been completed by Mr. Scanlon and is a matter of record for this meeting.

The Commission made comments and inquiries regarding: clarification that the property is a separate parcel from the shopping plaza; allowable usage in Community Commercial as opposed to Light Commercial and the restrictions of such; building height; access to the storage units; security, staffing and accessibility to the storage units; parking spaces for and entrance doors to the building; open storage concerns and service area locations around the building.

Mr. Newman confirmed the property is a separate lot from the shopping plaza.

The applicant presented an overview of the project and answered questions and concerns from the Commission. Mr. Tiller explained the approval from the Port Royal Property Association had the following stipulations: intended use is for indoor storage; access is maintained in front of the building to US278; and no open storage now or in the future phase. He further stated that there will be access at the main entrance to the indoor storage and there will be cart access doors around the facility for tenants to get to their units.

Commissioner O'Neil moved to find this application to be consistent with the Town's Comprehensive Plan and serve to carry out the purposes of the LMO, based on those Findings of Fact and Conclusions of Law as determined by the LMO Official and enclosed in the Staff Report, with a recommendation of approval to Town Council. Commissioner Campbell seconded. By way of roll call, the motion passed with a vote of 7-0-0.

## **9. Commission Business**

None.

## **10. Chairman's Report**

None.

## **11. Committee Reports**

None.

## **12. Staff Report**

Ms. Cyran reminded the Commission of the meetings scheduled for February 3, 2021 and February 17, 2021 noting that the Annual Traffic Report will be presented at the February 3, 2021 meeting.

## **13. Adjournment**

The meeting was adjourned at 4:14 p.m.

**Submitted by:** Vicki Pfannenschmidt, Secretary

**Approved:** [DATE]

DRAFT



# TOWN OF HILTON HEAD ISLAND

## *Community Development Department*

**TO:** Planning Commission  
**VIA:** Jennifer Ray, *ASLA, Interim Community Development Director*  
**FROM:** Jayme Lopko, *AICP, Senior Planner*  
**CC:** Shawn Colin, *AICP, Interim Deputy Town Manager*  
**CC:** Teri Lewis, *AICP, Deputy Director of Community Development*  
**DATE:** January 22, 2021  
**SUBJECT:** Workforce Housing LMO Amendments

---

**Recommendation:** Staff recommends the Planning Commission review the proposed Workforce Housing (WFH) Land Management Ordinance (LMO) amendments related to bonus density and forward a recommendation to Town Council.

**Summary:** At the Town Council meeting on January 19, 2021, Town Council voted to approve first reading of the Workforce Housing LMO amendments related to bonus density including language to clarify the definition of Group Living and to exclude Group Living in the RM-4 District from participation in the WFH Program.

Per State Code Section 6-29-760, if Town Council recommends a change to a proposed text amendment after the public hearing, then that text amendment must be reviewed again by the Planning Commission before the change can be adopted by Town Council.

**Background:** These amendments were brought forward to provide incentives for the development of Workforce Housing. A public meeting was held by the Planning Commission on January 6, 2021. At that time, the Planning Commission unanimously recommended approval of the Workforce Housing LMO Amendments related to bonus density.

### **Exhibits**

- A. Workforce Housing LMO Amendments
- B. Bonus Density Map

# Exhibit B

## Workforce Housing LMO Amendments

### Chapter 16-3: Zoning Districts

#### Section 16-3-104. Residential Base Zoning Districts

##### Section 16-3-104.E Low to Moderate Density Residential (RM-4) District

2. Allowable Principal Uses			
USE CLASSIFICATION/TYPE		USE-SPECIFIC CONDITIONS	MINIMUM NUMBER OF OFF-STREET PARKING SPACES
<b>Residential Uses</b>			
<u>Workforce Housing</u>	PC	<u>Sec 16-4-102.B.1.d</u>	<u>See Sec. 16-5-107.D.2</u>
3. Development Form Standards			
MAX. DENSITY (PER NET ACRE)		LOT COVERAGE	
Residential <sup>2</sup>			
<b>TABLE NOTES:</b> P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = <i>dwelling units</i> ; sf = square feet; GFA = <i>gross floor area</i> in square feet; ft = feet; n/a = not applicable <u>2. Density for development that includes Workforce Housing shall be determined based on Sec. 16-4-105.A.</u>			

### Chapter 16-4: Use Standards

TABLE 16-4-102.A.6: PRINCIPAL USE TABLE																				
P = Permitted by Right      PC = Permitted Subject to Use-Specific Conditions																				
SE = Allowed as a Special Exception      Blank Cell = Prohibited																				
USE CLASSIFICATION/ USE TYPE	SPECIAL DISTRICTS		RESIDENTIAL DISTRICTS					MIXED-USE AND BUSINESS DISTRICTS										USE-SPECIFIC CONDITIONS		
	CON	PR	RSF-3	RSF-5	RSF-6	RM-4	RM-8	RM-12	CR	SP	CC	MS	WMUS	MF	MV	NC	LC		RD	MED
<b>RESIDENTIAL USES</b>																				
Workforce Housing						PC				PC	PC	PC	PC	PC		PC		PC		Sec 16-4-102.B.1.d

# Exhibit B

## Workforce Housing LMO Amendments

### B. Use-Specific Conditions for Principal Uses

#### 1. Residential Uses

##### Section 16-4-102.B.1.d

##### d. Workforce Housing

- i. Any development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105.
- ii. Workforce housing may be permitted in the PD-1 District through a Zoning Map Amendment in accordance with Sec. 16-2-103.C.
- iii. In the MS District, properties developed for WFH shall not be permitted on properties currently utilized as a school or fire station.
- iv. In the S District, properties developed for WFH shall not have vehicular access to U.S. Route 278 (William Hilton Parkway).
- v. In the WMU District, properties developed for WFH shall not have vehicular access to Marshland Road.
- vi. In the LC District, properties developed for WFH shall not have vehicular access to U.S. Route 278 (William Hilton Parkway) between Wexford Drive and Singleton Beach Road.
- vii. In the RM-4 District, properties developed for Group Living use are not be eligible to participate in the WFH Program.
- viii. In the RM-4 District, existing mobile home parks, located on property that is a minimum of 3 acres, shall be eligible to participate in the WFH Program.
- ix. Except for paragraph viii above, workforce housing use in the RM-4 District shall comply with the following conditions:
  - a. The property shall be a single parcel that is a minimum of 3 acres.
  - b. The property shall not have frontage on Jarvis Creek, Broad Creek, or Old House Creek.
  - c. The site of the WFH use shall not be located within 750 linear feet of the Hilton Head Island Airport property. This distance shall be measured as the length of an imaginary straight line between the two closest points of the perimeter boundary of the property on which any WFH use is located, and the perimeter boundary of the Hilton Head Island Airport.
  - d. The site of the WFH use shall be located within 3,500 linear feet of a minor arterial in accordance with Sec. 16-5-105.B, Street Hierarchy. This distance shall be measured from the centerline of the closest vehicular access on the property where the WFH is located, and shall be measured along the

## Exhibit B

### Workforce Housing LMO Amendments

centerline of the travel lane of the street providing the shortest route to the minor arterial.

- e. Lots within an existing legally platted and developed single family subdivision, including open space are not eligible to participate in the WFH Program.
- f. Properties developed with a non-single family residential use that is permanent in nature are not eligible to participate in the WFH Program.

#### Section 16-4-105. Workforce Housing (WFH) Program

##### A. Workforce Housing Density

All Units:

1. Commercial conversion projects that include at least 20% workforce housing units will be eligible for incentives, as described in Sec. 16-10-102B.1, including:
  - a. A reduction in minimum unit sizes by 30% and;
  - b. Up to 50% of the units in the development may be micro-efficiency and/or studio units.
2. In the RM-4 District:
  - a. A density bonus up to 100% above the base residential density standards is permitted if 50% of all units within the development are workforce housing units.
  - b. A density bonus up to 50% above the base residential density standards is permitted if 25% of all units within the development are workforce housing units.
  - c. The maximum density permitted in any workforce housing development is 12 units per acre.

# Exhibit B

## Workforce Housing LMO Amendments

### Chapter 10: Definitions, Interpretation and Measurement

#### Section 16-10-103. - Use Classifications, Use Types, and Definitions

##### A. Residential Uses

##### 2. Use Types and Definitions

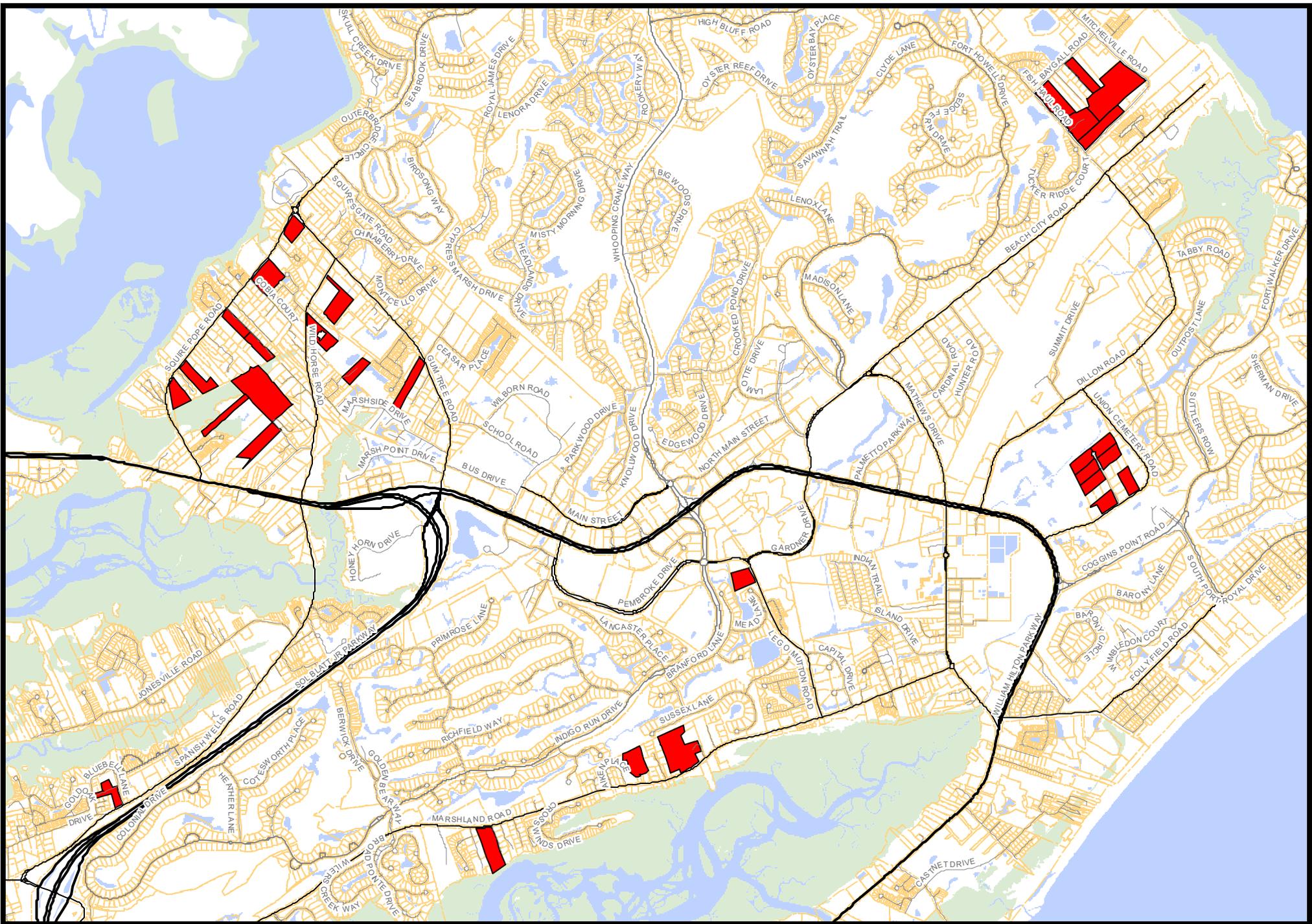
###### Group Living

The residential occupancy of a group of living units by *persons* who do not constitute a *single-family* and may receive some level of personal care. Individual living units often consist of a single room or group of rooms without cooking and eating facilities, but unlike a *hotel*, are generally occupied on a monthly or longer basis. *Uses* include group homes, assisted living facilities, dormitories and similar *uses*. Although continuing care retirement communities may include *single-family* and *multifamily dwellings* and health care *uses*, they are categorized as a group living *use* because of their focus on the present or future provision of personal care to senior citizens and their integration of various *uses* as a single cohesive *development*. Dormitories are categorized as a group living use because they consist of a building or buildings which house students, employees, etc. and contain communal facilities and sleeping rooms with several beds. Group living does not include *uses* where *persons* generally occupy living units for periods of less than 30 days (e.g., *hotels*), which are categorized as Resort Accommodation *Uses*. It also does not include *uses* where residents or inpatients are routinely provided more than minor health care services (e.g., *nursing homes, hospitals*) unless they are associated with a continuing care retirement community. These types of facilities are categorized as Health Services *uses*. *Accessory uses* common to group living *uses* include recreational facilities, administrative offices, and food preparation and dining facilities.

#### Section 16-10-105. - General Definitions

##### Density Bonus

An increase in the number of units permitted on the site in order to provide an incentive for the construction of workforce housing.



# Town of Hilton Head Island

## Bonus Density Map



# Memo



**To:** Planning Commission  
**From:** Darrin Shoemaker, Traffic and Transportation Engineer (Voice (843)341-4774)  
(Cell (843)384-5021)  
**Via:** Teri Lewis, Deputy Director of Community Development  
**cc:** Town Council  
**Date:** 01/25/2021  
**Re:** 2020 Traffic Monitoring & Evaluation Report

---

**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 as well as any supplemental comments or 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 only intersection found deficient relative to the Town's goals as outlined in the LMO in June 2020 was that of William Hilton Parkway with Squire Pope Road and Chamberlin Drive. Sea Pines Circle was counted and analyzed in 2020, and was found to be fully compliant with the applicable LMO goal for rotary intersections. This year's report contains some new features in the form of information relating to pedestrian and bicycle demand on the Town's multi-use pathway network, as well as U-turn demand at signalized intersections. Traffic counts taken during June 2020 on the Town's major arterials were down 4.8 percent relative to comparable counts taken in June 2019 and are down 7.2 percent from the comparable counts collected in June 2018. The June 2020 total count is similar in aggregate numbers to those collected in June 2015, with higher totals recorded each year in the interim. June demand on the Town's major arterials has decreased at an effective rate of 1.5

(over)

percent per annum since June 2015. Although the counts were collected during the second half of June during a strong resurgence in traffic demand following the initial onset of the COVID-19 pandemic, it is felt that its impact nonetheless significantly dampened demand the overall demand this year. It should be noted that the aggregate demand measured in June 2018 was the second-highest total ever, with only that measured in June 2005 being greater.

**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 24-hour arterial counts reflected in the report were collected from Tuesday, June 23<sup>rd</sup>, 2020 through Thursday, June 25<sup>th</sup>, 2020, and all of the intersection turning movement counts were taken on Tuesday, June 23<sup>rd</sup>, 2020. 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:** Jeff Buckalew, Town Engineer  
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer  
Teri Lewis, Deputy Director of Community Development

**Cc:** Town Council  
Josh Gruber, Interim Town Manager  
Shawn Colin, Interim Deputy Town Manager  
Jennifer Ray, Interim Director of Community Development

**Date:** January 4<sup>th</sup>, 2021

**Re:** 2020 TRAFFIC MONITORING AND EVALUATION REPORT

---

## **PART ONE – EXECUTIVE SUMMARY**

The Town collected three days' worth of 24-hour bi-directional traffic counts at ten locations on designated major arterials in June 2020 from Tuesday, June 23<sup>rd</sup> through Thursday, June 25<sup>th</sup>. Based exclusively on these 24-hour counts, aggregate demand decreased 4.8 percent over the comparable numbers recorded in June 2019, which represented a 2.5 percent decrease over those collected in June 2018. The decrease from June 2019 to June 2020 may be attributed to COVID-19 pandemic influence on visitors to the island and apportion of the local workforce working from home. The level of traffic demand measured on the Town's major arterials measured in June 2020 was similar to that measured in June 2014, and was lower than that measured in June of that year and each year since through 2019. June 2013 was the most recent year in which traffic volume demand on the Town's major arterials was lower than that recorded in June 2020. The three years in which the annual June traffic counts recorded the highest volume demand remain 2005, 2018, and 2006, in that order. The aggregate demand recorded in June 2020 was 7.1 percent lower than the comparable demand recorded five years ago in June 2015, equating to an effective growth rate in June traffic demand on the Town's major arterials of approximately -1.5% per annum during the most recent five years of June data collection. The Town also collected morning and afternoon peak hour turning movement counts at all signalized intersections within the Town on Tuesday, June 23<sup>rd</sup>, 2020. Three intersections that have been signalized since the preparation of the 2019 Traffic Monitoring & Evaluation

report were included, those of William Hilton Parkway with Shelter Cove Lane (off-island intersection near the Beaufort County Sheriff's Office on Hilton Head Island), Pope Avenue with Lagoon Road, and the signalized pedestrian crossing on South Forest Beach Drive just west of Coligny Circle. Based exclusively on these counts, composite morning peak hour volume on the signalized intersections within the Town declined 3.4 percent over that recorded in June 2019, and the composite afternoon peak hour volume demand on these intersections declined 0.4 percent compared to the previous year.

South Carolina Department of Transportation (SCDOT) figures for 2020 annual average daily traffic (AADT) demand on various roadway segments under their ownership and maintenance jurisdiction within the Town will become available early in 2021. The SCDOT's calendar-year-average 24-hour counts conducted on these arterial and collector facilities throughout the island in calendar year 2019 reflect an aggregate 5.4 percent decrease over comparable figures collected in 2018, but an increase of over nearly five percent from comparable figures collected in 2014. The SCDOT calendar-year-average figures further indicate that average daily demand on US 278 on Jenkins Island, approximating the average daily demand on the bridges connecting Hilton Head Island to the mainland, increased 7.3% in the five year period from 2014 to 2019, equating to an effective annual increase of 1.5% during this period. In fact, the effective annual rate of increase in this demand for the most recent ten years of data from 2009 through 2019 is also 1.5%, a rate that Town staff has been employing as a default annual rate of traffic-demand increase for design purposes for many years now. The SCDOT consultant designing the US 278 bridges and gateway corridor project is using similar rate of increase projections for their future (design) condition traffic modeling.

The decrease in traffic demand recorded locally during the past two years has been significantly less than that recorded nationally and regionally. Federal Highway Administration (FHWA) figures indicate that aggregate June 2020 traffic demand decreased 13.0 percent nationally from that of June 2019, and that cumulative (beginning of year through June) vehicle-miles traveled are down 16.6 percent nationally in 2020 compared with the same period in 2019. Traffic demand in vehicle-miles traveled is down within the FHWA's Southeast region, consisting of all coastal states from Delaware to Florida and also West Virginia, by 12.3 percent in June 2020 relative to June 2019. But this same decrease is only 8.2 percent within the state of South Carolina. Nationally, the FHWA has determined that total vehicle-miles traveled on all roads in June 2020 have decreased 6.7 percent over that recorded in June 2015, five years earlier.

Again in June 2020, the only signalized intersection found to be non-compliant

with the Town's operational goals as outlined in the Land Management Ordinance (LMO) 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 operational goals on a recurring basis during the previous two decades. This intersection was found to be deficient based on a failure to satisfy both of the Town's operational goals during the afternoon peak hour in June 2020. Both of the operational goals were satisfied by the intersection's operation during the morning peak volume hour in June 2020, however. The last time that any other signalized intersection within the Town was identified as operating out of compliance with the LMO's dual operational goals was in 2013. This intersection is included in the current SCDOT design efforts using future (2040) traffic projections. Staff will work with the SCDOT to ensure proper mitigation of the deficiencies at this intersection are included in their project.

The LMO requires that Sea Pines Circle be counted and analyzed in calendar years that are multiples of five. This rotary intersection was counted during the morning, midday, and afternoon peak volume periods, and subsequent analysis of the resulting data indicates that Sea Pines Circle was operating fully within the Town's goal for roundabout intersections as outlined in the LMO for all three of the peak volume hours isolated from within these count periods.

## **PART TWO – INTRODUCTION**

As required by Section 16-2-103.J.10 of the Town's LMO, this report will summarize 2020 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 requirements for this report are also codified in Section 16-2-103.J.10 of the LMO as follow: 1) Summary of June 2020 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 identified within the previous five year period 4) Description of existing operating conditions as compared with the adopted traffic goals by utilizing the analysis methodology outlined in the current (2016) edition of the Transportation Research Board's *Highway Capacity Manual* (HCM), and how these conditions have changed since the preparation of the 2019 Traffic Monitoring and Evaluation Report, and 5) Recommendations on improvements to mitigate any existing intersections found to be operating out of compliance with the Town's goals.

The Town's adopted traffic goals for signalized intersections as outlined in Section 16-5-106.C of the LMO state that 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, criteria that is 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 and analyzed annually for each signalized intersection. The LMO also outlines an operational goal for roundabout intersections, and requires analysis of Sea Pines Circle in calendar years that are evenly divisible by five. HCM roundabout analyses for Sea Pines Circle during the morning, midday, and afternoon peak volume hours are included in this report. An analysis for the midday peak volume hour is included due to the concentrated demand that occurs at Sea Pines Circle near midday, and the expectation that an analysis of conditions during the midday peak volume hour provides valuable insight into this roundabout junction of major arterials' performance.

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 identify deficiencies and base design decisions on traffic volume demand that approximates high-demand summer weekdays without considering atypically high traffic volume days such as that occur on major warm-weather holiday weekends or special events. The LMO cites the 45<sup>th</sup> highest volume day of the calendar year as the design and analysis standard for demand in this regard, and June weekdays sufficiently distanced from the Memorial and Independence Day holiday weekends have traditionally been assessed as approximating this demand. The Town retained a traffic counting contractor to collect the data on three consecutive weekdays beginning on Tuesday, June 23<sup>rd</sup>, 2020. 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 23<sup>rd</sup>, 2020, as selected by the contractor. Pneumatic bi-directional 24-hour tube counts were conducted at strategic locations on the Town's network of major arterials from midnight on Monday, June 22<sup>nd</sup> through midnight on Thursday, June 25<sup>th</sup>, 2020 in order to collect three representative weekdays of data.

Hence, the 24-hour count data summarized in Table One on page seven of this report was collected by pneumatic tube mechanical counters on three consecutive days from Tuesday, June 23<sup>rd</sup> through Thursday, June 25<sup>th</sup>, and represents an average demand for these three days. Town staff 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 2020 were judged by staff to be consistent with expectations based on previous counts and awareness of the effects of the ongoing COVID-19 pandemic, and none of the collected data was found to be aberrant and/or unsuitable for analysis purposes. The data set was certified by the LMO Official on November 24<sup>th</sup>, 2020 as being the official background data set to be employed for analysis purposes within this report and for use as background data in the preparation of traffic impact studies undertaken within the Town.

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, their width and other intersection geometrics, signal timing, and the number of conflicting bicycle and pedestrian movements. Other factors affecting capacity are more subtle, such as vertical grades, the distribution of the demand across multiple lanes serving the same traffic movements, and the influence on operations from neighboring traffic signals. 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 demand within the peak volume hour and the percentage of heavy vehicles in the traffic stream.

The Town's operational goals are a v/c ratio that does not exceed 0.9 during the morning or afternoon peak volume hours, or ninety percent of the intersection's theoretical hourly capacity based on the intersection and traffic signal parameters outlined in the previous paragraph, as well as an average total delay of 55 seconds or less experienced by motorists when passing through the intersection during the peak volume hours being analyzed. 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 traffic engineers as corresponding with the limit of acceptable operations during peak volume hours in built-up or urban areas. 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, or conflicting traffic were present to impede flow. Total delay is therefore experienced by motorists forced to slow in traversing an intersection for congestion or other reasons even if they are able to pass through the intersection without having to bring their vehicle to a stop.

Each time that 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 (using longer cycle lengths), thereby keeping traffic flowing to the extent practicable and reducing the frequency of signal changes and their associated starts and stops. Traffic signals within the Town change somewhat infrequently (every two to three minutes) during peak volume hours in order to help ensure that capacity is increased and that the Town's capacity-based operating goals are met. Changing signals less frequently, however, means that motorists may be confronted with red signals for longer periods of time, and this may increase the average delay experienced by side street and left-turning motorists. Therefore, the Town's operational goals are competing goals that require a degree of balance in the way that the signals are operated, ensuring that capacity is not inordinately impacted by changing the signals too frequently nor delay inordinately increased by changing the signals too infrequently.

### **PART THREE – TURNING MOVEMENT COUNTS AT SIGNALIZED INTERSECTIONS – JUNE 2020 PEAK VOLUME HOURS**

Turning movement counts for all twenty-six signalized intersections within the Town during the intersection's morning and afternoon peak volume hours were conducted on Tuesday, June 23<sup>rd</sup>, 2020. These fifty-two 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 individual traffic movement during the indicated peak volume hour, identified by recording the demand in 15-minute increments. Separate counts of pedestrians and bicyclists crossing each intersection approach were also collected and are shown on the diagrams. On each of the diagrams, the percentage change in the June 2020 traffic movement volume relative to the comparable June 2019 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 2019 and 2020. The percentage change in the total intersection volume relative to the previous June 2019 count is shown in the center of each diagram, rounded to the nearest tenth of one percent. This percentage change in demand on the entire intersection from the previous year 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. The bicycle and pedestrian volume data reflects total number of crossings but do not distinguish the specific direction of the crossing. The pedestrian and bicycle counts shown in the diagram are for street crossings by off-street users only. The Town also counts movements by on-street bicyclists, but these are typically negligible demands of five or less bicyclists per hour that are combined with motor vehicles in the count diagrams and for subsequent analyses. For purposes of consistency, and because William Hilton Parkway is oriented in varying alignments relative to cardinal directions as it traverses the Town, 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 as well as Sea Pines Circle 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 AND INTERSECTIONS**

Average twenty-four hour traffic demand at strategic locations on major arterials within the Town as counted on Tuesday, June 23<sup>rd</sup> through Thursday, June 25<sup>th</sup>, 2020 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 2015 through 2020. The 2015 column readily enables five-year comparisons as required by the LMO. The *effective annual rate of change* for the 2015-2020 five-year period for each location is shown in the far right column. When reviewing Table One, the words “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 page eight shows similar data supplied by the South Carolina Department of Transportation (SCDOT) for average daily traffic demand on US 278 on Jenkins Island for each year from 2014 through 2019. These figures represent calendar year averages, and the SCDOT typically releases figures for the previous calendar year in late spring each year. Hence, their 2020 figures are not yet available

as of the date of this report. The Town’s June 24-hour counts typically generate figures that average approximately ten percent higher than SCDOT’s calendar year averages due to seasonal demand variations. The total traffic volume counted in June 2020 was 4.8 percent lower than that counted in June 2019, and 7.2 percent lower than that counted in June 2018. The numbers collected five years ago in June 2015 were nearly identical to those collected in June 2018, so that the June 2020 counts are, in aggregate, 7.1 percent lower than those counted in June 2015. This yields an effective decrease in traffic demand of 1.5 percent per annum for the 2015-2020 period. The reader should be cautious to avoid the application of this downward volume trend too broadly, however, being mindful that the numbers collected during a few days in June are a mere sample compared with average daily demand during the course of a calendar year such as the SCDOT data shown in Table Two or other data collected more broadly over a longer period of time. It is noted that the SCDOT data in Table Two indicates an annual increase in demand entering and leaving the island of nearly two percent per annum during the 2014-2019 five-year period.

**TABLE ONE**

**24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND – JUNE 2015-2020**

Map Ref.	Location	2015	2016	2017	2018	2019	2020	5-year %change/yr.
1)	Wm. Hilton Pkwy. at J. Wilton Graves Br.	65,445	62,510	60,602	62,620	61,434	58,973	-2.1
2)	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	62,797	53,474	54,881	56,601	55,691	49,660	-4.6
3)	Wm. Hilton Pkwy. east of Whooping Crane	45,554	46,382	46,056	46,449	45,626	42,120	-1.6
4)	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	32,920	33,908	33,607	34,095	33,215	30,655	-1.4
5)	Wm. Hilton Pkwy. west of Queens Folly Rd	41,637	40,267	40,457	40,603	39,794	39,361	-1.1
6)	Wm. Hilton Pkwy. west of Arrow Road	25,496	25,745	29,773	29,046	28,097	26,347	+0.7
7)	Pope Avenue south of New Orleans Rd.	33,361	31,999	30,252	33,137	31,085	31,709	-1.0
8)	Palmetto Bay Rd. south of Pt. Comfort Rd.	24,850	22,431	26,126	26,959	26,476	26,029	+0.9
9)	Sol Blatt Jr. XIP south of W.Hilton Pkwy.	17,194	16,232	17,377	17,929	17,064	16,593	-0.7
10)	Sol Blatt Jr. Cross-Is. at Toll Plaza	25,151	25,390	26,655	27,578	27,024	26,421	+1.0
<b>TOTAL OF ALL TEN STATIONS</b>		<b>374,405</b>	<b>358,338</b>	<b>365,786</b>	<b>375,017</b>	<b>365,506</b>	<b>347,868</b>	<b>-1.5</b>

Composite Rate of Change – 2019-2020 = -4.8 % \*

Composite Rate of Change – 2018-2019 = -2.5 % \*

Effective Composite Annual Rate of Change – 2015-2020 = -1.5 % \*

\*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)

<b>2014 - 52200</b>		
<b>2015 - 53200</b>	<b>% change 2018 vs. 2017:</b>	<b>-0.4%</b>
<b>2016 - 54700</b>	<b>% change 2019 vs. 2018:</b>	<b>+1.8%</b>
<b>2017 - 56300</b>	<b>Avg. annual rate of change 2014 – 2019:</b>	<b>+1.8%</b>
<b>2018 - 56100</b>		
<b>2019 - 57100</b>		

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 2015 to 2020 has been a decrease of 1.5 percent, a figure significantly less than the 1.8 percent average rate of increase indicated by the SCDOT's calendar year average (AADT) figures for US 278 on Jenkins Island for the most recent five years of data available from 2014-2019. It should be noted that the figures in Table Two do not include any data collected in 2020, when demand was consistently down several percentage points on a local, regional, and national basis. .

Appendix C is a report released by the Federal Highway Administration (FHWA) in July 2020 that summarizes trends in volume demand on the nation's roadways nationwide, regionally, and within the state of South Carolina as updated through June 2020. The report indicates that total vehicle-miles traveled in the United States was down 13.0 percent in June 2020 as compared to June 2019, and is down 9.6 percent from the comparable June 2015 figure, five years earlier. Vehicle-miles traveled nationally during the month of June peaked in June 2018, and the June 2020 figure is down 13.4 percent from that peak, a trend that is mirrored somewhat by the Town's annual June arterial counts summarized in Table One. The FHWA's report indicates that the decline in total vehicle-miles traveled within the state of South Carolina from June 2019 to June 2020 is less than that measured nationally, at 8.2 percent. 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 a decrease in total vehicle-miles traveled of 12.3 percent in June 2020 compared with June 2019. A general conclusion can be drawn that there has been a significant decline nationally, regionally, and locally in total vehicle-miles traveled during the last couple of years, but that this rate of decrease has been muted locally and becomes progressively larger as statewide, regional, and national figures are examined.

Table Three below shows the total combined vehicular, bicycle, and pedestrian morning and peak hour demand on each of the Town's twenty-six signalized intersections and Sea Pines Circle in June 2020, and the percentage change from the comparable June 2019 figure. Based exclusively on the data contained in Table Three below, aggregate morning peak hour volume demand at signalized intersections and Sea Pines Circle decreased 3.4 percent from June 2019 to June 2020, while June 2020 afternoon peak hour volume decreased 0.4 percent over that recorded in June 2019.

**TABLE THREE  
PEAK HOUR SIGNALIZED INTERSECTION VOLUME – June 2020**

	AM			PM		
	2020 Vol.	2019 Vol.	%Chg.	2020 Vol.	2019 Vol.	%Chg.
William Hilton Pkwy. / Squire Pope Rd.	4178	4476	-6.7	5110	5472	-6.6
William Hilton Pkwy. / Spanish Wells Rd.	4111	4384	-6.2	5040	5090	-1.0
William Hilton Pkwy. / Gumtree Rd.	3225	3508	-9.6	4148	4414	-6.0
William Hilton Pkwy. / Wilborn Rd.	2886	3068	-5.9	3609	3906	-7.6
William Hilton Pkwy. / Pembroke Dr.	2891	2976	-2.9	3538	3695	-4.2
William Hilton Pkwy. / Whooping Crane Way	3297	3279	+0.5	3980	4179	-4.8
William Hilton Pkwy. / Beach City Rd.	3083	3141	-1.8	3716	3925	-5.3
William Hilton Pkwy. / Mathews Dr. (north)	2891	2869	+0.8	3773	3857	-2.2
William Hilton Pkwy. / Dillon Rd.	2582	2439	+5.9	3264	3287	-0.7
William Hilton Pkwy. / Coggins Point Rd.	2289	2254	+1.6	2999	2956	+1.5
William Hilton Pkwy. / Beachwood Dr.	1923	1931	-1.6	2573	2597	-0.9
William Hilton Pkwy. / Mathews / Folly Field	2720	2750	-1.1	3711	3753	-1.1
William Hilton Pkwy. / Singleton Beach Rd.	2331	2459	-5.2	3227	3308	-2.4
William Hilton Pkwy. / Shelter Cove Lane (off-island)	2201	2523*	-12.8	3181	3230*	-1.5
William Hilton Pkwy. / Shelter Cove Lane (central)	2214	2397	-7.6	3403	3292	+3.3
William Hilton Pkwy. / Queens Folly Rd.	2680	2596	+3.2	4026	3899	+3.3
William Hilton Pkwy. / Queens Way	2050	2022	+1.4	3065	2907	+5.4
William Hilton Pkwy. / Shipyard / Wexford	2058	2047	+0.5	3213	3042	+5.6
William Hilton Pkwy. / New Orleans Rd.	1862	1868	-0.3	2846	2733	+4.1
William Hilton Pkwy. / Arrow Rd.	1763	1797	-1.9	2621	2554	+2.6
Pope Ave. / New Orleans / Office Park	1868	1958	-4.6	3100	2913	+6.4
Pope Ave. / Cordillo Pkwy.	1732	1831	-5.4	2760	2644	+4.4
Pope Ave. / Lagoon Road	1081	982	+10.1	1969	1686	+16.8
South Forest Beach Pedestrian Signal	617	--	--	1082	--	--
Palmetto Bay Rd. / Target Rd.	2012	2223	-9.5	2774	2747	+1.0
Palmetto Bay Rd. / Arrow / Point Comfort	2148	2389	-10.1	2748	2903	-5.3
Sea Pines Circle	2841	3028*	-6.2	3818	3559*	+7.3
<b>TOTAL</b>	<b>65534</b>	<b>67195</b>	<b>-3.4**</b>	<b>89294</b>	<b>88548</b>	<b>-0.4**</b>

	<u>2020 Vol.</u>	<u>2018 Vol.</u>	<u>%Chg.</u>
Sea Pines Circle Midday Peak Hour	3637	3510	+3.6%

-- - Intersection was not signalized or counted in June 2019

\*Table entry is June 2018 demand; intersection was not counted in June 2019

\*\*Rate does not consider the additional June 2020 demand counted at the new S. Forest Beach pedestrian Signal

In the turning movement counts summarized in Appendix A of this report, U-turn maneuvers are combined with left-turn maneuvers at all of the signalized intersections, and are counted separately at Sea Pines Circle and historically, any other roundabouts counted. This is due to the need to combine left- and U-turns for analysis purposes within the *Highway Capacity Manual* (HCM) methodology for signalized intersections, and to count and input U-turns separately from left turns within the analysis methodology for roundabouts. But the raw counts collected by the Town have U-turns counted separately from left turns at the signalized intersections as well, enabling the identification of approaches to signalized intersections that experience a significant U-turn demand. For the purposes of this report, let us consider the demand on a U-turn movement to be significant if it experiences a morning or afternoon peak volume hour demand of 15 or more vehicles per hour, or alternately, eight or more vehicles per hour while accounting for more than 10% of the combined left- and U-turn demand. Employing this criteria, approaches to signalized intersections experiencing a significant U-turn demand are summarized in Table Four below:

**TABLE FOUR –  
APPROACHES TO SIGNALIZED INTERSECTIONS EXPERIENCING  
SIGNIFICANT U-TURN DEMAND – JUNE 2020**

<b>Morning Peak Volume Hour</b>			
<b>Approach</b>	<b>U-Turn Demand</b>	<b>Combined U-Turn &amp; LT Demand</b>	<b>U-Turn % of Combined U-Turn and LT Demand</b>
EB WHP at Spanish Wells/Wild Horse Rds.	8	59	14
WB WHP at Shelter Cove Ln. (central int.)	8	55	15
EB WHP at Queens Folly/King Neptune	21	276	8
EB WHP at Queens Way	13	19	68
WB WHP at New Orleans Rd.	10	22	45
SB Pope Ave. at New Orleans/Ofc. Park	9	51	18

<b>Afternoon Peak Volume Hour</b>			
<b>Approach</b>	<b>U-Turn Demand</b>	<b>Combined U-Turn &amp; LT Demand</b>	<b>U-Turn % of Combined U-Turn and LT Demand</b>
WB WHP @ Pembroke Dr./Museum St.	15	60	25
EB WHP @ Whooping Crane/Indigo Run	36	154	23
WB WHP @ Shelter Cove Ln. (central int.)	16	216	7
EB WHP @ Queens Folly/King Neptune	39	358	11
EB WHP @ Queens Way	16	46	35
WB WHP @ Queens Way	10	19	53
SB Pope Ave. @ New Orleans/Ofc. Park	27	116	23
SB Pope Ave. @ Cordillo Pkwy.	8	76	11
NB Palmetto Bay Rd. @ Target Rd.	33	179	18

EB – Eastbound    WB – Westbound    NB-Northbound    SB – Southbound    WHP – Wm. Hilton Pkwy.

It should be noted in reviewing Table Four on the previous page that “eastbound” translates to “on-island” and “westbound” to “off-island” in all instances.

In recent years, there has been a significant amount of interest expressed in the Town’s recording of bicycle and pedestrian demands, and it was noted that many of the June 2020 counts reflect bicycle and pedestrian demands that have increased substantially over those recorded in June 2019 and previous years. Table Five on the following page shows the total off-street bicycle and pedestrian crossing demand observed during the morning and afternoon (four hour) count period at each signalized intersection for June 2020, June 2019, and June 2015, five years ago. The HCM methodology requires separate counts of pedestrian and bicycle crossing activity on immediate approaches to signalized intersections as an analysis input, and the Town’s intersection counts typically capture only those crossings that occur within approximately 50 feet of the intersection’s boundaries. Crossings that occur at a greater distance from the intersection, such as those within crosswalks that are set back well off of the roadway at many entrances to private, gated communities, are not tabulated or enumerated in Table Five. Neither is pedestrian/bicycle activity that is immediately adjacent to an intersection but doesn’t entail the crossing of a street, such as that parallel to the major street on one side of a “T” intersection. Counts of on-street bicyclists are also not reflected in Table Five, as these numbers are typically small enough to be negligible and are combined with the motor vehicle counts for analysis purposes. Pedestrian and bicycle counts are not made at Sea Pines Circle, since demands are typically negligible and U-turns must be counted at roundabouts.

**TABLE FIVE**

**OFF-STREET\* FOUR-HOUR PEDESTRIAN / BICYCLE CROSSING DEMAND AT SIGNALIZED INTERSECTIONS – June 2020**

	<b>June 2020</b>	<b>June 2019</b>	<b>June 2015</b>	<b>% Chg. 2015-2020</b>
William Hilton Pkwy. / Squire Pope Rd.	0	1	1	-100
William Hilton Pkwy. / Spanish Wells Rd.	12	14	19	-37
William Hilton Pkwy. / Gumtree Rd.	13	9	22	-41
William Hilton Pkwy. / Wilborn Rd.	20	20	12	+67
William Hilton Pkwy. / Pembroke Dr.	32	22	18	+78
William Hilton Pkwy. / Whooping Crane Way	3	0	9	-67
William Hilton Pkwy. / Beach City Rd.	29	42	37	-22
William Hilton Pkwy. / Mathews Dr. (north)	80	65	16	+400
William Hilton Pkwy. / Dillon Rd.	85	44	30	+183
William Hilton Pkwy. / Coggins Point Rd.	0	2	1	-100
William Hilton Pkwy. / Beachwood Dr.	157	53	32	+391
William Hilton Pkwy. / Mathews / Folly Field	194	65	55	+253
William Hilton Pkwy. / Singleton Beach Rd.	180	89	32	+462
William Hilton Pkwy. / Shelter Cove Lane (off-island)	64	--	--	--
William Hilton Pkwy. / Shelter Cove Lane (central)	64	0	15	+326
William Hilton Pkwy. / Queens Folly Rd.	0	1	6	-100
William Hilton Pkwy. / Queens Way	279	156	37	+654
William Hilton Pkwy. / Shipyard / Wexford	35	13	6	+483
William Hilton Pkwy. / New Orleans Rd.	267	103	23	+1061
William Hilton Pkwy. / Arrow Rd.	243	118	39	+523
Pope Ave. / New Orleans / Office Park	403	169	57	+607
Pope Ave. / Cordillo Pkwy.	598	414	161	+271
Pope Ave. / Lagoon Road	914	386	235	+289
South Forest Beach Pedestrian Signal	915	--	--	--
Palmetto Bay Rd. / Target Rd.	74	44	16	+362
Palmetto Bay Rd. / Arrow / Point Comfort	56	30	16	+250
<b>TOTAL</b>	<b>4717</b>	<b>1860</b>	<b>895</b>	<b>+318**</b>

\*Off-street refers to pedestrians and bicyclists using sidewalks, pathways, or shoulders, not the roadway

\*\*Rate does not consider the two locations for which a June 2015 count is not available

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

Analyses of the Town’s signalized intersections are based on the traffic volume data collected during the morning and afternoon peak volume hours counted on Tuesday, June 23<sup>rd</sup>, 2020. The analyses were conducted in accordance with the current 2016 edition of the Transportation Research Board’s *Highway Capacity Manual*

(HCM) as required by the LMO. It should be noted that the HCM 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 condition experienced within the peak volume hour. Hence, the analysis results portray conditions during the highest-volume 15-minute period within the peak volume hours that are summarized in the diagrams in Appendix A.

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 2020 is shown in Table Six on page fourteen. Table Six also includes comparable results for June 2019, June 2015, and June 2010 to enable comparisons with conditions identified last year, five years ago, and ten years ago. 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. It should be noted that the then-current edition of the HCM employed to develop the 2010 analyses shown in the far right column of Tables Six and Seven was the now-superseded 2000 edition, and that methodologies employed for the 2010 analyses have been revised in subsequent editions. This may partly account for significant changes in intersection performance that do not appear to be the result of capital improvements or modifications to the traffic signal's operation made in the interim.

**TABLE SIX – MORNING PEAK HOUR  
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –  
JUNE 2020 AND COMPARABLE 2019, 2015 AND 2010 FIGURES**

	2020		2019		2015		2010	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	0.73	16.8	<b>0.94</b>	19.7	<b>0.92</b>	19.1	0.84	53.6
WHP w/ Spanish Wells Rd./Wild Horse Road	0.69	14.3	0.67	14.1	0.71	12.3	0.76	16.8
WHP w/ Gumtree Road/XIP Ramps	0.71	31.4	0.84	37.2	0.80	23.7	0.79	42.6
WHP w/ Wilborn Road/Jarvis Park Road	0.59	4.6	0.74	5.0	0.73	4.2	0.81	26.5
WHP w/ Pembroke Dr./Museum Street	0.61	12.8	0.63	14.6	0.61	11.2	0.74	19.1
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.59	19.5	0.71	19.0	0.64	18.7	0.70	32.2
WHP w/ Beach City Rd./Gardner Dr.	0.52	15.7	0.66	17.0	0.61	19.2	0.58	24.1
WHP w/ Mathews Drive (north)	0.49	20.0	0.53	21.3	0.50	19.7	0.53	38.5
WHP w/ Dillon Road	0.49	15.3	0.47	12.8	0.46	12.7	0.56	20.0
WHP w/ Coggins Point Rd.	0.45	14.3	0.44	13.0	0.36	12.9	0.53	38.2
WHP w/ Beachwood Dr.	0.34	1.9	0.38	1.8	0.32	1.4	0.34	8.5
WHP w/ Folly Field Rd./Mathews Dr.	0.47	22.1	0.49	20.6	0.39	22.5	0.42	27.6
WHP w/ Singleton Beach Rd.	0.50	3.6	0.48	3.4	0.46	2.7	0.54	4.3
WHP w/ Shelter Cove Lane (off-island int.)	0.46	3.5		<b>NOT SIGNALIZED</b>				
WHP w/ Shelter Cove Lane (central int.)	0.48	4.7	0.53	10.1	0.48	6.5	0.52	24.4
WHP w/ Queens Folly Rd./King Neptune Dr.	0.47	23.3	0.57	9.7	0.54	20.0	0.56	31.7
WHP w/ Queens Way	0.40	5.6	0.40	4.2	0.36	4.3	<i>Not signalized</i>	
WHP w/ Shipyard Dr./Wexford Dr.	0.43	15.2	0.48	15.1	0.37	10.2	0.46	23.4
WHP w/ New Orleans Rd.	0.36	7.2	0.48	7.6	0.30	13.8	0.36	12.8
WHP w/ Arrow Road	0.31	16.0	0.37	18.6	0.30	17.7	0.47	22.2
Pope Ave. w/ New Orleans/Office Park Rds.	0.34	17.8	0.40	20.4	0.36	18.2	0.51	34.2
Pope Ave. w/ Cordillo Parkway	0.37	19.8	0.36	24.2	0.30	19.6	0.48	28.7
Pope Ave. w/ Lagoon Road	0.20	10.9	0.24*	9.1*	<b>NOT SIGNALIZED</b>			
Palmetto Bay Road w/ Target Road	0.55	13.4	0.51	12.0	0.49	14.3	0.52	22.7
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.48	19.0	0.60	19.4	0.49	16.6	0.61	27.0

**v/c** – volume-to-capacity ratio

**dpv** – average total delay per vehicle in seconds

WHP-William Hilton Parkway

\*Intersection was also not signalized in June 2019, but the now-existing signal operation was analyzed based on traffic counts and field conditions at that time for the 2019 *Traffic Monitoring & Evaluation Report*.

**TABLE SEVEN – AFTERNOON PEAK HOUR  
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –  
JUNE 2020 AND COMPARABLE 2019, 2015 AND 2010 FIGURES**

	2020		2019		2015		2010	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	1.13	79.9	1.18	84.7	1.10	58.5	1.19	69.4
WHP w/ Spanish Wells Rd./Wild Horse Road	0.75	23.4	0.64	25.3	0.79	25.2	0.71	22.2
WHP w/ Gumtree Road/XIP Ramps	0.72	34.7	0.80	35.2	0.88	26.1	0.82	46.5
WHP w/ Wilborn Road/Jarvis Park Road	0.70	10.3	0.80	30.9	0.75	6.4	0.78	14.4
WHP w/ Pembroke Dr./Museum Street	0.67	20.0	0.74	23.3	0.73	26.2	0.90	28.0
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.75	18.6	0.79	19.7	0.82	19.4	0.89	29.6
WHP w/ Beach City Rd./Gardner Dr.	0.72	24.2	0.73	24.8	0.71	12.2	0.72	23.2
WHP w/ Mathews Drive (north)	0.66	20.6	0.69	22.0	0.68	28.8	0.77	42.9
WHP w/ Dillon Road	0.66	12.7	0.73	14.7	0.67	14.1	0.73	19.4
WHP w/ Coggins Point Rd.	0.61	10.4	0.62	9.8	0.59	16.7	0.78	29.0
WHP w/ Beachwood Dr.	0.50	1.8	0.51	1.8	0.48	1.8	0.51	7.9
WHP w/ Folly Field Rd./Mathews Dr.	0.65	26.9	0.73	28.1	0.65	26.3	0.78	43.2
WHP w/ Singleton Beach Rd.	0.55	3.8	0.49	3.5	0.46	4.0	0.62	5.9
WHP w/ Shelter Cove Lane (off-island int.)	0.54	4.6		<b>NOT SIGNALIZED</b>				
WHP w/ Shelter Cove Lane (central int.)	0.55	12.3	0.57	15.7	0.64	16.0	0.90	45.2
WHP w/ Queens Folly Rd./King Neptune Dr.	0.67	28.7	0.70	17.1	0.81	44.7	0.88	39.4
WHP w/ Queens Way	0.55	7.2	0.51	7.8	0.56	7.7	<i>Not Signalized</i>	
WHP w/ Shipyard Dr./Wexford Dr.	0.64	21.4	0.64	19.1	0.56	15.4	0.74	20.9
WHP w/ New Orleans Rd.	0.64	17.0	0.68	15.1	0.57	27.8	0.54	19.2
WHP w/ Arrow Road	0.46	28.8	0.46	27.6	0.48	22.3	0.74	36.6
Pope Ave. w/ New Orleans/Office Park Rds.	0.57	23.8	0.63	19.4	0.62	29.6	0.83	41.8
Pope Ave. w/ Cordillo Parkway	0.53	24.9	0.56	32.7	0.61	24.1	0.79	46.9
Pope Ave. w/ Lagoon Road	0.50	31.8	0.50*	23.1*	<b>NOT SIGNALIZED</b>			
Palmetto Bay Road w/ Target Road	0.51	22.4	0.58	21.5	0.59	23.5	0.67	26.6
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.66	26.7	0.72	26.1	0.72	26.1	0.82	36.3

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

\*Intersection was also not signalized in June 2019, but the now-existing signal operation was analyzed based on traffic counts and field conditions at that time for the 2019 *Traffic Monitoring & Evaluation Report*.

As shown in bold in Table Seven, 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 2020, based on a volume-to-capacity ratio of 1.13 and an average delay of 79.9 seconds per vehicle, respectively, during the afternoon peak hour. The intersection was analyzed as being compliant with the Town's operational goals during the morning peak hour, based on the analysis results indicating a 0.73 volume-to-capacity ratio and average total delay per vehicle of 16.8 seconds. 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. Analysis results indicating non-compliance with the Town's goals at this particular intersection while all other intersections are analyzed as being in compliance have become common in recent years.

It should be noted that Town staff was unable to identify an applicable, appropriate tool within the existing HCM methodology to evaluate operations at the new pedestrian signal on South Forest Beach Drive near Coligny Circle. Hence, no analysis of this signalized intersection relative to the LMO operational goals was conducted for this location.

## **PART SIX – SEA PINES CIRCLE**

The LMO requires that Sea Pines Circle traffic demands be surveyed and resulting morning and afternoon peak hour analyses be conducted in calendar years evenly divisible by five. This large rotary intersection was also counted on Tuesday, June 23<sup>rd</sup>, 2020. Despite the LMO not requiring analysis of Sea Pines Circle in 2018, Town staff recently elected to count and analyze Sea Pines Circle in all even-numbered years in addition to years evenly divisible by five due to Town and public interest in operational conditions at this hub intersection of major arterials on the southern part of the island. Hence, the most recent count and analysis of Sea Pines Circle previous to this report was conducted in June 2018.

Due to the fact that Sea Pines Circle historically experiences a substantial amount of backups and delays during the midday peak hour, and that this peak hour may overlap the morning and afternoon periods, the Town has traditionally surveyed traffic demands during this midday peak hour in addition to the traditional morning and afternoon peak commuting hours. All three peak hour volume surveys for Sea Pines Circle are summarized in Appendix A on pages A-54 through A-56. The total volume demand on Sea Pines Circle during all three peak volume hours counted in June 2020, June 2018, June 2015, and June 2010 is shown in Table Eight on the following page. The total change in demand for the most recent five-year period from June 2015 to June 2020 is shown as a percentage in the rightmost column.

**TABLE EIGHT – SEA PINES CIRCLE TOTAL INTERSECTION VOLUME IN JUNE –  
2020, 2018, 2015, AND 2010**

	<u>2020</u>	<u>2018</u>	<u>2015</u>	<u>2010</u>	<u>5-yr. % Chg. '15-'20</u>
<b>Morning Peak Volume Hour</b>	<b>2841</b>	<b>3028</b>	<b>2791</b>	<b>2493</b>	<b>+1.8</b>
<b>Midday Peak Volume Hour</b>	<b>3637</b>	<b>3510</b>	<b>3748</b>	<b>3508</b>	<b>-3.0</b>
<b>Afternoon Peak Volume Hour</b>	<b>3818</b>	<b>3559</b>	<b>3930</b>	<b>3525</b>	<b>-2.8</b>

As shown in Table Eight, total demand on the circle during the morning peak volume hour was measured to be 6.2 percent lower in June 2020 compared with June 2018, but is 1.8 percent higher than the demand measured five years previous in June 2015. The midday and afternoon peak volume hour demand on Sea Pines Circle were 3.6 percent and 7.3 percent higher than that measured in June 2018, respectively, but are both approximately three percent lower than that measured in June 2015. Generally, total demand on the circle as measured in June 2020 is roughly equivalent to that measured in June 2015 during all three peak volume hours, but is significantly higher than that measured in June 2010 by approximately eight percent. It should be noted that summertime road construction on the adjacent Office Park Road / New Orleans Road intersection in 2018 may have influenced the 2018 counts and the COVID-19 pandemic may have influenced the 2020 counts.

The LMO states that the operational goal at Sea Pines Circle during the morning and afternoon peak volume hours is a maximum of 150.0 seconds in average total delay on each individual approach to the circle. As indicated in Section Two on page four, total delay takes into account all additional delay experienced in decelerating and accelerating and traveling around the circle over the travel time that would be required under free-flowing conditions that disregard the presence of the intersection. Therefore, the total delay referenced by the LMO operating goal corresponds with, but is a different (typically larger) quantity than the actual stopped delay experienced by queued motorists awaiting entry into the circle. While the average time that a motorist spends waiting in a vehicle queue to enter the circle is a primary component of the average total delay experienced, it is important to note that the 150 average delay-per-vehicle goal outlined in the LMO does not translate to 150 seconds of time queued in a line of vehicles awaiting entry into the circle. The June 2020 average total delay-per-vehicle analysis results for each approach of Sea Pines Circle based on the *Highway Capacity Manual* methodology are summarized in Table Nine on the following page. This HCM methodology is cited in the LMO as that which will be employed to evaluate Sea Pines Circle relative to its operational goal.

**TABLE NINE – SEA PINES CIRCLE AVERAGE TOTAL DELAY PER VEHICLE BY APPROACH –  
JUNE 2020**

	Peak Hour Average Total Delay-Per-Vehicle (in seconds)		
	<u>Morning</u>	<u>Midday</u>	<u>Afternoon</u>
<b>Greenwood Drive</b>	98.3	66.9	85.5
<b>Palmetto Bay Road</b>	79.9	69.1	34.2
<b>Pope Avenue</b>	14.0	35.2	87.3
<b>William Hilton Parkway</b>	34.6	77.6	78.1
<b>Sea Pines Circle</b>	57.8	61.4	70.0

As noted in Table Nine, none of the delay figures as developed by the HCM analysis indicate non-compliance with the Town’s operational goal for Sea Pines Circle in June 2020, as an average total delay per vehicle of less than 150 seconds is indicated for each approach during each of the three analyzed peak volume hours. The analysis indicates that the greatest average total delay per vehicle is experienced for motorists on Greenwood Drive attempting to enter the circle during the morning peak volume hour. The second greatest average delay figure is experienced by motorists on William Hilton Parkway entering Sea Pines Circle during the afternoon peak hour. The fact that no approach to Sea Pines Circle was found by the analyses to be subject to average total delay per vehicle exceeding 150 seconds in any of the three peak volume hours indicates that Sea Pines Circle was found to be compliant with the applicable LMO operational goal in June 2020.

**PART SEVEN – INTERSECTION OPERATING OUT OF COMPLIANCE WITH TOWN  
OPERATIONAL GOALS IN JUNE 2020 – WILLIAM HILTON PARKWAY WITH  
SQUIRE POPE ROAD AND CHAMBERLIN DRIVE**

As shown in Tables Six and Seven, 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 2020, based on a volume-to-capacity ratio of 1.13 and an average delay-per-vehicle of 79.9 seconds calculated during the afternoon peak volume hour. Both the volume-to-capacity ratio and average delay-per-vehicle based goals were satisfied during the morning peak hour in June 2020, but were not in compliance during the afternoon peak hour.

The deficiency at this intersection during the afternoon peak volume hour is due primarily to the high volume demand on westbound William Hilton Parkway that is

served by only two through lanes. A third westbound approach lane terminates at the intersection as an exclusive right-turn lane serving motorists turning onto Squire Pope Road. Previous analyses of the intersection have indicated that the extension of a third lane to serve westbound through motorists through the intersection may not be sufficient in itself to bring the intersection's afternoon peak hour operation into compliance with the LMO goals. Similarly, analyses have indicated that providing a free-flowing movement for right-turns from Squire Pope Road onto off-island William Hilton Parkway may also be insufficient in itself to fully mitigate the intersection's operation into compliance with the LMO goals. Both of these improvements in tandem are required to fully mitigate the intersection into compliance with the LMO goals on a long-term basis.

The opposing left-turn demand onto Squire Pope Road is very high during peak volume periods, and this demand requires periodic service with a green left-turn signal arrow to avoid inordinate backups and recurring complaints from motorists. This is particularly true during the afternoon peak volume hour, when the density of flow in the off-island through lanes typically prevents motorists waiting to turn left onto Squire Pope Road from identifying any gaps in off-island flow to do so when both directions of William Hilton Parkway are being served by green signals. The demand on the right-turn movement from Squire Pope Road onto off-island William Hilton Parkway also experiences a very high volume demand, particularly during the afternoon peak volume period. As this movement is served by a yield condition instead of an acceleration lane, queues of motorists making this movement routinely back up Squire Pope Road for a sufficient distance to impede access to the signal for Squire Pope Road motorists that may desire to turn left at the signal. It has been asserted in this report in recent years that providing adequate service to these two high-demand movements under the existing intersection design results in the need for traffic signal control, and that improvements to serve these two movements in a manner that doesn't require service with a green traffic signal would likely obviate the need for the traffic signal installation at this intersection. An adequately-designed acceleration lane to serve the right-turn movement from Squire Pope Road is an obvious solution for this movement, but providing adequate service to the on-island left-turn movement onto Squire Pope Road in lieu of a traffic signal would likely require a grade separation or the relocation of this demand downstream to a different intersection.

This intersection has been the subject of much scrutiny and debate in conjunction with the SCDOT's US 278 Gateway Corridor project development effort. The justification for serving the heavy on-island left-turn demand onto Squire Pope Road with a jughandle or grade-separated flyover design has been studied by the SCDOT, although neither of these treatments are currently being recommended as the preferred treatment by the SCDOT.

The SCDOT has proposed two alternate long-term solutions for this intersection. Both include widening William Hilton Parkway to provide three lanes through the intersection in each direction. The first alternate includes retaining the existing traffic signal control and constructing turn lane improvements. Exclusive right-turn lanes would be provided on both approaches of William Hilton Parkway, and double turn lanes would be constructed to serve the two high-demand turns, the on-island left-turn onto Squire Pope Road and the right-turn originating from it. While volume demand on both of these turning movements is sufficient to warrant treatment with double turn lanes, there are some disadvantages associated with this design. A double left-turn lane serving the on-island left turn onto Squire Pope Road would require a “protected only” left-turn signal, meaning that motorists would no longer be able to turn onto Squire Pope Road through available gaps in the off-island traffic stream during the large majority of the time when green signals are provided to both directions of William Hilton Parkway. This left turn would only be allowable on a green arrow signal when off-island William Hilton Parkway is stopped on a red signal. It is suggested, however, that the provision of three through lanes in each direction of William Hilton Parkway warrants the conversion of the existing left-turn signals to the “protected only” variety in both directions of arterial travel for safety reasons, with or without a double left-turn lane to serve the turn onto Squire Pope Road.

The proposal to provide double right-turn lanes on Squire Pope Road is of greater concern, as experience has shown that this typically requires the prohibition of right-turn-on-red movements, or alternately, custom signage indicating that the right-turn-on-red movement may be made from the right-hand lane adjacent to the curb, but not the interior lane. Custom signage of this type often ensures that right-turning motorists develop a clear preference for the right-hand lane from which right turns on red are allowed, and the interior right-turn lane becomes little used during all but the highest volume times. It is suggested that a single right-turn lane that incorporates channelization and an acceleration lane, thereby providing a free-flowing right-turn movement that is not controlled by the traffic signal, is a preferable alternative.

The SCDOT’s second alternate deletes the existing left-turn lanes on both arterial approaches to the signal and prohibits these movements. While left-turns from the arterial onto the side street would be prohibited, full-movement access for side street motorists is proposed to be maintained. This design requires prohibiting left turns from both arterial directions, but leaving the median open to accommodate all movements from the side streets, something that may be difficult to accomplish with mere signage. The existing on-island left-turn demand would be relocated to two left-turn lanes at a new signal installed at the existing Old Wild Horse Road intersection. A segment of Old Wild Horse Road adjacent to William Hilton Parkway would be converted from two-way to one-way operation in order to accommodate the nested

double left-turns onto Old Wild Horse Road. Traffic on southbound Old Wild Horse Road departing Wild Horse Road would encounter a road closure forcing them to turn left or right into private properties at a point north of William Hilton Parkway. It is suggested that this is a highly undesirable treatment, as the need for a merge from two lanes to one may need to be established on northbound Old Wild Horse Road at some point in advance of Wild Horse Road. It is also felt that redirecting the existing on-island left-turn demand onto Squire Pope Road downstream to Old Wild Horse Road would result in operational difficulties at the existing Wild Horse Road/Old Wild Horse Road intersection, potentially of the magnitude that requires signalization or improvement of this intersection with a roundabout to effectively mitigate. Even with the improvement of the Wild Horse Road/Old Wild Horse Road intersection, the relocated left-turn demand would necessarily continue up Wild Horse Road and to its terminus at Gum Tree Road, requiring another left-turn to get back to Squire Pope Road at an intersection that already experiences congestion and operational difficulties during peak volume periods.

One solution for mitigating the intersection in a manner that enables the removal of the existing traffic signal without the need for a grade separated intersection would be to extend both a raised median and a third westbound lane through the intersection in a manner that limits both Squire Pope Road and Chamberlin Drive to a right-in/right-out operation. Right turns from and to Squire Pope Road would be served with an adequately designed acceleration and deceleration lane, respectively, adjacent to the third westbound through lane. The existing on-island left-turn demand at Squire Pope Road would be relocated downstream to the signals at Spanish Wells Road/Wild Horse Road or at Gum Tree Road. It is suggested that the substantive additional demand to the eastbound, on-island left-turn at the Spanish Wells Road/Wild Horse Road and Gum Tree Road signals could be served without inordinate adverse impacts to these signals' operation that would jeopardize their compliance with the LMO goals. New roadway connections would need to be constructed, however, on both the north and south sides of William Hilton Parkway to adequately serve demands that would develop as a result of the traffic signal removal and median closure at the existing non-compliant intersection. A new roadway aligned within or parallel to an existing high-voltage power transmission line would be required to connect Squire Pope Road to Wild Horse Road, enabling on-island motorists to turn left onto Wild Horse Road and to access Squire Pope Road without being funneled into the already-strained unsignalized Gum Tree Road/Wild Horse Road intersection. This road connection would also replace the loss of access experienced by southbound Squire Pope Road motorists that would no longer be able to turn left onto William Hilton Parkway by conveying them to the signal at Spanish Wells Road/Wild Horse Road. The restoration of the Viola Lane connection between William Hilton Parkway and Chamberlin Drive that was closed by the Town many years ago would serve the negligible left-turn demand onto

Chamberlin Drive that now exists at the signal. The similarly-negligible demand of motorists on Chamberlin Drive desiring to turn left onto off-island William Hilton Parkway would be served by forcing these motorists to turn right and to execute a U-turn at the Spanish Wells Road/Wild Horse Road signal. The need to reestablish the Viola Road connection and the associated off-island left-turn demand that would develop at the resulting unsignalized intersection would be rendered unneeded, however, with the completion of a Chamberlin Drive extension to Spanish Wells Road via Humane Way, a project that has been previously considered by the Town's planners and engineers.

## **APPENDIX A**

PEAK HOUR TURNING MOVEMENT DIAGRAMS  
FOR EACH SIGNALIZED  
INTERSECTION WITHIN THE TOWN,  
AND SEA PINES CIRCLE

JUNE 2020





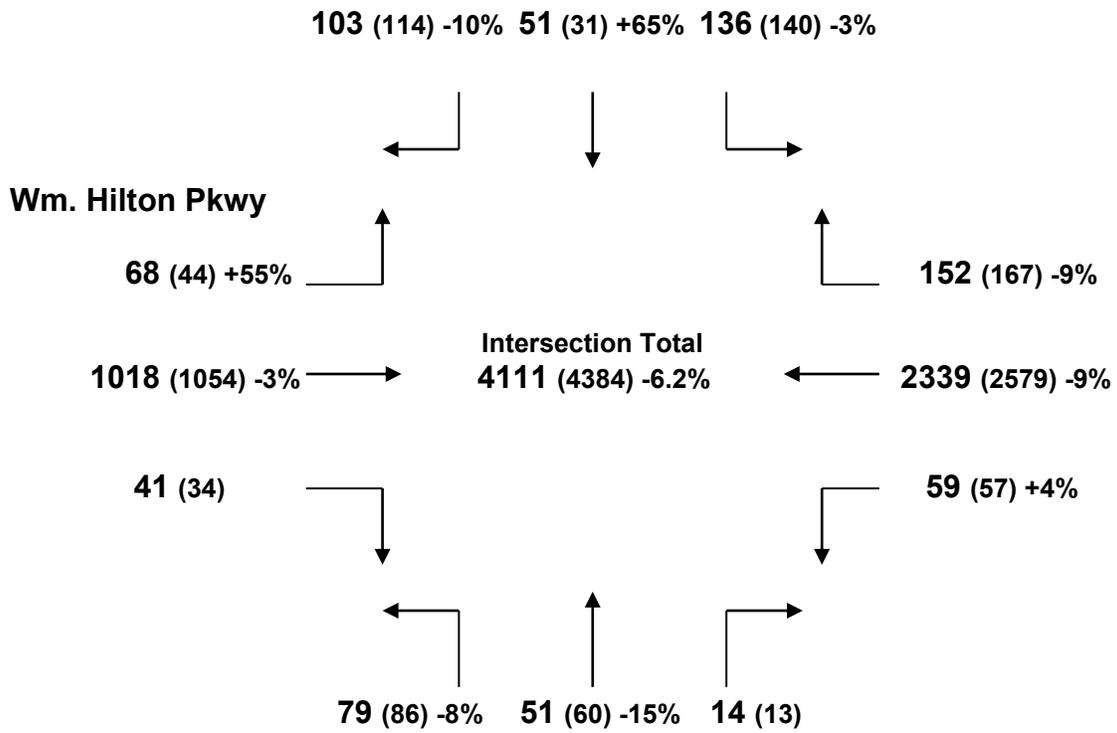
# William Hilton Parkway with Spanish Wells Road and Wild Horse Road

A.M. PEAK HOUR (7:45 to 8:45 a.m. – Tue. 6/23/20)

## Spanish Wells Road

← Sea Pines Circle

Mainland →



**NO BIKES  
OR PEDS  
RECORDED**

## Wild Horse Road

2020 (2019) %chg

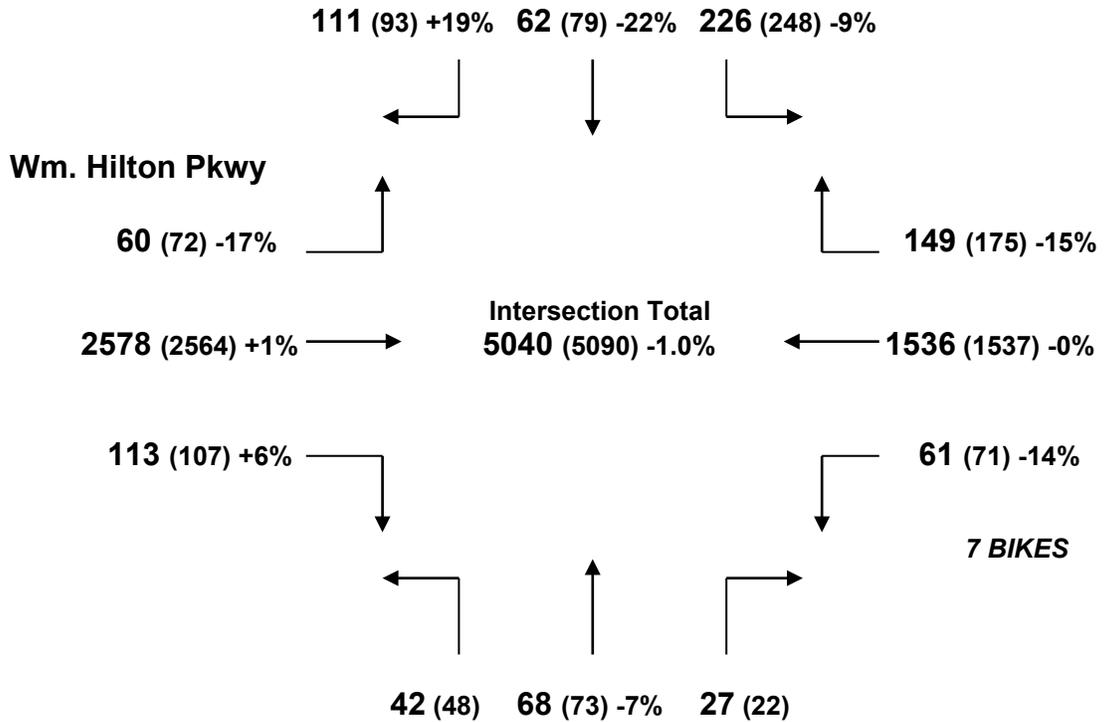
# William Hilton Parkway with Spanish Wells Road and Wild Horse Road

P.M. PEAK HOUR (4:15 to 5:15 p.m. – Tue. 6/23/20)

## Spanish Wells Road

← Sea Pines Circle

Mainland →



7 BIKES

**NO PEDS  
RECORDED**

## Wild Horse Road

2020 (2019) %chg



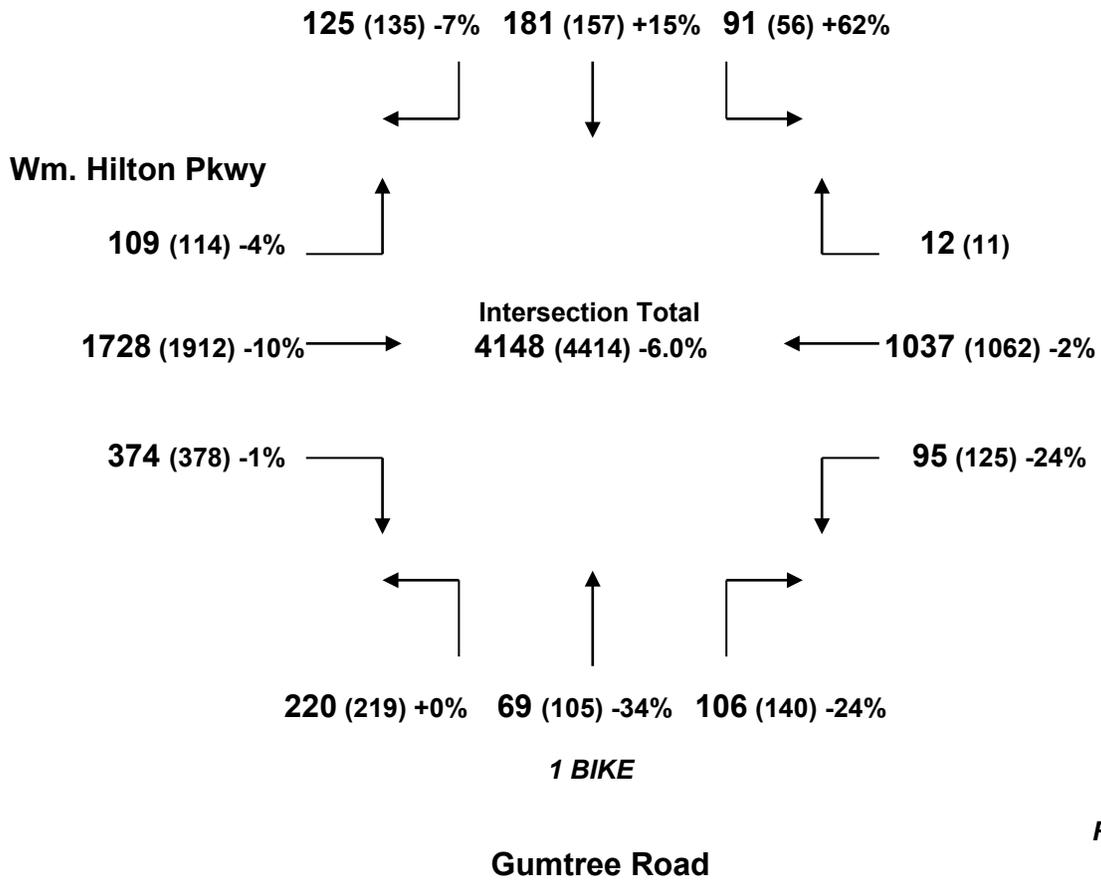
# William Hilton Parkway with Gum Tree Road and Cross Island Parkway

P.M. PEAK HOUR (4:15 to 5:15 p.m. – Tue. 6/23/20)

## Cross Island Expressway

← Sea Pines Circle

Mainland →



2020 (2019) %chg





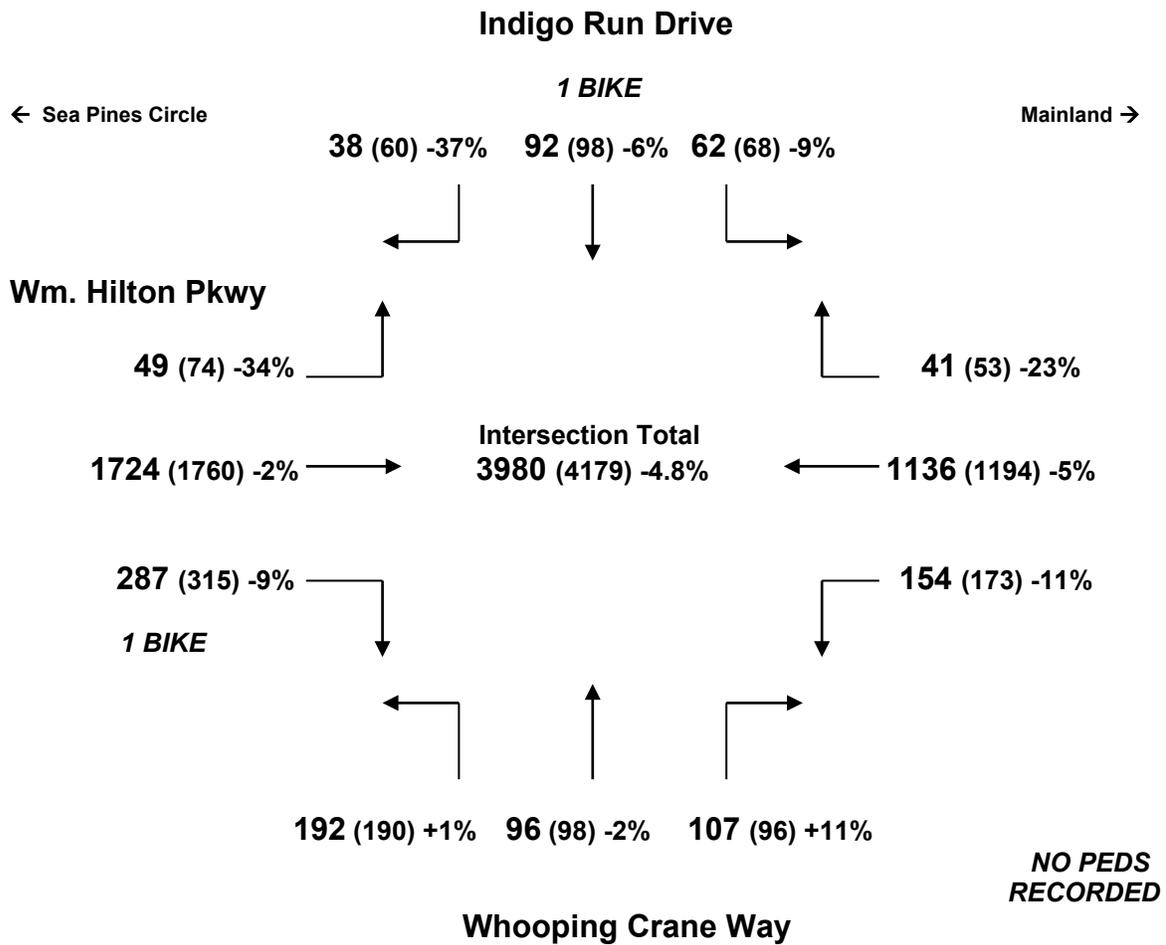






# William Hilton Parkway with Indigo Run Drive and Whooping Crane Way

P.M. PEAK HOUR (4:15 to 5:15 p.m. – Tue. 6/23/20)



2020 (2019) %chg













# William Hilton Parkway with Coggins Point Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/23/20)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy

835 (772) +8% →      **Intersection Total**      ← 926 (1018) -9%  
**2289 (2254) +1.6%**

63 (47) +34% ↓      ↓ 207 (188) +10%

← 62 (70) -11%      196 (159) +23% →

**NO PEDS  
OR BIKES  
RECORDED**

## Coggins Point Road

**2020 (2019) %chg**

# William Hilton Parkway with Coggins Point Road

P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/23/20)

← Sea Pines Circle

Mainland →

**Wm. Hilton Pkwy**

**1364 (1406) -3%** →      **Intersection Total 2999 (2956) +1.5%**      ← **997 (961) +4%**

**85 (84) +1%**      ↓      ↓      **208 (191) +9%**

←      ↓      ↓      →  
**85 (80) +6%**      **260 (234) +11%**

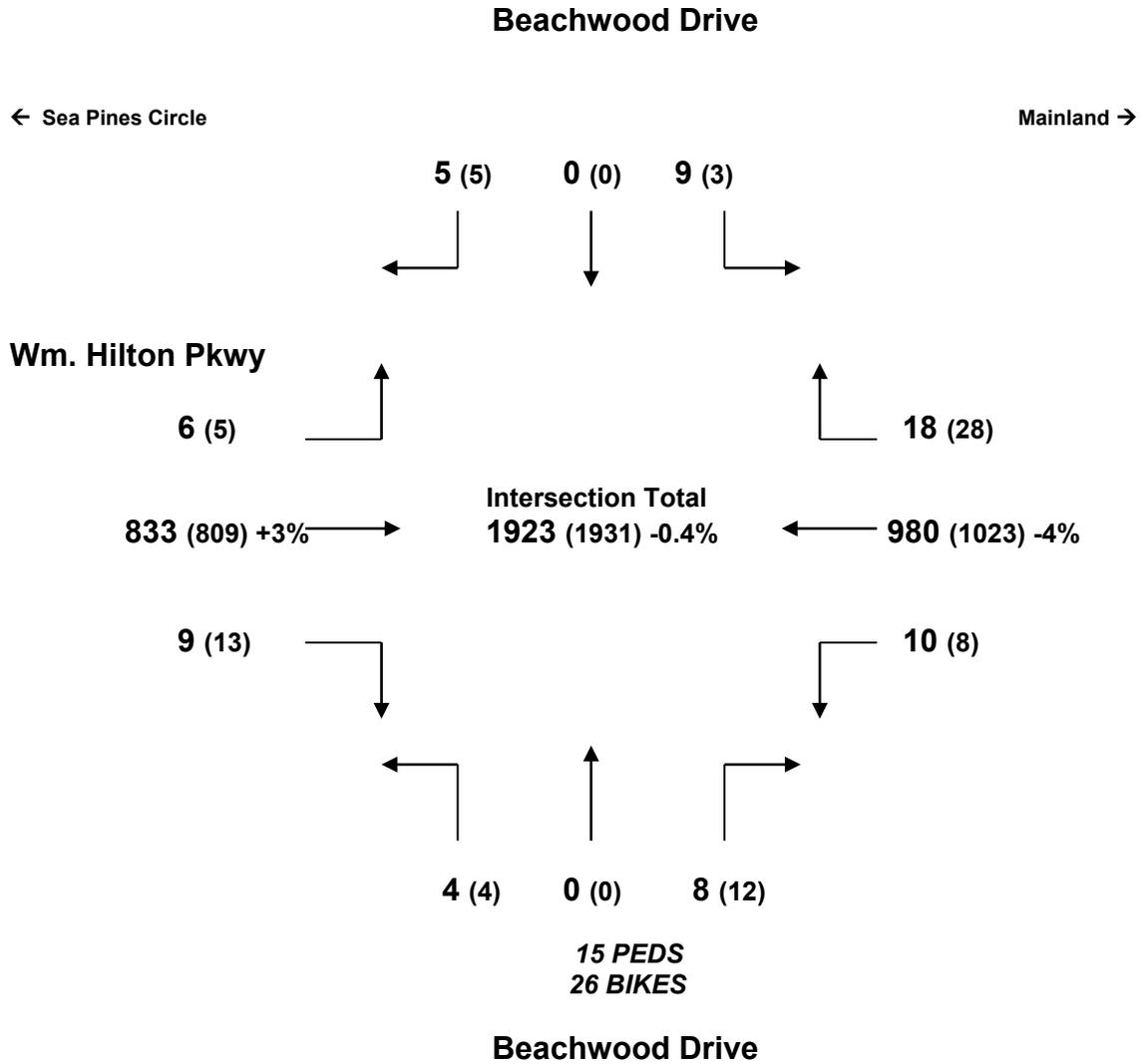
**NO PEDS  
OR BIKES  
RECORDED**

**Coggins Point Road**

**2020 (2019) %chg**

# William Hilton Parkway with Beachwood Drive

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/23/20)



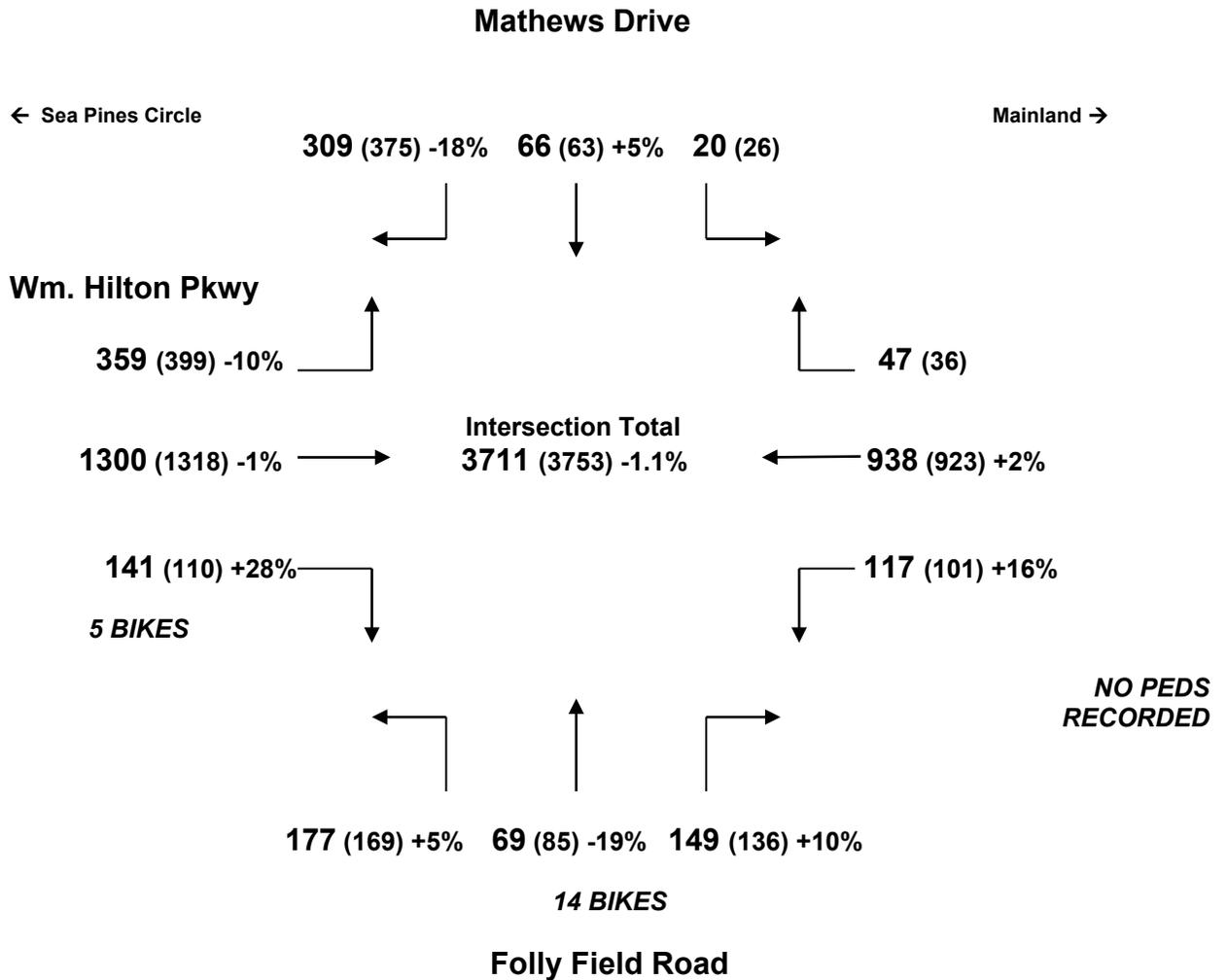
2020 (2019) %chg





# William Hilton Parkway with Mathews Drive and Folly Field Road

P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Tue. 6/23/20)



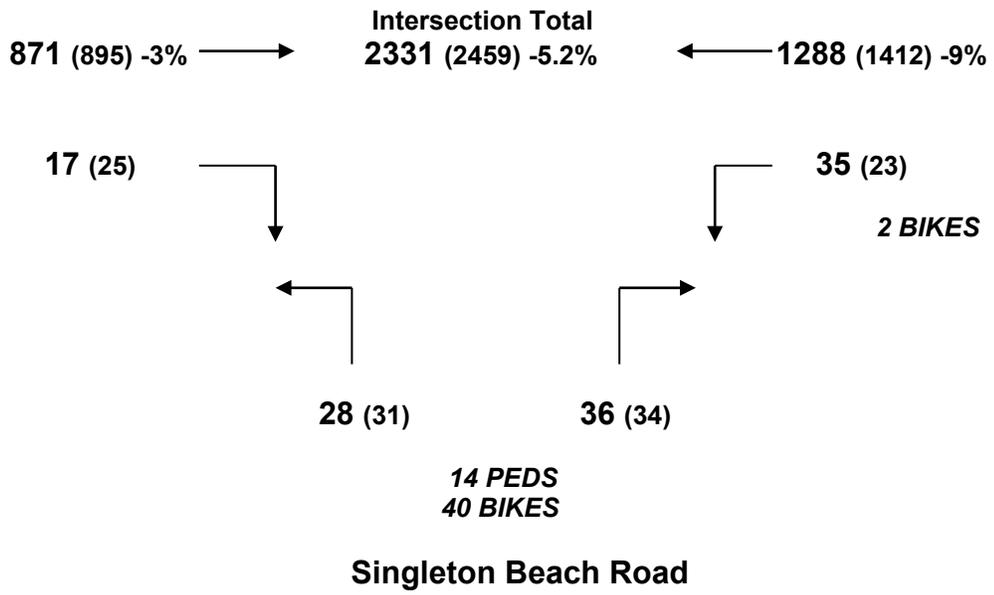
# William Hilton Parkway with Singleton Beach Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/23/20)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy



2020 (2019) %chg

# William Hilton Parkway with Singleton Beach Road

P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/23/20)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy

1658 (1754) -5% →      **Intersection Total**      ← 1414 (1428) -1%  
**3227 (3308) -2.4%**



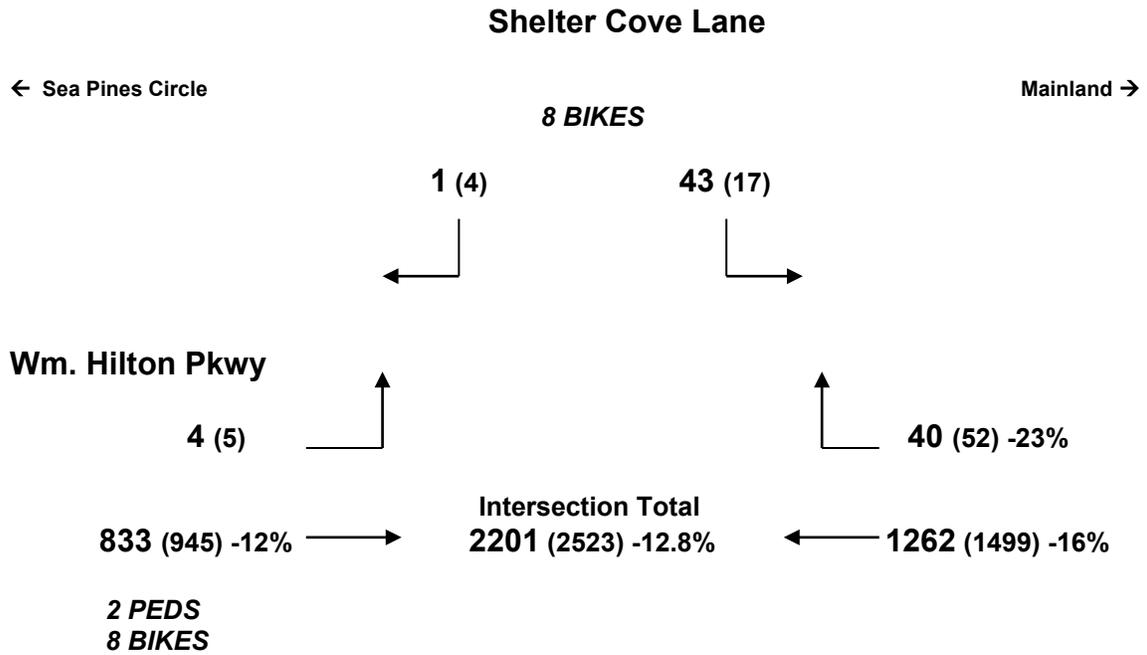
24 BIKES

**NO PEDS  
RECORDED**

## Singleton Beach Road

2020 (2019) %chg

**William Hilton Parkway with Shelter Cove Lane  
(off-island intersection near BCSO)  
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/23/20)**



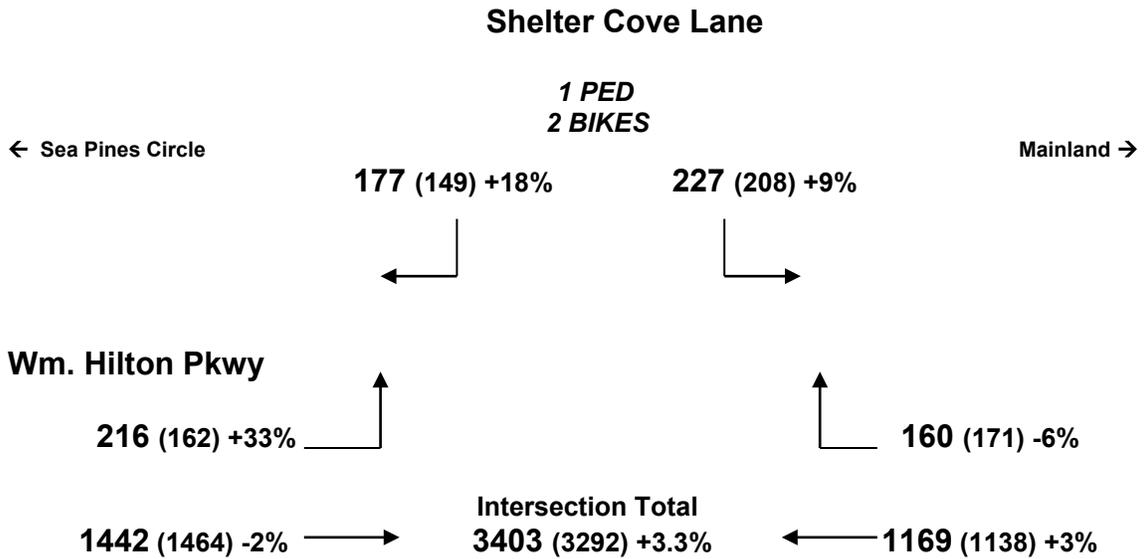
**2020 (2018\*) %chg**

\*Intersection was not signalized or counted in 2019





**William Hilton Parkway with Shelter Cove Lane  
 (central intersection near Hickory Tavern)  
 P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/23/20)**

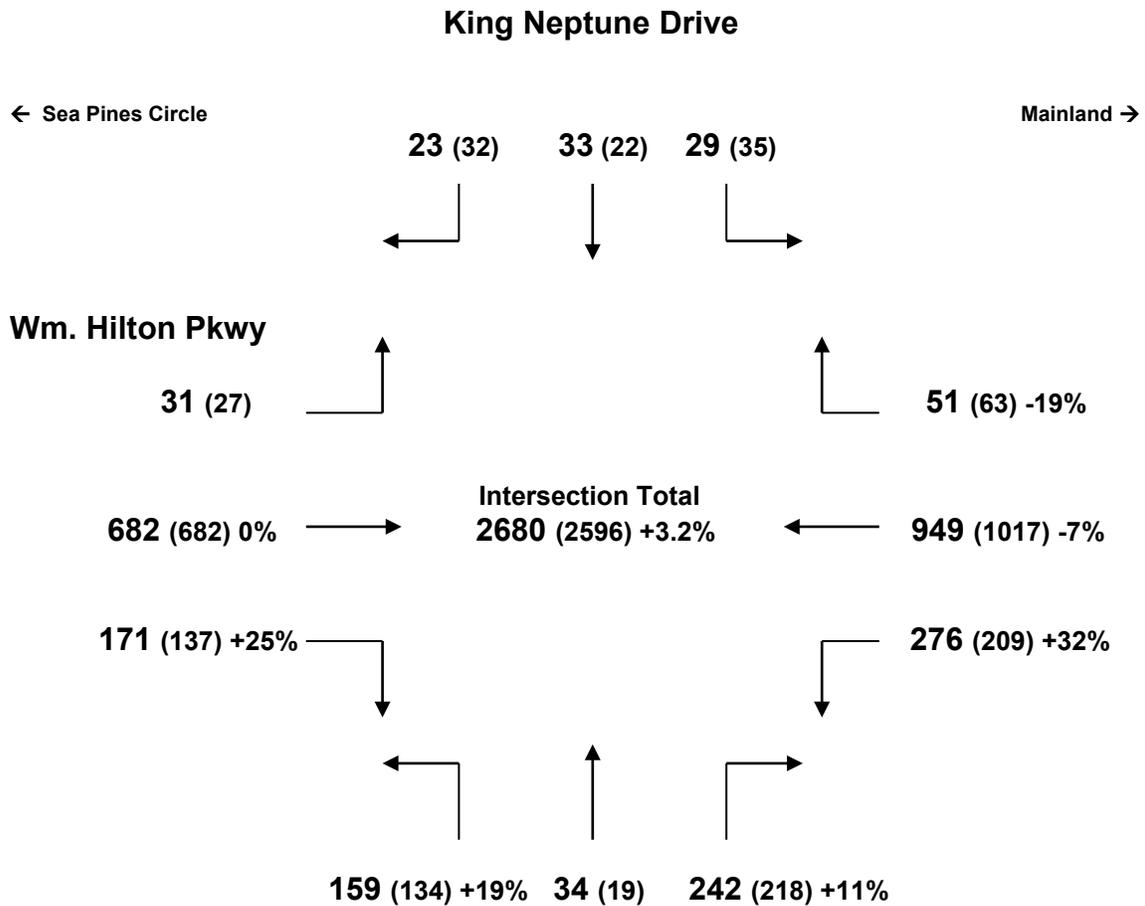


**9 BIKES**

**2020 (2019) %chg**

# William Hilton Parkway with Queens Folly Road and King Neptune Drive

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/23/20)



**NO PEDS  
OR BIKES  
RECORDED**

**Queen's Folly Road**

**2020 (2019) %chg**

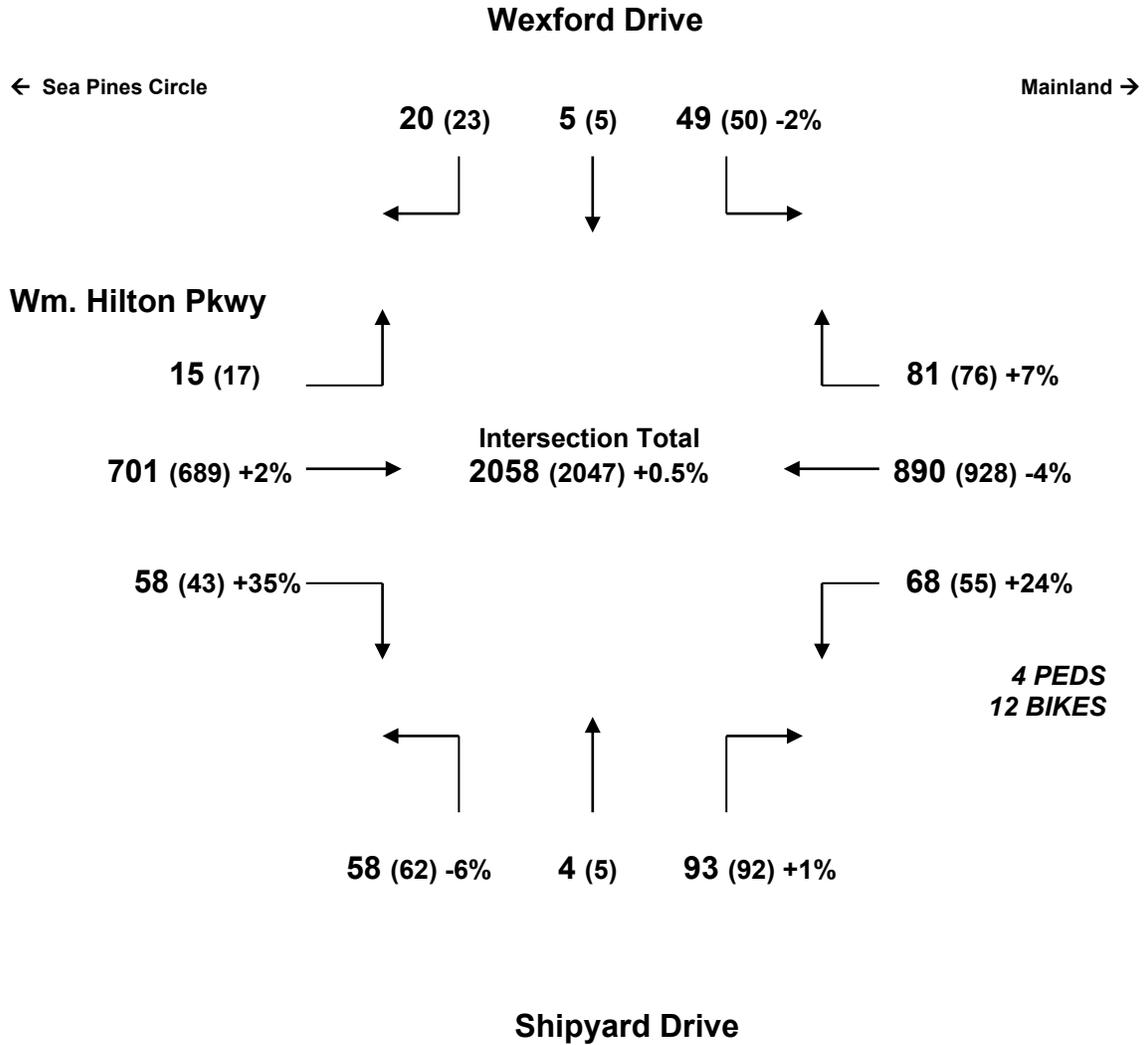






# William Hilton Parkway with Shipyard Drive and Wexford Drive

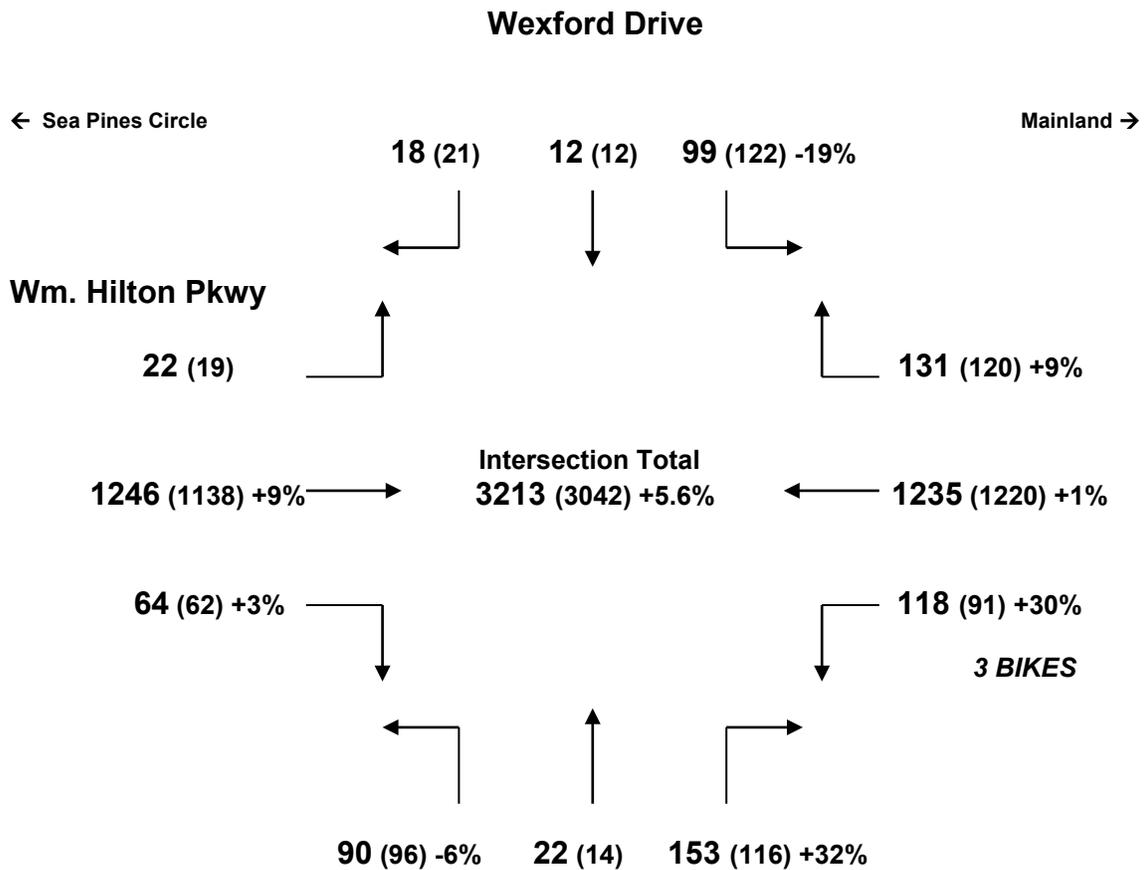
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/23/20)



2020 (2019) %chg

# William Hilton Parkway with Shipyard Drive and Wexford Drive

P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/23/20)



**NO PEDS  
RECORDED**

2020 (2019) %chg





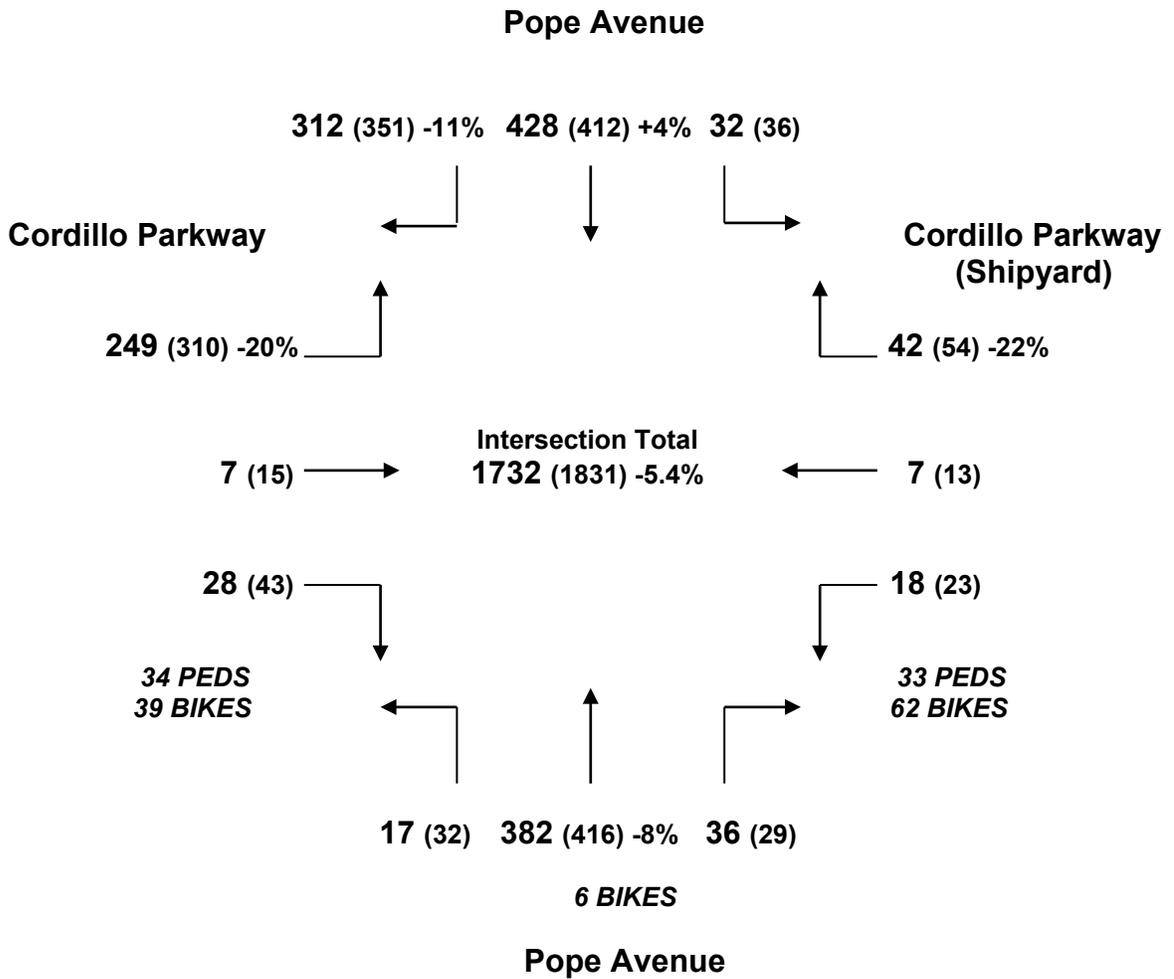








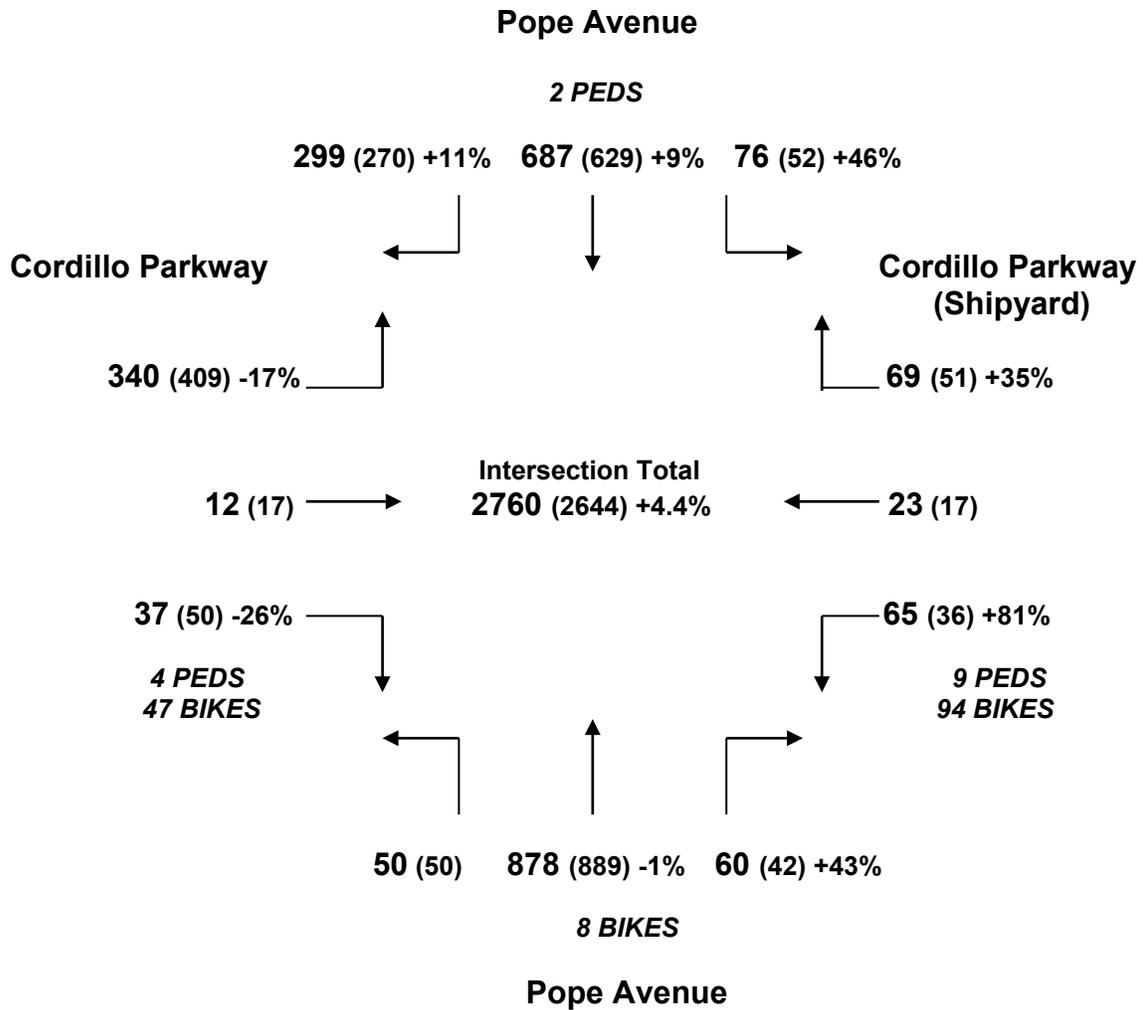
**Pope Avenue with Cordillo Parkway**  
**A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/23/20)**



2020 (2019) %chg

## Pope Avenue with Cordillo Parkway

P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/23/20)

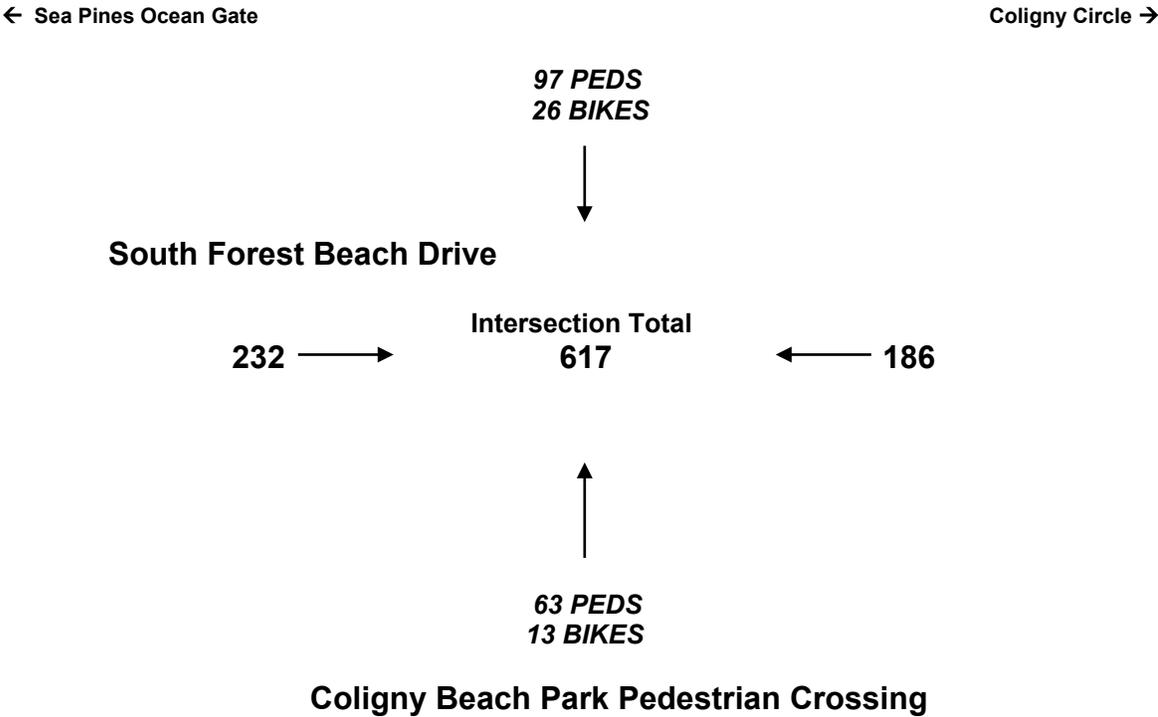


2020 (2019) %chg



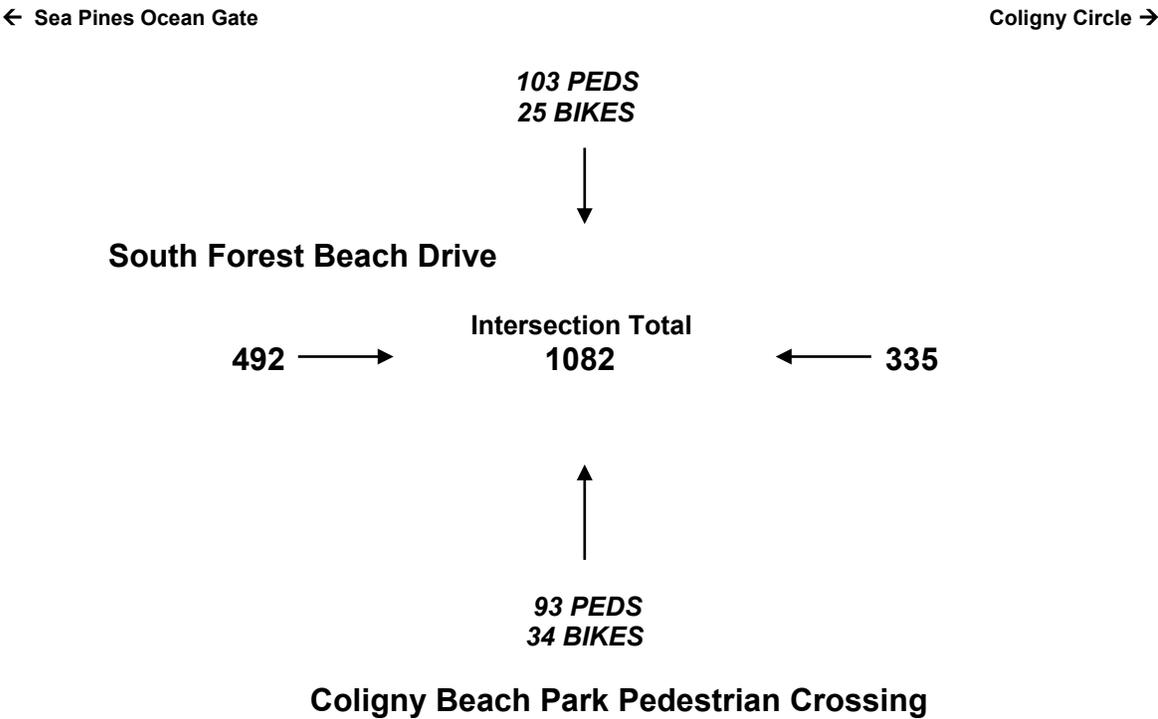


**South Forest Beach Drive with  
Coligny Beach Park Pedestrian Crossing  
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/23/20)**



2020

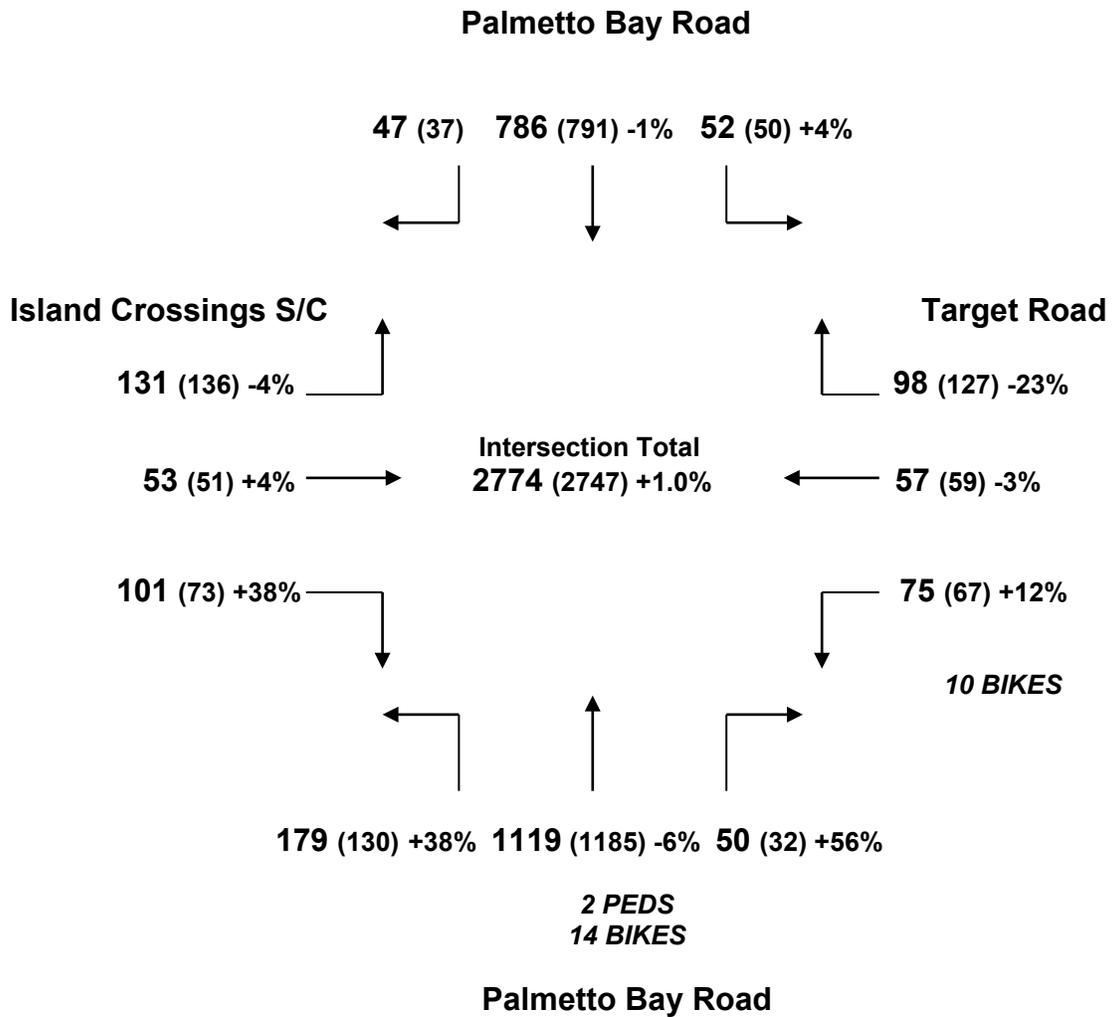
**South Forest Beach Drive with  
Coligny Beach Park Pedestrian Crossing**  
P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Tue. 6/23/20)



2020



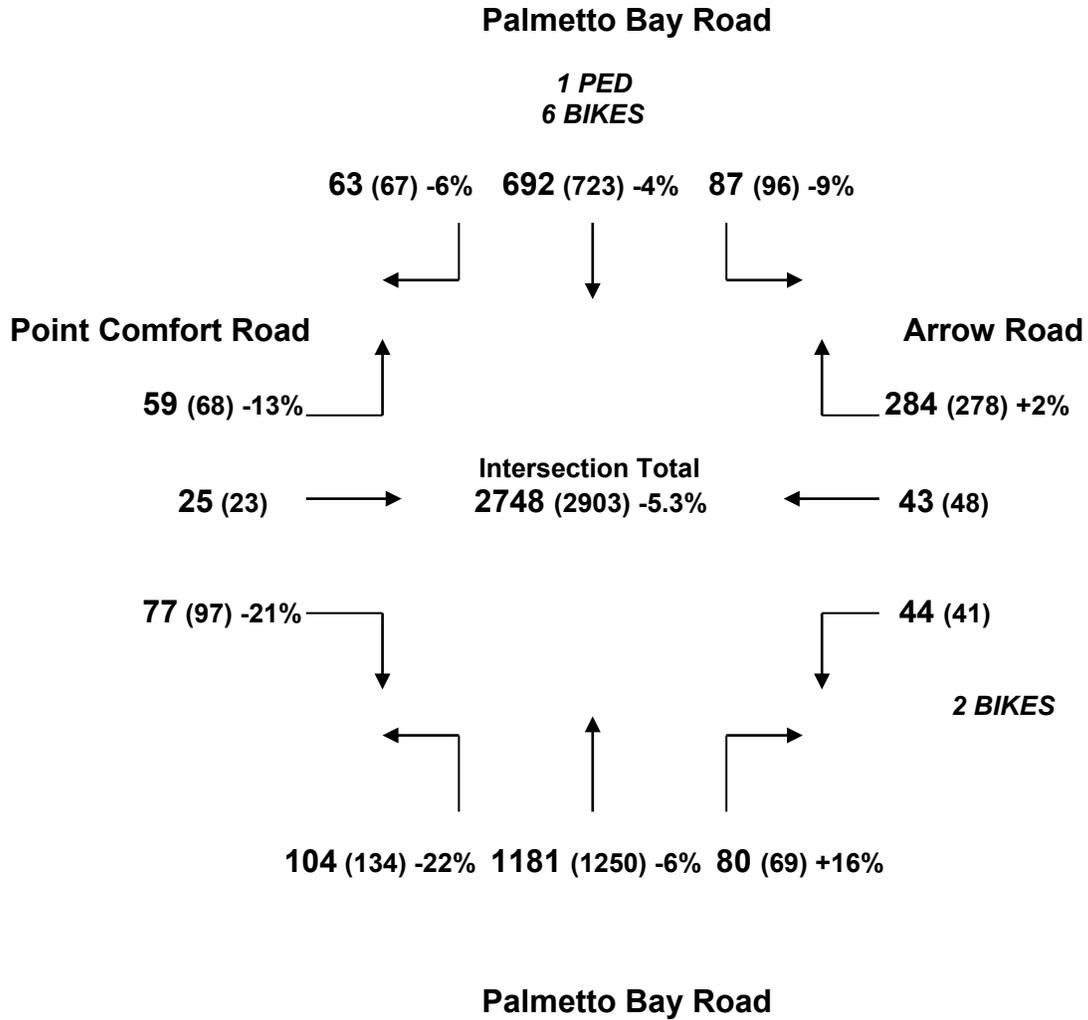
**Palmetto Bay Road with Target Road  
and Entrance to Island Crossings S/C**  
P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/23/20)



2020 (2019) %chg



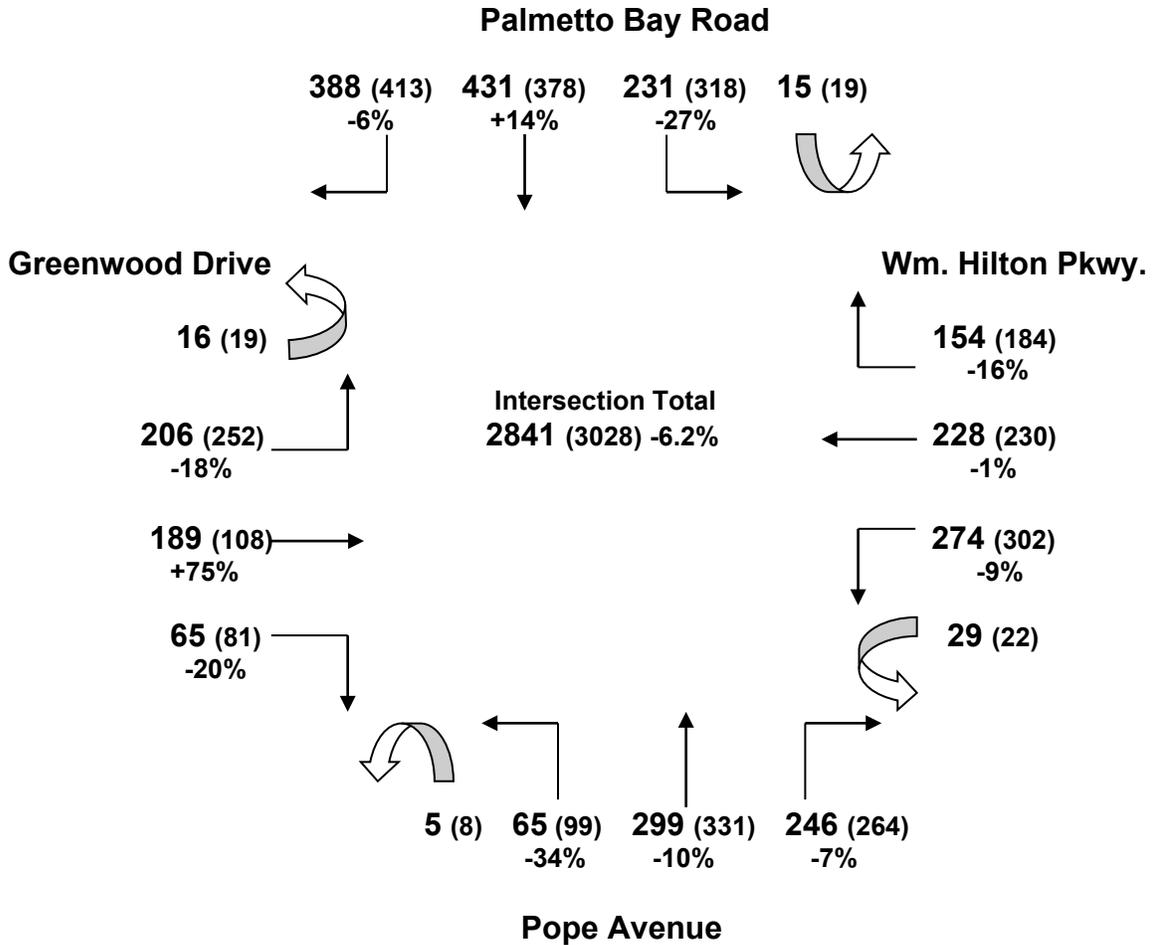
**Palmetto Bay Road with Arrow Road  
and Point Comfort Road**  
P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/23/20)



2020 (2019) %chg

# Sea Pines Circle

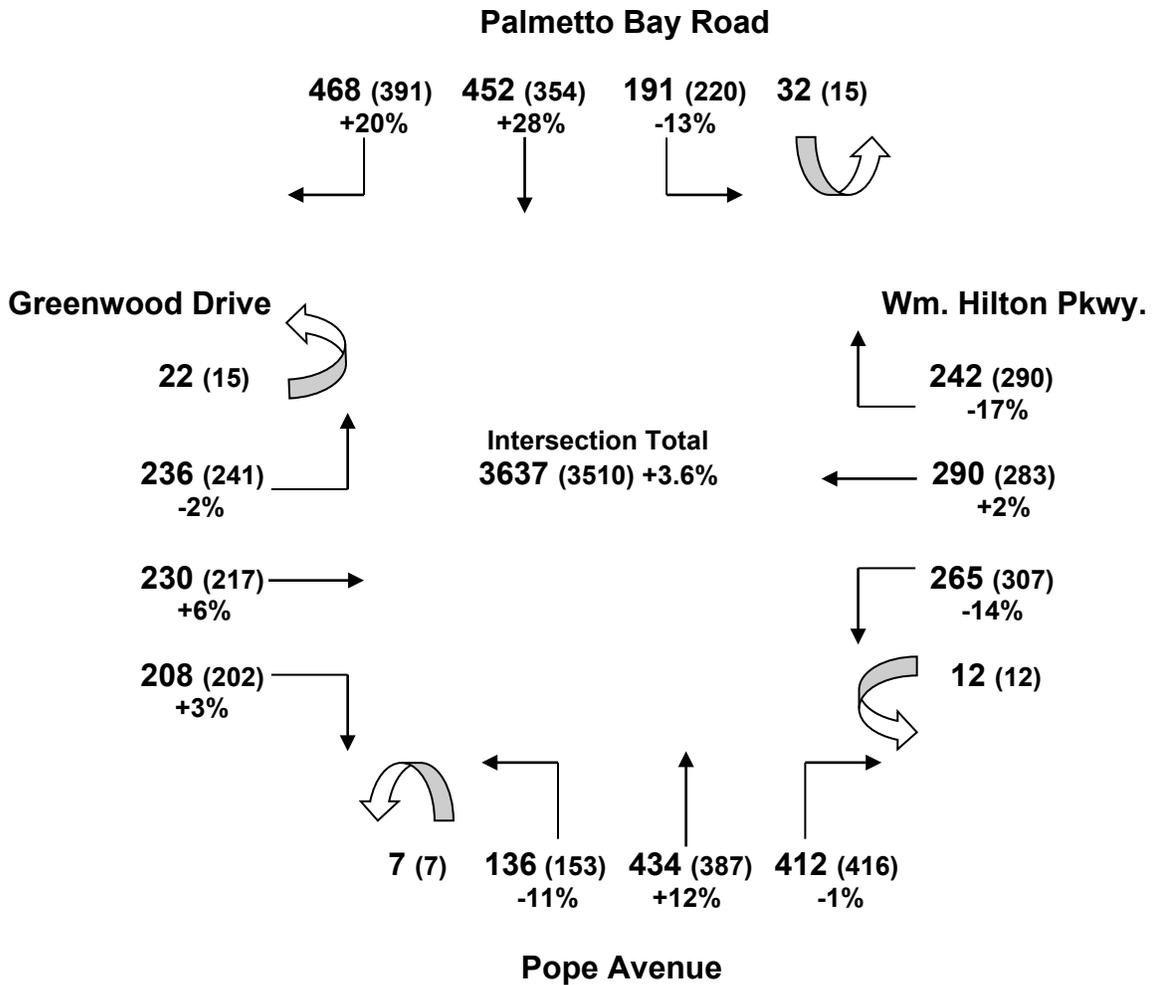
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Tue. 6/23/20)



2020 (2018) %chg

# Sea Pines Circle

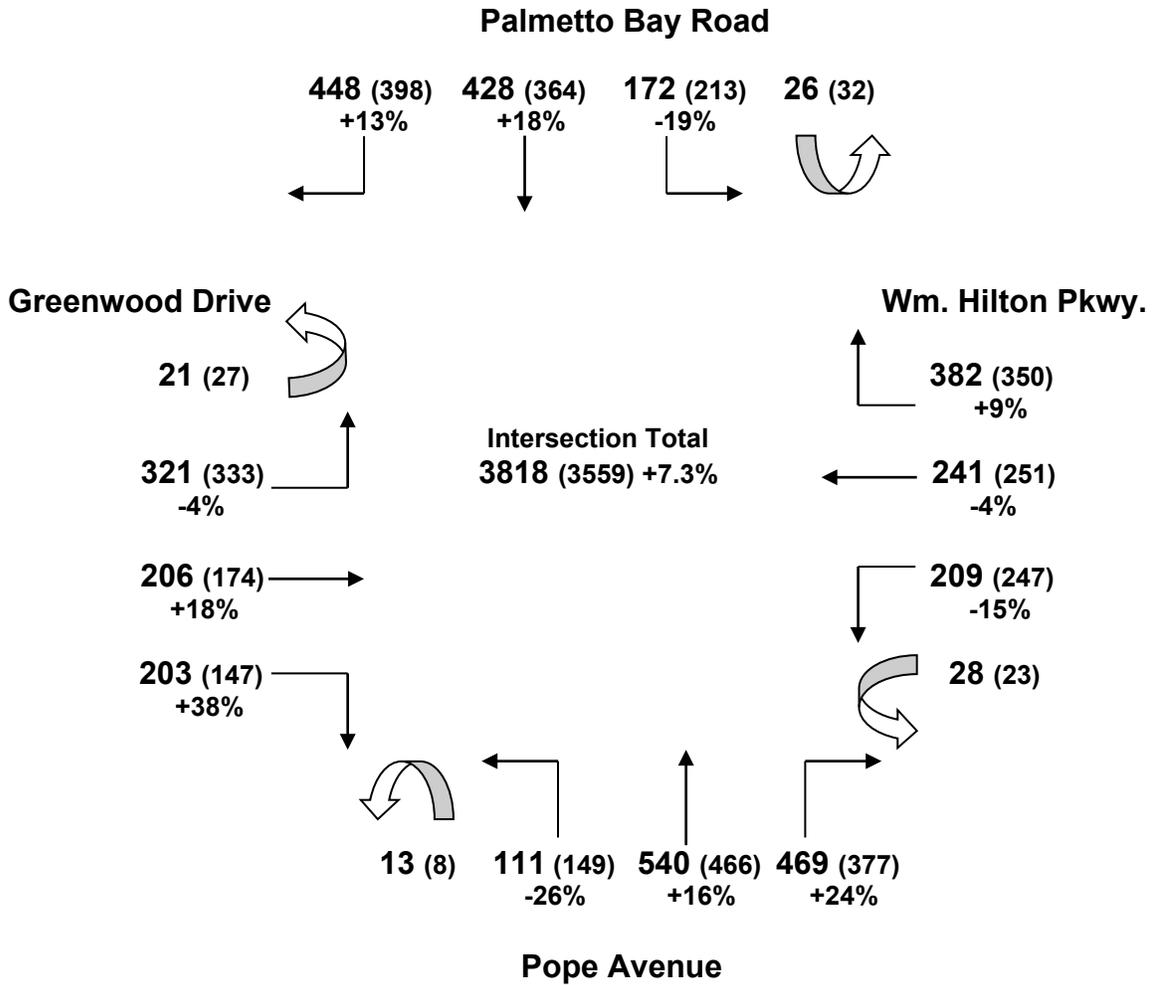
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Tue. 6/23/20)



**2020 (2018) %chg**

# Sea Pines Circle

P.M. PEAK HOUR (4:15 p.m. to 5:15 p.m. – Tue. 6/23/20)



2020 (2018) %chg

**APPENDIX B**

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

JUNE 2020

**APPENDIX C**

FEDERAL HIGHWAY ADMINISTRATION REPORT

“TRAFFIC VOLUME TRENDS”

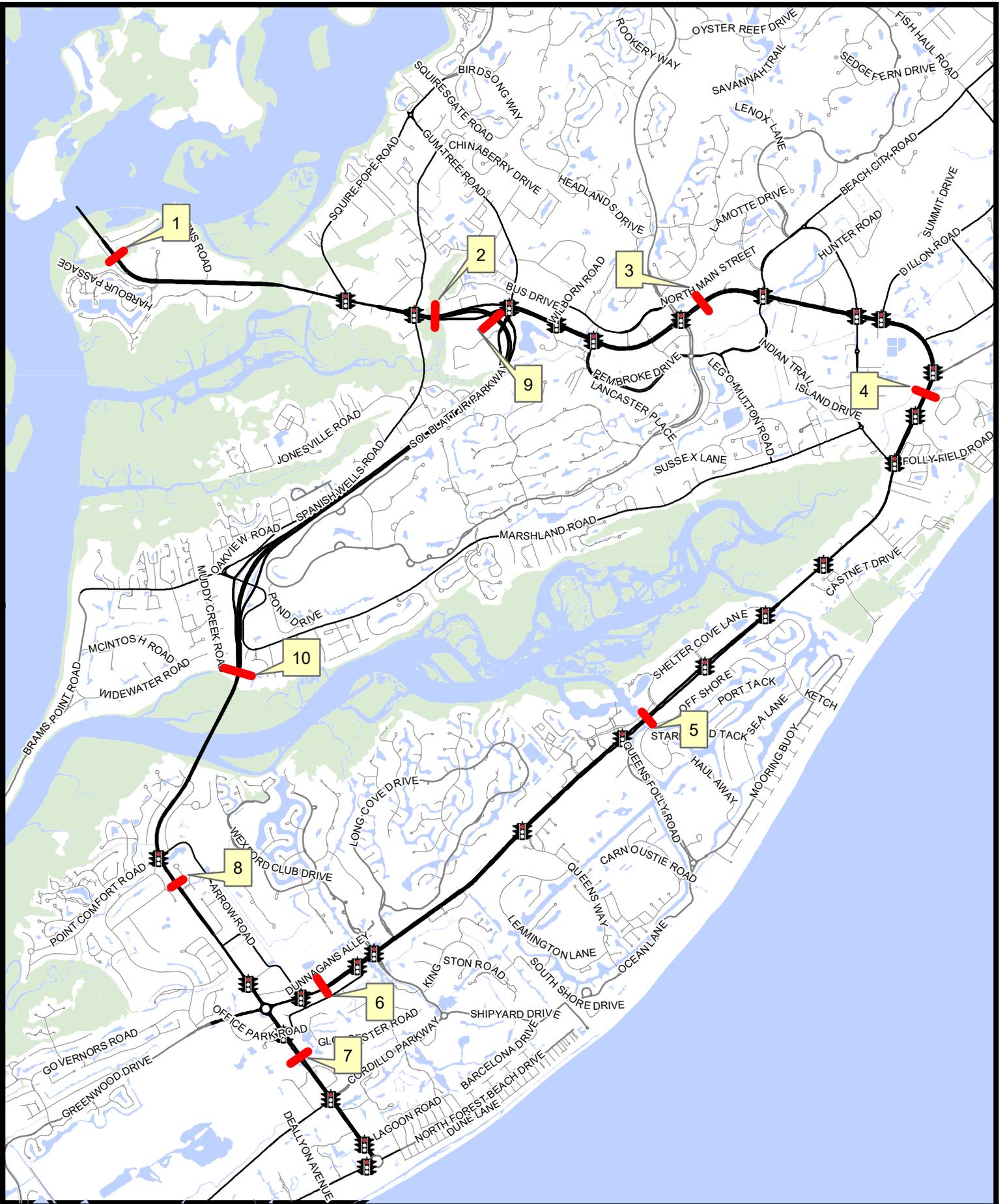
JUNE 2020

SUPPLEMENTARY

NOT PART OF THE 2020  
TRAFFIC MONITORING & EVALUATION REPORT

**HCM ANALYSES GENERATED FOR THIS REPORT**

**JUNE 2020**



**Town of Hilton Head Island**  
 24-Hour Traffic Count Locations  
 June 2020



TOWN OF HILTON HEAD ISLAND  
 ONE TOWN CENTER COURT  
 HILTON HEAD ISLAND, S.C. 29928  
 PHONE (843) 341-4600  
 Date Created:  
 Project: map.mxd



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.



U. S. Department of Transportation

Federal Highway Administration

Office of Highway Policy Information

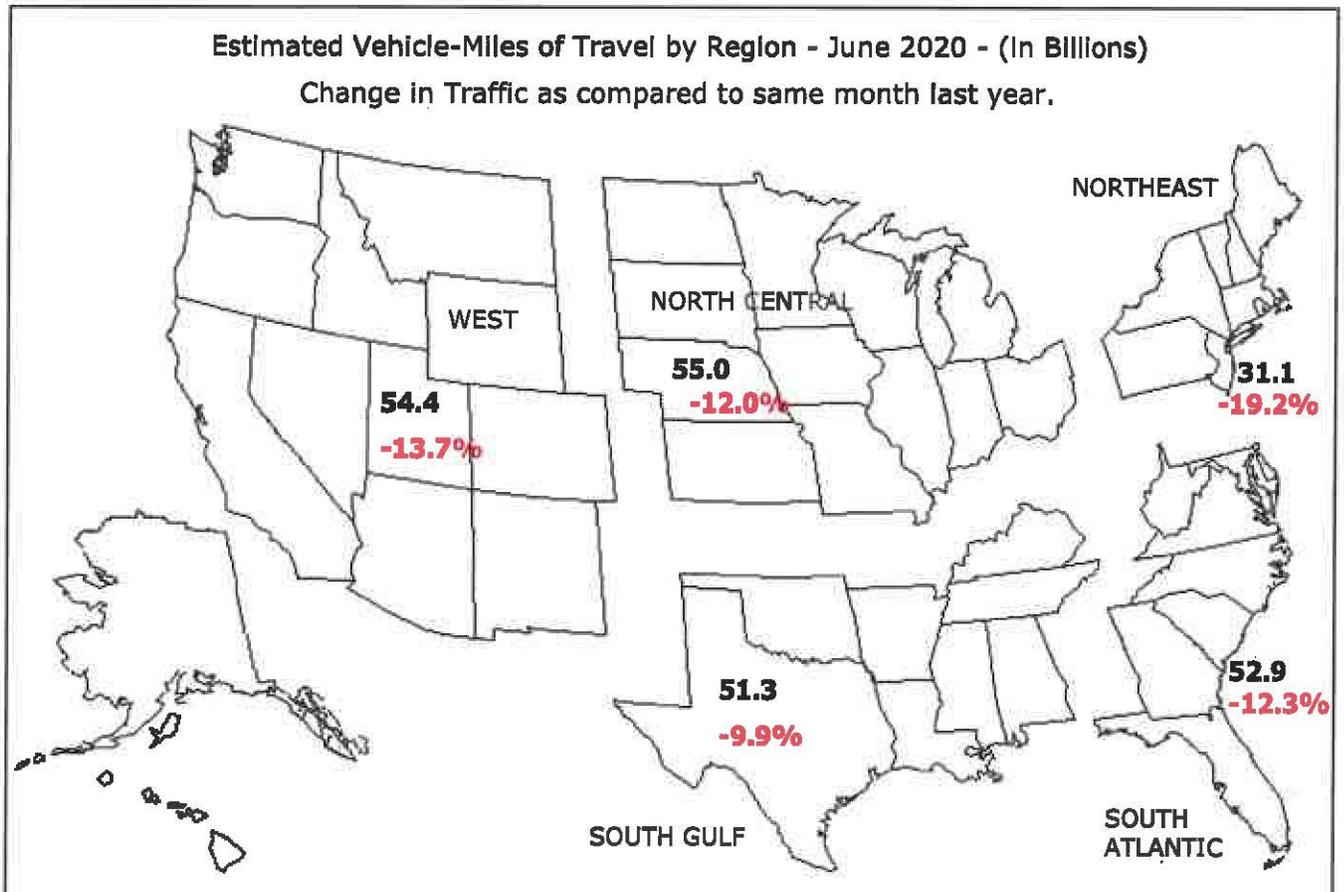
# TRAFFIC VOLUME TRENDS

## June 2020

Travel on all roads and streets changed by **-13.0%** (-36.5 billion vehicle miles) for June 2020 as compared with June 2019. Travel for the month is estimated to be 244.7 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for June 2020 is 231.3 billion miles, a **-14.5%** (-39.2 billion vehicle miles) decline from June 2019. It also represents 15.6% increase (31.3 billion vehicle miles) compared with May 2020.

Cumulative Travel for 2020 changed by **-16.6%** (-264.2 billion vehicle miles). The Cumulative estimate for the year is 1,331.2 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 2018 Table VM-2 as a base.

Compiled with data on hand as of July 29, 2020.

Some historical data were revised based on HPMS and amended TVT data as of December 2018.

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 6 (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 7 (Motor Vehicles).

## Traffic Volume Trends - June 2020

Based on preliminary reports from the State Highway Agencies, travel during June 2020 on all roads and streets in the nation changed by **-13.0%** (-36.5 billion vehicle miles) resulting in estimated travel for the month at **244.7\*\*** billion vehicle-miles.

This total includes **78.1** billion vehicle-miles on rural roads and **166.6** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **-16.6%** (-264.2 billion vehicle miles).

The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2010 census. Travel estimates for 2014 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 1995 are also included.

### Travel In Millions of Vehicle Miles

#### All Roads and Streets

Year	June	Year to Date	Moving 12-Month
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	2,969,833
2014	263,459	1,480,218	2,994,800
2015	270,574	1,512,965	3,058,404
2016	276,991	1,552,453	3,134,861
2017	280,290	1,571,005	3,192,960
2018	282,648	1,584,690	3,226,032
2019	281,203	1,595,371	3,251,008
2020	244,675	1,331,194	3,004,975

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
2019 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	18.7	16.9	20.9	22.0	23.1	23.0	25.4	24.1	21.5	22.4	20.5	21.7
Rural Other Arterial	27.6	25.7	31.0	32.3	33.6	33.9	36.7	35.2	32.9	34.0	30.3	31.3
Other Rural	25.1	22.8	28.0	30.0	30.7	30.6	32.7	31.4	29.3	30.4	26.8	27.5
Urban Interstate	43.9	39.8	48.1	48.9	50.4	50.6	49.9	49.8	47.9	49.3	47.1	49.7
Urban Other Arterial	90.4	83.0	97.8	100.6	100.5	97.4	102.5	100.0	95.8	101.8	92.5	98.4
Other Urban	42.5	38.7	45.7	47.7	47.8	45.8	48.5	46.4	44.8	46.2	43.4	45.7
All Systems	248.3	226.7	271.5	281.5	286.1	281.2	295.7	287.0	272.2	284.1	260.6	274.2
2020 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	19.2	17.4	16.8	12.2	16.9	19.4						
Rural Other Arterial	28.4	26.4	25.8	20.4	26.4	30.6						
Other Rural	25.6	23.3	23.6	20.0	24.5	28.0						
Urban Interstate	44.9	40.7	37.9	26.9	35.0	42.0						
Urban Other Arterial	92.1	84.6	78.5	59.4	73.6	84.3						
Other Urban	43.5	39.4	37.5	29.3	36.1	40.3						
All Systems	253.7	231.8	220.1	168.3	212.6	244.7						
* Percent Change In Individual Monthly Travel 2019 vs. 2020												
Rural Interstate	2.9	3.3	-19.9	-44.6	-26.9	-15.3						
Rural Other Arterial	2.7	2.9	-16.8	-36.8	-21.5	-9.6						
Other Rural	2.0	2.4	-15.8	-33.4	-20.0	-8.5						
Urban Interstate	2.2	2.3	-21.2	-44.9	-30.5	-17.0						
Urban Other Arterial	1.9	1.9	-19.7	-40.9	-26.7	-13.4						
Other Urban	2.4	1.9	-17.8	-38.6	-24.5	-12.0						
All Systems	2.2	2.2	-18.9	-40.2	-25.7	-13.0						

**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
2019 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	18.7	35.6	56.5	78.5	101.6	124.6	150.0	174.1	195.6	218.0	238.5	260.1
Rural Other Arterial	27.6	53.3	84.3	116.6	150.2	184.1	220.7	256.0	288.9	322.8	353.1	384.4
Other Rural	25.1	47.8	75.8	105.9	136.5	167.1	199.9	231.3	260.6	291.0	317.8	345.3
Urban Interstate	43.9	83.8	131.9	180.7	231.1	281.7	331.6	381.4	429.3	478.7	525.8	575.5
Urban Other Arterial	90.4	173.4	271.2	371.8	472.3	569.7	672.2	772.2	868.0	969.8	1062.4	1160.7
Other Urban	42.5	81.2	126.8	174.5	222.4	268.2	316.7	363.1	407.8	454.1	497.4	543.2
All Systems	248.3	475.0	746.5	1028.0	1314.2	1595.4	1891.1	2178.1	2450.2	2734.4	2994.9	3269.2
2020 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	19.2	36.6	53.4	65.6	82.5	102.0						
Rural Other Arterial	28.4	54.8	80.6	101.0	127.4	158.0						
Other Rural	25.6	48.9	72.5	92.5	117.0	145.0						
Urban Interstate	44.9	85.6	123.5	150.5	185.5	227.4						
Urban Other Arterial	92.1	176.7	255.2	314.6	388.2	472.6						
Other Urban	43.5	82.9	120.5	149.8	185.9	226.2						
All Systems	253.7	485.6	705.6	873.9	1086.5	1331.2						
* Percent Change In Cumulative Monthly Travel 2019 vs. 2020												
Rural Interstate	2.9	3.0	-5.4	-16.4	-18.8	-18.2						
Rural Other Arterial	2.7	2.8	-4.4	-13.4	-15.2	-14.2						
Other Rural	2.0	2.2	-4.4	-12.7	-14.3	-13.2						
Urban Interstate	2.2	2.3	-6.3	-16.7	-19.7	-19.3						
Urban Other Arterial	1.9	1.9	-5.9	-15.4	-17.8	-17.0						
Other Urban	2.4	2.2	-5.0	-14.2	-16.4	-15.7						
All Systems	2.2	2.2	-5.5	-15.0	-17.3	-16.6						

\* 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
		2020 (Preliminary)	2019			2020 (Revised)	2019	
<b>Northeast</b>								
Connecticut	2	114	146	-22.2	2	92	147	-37.8
Maine	56	395	509	-22.3	56	344	510	-32.7
Massachusetts	13	120	160	-25.5	13	98	159	-38.2
New Hampshire	79	255	314	-18.9	79	204	285	-28.3
New Jersey	-	205	239	-14.2	16	170	273	-37.8
New York	44	1,060	1,311	-19.2	50	857	1,281	-33.1
Pennsylvania	26	1,704	2,002	-14.9	31	1,487	2,111	-29.6
Rhode Island	6	39	51	-24.6	6	36	59	-38.8
Vermont	21	199	262	-24.2	26	163	249	-34.4
Subtotal		<b>4,091</b>	<b>4,994</b>	<b>-18.1</b>		<b>3,451</b>	<b>5,074</b>	<b>-32.0</b>
<b>South Atlantic</b>								
Delaware	2	170	178	-4.5	3	69	112	-38.0
District of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	102	1,952	2,144	-8.9	103	1,842	2,300	-19.9
Georgia	56	1,543	1,654	-6.7	57	1,597	1,926	-17.1
Maryland	7	488	594	-17.8	9	394	614	-35.8
North Carolina	26	1,761	1,953	-9.8	26	1,519	2,034	-25.3
South Carolina	55	1,409	1,539	-8.4	55	1,304	1,638	-20.4
Virginia	316	1,613	1,912	-15.6	317	1,439	2,025	-28.9
West Virginia	17	402	462	-12.9	17	281	375	-25.2
Subtotal		<b>9,338</b>	<b>10,436</b>	<b>-10.5</b>		<b>8,445</b>	<b>11,024</b>	<b>-23.4</b>
<b>North Central</b>								
Illinois	29	1,681	1,859	-9.6	27	1,193	1,574	-24.2
Indiana	25	1,271	1,407	-9.7	24	1,200	1,593	-24.7
Iowa	70	1,143	1,305	-12.4	70	965	1,285	-24.9
Kansas	64	855	952	-10.2	65	724	923	-21.6
Michigan	59	1,573	1,729	-9.0	60	1,216	1,770	-31.3
Minnesota	11	1,258	1,472	-14.5	20	1,082	1,494	-27.6
Missouri	82	1,547	1,674	-7.5	75	1,434	1,774	-19.1
Nebraska	34	718	800	-10.3	34	631	799	-21.0
North Dakota	46	360	433	-16.7	50	291	388	-24.8
Ohio	55	1,458	1,701	-14.3	56	1,246	1,765	-29.4
South Dakota	36	443	506	-12.3	34	336	425	-20.9
Wisconsin	73	1,497	1,743	-14.1	87	1,343	1,836	-26.9
Subtotal		<b>13,804</b>	<b>15,581</b>	<b>-11.4</b>		<b>11,661</b>	<b>15,626</b>	<b>-25.4</b>
<b>South Gulf</b>								
Alabama	55	1,456	1,562	-6.8	63	1,340	1,607	-16.6
Arkansas	22	973	1,043	-6.8	25	808	973	-16.9
Kentucky	22	1,461	1,653	-11.6	25	1,179	1,592	-26.0
Louisiana	-	1,076	1,241	-13.3	-	1,031	1,256	-17.9
Mississippi	42	1,088	1,157	-5.9	40	1,012	1,204	-15.9
Oklahoma	44	1,100	1,192	-7.7	46	907	1,117	-18.8
Tennessee	20	1,451	1,589	-8.7	20	1,277	1,574	-18.9
Texas	144	4,360	4,990	-12.6	147	3,766	4,796	-21.5
Subtotal		<b>12,965</b>	<b>14,427</b>	<b>-10.1</b>		<b>11,320</b>	<b>14,119</b>	<b>-19.8</b>
<b>West</b>								
Alaska	24	118	132	-10.9	28	107	128	-16.2
Arizona	63	947	1,087	-12.9	63	823	1,025	-19.7
California	59	2,915	3,386	-13.9	61	2,604	3,512	-25.9
Colorado	67	921	1,046	-12.0	71	729	950	-23.2
Hawaii	10	58	82	-29.4	11	44	68	-36.0
Idaho	119	533	563	-5.3	124	452	526	-14.1
Montana	65	604	674	-10.4	63	452	537	-15.7
Nevada	40	404	436	-7.4	39	341	416	-18.0
New Mexico	26	757	847	-10.7	27	674	835	-19.3
Oregon	96	848	968	-12.3	97	696	898	-22.5
Utah	-	543	601	-9.8	-	456	565	-19.2
Washington	68	800	1,094	-26.9	78	727	1,057	-31.2
Wyoming	90	411	462	-11.0	92	349	417	-16.4
Subtotal		<b>9,859</b>	<b>11,378</b>	<b>-13.4</b>		<b>8,454</b>	<b>10,934</b>	<b>-22.7</b>
<b>TOTALS</b>	<b>2,488</b>	<b>50,056</b>	<b>56,816</b>	<b>-11.9</b>	<b>2,588</b>	<b>43,332</b>	<b>56,776</b>	<b>-23.7</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
		2020 (Preliminary)	2019			2020 (Revised)	2019	
<b>Northeast</b>								
Connecticut	16	1,487	1,962	-24.2	19	1,312	2,107	-37.7
Maine	24	218	277	-21.3	26	178	271	-34.4
Massachusetts	143	3,327	4,444	-25.1	146	2,799	4,402	-36.4
New Hampshire	70	477	577	-17.4	70	404	587	-31.2
New Jersey	-	4,058	4,746	-14.5	96	2,959	4,944	-40.1
New York	65	5,183	6,707	-22.7	70	4,594	7,293	-37.0
Pennsylvania	30	3,828	4,505	-15.0	27	3,215	4,633	-30.6
Rhode Island	25	435	498	-12.6	28	380	536	-29.1
Vermont	14	101	128	-21.1	12	87	133	-34.7
<b>Subtotal</b>		<b>19,114</b>	<b>23,844</b>	<b>-19.8</b>		<b>15,928</b>	<b>24,906</b>	<b>-36.0</b>
<b>South Atlantic</b>								
Delaware	-	478	503	-5.1	1	316	492	-35.8
District of Columbia	3	196	252	-22.1	3	153	240	-36.3
Florida	138	8,830	10,000	-11.7	133	7,827	10,633	-26.4
Georgia	136	4,791	5,580	-14.1	138	4,460	5,987	-25.5
Maryland	29	2,904	3,637	-20.2	29	2,422	3,756	-35.5
North Carolina	32	4,280	5,049	-15.2	28	3,603	5,336	-32.5
South Carolina	51	1,901	2,148	-11.5	51	1,656	2,182	-24.1
Virginia	370	3,208	3,937	-18.5	368	2,805	4,155	-32.5
West Virginia	12	566	667	-15.3	14	409	574	-28.7
<b>Subtotal</b>		<b>27,154</b>	<b>31,773</b>	<b>-14.5</b>		<b>23,651</b>	<b>33,355</b>	<b>-29.1</b>
<b>North Central</b>								
Illinois	53	4,796	5,826	-17.7	51	3,805	5,481	-30.6
Indiana	17	2,418	2,655	-8.9	20	2,023	2,668	-24.2
Iowa	27	802	912	-12.1	27	723	953	-24.1
Kansas	16	889	994	-10.6	16	722	968	-25.4
Michigan	48	3,625	4,420	-18.0	45	3,039	4,887	-37.8
Minnesota	8	2,049	2,399	-14.6	11	1,853	2,434	-23.8
Missouri	63	2,277	2,603	-12.5	63	2,000	2,760	-27.6
Nebraska	15	547	629	-13.1	15	465	640	-27.4
North Dakota	10	162	187	-13.2	10	125	167	-25.2
Ohio	104	4,360	4,957	-12.1	104	3,842	5,306	-27.6
South Dakota	4	187	211	-11.1	4	160	210	-23.7
Wisconsin	98	1,924	2,233	-13.9	110	1,657	2,287	-27.5
<b>Subtotal</b>		<b>24,036</b>	<b>28,026</b>	<b>-14.2</b>		<b>20,414</b>	<b>28,761</b>	<b>-29.0</b>
<b>South Gulf</b>								
Alabama	95	2,122	2,340	-9.3	100	1,904	2,336	-18.5
Arkansas	5	1,230	1,299	-5.3	6	1,130	1,331	-15.1
Kentucky	17	1,371	1,540	-10.9	18	1,092	1,442	-24.3
Louisiana	2	1,978	2,289	-13.6	-	1,660	2,079	-20.1
Mississippi	26	979	1,088	-10.0	23	803	1,082	-25.8
Oklahoma	31	1,500	1,607	-6.7	31	1,311	1,572	-16.6
Tennessee	14	3,654	3,761	-2.9	15	3,062	3,699	-17.2
Texas	89	11,221	13,115	-14.4	86	10,640	13,979	-23.9
<b>Subtotal</b>		<b>24,055</b>	<b>27,039</b>	<b>-11.0</b>		<b>21,602</b>	<b>27,520</b>	<b>-21.5</b>
<b>West</b>								
Alaska	45	171	195	-12.2	48	177	223	-20.7
Arizona	64	3,378	3,651	-7.5	55	3,187	3,895	-18.2
California	75	18,433	21,558	-14.5	75	14,669	19,781	-25.8
Colorado	33	2,091	2,395	-12.7	34	1,974	2,613	-24.5
Hawaii	48	327	464	-29.6	48	214	364	-41.1
Idaho	73	442	479	-7.8	76	376	468	-19.6
Montana	13	254	269	-5.4	12	176	206	-14.6
Nevada	36	965	1,112	-13.2	35	940	1,370	-31.4
New Mexico	18	600	705	-14.8	20	555	789	-29.6
Oregon	46	1,260	1,474	-14.5	46	1,103	1,490	-26.0
Utah	-	1,235	1,386	-10.9	-	1,120	1,438	-22.1
Washington	70	2,625	3,431	-23.5	72	2,392	3,502	-31.7
Wyoming	24	147	159	-7.5	25	149	176	-15.7
<b>Subtotal</b>		<b>31,928</b>	<b>37,278</b>	<b>-14.4</b>		<b>27,032</b>	<b>36,315</b>	<b>-25.6</b>
<b>TOTALS</b>	<b>2,445</b>	<b>126,286</b>	<b>147,956</b>	<b>-14.6</b>	<b>2,560</b>	<b>108,628</b>	<b>150,855</b>	<b>-28.0</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
		2020 (Preliminary)	2019			2020 (Revised)	2019	
<b>Northeast</b>								
Connecticut	18	2,052	2,700	-24.0	21	1,799	2,882	-37.6
Maine	108	1,065	1,303	-18.3	110	927	1,313	-29.4
Massachusetts	162	4,389	5,849	-25.0	165	3,691	5,806	-36.4
New Hampshire	161	1,009	1,221	-17.4	161	834	1,184	-29.6
New Jersey	-	5,560	6,627	-16.1	117	4,207	7,062	-40.4
New York	122	8,471	10,599	-20.1	134	7,684	11,631	-33.9
Pennsylvania	69	7,511	8,893	-15.5	72	6,287	9,020	-30.3
Rhode Island	31	558	645	-13.6	34	489	696	-29.8
Vermont	49	481	628	-23.4	51	404	616	-34.5
Subtotal		<b>31,096</b>	<b>38,465</b>	<b>-19.2</b>		<b>26,322</b>	<b>40,210</b>	<b>-34.5</b>
<b>South Atlantic</b>								
Delaware	4	933	983	-5.1	6	563	872	-35.4
District of Columbia	3	274	352	-22.1	3	215	337	-36.3
Florida	248	16,485	18,357	-10.2	244	15,168	20,035	-24.3
Georgia	218	9,740	11,064	-12.0	221	9,555	12,438	-23.2
Maryland	40	4,309	5,324	-19.1	42	3,606	5,499	-34.4
North Carolina	73	9,286	10,440	-11.1	68	8,270	11,272	-26.6
South Carolina	128	4,540	4,944	-8.2	127	4,135	5,221	-20.8
Virginia	701	5,970	7,300	-18.2	700	5,283	7,767	-32.0
West Virginia	35	1,341	1,538	-12.8	40	988	1,322	-25.3
Subtotal		<b>52,878</b>	<b>60,302</b>	<b>-12.3</b>		<b>47,783</b>	<b>64,763</b>	<b>-26.2</b>
<b>North Central</b>								
Illinois	88	8,713	10,361	-15.9	84	6,643	9,443	-29.7
Indiana	52	6,103	6,680	-8.6	56	5,335	6,998	-23.8
Iowa	125	2,828	3,058	-7.5	124	2,438	3,038	-19.8
Kansas	91	2,610	2,815	-7.3	92	2,190	2,732	-19.9
Michigan	108	6,885	8,240	-16.4	105	5,640	8,808	-36.0
Minnesota	22	4,656	5,429	-14.2	38	4,079	5,468	-25.4
Missouri	159	5,788	6,303	-8.2	152	5,227	6,632	-21.2
Nebraska	57	1,679	1,890	-11.1	58	1,449	1,857	-22.0
North Dakota	62	781	898	-13.1	66	635	810	-21.7
Ohio	175	8,863	9,858	-10.1	176	7,448	10,054	-25.9
South Dakota	44	814	931	-12.6	42	664	840	-21.0
Wisconsin	182	5,256	5,990	-12.3	208	4,451	5,985	-25.6
Subtotal		<b>54,976</b>	<b>62,453</b>	<b>-12.0</b>		<b>46,199</b>	<b>62,665</b>	<b>-26.3</b>
<b>South Gulf</b>								
Alabama	156	5,901	6,382	-7.5	169	5,393	6,523	-17.3
Arkansas	31	3,130	3,317	-5.6	35	2,693	3,167	-15.0
Kentucky	56	4,010	4,440	-9.7	61	3,410	4,411	-22.7
Louisiana	2	3,950	4,562	-13.4	-	3,521	4,297	-18.1
Mississippi	81	3,344	3,598	-7.1	76	2,942	3,627	-18.9
Oklahoma	85	3,593	3,836	-6.3	87	3,151	3,749	-16.0
Tennessee	43	7,046	7,338	-4.0	44	6,030	7,276	-17.1
Texas	264	20,357	23,479	-13.3	266	18,869	24,304	-22.4
Subtotal		<b>51,331</b>	<b>56,952</b>	<b>-9.8</b>		<b>46,009</b>	<b>57,354</b>	<b>-19.8</b>
<b>West</b>								
Alaska	77	442	501	-11.8	85	448	549	-18.4
Arizona	148	5,681	6,135	-7.4	139	5,242	6,281	-16.5
California	134	26,418	30,862	-14.4	136	21,361	28,792	-25.8
Colorado	101	3,849	4,372	-12.0	106	3,458	4,521	-23.5
Hawaii	66	640	898	-28.7	66	437	722	-39.5
Idaho	204	1,439	1,541	-6.6	210	1,244	1,482	-16.1
Montana	90	1,221	1,326	-7.9	87	911	1,062	-14.3
Nevada	86	2,020	2,273	-11.2	85	1,872	2,587	-27.7
New Mexico	51	2,019	2,276	-11.3	54	1,890	2,446	-22.7
Oregon	149	2,850	3,320	-14.1	151	2,429	3,237	-25.0
Utah	-	2,444	2,712	-9.9	-	2,170	2,713	-20.0
Washington	141	4,498	5,874	-23.4	154	4,111	5,867	-29.9
Wyoming	138	872	940	-7.2	139	742	880	-15.7
Subtotal		<b>54,393</b>	<b>63,030</b>	<b>-13.7</b>		<b>46,315</b>	<b>61,139</b>	<b>-24.2</b>
<b>TOTALS</b>	<b>5,438</b>	<b>244,675</b>	<b>281,203</b>	<b>-13.0</b>	<b>5,667</b>	<b>212,623</b>	<b>286,135</b>	<b>-25.7</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\*\***

<b>Year - 2019</b>														
	<u>Rural Interstate</u>	%	<u>Rural Other Arter</u>	%	<u>Other Rural</u>	%	<u>Total Rural</u>	%	<u>All Systems</u>	%				
Jan	18,703	1.8	Jan	27,613	2.0	Jan	25,090	0.8	Jan	71,406	1.5	Jan	248,265	1.4
Feb	16,851	-0.1	Feb	25,660	-0.1	Feb	22,757	-0.9	Feb	65,269	-0.4	Feb	226,736	-0.4
Mar	20,911	0.8	Mar	31,010	0.5	Mar	27,967	-0.4	Mar	79,889	0.2	Mar	271,507	0.3
Q1	56,466	0.8	Q1	84,284	0.8	Q1	75,814	-0.2	Q1	216,564	0.5	Q1	746,507	0.4
Apr	22,041	2.7	Apr	32,268	3.3	Apr	30,049	2.8	Apr	84,357	2.9	Apr	281,526	2.3
May	23,127	1.6	May	33,648	1.1	May	30,685	0.4	May	87,460	1.0	May	286,135	0.9
Jun	22,957	0.4	Jun	33,858	0.1	Jun	30,587	-0.5	Jun	87,403	0.0	Jun	281,203	-0.5
Q2	68,126	1.5	Q2	99,774	1.4	Q2	91,320	0.9	Q2	259,220	1.3	Q2	848,863	0.9
1st Half	124,591	1.2	1st Half	184,058	1.1	1st Half	167,135	0.4	1st Half	475,784	0.9	1st Half	1,595,371	0.7
Jul	25,392	1.0	Jul	36,674	1.5	Jul	32,744	1.9	Jul	94,811	1.5	Jul	295,733	1.6
Aug	24,150	1.3	Aug	35,219	1.3	Aug	31,440	1.3	Aug	90,809	1.3	Aug	286,981	0.7
Sep	21,451	0.8	Sep	32,913	1.9	Sep	29,291	2.1	Sep	83,655	1.7	Sep	272,155	1.8
Q3	70,993	1.0	Q3	104,806	1.6	Q3	93,475	1.8	Q3	269,274	1.5	Q3	854,869	1.4
Oct	22,420	1.3	Oct	33,952	1.4	Oct	30,359	1.4	Oct	86,731	1.4	Oct	284,120	1.0
Nov	20,462	-1.4	Nov	30,306	0.1	Nov	26,806	0.5	Nov	77,574	-0.1	Nov	260,566	0.0
Dec	21,672	3.2	Dec	31,254	2.2	Dec	27,494	1.5	Dec	80,421	2.2	Dec	274,226	1.4
Q4	64,555	1.1	Q4	95,512	1.2	Q4	84,660	1.1	Q4	244,727	1.2	Q4	818,912	0.8
2nd Half	135,548	1.0	2nd Half	200,318	1.4	2nd Half	178,135	1.5	2nd Half	514,001	1.3	2nd Half	1,673,781	1.1
<b>Year</b>	<b>260,139</b>	<b>1.1</b>	<b>Year</b>	<b>384,376</b>	<b>1.3</b>	<b>Year</b>	<b>345,269</b>	<b>0.9</b>	<b>Year</b>	<b>989,785</b>	<b>1.1</b>	<b>Year</b>	<b>3,269,152</b>	<b>0.9</b>

<b>Year - 2020</b>														
	<u>Rural Interstate</u>	%	<u>Rural Other Arter</u>	%	<u>Other Rural</u>	%	<u>Total Rural</u>	%	<u>All Systems</u>	%				
Jan	19,239	2.9	Jan	28,361	2.7	Jan	25,586	2.0	Jan	73,186	2.5	Jan	253,743	2.2
Feb	17,400	3.3	Feb	26,417	2.9	Feb	23,305	2.4	Feb	67,121	2.8	Feb	231,814	2.2
Mar	16,756	-19.9	Mar	25,790	-16.8	Mar	23,561	-15.8	Mar	66,107	-17.3	Mar	220,075	-18.9
Q1	53,394	-5.4	Q1	80,567	-4.4	Q1	72,451	-4.4	Q1	206,413	-4.7	Q1	705,632	-5.5
Apr	12,209	-44.6	Apr	20,392	-36.8	Apr	20,015	-33.4	Apr	52,617	-37.6	Apr	168,264	-40.2
May	16,914	-26.9	May	26,418	-21.5	May	24,536	-20.0	May	67,868	-22.4	May	212,623	-25.7
Jun	19,436	-15.3	Jun	30,620	-9.6	Jun	27,999	-8.5	Jun	78,054	-10.7	Jun	244,675	-13.0
Q2	48,559	-28.7	Q2	77,430	-22.4	Q2	72,550	-20.6	Q2	198,539	-23.4	Q2	625,562	-26.3
1st Half	101,953	-18.2	1st Half	157,997	-14.2	1st Half	145,002	-13.2	1st Half	404,952	-14.9	1st Half	1,331,194	-16.6
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
<b>Year</b>	<b>101,953</b>	<b>18.2</b>	<b>Year</b>	<b>157,997</b>	<b>14.2</b>	<b>Year</b>	<b>145,002</b>	<b>13.2</b>	<b>Year</b>	<b>404,952</b>	<b>14.9</b>	<b>Year</b>	<b>1,331,194</b>	<b>16.6</b>

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

Year - 2019														
	Urban Interstate	%	Urban Other Arterial	%	Other Urban	%	Total Urban	%	All Systems	%				
Jan	43,947	0.9	Jan	90,400	1.2	Jan	42,511	2.3	Jan	176,858	1.4	Jan	248,265	1.4
Feb	39,810	-0.8	Feb	82,998	-0.7	Feb	38,659	0.2	Feb	161,468	-0.5	Feb	226,736	-0.4
Mar	48,102	0.6	Mar	97,845	0.0	Mar	45,671	0.6	Mar	191,618	0.3	Mar	271,507	0.3
Q1	131,859	0.3	Q1	271,243	0.2	Q1	126,842	1.1	Q1	529,944	0.4	Q1	746,507	0.4
Apr	48,889	1.7	Apr	100,579	1.9	Apr	47,700	3.0	Apr	197,168	2.1	Apr	281,526	2.3
May	50,369	0.8	May	100,486	0.4	May	47,819	1.5	May	198,675	0.8	May	286,135	0.9
Jun	50,558	-0.6	Jun	97,399	-1.0	Jun	45,844	-0.3	Jun	193,800	-0.7	Jun	281,203	-0.5
Q2	149,816	0.6	Q2	298,464	0.4	Q2	141,363	1.4	Q2	589,643	0.7	Q2	848,863	0.9
1st Half	281,675	0.5	1st Half	569,707	0.3	1st Half	268,205	1.2	1st Half	1,119,587	0.6	1st Half	1,595,371	0.7
Jul	49,940	1.2	Jul	102,486	1.8	Jul	48,496	2.0	Jul	200,922	1.7	Jul	295,733	1.6
Aug	49,789	0.3	Aug	100,024	0.2	Aug	46,359	1.1	Aug	196,172	0.4	Aug	286,981	0.7
Sep	47,926	1.7	Sep	95,792	1.5	Sep	44,782	2.6	Sep	188,500	1.8	Sep	272,155	1.8
Q3	147,655	1.1	Q3	298,302	1.2	Q3	139,637	1.9	Q3	585,595	1.3	Q3	854,869	1.4
Oct	49,333	0.8	Oct	101,827	0.5	Oct	46,229	1.5	Oct	197,389	0.8	Oct	284,120	1.0
Nov	47,108	0.2	Nov	92,532	-0.1	Nov	43,352	0.4	Nov	182,991	0.1	Nov	260,566	0.0
Dec	49,697	1.5	Dec	98,368	0.9	Dec	45,740	1.2	Dec	193,805	1.1	Dec	274,226	1.4
Q4	146,138	0.8	Q4	292,727	0.4	Q4	135,321	1.0	Q4	574,185	0.7	Q4	818,912	0.8
2nd Half	293,794	1.0	2nd Half	591,029	0.8	2nd Half	274,958	1.5	2nd Half	1,159,780	1.0	2nd Half	1,673,781	1.1
Year	575,469	0.7	Year	1,160,736	0.6	Year	543,163	1.3	Year	2,279,367	0.8	Year	3,269,152	0.9

Year - 2020														
	Urban Interstate	%	Urban Other Arterial	%	Other Urban	%	Total Urban	%	All Systems	%				
Jan	44,924	2.2	Jan	92,097	1.9	Jan	43,537	2.4	Jan	180,557	2.1	Jan	253,743	2.2
Feb	40,718	2.3	Feb	84,580	1.9	Feb	39,395	1.9	Feb	164,693	2.0	Feb	231,814	2.2
Mar	37,903	-21.2	Mar	78,534	-19.7	Mar	37,531	-17.8	Mar	153,969	-19.6	Mar	220,075	-18.9
Q1	123,546	-6.3	Q1	255,211	-5.9	Q1	120,462	-5.0	Q1	499,219	-5.8	Q1	705,632	-5.5
Apr	26,947	-44.9	Apr	59,393	-40.9	Apr	29,307	-38.6	Apr	115,647	-41.3	Apr	168,264	-40.2
May	34,983	-30.5	May	73,645	-26.7	May	36,127	-24.5	May	144,755	-27.1	May	212,623	-25.7
Jun	41,953	-17.0	Jun	84,334	-13.4	Jun	40,335	-12.0	Jun	166,621	-14.0	Jun	244,675	-13.0
Q2	103,883	-30.7	Q2	217,372	-27.2	Q2	105,768	-25.2	Q2	427,023	-27.6	Q2	625,562	-26.3
1st Half	227,428	-19.3	1st Half	472,583	-17.0	1st Half	226,230	-15.7	1st Half	926,242	-17.3	1st Half	1,331,194	-16.6
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	227,428	-19.3	Year	472,583	-17.0	Year	226,230	-15.7	Year	926,242	-17.3	Year	1,331,194	-16.6

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

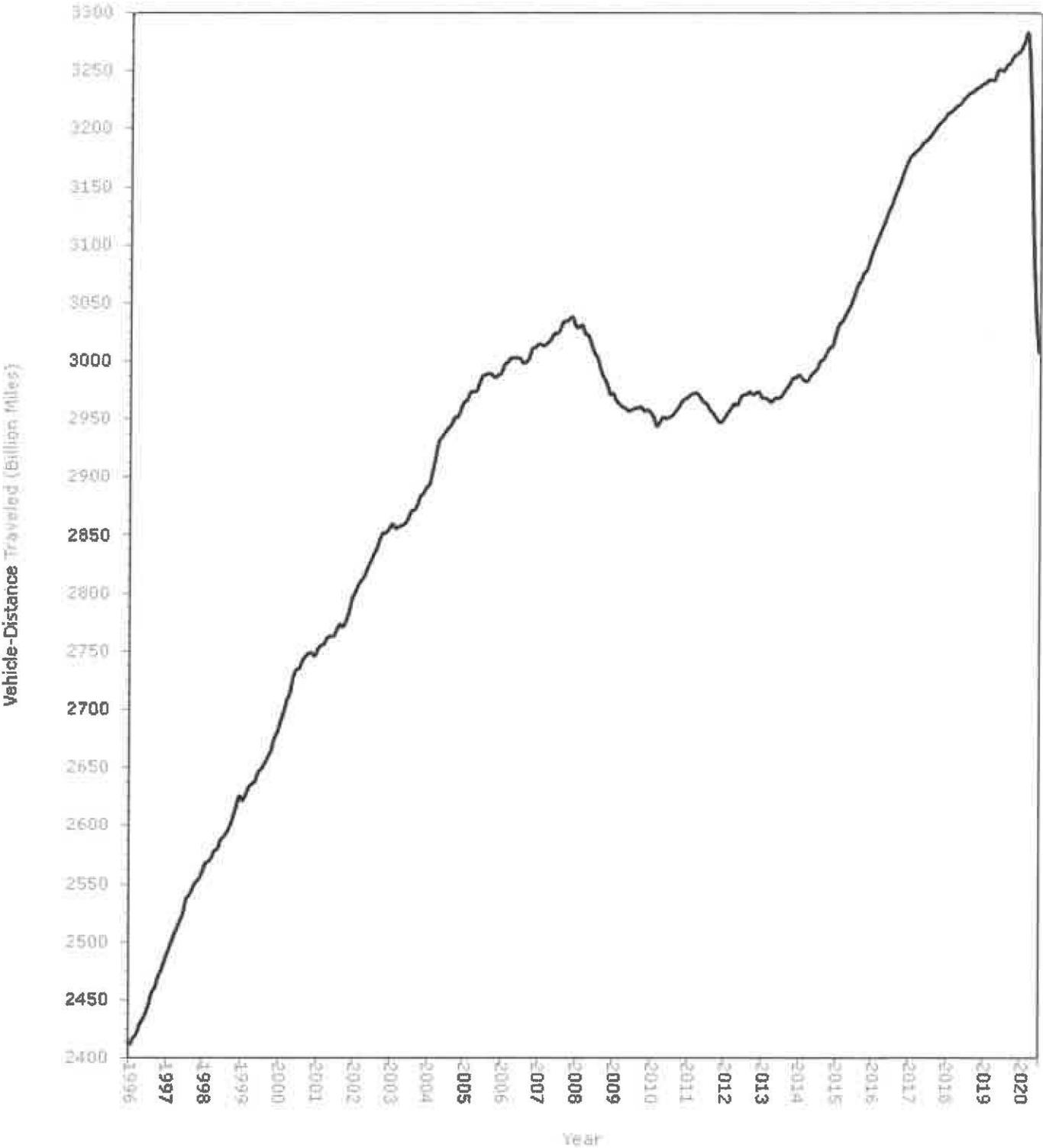
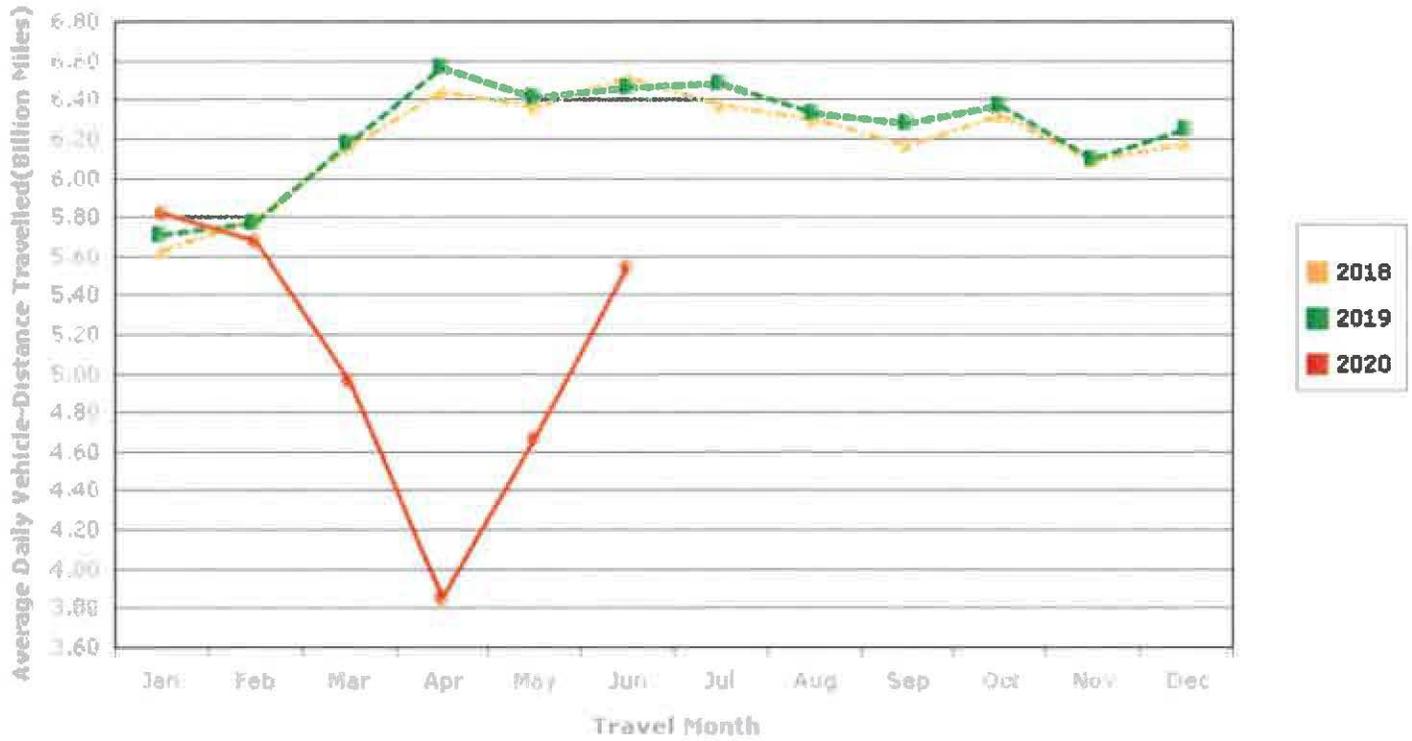
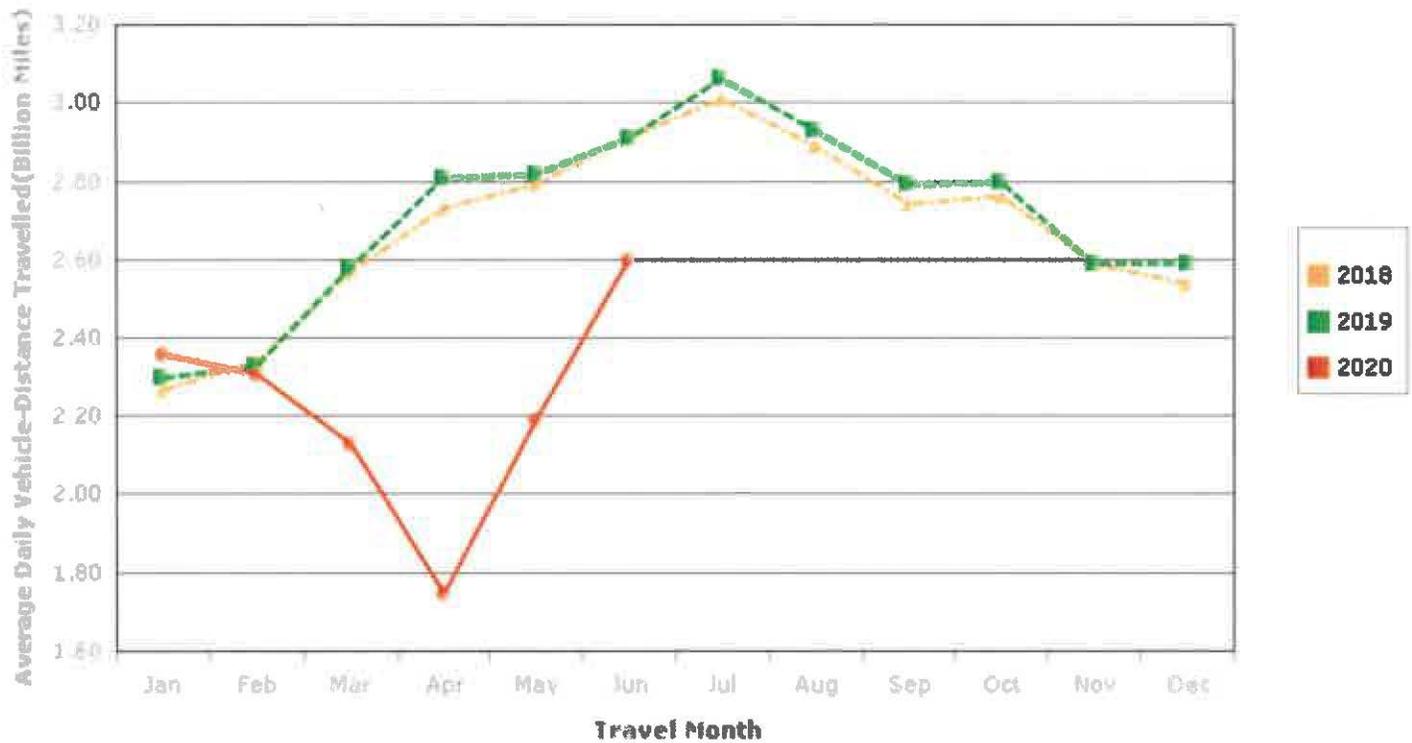


Figure - 2. Travel on U.S. Highways by Month

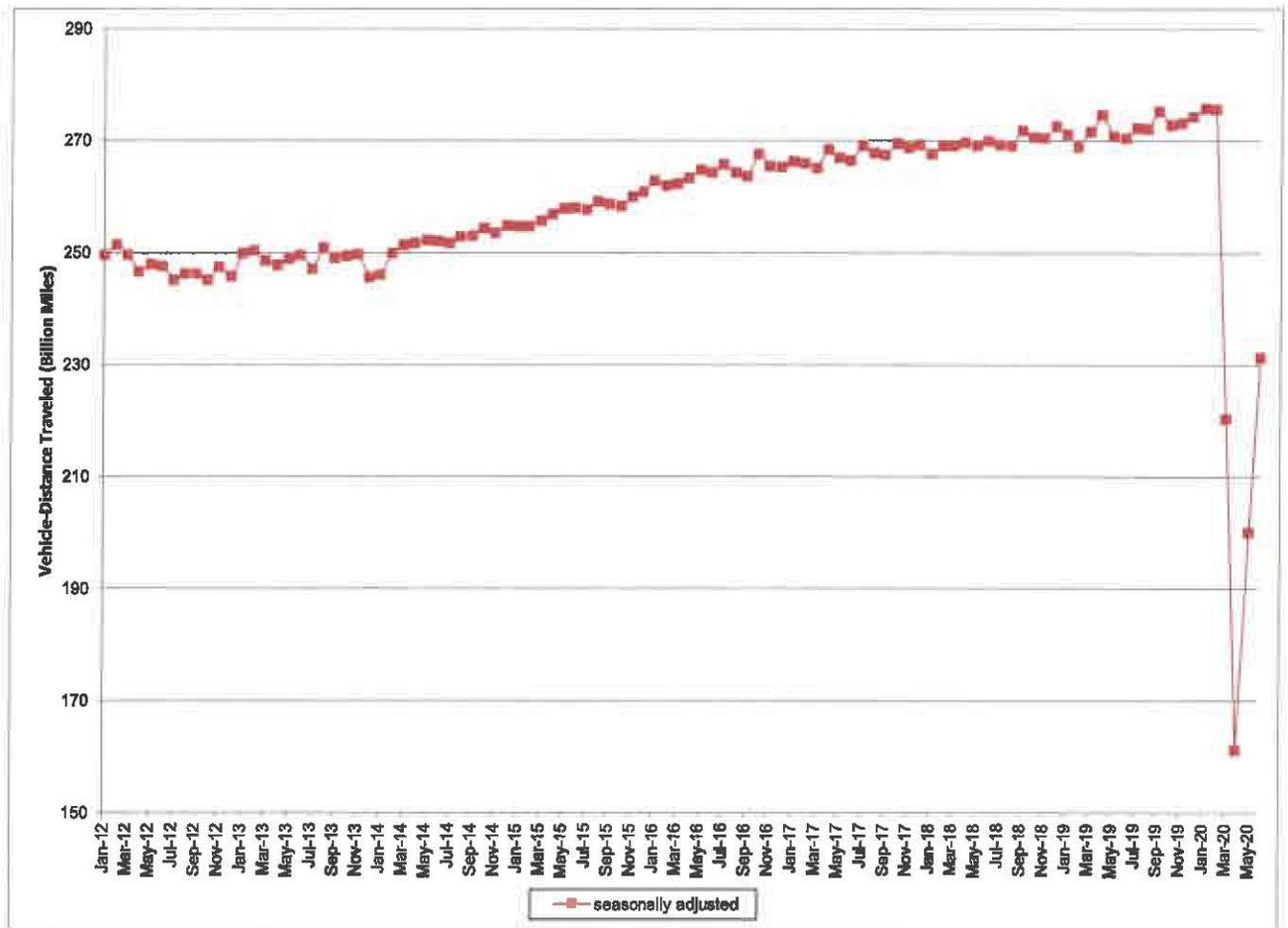
Urban Highways



Rural Highways



**Figure3: 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.



# **TOWN OF HILTON HEAD ISLAND**

## *Community Development Department*

**TO:** Planning Commission  
**FROM:** Anne Cyran, AICP, *Senior Planner & PC Coordinator*  
**DATE:** January 14, 2021  
**SUBJECT:** Planning Commission Quarterly Report: October – December 2020

---

The October 7, 2020, October 21, 2020, November 4, 2020, November 18, 2020, and December 2, 2020 regular meetings were cancelled. Special meetings were held on October 14, 2020 and October 21, 2020.

### **Land Management Ordinance (LMO) Amendments**

#### **Dirt Road Paving**

A request from the Town to amend the LMO to allow different right-of-way design standards on qualifying private unpaved roads.

On October 14, 2020, the Planning Commission voted 9-0-0 to recommend approval of the amendments to Town Council.

#### **Historic Neighborhoods Preservation Overlay District (HNP-O)**

A request from the Town to amend the LMO to support the creation of the HNP-O District. The amendments include: create Family Compound and Family Subdivision activities; define family; reduce buffers, setbacks, and access requirements; increase maximum impervious cover; increase maximum building heights; add the RM-6 District; and increase the density in the MF District along major arterials from 4 du/acre to 6 du/acre.

On October 14, 2020, the Planning Commission voted 9-0-0 to recommend approval of the HNP-O District to Town Council with the following change:

- Include language in the HNP-O Amendments that provides an exception for major and minor legally platted and developed single-family subdivisions.

#### **Workforce Housing**

Review of Town Council's changes related to Workforce Housing LMO Amendments.

On October 21, 2020, the Planning Commission voted 6-0-0 to adopt the amendments related to Commercial Conversion, and consider allowing bonus density in the Opportunity Zone and Palmetto Bay Road areas.

### Public Project Review (PPR)

#### PPR-002020-2020, Summit Drive Realignment and Improvements

Application from the Town to realign and improve Summit Drive. The project includes: converting the segment of Summit Drive between Gateway Circle and the Beaufort County Convenience Center into a one-way road to access the Convenience Center; extending Summit Drive south to connect with Gateway Circle; and creating a roundabout where Summit Drive connects with Gateway Circle.

On December 16, 2020, the Planning Commission voted 9-0-0 to approve the application.

### Zoning Map Amendments (ZMAs)

#### ZA-001782-2020, RM-4 to RM-6

A request from the Town to amend the Official Zoning Map to amend the Official Zoning Map for RM-4 properties within the proposed Historic Neighborhoods Preservation Overlay (HNP-O) District to be rezoned to RM-6.

On October 14, 2020, the Planning Commission voted 9-0-0 to recommend approval of the application to Town Council.

#### ZA-001783-2020, HNP-O District

A request from the Town to amend the Official Zoning Map by applying the Historic Neighborhoods Preservation Overlay (HNP-O) District to identified parcels. The LMO amendments associated with the HNP-O District will allow the development of a historic overlay that includes flexibility to buffers, setbacks, and access; increase in height and impervious cover; and adds Family Compound and Family Subdivision as new applications.

On October 14, 2020, the Planning Commission voted 9-0-0 to recommend approval of the application to Town Council.

### Subdivision (SUB) Applications

Subdivision Applications	Status
<b>SUB-002279-2020, 11 Simmons Road</b> Minor subdivision of a 1.55-acre parcel into two lots.	Applied on November 10, 2020 Under Review

### Committees

LMO Committee	
The October 21, 2020, November 18, 2020, December 3, 2020, and December 16, 2020 meetings were cancelled.	
December 14, 2020	Reviewed changes to the LMO related to the adoption of the new Flood maps.

### Capital Improvement Projects

Roadway Improvements	Status
Summit Drive Realignment and Improvements	<ul style="list-style-type: none"><li>• Acquiring permits</li><li>• Projected completion: March 2021</li></ul>

**Planning Commission Quarterly Report: October – December 2020**

01/14/2021

Page 3

Squire Pope Road & William Hilton Parkway Intersection Improvements	On hold as SCDOT's US 278 Corridor Redevelopment project moves forward.
Dirt Road Paving: Pine Field Road	Researching titles and requesting right-of-way donations.
Dirt Road Paving: Mitchelville Lane	Researching titles and requesting right-of-way donations.

<b>Park Development</b>	<b>Status</b>
Lowcountry Celebration Park (Coligny Area Redevelopment Initiative)	Complete.

<b>Existing Facilities and Infrastructure</b>	<b>Status</b>
Cordillo Tennis Courts Redevelopment, Phase 2	<ul style="list-style-type: none"><li>• Under construction</li><li>• Projected completion: February 2021</li></ul>
Fire Station #2 (Sea Pines)	<ul style="list-style-type: none"><li>• Under construction</li><li>• Projected completion: May 2021</li></ul>

<b>New Facilities and Infrastructure</b>	<b>Status</b>
F&R Computer Systems Upgrades	Ongoing.

<b>Beach Management &amp; Monitoring</b>	<b>Status</b>
Physical and Biological Monitoring	Ongoing.