



Town of Hilton Head Island
Planning Commission Meeting
Wednesday, February 16, 2022, 3:00 p.m.
AGENDA

This meeting will be conducted virtually and can be viewed on the [Town of Hilton Head Island Public Meetings Facebook Page](#). A Facebook account is not required to access the meeting livestream.

1. Call to Order

2. Pledge of Allegiance

3. 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.

4. Roll Call

5. Approval of Agenda

6. Approval of Minutes

a. Meeting of January 19, 2022

7. Appearance by Citizens

Citizens who wish to address the Commission concerning items on the agenda may do so by contacting the Commission Secretary at 843-341-4691 no later than 2:00 p.m. the day of the meeting. Citizens may also submit written comments via the [Town's Open Town Hall Portal](#). The portal will close at 2:00 p.m. the day of the meeting. Comments submitted through the portal will be provided to the Commission and made part of the official record.

8. Unfinished Business – None

9. New Business

a. Recommendation of Proposed CIP Fiscal Year 2023 Priority Projects to Town Council
– *Presented by Jennifer Ray, Capital Program Manager*

b. Annual Traffic Report – *Presented by Darrin Shoemaker, Traffic Engineer*

10. Commission Business

11. Chairman's Report

12. Committee Reports

13. Staff Reports

a. Quarterly Report – *Presented by Anne Cyran, Interim Comprehensive Planning Manager*

14. Adjournment

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 19, 2022, at 3:00 p.m. Virtual Meeting
MEETING MINUTES

Present from the Commission: Chairman Michael Scanlon, Vice Chairman Alan Perry, Stephen Alfred, Mark O'Neil, Bruce Siebold, Rick D'Arienzo, Tom Henz, John Campbell, Jim Collett

Absent from the Commission: None

Present from Town Council: Alex Brown, Bill Harkins

Others Present: Lavon Stevens, Chairman, Gullah Geechee Land and Cultural Preservation Task Force; Anna Ponder, Lisa Laudermilch, David Fingerhut, Charles Walczak and Peter Kristian, Board of Zoning Appeals Members; Cathy Foss, Chair and Ben Brown, Design Review Board Members

Present from Town Staff: Marc Orlando, Town Manager; John Tuttle, Technology, and Innovation Director; Nicole Dixon, Development Review Administrator; Teresa Haley, Senior Administrative Assistant; Vicki Pfannenschmidt, Temporary Administrative Assistant

1. Call to Order

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

2. Pledge of Allegiance

3. 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.

4. Roll Call – See as noted above.

5. Approval of Agenda

Chairman Scanlon asked for a motion to approve the agenda. Commissioner Collett moved to approve. Commissioner D'Arienzo seconded. By show of hands, the motion passed with a vote of 9-0-0.

6. Approval of Minutes

a. Meeting of January 5, 2022

Chairman Scanlon asked for a motion to approve the minutes of the January 5, 2022, meeting. Commissioner Collett moved to approve. Commissioner Henz seconded. By show of hands, the motion passed with a vote of 9-0-0.

7. Appearance by Citizens

Public comments concerning agenda items were to be submitted electronically via the Open Town Hall portal. Those comments were provided to the Commission for review and made part of the official meeting record. Citizens were also provided the option to

sign up for public comment participation by phone during the meeting on agenda and non-related agenda items. There were no requests.

8. Unfinished Business – None

9. New Business

a. Presentation of the [Town of Hilton Head Island Strategic Action Plan FY2021-2022](#)

Chairman Scanlon introduced Marc Orlando, Hilton Head Island Town Manager and noted that Mr. Orlando was coming before the Commission to review the *Strategic Action Plan* and highlight some of the items which would be brought forward to the Planning Commission for review and input.

Town Manager Orlando conducted a presentation regarding the adopted *Strategic Action Plan* noting Town Council invested considerable time and worked through the various elements that are needed to be in place to adopt a strategic plan. He emphasized the *Strategic Action Plan* was driven by *Our Plan* and developed by Staff and Town Council.

Mr. Orlando stated that *Our Plan* guides the *Strategic Action Plan*, which directs and influences the annual operating budget, which empowers the strategic management of the *Plan*. He noted the goals are a result of the *Comprehensive Plan* and the strategies and goals of the *Strategic Action Plan* are clear. He added that the operational goals are vitally important and a part of the *Plan*. He reviewed elements within the *Plan*, noting the foundation of the *Strategic Action Plan* as it's in place is clear, and the goals make up the *Strategic Action Plan*. He reviewed specific items within the *Plan* and pointed out items that would come before the Planning Commission for input.

The Commission Members, Gullah Geechee Land and Cultural Preservation Chair, Design Review Board Members and Board of Zoning Appeals Members made comments and inquiries regarding: complimenting the detail and transparency within the *Plan*; how the *Strategic Action Plan* works with *Our Plan*; the definition of priorities; the need to complete current projects; the Gullah Geechee Land Preservation and Cultural Task Force goals and priorities; policy issues within the LMO; redevelopment; the CIP program; consideration of a workforce housing group; explanation of redistricting and the need for public input; consideration of a briefing of redistricting; clarification of *Our Plan* and the *Strategic Action Plan*; the need to review the *Strategic Action Plan* at least one time per year; the vision for Hilton Head Island as detailed in *Our Plan*; the suggestion to welcome telecommunication companies and their technology; the need for the Planning Commission to be of service to Town Council and assist in implementation of the *Strategic Action Plan*; acknowledgement of the difficulty in prioritizing goals; and the suggestion of utilizing committees to assist in the process.

Mr. Orlando thanked members of the Commission stating he is very pleased with the *Strategic Action Plan* but knows there is work to do in the future to add elements and make accomplishments to shape the future.

10. Chairman's Report – None

11. Committee Reports

Rules of Procedure – No Report

CIP Committee – No Report

Comp Plan Committee – No Report

Gullah Geechee Task Force – Commissioner Henz updated the Commission regarding a meeting on January 11, 2022, in the Historic Neighborhoods regarding the redevelopment of the Mid-Island Tract which was well attended. He stated the participants provided great feedback and input for consideration.

LMO Committee – No Report

12. Staff Reports

None

13. Adjournment

Chairman Scanlon adjourned the meeting at 4:05 p.m.

Submitted by: Vicki Pfannenschmidt, Secretary

Approved: [DATE]

DRAFT



TOWN OF HILTON HEAD ISLAND

Staff Report Memo

TO: Planning Commission
FROM: Jennifer Ray, Capital Program Manager
VIA: Shawn Colin, Senior Advisor to the Town Manager
CC: John Troyer, Finance Director
DATE: February 8, 2022
SUBJECT: Capital Improvement Program Fiscal Year 2023 Priority Projects

Recommendation: The Planning Commission’s Capital Improvement Projects (CIP) Committee recommends the Planning Commission forward a list of proposed priority projects for consideration by Town Council as part of their Fiscal Year 2023 (FY23) Capital Budget review process.

The Planning Commission’s CIP Committee met February 2, 2022 and voted 4-0 to move the list of priority projects forward to the Planning Commission with the following changes:

- Add: Extend pathway from Greens Shell Park to the new Ford Shell Ring Park with connection to the Rowing & Sailing Center
- Add: Pathway improvements on South Forest Beach
- Move: Dillon Road improvements up to top priority in Roads

Summary: The State’s enabling legislation assigns the Planning Commission the duty to prepare “an annual listing of priority projects for consideration by the Town Council prior to their preparation of the capital budget.” A list of proposed priority projects for FY23 has been prepared for consideration based on the status of FY22 projects, projects on the most recent recommended priority list from Planning Commission, and the input of the Parks and Recreation Commission, Bike Walk HHI, and staff.

Background: Staff met with the Planning Commission’s Capital Improvement Projects Committee regarding potential priority projects for the upcoming fiscal year. The Planning Commission CIP Committee discussed potential projects and made a recommendation to the Planning Commission. The Planning Commission’s recommendations will be provided to Town Council prior to their budget deliberations, which are tentatively scheduled to occur in May 2022.

Attachment A: Fiscal Year 22 Carry-Forward Projects (February 8, 2022)

Attachment B: Fiscal Year 23 Draft Proposed Priority Projects (February 8, 2022)



Fiscal Year 22 Carry-Forward Projects

Beach

B

- Beach Management and Monitoring (survey, data collection): On-Going
- Beach Renourishment (design, permitting): On-Going

Pathways

Pa

- New Pathway Segments
 - Shelter Cove Lane: William Hilton Parkway to Shelter Cove Park (construction)
 - William Hilton Parkway-Eastbound: Shelter Cove Lane (at BCSO) to Mathews Drive at Folly Field Road (construction)

Road

R

- Dirt Road Acquisitions and Paving Program
 - Active R/W Acquisitions
 - Mitchelville Road (construction)
 - Pine Field Road (preliminary planning, design)

- William Hilton Parkway Enhancements (design, permitting, construction)
 - Crosswalk Uniformity
 - Crosswalk Lighting – Northridge/Palmetto Parkway
 - Turn Lane Extensions/Curb & Gutter
 - Pedestrian and Vehicular Enhancements
- Pope Avenue Enhancements (design, permitting, construction)
- Palmetto Bay Road Enhancements (design, permitting, construction)
- Arrow Road Enhancements (design, permitting, construction)
- Main Street Enhancements (permitting, construction)
- Other Roadway Enhancements (permitting, construction)

Parks

PR

- Parks & Recreation
 - Mid-Island Tract Park (design, permitting, construction)
 - Chaplin Park Renovation (design)
 - Crossings Park Renovation (design)
 - Shelter Cove Community Park (construction)
 - Chaplin Linear Park including Tree House (design, permitting)
 - Patterson Family Park (construction)
- Public Art Program
- General Park Enhancements
 - Islander's Beach Park (construction)
 - Jarvis Creek Park (construction)

Facilities & Equipment

FE

- Arts Campus Feasibility Study
- Stormwater Projects:
 - Wexford Pump Station

Fleet

FI

- FR Apparatus & Vehicle Replacement

Land Acquisition

LA

- Land Acquisition (soft costs including ROW acquisition, survey, appraisals, legal fees, etc.): On-Going



Fiscal Year 23 Initial Draft Proposed Priority Projects

Beach

B

- Beach Park Improvements
 - Driessen Beach Park: Boardwalk Replacement (design, permitting, construction)
 - Folly Field Beach Park: Boardwalk Replacement (design, permitting, construction)

Pathways

Pa

- Pathways Accessibility and Safety Enhancement Projects
 - South Forest Beach pathway improvements; **added at the recommendation of the Planning Commission's CIP Committee**
- New Pathway Segments
 - Main Street: Whooping Crane Way to Wilborn Road (preliminary planning, design)
 - William Hilton Parkway-Eastbound: Mathews Drive at Folly Field Road to Dillon Road (McDonalds) (preliminary planning, design)
 - William Hilton Parkway-Eastbound: Gardner Drive to Jarvis Park Road (preliminary planning, design)
 - Lagoon Road Pathway: Pope Avenue to North Forest Beach Drive (preliminary planning, design)

- William Hilton Parkway-Eastbound: Arrow Road to Village at Wexford (design, construction)
- Jonesville Road (preliminary planning, design)
- Squire Pope Road: Greens Shell Park to Fords Shell Ring Park with a connection to the Rowing and Sailing Center at Squire Pope Community Park; **added at the recommendation of the Planning Commission's CIP Committee**

Road

R

- Dillon Road at William Hilton Parkway: Right Turn Lane (preliminary planning, design); **moved to top priority per the recommendation of the Planning Commission's CIP Committee**
- Dirt Road Acquisitions and Paving Program
 - New R/W Acquisitions
 - Alice Perry Drive
 - Horse Sugar Lane
 - Amelia Drive
 - Re-Engage Past Acquisition Efforts
 - Aiken Place
 - Alfred Lane
 - Cobia Court
 - Murray Avenue
 - Outlaw Road
- Gateway Circle at Dillon Road: Left Turn Lane (preliminary planning, design)
- Gateway Corridor Improvements (design)
- Adaptive Traffic Signal Management (ATSM) System at signalized intersections along major corridors (preliminary planning, design, construction)
 - William Hilton Parkway Intersections
 - Arrow Road

- Beach City Road/Gardner Drive
- Beachwood Drive
- Coggins Point Road
- Dillon Road
- Gum Tree Road
- Mathews Drive (north)
- Mathews Drive/Folly Field Road
- New Orleans Road
- Pembroke Drive/Museum Street
- Queens Folly Road/King Neptune Drive
- Queens Way
- Shelter Cove Lane (off-island int.)
- Shelter Cove Lane (central int.)
- Singleton Beach Road
- ~~Spanish Wells Road~~; removed from list due to inclusion of this signal in the SCDOT Gateway Corridor Project
- ~~Squire Pope Road~~; removed from list due to inclusion of this signal in the SCDOT Gateway Corridor Project
- Shipyard Drive/Wexford Drive
- Whooping Crane Way/Indigo Run Drive
- Wilborn Road/Jarvis Park Road
- Palmetto Bay Road
 - Arrow Road/Point Comfort Road
 - Target Road
- Pope Avenue
 - Cordillo Parkway
 - Lagoon Road
 - New Orleans Road/College Center Drive

Parks

PR

- Parks & Recreation
 - Taylor Family Park (preliminary planning, design, permitting, construction)
 - Barker Field (preliminary planning, design, permitting)
- Island Recreation Center; Capital Facility Improvements

- Ford Shell Ring
- Northridge Tract

Facilities & Equipment

FE

- Town Hall Improvements
- Town Facility Assessment including Town Hall and Fire Rescue Headquarters/EOC/Dispatch
- Parking Master Plan Implementation
- Fire Hydrant Expansion Projects (recurring project, coordinated by HHIFR with HHPSD)
- Coastal Discovery Museum; Capital Projects
- IT Equipment & Software (Town Hall Equipment & Software, Public Safety Systems Equipment & Software)
- Fire Medical Systems, Equipment Replacement
- Security Cameras/Wi-Fi
 - Shelter Cove Connectivity
 - Shelter Cove Community Park
- Stormwater Projects
 - PUD: Lawton Canal Watershed Study & Enhancements
 - Non-PUD: North End Drainage Study & Enhancements

Fleet

FI

- Town Vehicle Replacement
- FR Apparatus & Vehicle Replacement

Land Acquisition

LA

- Land Acquisition (soft costs including ROW acquisition, survey, appraisals, legal fees, etc.): On-Going



TOWN OF HILTON HEAD ISLAND

Staff Report Memo

TO: Planning Commission

FROM: Darrin Shoemaker, Traffic and Transportation Engineer

VIA: Teri Lewis, Deputy Director of Community Development

CC: Anne Cyran, AICP, Interim Comprehensive Plan Manager
Town Council

DATE: 02/09/2022

SUBJECT: 2021 Traffic Monitoring and 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 includes operational analyses for the weekday morning and afternoon peak volume hours recorded at all 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 dual operational goals outlined in LMO Section 16-5-106.C. The only intersection found deficient relative to the Town's goals in June 2021 was that of William Hilton Parkway with Squire Pope Road and Chamberlin Drive during the weekday afternoon peak volume hour.

Continuous traffic counts taken on the Town's major arterials during a consecutive Tuesday, Wednesday, and Thursday in June 2021 indicated that demand increased 10.4 percent relative to comparable counts taken in June 2020, when demands were slightly suppressed due to the ongoing pandemic, and are up 4.9 percent from the comparable counts collected prior to the pandemic's onset in June 2019. The June 2021 three-day arterial counts in aggregate represented the highest traffic demand ever counted by the Town in June, supplanting the June 2005 counts. June demand on the

Town's major arterials has increased at an effective annual rate of 1.4 percent compared with the counts made five years previous in June 2016. Morning and afternoon peak-hour demand on the Town's signalized intersections increased 3.7 and 4.4 percent, respectively, over the previous comparable pre-pandemic counts taken in June 2019. Off-street pedestrian and bicycle activity at the Town's signalized intersections was found to be 8.7 percent greater in June 2021 than June 2020, also the highest total yet recorded, though virtually all of this increase resulted from a substantial increase in the crossing demand at the Town's Coligny Beach pedestrian signal on South Forest Beach Drive near Coligny Circle.

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 one or more typical weekdays that are intended to approximate the 45th-highest traffic volume day of the calendar year, the Town's codified benchmark for road design purposes. The 24-hour arterial counts reflected in the report were collected from Tuesday, June 8th, 2021 through Thursday, June 10th, 2021, and all of the intersection turning movement counts were taken on Tuesday, June 8th, 2021. The traffic counts collected annually and summarized herein also become the Town's background dataset for existing traffic demand for use by staff and consultants in their preparation of Traffic Impact Analysis Plan studies that are required to be submitted to the Town as part of the development review process, in accordance with the requirements of LMO Section 16-2-103.J.10.b.

To: Hilton Head Island Planning Commission

From: Darrin Shoemaker, Traffic and Transportation Engineer

Via: Jeff Buckalew, Interim Director of Infrastructure Services
Teri Lewis, Deputy Director of Community Development
Marc Orlando, Town Manager

Cc: Town Council
Shawn Colin, Senior Advisor to Town Manager
Jennifer Ray, Capital Projects Manager

Date: December 6th, 2021

Re: 2021 TRAFFIC MONITORING AND EVALUATION REPORT

PART ONE – EXECUTIVE SUMMARY

The Town collected three days of 24-hour bi-directional traffic counts at ten locations on designated major arterials in June 2021 from Tuesday, June 8th through Thursday, June 10th. Based exclusively on these 24-hour counts, aggregate demand increased 10.4 percent over the comparable traffic counts collected in June 2020, which represented a 4.8 percent decrease from the demand recorded in June 2019 prior to the onset of the COVID-19 pandemic. During calendar year 2020, substantial traffic demand decreases of ten percent or greater related to the pandemic over comparable figures collected in 2019 were generally confined to the period between March 20th and May 15th, with traffic demand rebounding to within five percent of a typical year's expectations from early June through the end of the year. The level of traffic demand on the Town's major arterials as measured in 2021 was the highest ever recorded during the Town's annual June counts, exceeding the previous high June demand recorded in 2005 by over 1.25 percent. The three highest-demand years as recorded during the Town's annual June counts are 2021, 2005, and 2018, in that order. The aggregate demand recorded in June 2021 was 7.0 percent higher than that recorded five years ago in June 2016, equating to an effective average annual growth rate of June demand on the Town's major arterials of approximately 1.4%. The Town also collected morning and afternoon peak hour turning movement counts at all signalized intersections within the Town on Tuesday, June 8th, 2021. Based exclusively on these counts, composite morning and afternoon peak hour volume demand on all of the signalized intersections within the Town increased 6.0 percent and 5.6 percent over that recorded in June 2020. Comparisons between demands on all signalized intersections as recorded in June 2021 with those recorded in June 2019 prior to the

onset of the pandemic reveal a 3.7 percent increase during the morning peak volume hour and a 4.4 percent increase during the afternoon peak volume hour.

South Carolina Department of Transportation (SCDOT) figures for 2021 calendar-year-average daily traffic demand on various roadway segments under their ownership and maintenance jurisdiction within the Town will become available early in 2022. The most recent SCDOT calendar-year-average counts conducted on these arterial and collector facilities throughout the island in 2020 reflect an aggregate 7.5 percent decrease in demand over the comparable figures collected in 2019, as well as a 7.8 percent decrease over the comparable figures collected five years earlier in June 2015. These declines are likely a direct result of the pandemic's suppression of vehicular traffic demand in 2020, as SCDOT's calendar-year-average 2019 demand assessments roughly approximate those developed four years earlier in 2015 prior to last year's precipitous decline. The SCDOT's 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 a total of 4.4% during the four years from 2015 to 2019 before declining 10.0% to well below the 2015 calendar-year-average figure in 2020. The effective annual rate of increase in this US 278 demand crossing Jenkins Island during the ten years previous to the pandemic from 2009 through 2019 is 1.8%, based on the SCDOT's official calendar year-average figures.

As traffic demand in general declined in 2020 as a result of the pandemic, it was noted that the decrease in traffic demand recorded locally was less than that recorded on a broader scale, both regionally and nationally. Similarly and conversely, the rebound in traffic demand recorded this year has been less dramatic locally than the recovery in demand recorded regionally and nationally. While the aggregate demand recorded by the Town in June 2021 increased 10.4 percent over the comparable counts collected in June 2020, the Federal Highway Administration's (FHWA) figures indicate that aggregate June 2021 traffic demand increased over 14 percent both nationally and within their South Atlantic region compared with June 2020. The FHWA's South Atlantic region consists of all coastal states from Delaware to Florida, and also West Virginia. Nationally, total vehicle-miles traveled recorded in the first half of 2021 remain well below levels recorded from 2015 to 2019 and are over three percent lower than those recorded five years ago in June 2016. In the state of South Carolina, however, total traffic demand in vehicle-miles traveled has increased 9.6 percent from June 2020 to June 2021 and is 6.6 percent greater than that recorded five years earlier in June 2016. The 9.6 percent increase in statewide vehicle-miles traveled makes South Carolina the only state in the FHWA's South Atlantic region that experienced a traffic demand increase of less than ten percent in June 2021 over June 2020.

Since the Cross Island Parkway became a non-tolled roadway on July 1st, 2021, traffic demand on the Fraser Bridge spanning Broad Creek and the freeway portion of the former tollway has increased 16 to 17 percent. Prior to the cessation of the toll collection, approximately 68.5 percent of motorists entering or departing the island used William Hilton Parkway as their preferred travel route, while 31.5 percent used the Cross Island Parkway. Since the removal of the toll, there has been a shift of approximately five percent in this split toward the former tollway. Several counts made by the Town and others since August 1st, 2021 indicate that this split has shifted to 63.5 percent of motorists entering or departing the island using William Hilton Parkway and 36.5 percent using the Cross Island Parkway.

The only intersection that was analyzed as being out-of-compliance with the Town's operational goals in June 2021 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 couple of 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 2021. 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 slated to be improved within the SCDOT's US 278 Gateway Corridor project, currently anticipated to begin construction in 2023, improvements designed to adequately serve future 2045 traffic-demand projections. Staff is working closely with the SCDOT, Beaufort County, and multiple independent consultants to ensure that the operational deficiencies at this intersection are successfully mitigated within the project in a manner that minimizes impacts to the surrounding communities.

The LMO requires that Sea Pines Circle be counted and analyzed in calendar years that are multiples of five. In recent years, staff has begun to also count and analyze Sea Pines Circle in all even-numbered calendar years. This rotary intersection was not counted or analyzed in 2021.

PART TWO – INTRODUCTION

As required by Section 16-2-103.J.10 of the Town's LMO, this report will summarize June 2021 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 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 relative to the most-recent 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 previous year's Traffic Monitoring and Evaluation Report, and 5) Recommendations on improvements to mitigate any 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 that motorists at each intersection must experience an average total delay-per-vehicle of 55.0 seconds or less during both the morning and afternoon peak hours of an average weekday that approximates the 45th highest-volume day of the calendar year, criteria that are applicable to the intersection's operation as a whole. The Town's LMO requires that morning peak volume hour and afternoon peak volume hour be evaluated 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. While the Town has typically counted and conducted analysis of Sea Pines Circle in all even years since 2016, this was not done in 2021 and is not included in this report.

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 the 45th highest-volume day of the calendar year. This enables the analyst to identify deficiencies and base design decisions on traffic volume demand that approximates the 85th-percentile, demand that may occur on fair-weather summer weekdays, without considering atypically high traffic demand days that occur on holiday weekends or special events. Calendar year volume surveys have previously demonstrated that the 45th highest volume day of the calendar year is typically approximated by weekdays in early June, sufficiently distanced from the busy Memorial and Independence Day holiday weekends. The Town retained a traffic counting contractor to collect the data on three consecutive weekdays beginning on Tuesday, June 8th, 2021. 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 8th, 2021. 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 7th, through midnight on Thursday, June 10th, 2021 in order to collect three representative weekdays of data, one Tuesday, one Wednesday, and one Thursday. An average demand for these three days was calculated and is shown in Table One on page nine of this report. 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. All of the traffic counts collected in June 2021 were judged by staff to be consistent with expectations, 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 October 15th, 2021, and thus became the official data set to be employed for use in the preparation of traffic or transportation studies undertaken within the Town in accordance with Section 16-2-103.J.10.b of the LMO.

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 as a result of 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 utilized by all 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, their availability to motorists for executing specific traffic movements, geometrics such as lane width, length, and turning radii, the signal's timing, and the frequency of conflicting bicycle and pedestrian movements. Other factors affecting capacity are more subtle, such as vertical grades, unequal distributions of traffic demand on multiple lanes that serve the same traffic movement, and the influence on operations from other nearby traffic signals. The numerator in the ratio ("v") is basically 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.

One of the Town's operational goals for signalized intersections is a v/c ratio that indicates that the demand on the intersection is not exceeding 90 percent of its calculated capacity during either the morning or afternoon peak volume hours. This percentage is expressed as a decimal fraction in Tables Five and Six on pages fifteen and sixteen. The other operational goal for signalized intersections is an average total delay of 55.0 seconds or less experienced by all motorists passing through the

intersection during either the morning or afternoon peak volume hour. The 55.0-second average delay figure is the maximum average delay at the intersection as a whole that corresponds with Level-of-Service “D” in the *Highway Capacity Manual*, a measure of operational effectiveness that is commonly considered by traffic engineers to be the effective limit of acceptable operations during peak volume hours in built-up, developed areas. It should be noted that total delay experienced by a motorist at an intersection includes, but is not limited to, the time that a motorist is physically stopped in traffic. Delay may also accrue when a motorist is moving forward, such as that which occurs during deceleration or subsequent acceleration back up to the background, “free-flow” speed. The total delay experienced by a motorist at a traffic signal 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 for congestion in traversing an intersection, even if they are able to pass through the intersection without having to bring their vehicle to a stop. Total delay is generally not experienced by a motorist that arrives at an intersection on a green signal and passes through the intersection at free-flow running speed without slowing due to conflicting motor-vehicle traffic, bicyclists, or pedestrians.

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 a larger percentage of the time 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 to increase capacity, however, means that motorists will be confronted with longer red signals, and this may increase the average delay experienced by motorists. Therefore, the Town's operational goals are competing goals that require a balance in the way that the Town's traffic signals are operated, ensuring that capacity is not inordinately reduced 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 8th, 2021. These fifty-two turning movement counts are summarized in diagrammatic form in Appendix A. Each turning movement diagram depicts the morning or afternoon peak hour intersection demand as identified by an evaluation of demand on the intersection as a whole recorded in 15-minute increments. Demand for each individual traffic movement during the identified peak volume hour is shown. In each diagram, U-turn maneuvers are combined with left-turn maneuvers, consistent with their treatment for analysis purposes within the *Highway Capacity Manual* (HCM) methodology for signalized intersections. The Town does maintain count numbers for U-turns separate from left turns, however. Separate counts of pedestrians and bicyclists crossing each intersection approach were also collected and are shown separately on the diagrams adjacent to the approach in question. The percentage change for each motor vehicle movement in the June 2021 counts relative to the comparable June 2020 figure is shown rounded to the nearest whole percent, excepting instances where extremely large percentage changes may be recorded due to low demand on that movement. The percentage change in the demand on the entire intersection from that measured in June 2020 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 eleven of this report. Where pedestrian or bicycle crossing activity was observed, these demands are shown adjacent to the vehicular volume data for the street approach that was crossed. The bicycle and pedestrian volume data reflect total number of crossings but do not indicate the direction of the crossing. A breakdown by direction of the crossing is collected and available, however. The pedestrian and bicycle crossing demands shown in the diagrams 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 perhaps five or fewer bicyclists per hour that are combined with the motor vehicle demand numbers in the diagrams and for subsequent analyses. While not shown in the diagrams, data for on-street bicycle demand for each individual traffic movement is also collected and available. 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 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. This consistency results in north being at the bottom of the count diagrams on pages A-2 through A-19. Palmetto Bay Road and Pope Avenue are generally oriented in a north-south alignment, and the diagrams for these roadways show the off-island direction toward the Charles Fraser bridge spanning Broad Creek at the top of the diagram, and the on-island direction toward Coligny Circle at the bottom of the diagram. Hence, north is generally at the top of each diagram in Appendix A after page A-19.

PART FOUR – AVERAGE DAILY DEMAND ON MAJOR TOWN ARTERIALS AND INTERSECTIONS

Average 24-hour traffic demand at strategic locations on major arterials within the Town as counted on Tuesday, June 8th, through Thursday, June 10th, 2021 is shown in Table One on the following page. Comparable figures are also shown for each of the ten count locations for each year from 2016 through 2020, enabling the five-year volume-demand comparisons required by the LMO. The effective annual rate of change for the 2016-2021 five-year period for each location is shown in the far-right column. When reviewing Table One, the words “east” or “south” refer to the on-island side of the referenced intersection, and the word “west” refers to the off-island side of the referenced intersection. A map showing the location of each count location shown in Table One is included as Appendix B to this report.

Table Two on the following page shows calendar-year-average data supplied by the South Carolina Department of Transportation (SCDOT) for the daily traffic demand on US 278 crossing Jenkins Island for each year from 2015 through 2020. Since calendar year average data is not yet available for 2021, the 2015-2020 period represents the most recent five years of data available. The Town’s June 24-hour counts typically generate figures that are approximately ten percent higher than the SCDOT’s calendar year averages due to June demand exceeding the calendar-year-average. The reader is cautioned that, as counts for calendar year 2020 are the most recent data shown in Table Two, the negative rates of change shown are largely a result of suppression in demand resulting from the pandemic. The average annual rate-of-change in this figure for the years 2010-2019 is 1.4 percent.

The total traffic volume counted by the Town in June 2021 as shown in Table One was 10.3 percent greater than that counted by the Town in June 2020, and is the highest demand yet recorded as a result of the Town’s annual June counts. Previously, 2005 was the greatest demand ever recorded, followed by 2018. The total demand measured in June 2021 was 7.0 percent greater than that counted five years ago in June 2016, resulting in the effective annual rate of increase of 1.4 percent indicated in the lower right corner of Table One, a rate that approximates the 1.5 percent rate that has routinely been utilized by Town staff as a default growth rate for design purposes in recent years. The reader should be cautioned, however, that the numbers shown in Table One collected during a few days in June are a mere sample compared with the SCDOT calendar-year-average daily demand shown in Table Two. If the strongly-depressed demand reflected by the SCDOT’s 2020 figure in Table Two is ignored, the data reflects a 1.1 percent effective annual increase in demand over the

four years from 2015 to 2019. Due to the previous *Traffic Monitoring and Evaluation* report in 2020 including Town-collected data for June 2020 but not the SCDOT's calendar-year-average data for 2020, the five-year effective annual rates of change in that report are the reverse of those indicated in this year's report, with the SCDOT figures indicating a 1.8 annual rate of increase and the Town's June figures indicating an effective annual rate of decrease of 1.5 percent.

TABLE ONE

24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND – JUNE 2016-2021

Map Ref.	Location	2016	2017	2018	2019	2020	2021	5-year %change/yr.
1)	Wm. Hilton Pkwy. at J. Wilton Graves Br.	62,510	60,602	62,620	61,434	58,973	63,304	+0.3
2)	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	53,474	54,881	56,601	55,691	49,660	56,270	+1.0
3)	Wm. Hilton Pkwy. east of Whooping Crane	46,382	46,056	46,449	45,626	42,120	46,901	+0.2
4)	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	33,908	33,607	34,095	33,215	30,655	34,758	+0.5
5)	Wm. Hilton Pkwy. west of Queens Folly Rd	40,267	40,457	40,603	39,794	39,361	43,806	+1.7
6)	Wm. Hilton Pkwy. west of Arrow Road	25,745	29,773	29,046	28,097	26,347	29,682	+2.9
7)	Pope Avenue south of New Orleans Rd.	31,999	30,252	33,137	31,085	31,709	34,156	+1.3
8)	Palmetto Bay Rd. south of Pt. Comfort Rd.	22,431	26,126	26,959	26,476	26,029	27,661	+4.3
9)	Sol Blatt Jr. XIP south of W.Hilton Pkwy.	16,232	17,377	17,929	17,064	16,593	17,734	+1.8
10)	Sol Blatt Jr. Cross-Is. at Toll Plaza	25,390	26,655	27,578	27,024	26,421	29,256	+2.9
TOTAL OF ALL TEN STATIONS		358,338	365,786	375,017	365,506	347,868	383,528	+1.4

Composite Rate of Change – 2020-2021 = +10.3 % *

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

Effective Composite *Annual* Rate of Change – 2016-2021 = +1.4 % *

*All three rates based *exclusively* on the 24-hour count data shown in Table One

TABLE TWO

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

2010 -	49600		
2015 -	52200	% change 2020 vs. 2019:	-8.4%*
2016 -	53200	% change 2019 vs. 2018:	-0.4%
2017 -	54700	Avg. annual rate of change 2015 – 2020:	-1.5%*
2018 -	56300	Avg. annual rate of change 2015 – 2019:	+1.1%
2019-	56100	Avg. annual rate of change 2010 – 2019:	+1.4%
2020 -	51400		

*These rates of change are influenced significantly by the substantial decrease in demand in 2020 associated with the pandemic

The Appendix C to this report is a spreadsheet maintained by the Town that reports calendar-year-average numbers as reported by SCDOT on a variety of roadways within the Town each year from 2015 to 2020 in addition to US 278 crossing Jenkins Island. Due largely to 2020 being the most recent calendar-year-average data available from the SCDOT, the spreadsheet indicates a composite annual effective rate of decrease of 1.6 percent for the 2015 to 2020 period.

The information in Appendix D is a report released by the Federal Highway Administration (FHWA) in August 2021 that summarizes trends in volume demand on the nation's roadways nationwide, regionally, and within the state of South Carolina as updated through June 2021. The report indicates that total vehicle-miles traveled in the United States was up 14.5 percent in June 2021 versus June 2020, and is 2.0 percent greater than the comparable June 2016 figure, five years earlier. The total national demand in June 2021 remains 0.7 percent lower than the all-time peak June demand recorded in 2019, however. The FHWA's report indicates that the increase in total vehicle-miles traveled within the state of South Carolina from June 2020 to June 2021 is 9.6 percent, significantly less than that measured nationally and slightly less than that measured within the Town. The South Atlantic region of the United States, comprised of all states on the Atlantic seaboard from Delaware south to Florida and including West Virginia, experienced an increase in total vehicle-miles traveled of 14.2 percent in June 2021 compared with June 2020. The generally progressively lower rates of increase from the national to local level is not unexpected considering that the rates of decrease in demand measured in June 2020 were progressively greater from the local level to the national level. In other words, the suppression of traffic demand resulting from the pandemic was more pronounced on a national basis than regionally, more pronounced regionally than at the state level, and more pronounced at the state level than at the local level.

On June 30th, 2021, the SCDOT's toll collection operation on the Sol Blatt Jr. Cross Island Parkway terminated permanently in accordance with the requirements outlined in the bonding documents used to fund the tollway's construction. A great deal of interest has been expressed in the interim toward assessing subsequent changes in traffic patterns and demands resulting from the toll collection's cessation, and the Town has undertaken traffic counts in the interim to enable the assessment of these changes. Based on counts taken at strategic locations on the Town's major arterials both several weeks before and several weeks after the toll's termination, demand on the former tollway has increased by 16 to 17 percent since the termination of toll collection activities. As a result of 72-hour bi-directional weekday counts taken immediately on the "on-island" side of the William Hilton Parkway/Cross Island Parkway interchange area in August 2021, it was found that approximately 63.5 percent of motorists in both directions of travel were using William Hilton Parkway as opposed to the Cross Island

Parkway. Similar counts taken prior to the toll's expiration in June indicate that this percentage was approximately 68.5 percent. Based on counts taken in August 2021, traffic demand on William Hilton Parkway has declined approximately 15 percent as a result of the toll's removal. Even with the shift in traffic demand away from William Hilton Parkway and toward the Cross Island Parkway, William Hilton Parkway continues to serve approximately 74 percent more traffic than does the Cross-Island Parkway based on counts taken in August 2021.

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 in June 2021, and the percentage change from the comparable June 2020 figure. Based exclusively on the data contained in Table Three below, aggregate morning peak hour volume demand at signalized intersections within the Town increased 6.0 percent from June 2020 to June 2021, while June 2021 afternoon peak hour demand on the Town's signalized intersections increased 5.6 percent from that recorded in June 2020.

TABLE THREE
PEAK HOUR SIGNALIZED INTERSECTION VOLUME – June 2021

	AM			PM		
	2021 Vol.	2020 Vol.	%Chg.	2021 Vol.	2020 Vol.	%Chg.
William Hilton Pkwy. / Squire Pope Rd.	4498	4178	+7.7	5301	5110	+3.7
William Hilton Pkwy. / Spanish Wells Rd.	4537	4111	+10.4	4985	5040	-1.1
William Hilton Pkwy. / Gumtree Rd.	3764	3225	+16.7	4680	4148	+12.8
William Hilton Pkwy. / Wilborn Rd.	3846	2886	+33.3	4028	3609	+11.6
William Hilton Pkwy. / Pembroke Dr.	3513	2891	+21.5	3770	3538	+6.6
William Hilton Pkwy. / Whooping Crane Way	3475	3297	+5.4	4144	3980	+4.1
William Hilton Pkwy. / Beach City Rd.	3336	3083	+8.2	4002	3716	+7.7
William Hilton Pkwy. / Mathews Dr. (north)	2960	2891	+2.4	3943	3773	+4.5
William Hilton Pkwy. / Dillon Rd.	2596	2582	+0.5	3432	3264	+5.1
William Hilton Pkwy. / Coggins Point Rd.	2382	2289	+4.1	3209	2999	+7.0
William Hilton Pkwy. / Beachwood Dr.	1982	1923	+3.1	2740	2573	+6.5
William Hilton Pkwy. / Mathews / Folly Field	2798	2720	+2.9	3933	3711	+6.0
William Hilton Pkwy. / Singleton Beach Rd.	2453	2331	+5.2	3580	3227	+10.9
William Hilton Pkwy. / Shelter Cove Lane (off-island)	2337	2201	+6.2	3600	3181	+13.2
William Hilton Pkwy. / Shelter Cove Lane (central)	2396	2214	+8.2	3585	3403	+5.3
William Hilton Pkwy. / Queens Folly Rd.	2725	2680	+1.7	4042	4026	+0.4
William Hilton Pkwy. / Queens Way	2052	2050	+0.1	3244	3065	+5.8
William Hilton Pkwy. / Shipyard / Wexford	2100	2058	+2.0	3330	3213	+3.6
William Hilton Pkwy. / New Orleans Rd.	1864	1862	+0.1	2933	2846	+3.1
William Hilton Pkwy. / Arrow Rd.	1790	1763	+1.5	2634	2621	+0.5
Pope Ave. / New Orleans / Office Park	1865	1868	-0.2	3191	3120	+2.3
Pope Ave. / Cordillo Pkwy.	1733	1732	+0.1	2860	2760	+3.6
Pope Ave. / Lagoon Road	1141	1081	+5.6	2025	1969	+2.8
South Forest Beach Pedestrian Signal	636	617	+3.1	1352	1082	+25.0
Palmetto Bay Rd. / Target Rd.	2222	2012	+10.4	2860	2774	+3.1
Palmetto Bay Rd. / Arrow / Point Comfort	2307	2148	+7.4	2887	2748	+5.1
TOTAL	66882	63119	+6.0	90289	85496	+5.6

In recent years, there has been a significant amount of interest in Town efforts to record bicycle and pedestrian demands. Bicycle and pedestrian crossing demands at signalized intersections counted in June 2020 substantially increased over those recorded in any previous year. Demand increased again in June 2021 relative to June 2020 by approximately nine percent, although virtually all of this increase was the result of a more than fifty percent increase in pedestrian and bicycle crossing demand at the Coligny Beach pedestrian signal on South Forest Beach Drive close to Coligny Circle. Several of the intersections that were counted in June 2021 have been signalized in the past few years and were not counted in June 2016. But when June 2021 bicycle and pedestrian crossing demands are compared with available comparable June 2016 counts, pedestrian and bicycle crossing demand at the Town's signalized intersections has increased by ten percent during the last five years. Table Four 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 2021, June 2020, and June 2016. For reasons that may not be immediately clear, five-year trends in bicycle and pedestrian crossing demand have been generally downward on the island's northern half, but significant increases in demand on the southern half of the island have more than offset these decreases.

The HCM methodology requires separate counts of pedestrian and bicycle crossing activity on immediate approaches to signalized intersections for analysis purposes, which raises the question of how far away a crossing must occur from the effective boundary of an intersection before it no longer influences intersection operations and performance. The Town typically attempts to count only those crossings that occur within approximately 50 feet of the intersection's boundaries. Crossings that occur at a greater distance from the intersection, including those within crosswalks that are set back a significant distance from the intersection as with many crossings near the entrances to private, gated communities, are not tabulated or enumerated in Table Four. 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 the side of a "T" intersection opposite the side street. Counts of on-street bicyclists are also not reflected in Table Four, as these numbers are typically negligible. Specific movements by all on-street bicyclists are counted by the Town and are typically negligible at a total of five or less during peak volume hours. They are counted and combined with the motor vehicle counts for each turning movement within this report and for analysis purposes. The Town retains records on the precise number of on-street bicyclists making each traffic movement at each signalized intersection, however.

TABLE FOUR

OFF-STREET* FOUR-HOUR PEDESTRIAN / BICYCLE CROSSING DEMAND AT SIGNALIZED INTERSECTIONS – June 2021

	<u>June 2021</u>	<u>June 2020</u>	<u>June 2016</u>	<u>% Chg. 2016-2021</u>
William Hilton Pkwy. / Squire Pope Rd.	0	0	3	-100
William Hilton Pkwy. / Spanish Wells Rd.	9	12	27	-67
William Hilton Pkwy. / Gumtree Rd.	15	13	20	-25
William Hilton Pkwy. / Wilborn Rd.	25	20	35	-29
William Hilton Pkwy. / Pembroke Dr.	48	32	38	+26
William Hilton Pkwy. / Whooping Crane Way	1	3	6	-83
William Hilton Pkwy. / Beach City Rd.	47	29	56	-16
William Hilton Pkwy. / Mathews Dr. (north)	70	80	109	-36
William Hilton Pkwy. / Dillon Rd.	65	85	61	+7
William Hilton Pkwy. / Coggins Point Rd.	3	0	1	+200
William Hilton Pkwy. / Beachwood Dr.	56	157	67	-16
William Hilton Pkwy. / Mathews / Folly Field	76	194	142	-46
William Hilton Pkwy. / Singleton Beach Rd.	163	180	232	-30
William Hilton Pkwy. / Shelter Cove Lane (off-island)	24	64	--**	--**
William Hilton Pkwy. / Shelter Cove Lane (central)	60	64	149	-60
William Hilton Pkwy. / Queens Folly Rd.	2	0	2	0
William Hilton Pkwy. / Queens Way	277	279	189	+47
William Hilton Pkwy. / Shipyard / Wexford	27	35	6	+350
William Hilton Pkwy. / New Orleans Rd.	209	267	131	+60
William Hilton Pkwy. / Arrow Rd.	233	243	211	+10
Pope Ave. / New Orleans / Office Park	315	403	292	+8
Pope Ave. / Cordillo Pkwy.	696	598	442	+57
Pope Ave. / Lagoon Road	1098	914	--**	--**
South Forest Beach Pedestrian Signal	1396	915	--**	--**
Palmetto Bay Rd. / Target Rd.	113	74	83	+36
Palmetto Bay Rd. / Arrow / Point Comfort	99	56	60	+65
TOTAL	5127	4717	2362	+10***

*Off-street refers to pedestrians and bicyclists using sidewalks, pathways, or shoulders to cross street approaches to signalized intersections, and does not include on-street bicyclists that are also counted by the Town.

**Location was not signalized or counted in June 2016

***Rate does not consider the three locations that were not signalized or counted in June 2016, and for which a 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 8th, 2021. 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 is important to note that the HCM methodology isolates the peak 15-minute volume period within the peak hour being analyzed, and bases the analysis results on modeled conditions within this peak quarter-hour period, not the average condition experienced during the peak volume hour. Hence, the analysis results shown in Tables Five and Six are based on the highest-demand 15-minute period recorded 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 2021 is shown in Table Five on page fifteen. Table Five also includes comparable results for June 2020, June 2016, and June 2011 to enable comparisons with analyses of conditions a year ago, five years ago, and ten years ago. The same information for the afternoon peak hour is summarized in Table Six on page sixteen. Values that are non-compliant with the Town's operational goals are shown in bold. Tables Five and Six do not include the pedestrian signal on South Forest Beach Drive near Coligny Circle, as the HCM does not include an analysis methodology for exclusive pedestrian signals.

The HCM software outputs used to develop the analysis results summarized in Tables Five and Six are not included in this report, but are available for review in the Engineering office. The software outputs the average delay-per-vehicle in seconds at the intersection during the analysis period but does not output the intersection's volume-to-capacity ratio. Instructions for calculating this ratio by hand are included in the HCM, and the handwritten calculations appear on the back of each software output kept on file in the Engineering office.

**TABLE FIVE – MORNING PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –
JUNE 2021 AND COMPARABLE 2020, 2016 AND 2011 FIGURES**

	2021		2020		2016		2011	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	0.75	18.6	0.73	16.8	0.89	26.2	0.86	17.8
WHP w/ Spanish Wells Rd./Wild Horse Road	0.72	18.3	0.69	14.3	0.68	16.1	0.60	12.2
WHP w/ Gumtree Road/XIP Ramps	0.85	54.3*	0.71	31.4	0.85	26.7	0.82	51.3
WHP w/ Wilborn Road/Jarvis Park Road	0.81	14.4	0.59	4.6	0.79	6.6	0.74	20.4
WHP w/ Pembroke Dr./Museum Street	0.74	21.0	0.61	12.8	0.64	8.8	0.57	20.0
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.66	18.5	0.59	19.5	0.72	18.7	0.67	25.4
WHP w/ Beach City Rd./Gardner Dr.	0.55	16.1	0.52	15.7	0.67	15.7	0.58	16.6
WHP w/ Mathews Drive (north)	0.49	18.9	0.49	20.0	0.48	25.4	0.49	22.0
WHP w/ Dillon Road	0.49	14.7	0.49	15.3	0.53	13.0	0.46	12.1
WHP w/ Coggins Point Rd.	0.46	14.9	0.45	14.3	0.65	10.7	0.42	27.0
WHP w/ Beachwood Dr.	0.37	1.5	0.34	1.9	0.38	1.3	0.31	1.8
WHP w/ Folly Field Rd./Mathews Dr.	0.50	20.1	0.47	22.1	0.48	22.9	0.33	21.5
WHP w/ Singleton Beach Rd.	0.52	2.3	0.50	3.6	0.47	2.7	0.38	3.1
WHP w/ Shelter Cove Lane (off-island int.)	0.51	4.0	0.46	3.5	NOT SIGNALIZED OR ANALYZED			
WHP w/ Shelter Cove Lane (central int.)	0.52	4.6	0.48	4.7	0.50	7.6	0.42	1.7
WHP w/ Queens Folly Rd./King Neptune Dr.	0.44	20.2	0.47	23.3	0.57	18.3	0.57	16.3
WHP w/ Queens Way	0.41	5.6	0.40	5.6	0.40	4.3	<i>Not signalized</i>	
WHP w/ Shipyard Dr./Wexford Dr.	0.44	17.0	0.43	15.2	0.52	20.4	0.41	10.2
WHP w/ New Orleans Rd.	0.34	7.5	0.36	7.2	0.43	6.6	0.39	18.1
WHP w/ Arrow Road	0.36	17.8	0.31	16.0	0.38	16.2	0.46	13.5
Pope Ave. w/ New Orleans/Office Park Rds.	0.32	17.6	0.34	17.8	0.37	20.8	0.40	21.3
Pope Ave. w/ Cordillo Parkway	0.30	18.8	0.37	19.8	0.43	22.4	0.56	33.9
Pope Ave. w/ Lagoon Road	0.21	10.6	0.20	10.9	NOT SIGNALIZED OR ANALYZED			
Palmetto Bay Road w/ Target Road	0.49	12.4	0.55	13.4	0.49	13.9	0.43	12.8
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.50	18.4	0.48	19.0	0.60	15.5	0.53	14.3

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

**The intersection of Wm. Hilton Pkwy. with Gum Tree Road and the Cross Island Parkway on/off ramps was initially analyzed as deficient due to an average delay-per-vehicle exceeding 55.0 seconds. Signal timing revisions implemented on December 1st, 2021 were sufficient to bring this signal's operation into compliance with the goal. See pp.18-19 for additional information.*

**TABLE SIX – AFTERNOON PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –
JUNE 2021 AND COMPARABLE 2020, 2016 AND 2011 FIGURES**

	2021		2020		2016		2011	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	1.08	84.9	1.13	79.9	1.08	52.3	0.96	29.2
WHP w/ Spanish Wells Rd./Wild Horse Road	0.68	22.9	0.75	23.4	0.74	16.2	0.62	13.5
WHP w/ Gumtree Road/XIP Ramps	0.77	42.3	0.72	34.7	0.80	28.5	0.77	43.8
WHP w/ Wilborn Road/Jarvis Park Road	0.74	15.3	0.70	10.3	0.75	5.9	0.67	7.3
WHP w/ Pembroke Dr./Museum Street	0.70	23.9	0.67	20.0	0.68	15.3	0.57	20.0
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.73	21.0	0.75	18.6	0.79	17.8	0.67	25.4
WHP w/ Beach City Rd./Gardner Dr.	0.72	25.5	0.72	24.2	0.69	19.7	0.59	11.4
WHP w/ Mathews Drive (north)	0.72	25.0	0.66	20.6	0.66	23.0	0.64	26.5
WHP w/ Dillon Road	0.68	13.3	0.66	12.7	0.66	11.6	0.57	13.3
WHP w/ Coggins Point Rd.	0.62	10.6	0.61	10.4	0.65	10.7	0.60	16.7
WHP w/ Beachwood Dr.	0.47	1.9	0.50	1.8	0.51	1.6	0.41	1.6
WHP w/ Folly Field Rd./Mathews Dr.	0.67	28.6	0.65	26.9	0.77	28.7	0.61	23.7
WHP w/ Singleton Beach Rd.	0.57	4.0	0.55	3.8	0.58	4.8	0.46	5.3
WHP w/ Shelter Cove Lane (off-island int.)	0.59	4.4	0.54	4.6	NOT SIGNALIZED OR ANALYZED			
WHP w/ Shelter Cove Lane (central int.)	0.60	9.2	0.55	12.3	0.58	14.3	0.59	23.1
WHP w/ Queens Folly Rd./King Neptune Dr.	0.58	28.2	0.67	28.7	0.71	26.4	0.69	31.7
WHP w/ Queens Way	0.56	8.0	0.55	7.2	0.54	10.4	<i>Not Signalized</i>	
WHP w/ Shipyard Dr./Wexford Dr.	0.62	20.2	0.64	21.4	0.64	18.6	0.59	13.4
WHP w/ New Orleans Rd.	0.54	16.7	0.64	17.0	0.71	27.9	0.52	18.2
WHP w/ Arrow Road	0.53	31.5	0.46	28.8	0.50	24.5	0.51	22.4
Pope Ave. w/ New Orleans/Office Park Rds.	0.58	25.8	0.57	23.8	0.61	25.5	0.60	22.8
Pope Ave. w/ Cordillo Parkway	0.70	25.0	0.53	24.9	0.54	31.5	0.56	33.9
Pope Ave. w/ Lagoon Road	0.41	29.2	0.50	31.8	NOT SIGNALIZED OR ANALYZED			
Palmetto Bay Road w/ Target Road	0.51	23.0	0.51	22.4	0.56	18.0	0.51	15.8
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.63	21.2	0.66	26.7	0.74	27.1	0.57	19.4

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

Note: Operational conditions failing to comply with the goals outlined in the LMO are shown in bold.

As shown in bold in Table Six, 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 2021, based on an intersection volume-to-capacity ratio of 1.08 and an average total delay of 84.9 seconds per vehicle during the afternoon peak hour. The intersection was operating in compliance with the Town's goals during the morning peak hour, based on the analysis results indicating a 0.75 volume-to-capacity ratio and average total delay per vehicle of 18.6 seconds. The analyses indicate that all other signalized intersections within the Town are fully compliant with the Town's goals during both the morning and afternoon peak volume hours, although some signal timing revisions were necessary to bring the intersection of William Hilton Parkway with Gum Tree Road and the Cross Island Parkway on/off ramps into compliance with the average delay-per-vehicle goal during the morning peak hour as outlined in the following section. Analysis results indicating non-compliance with one or more of the Town's operational goals at the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive, while all other signalized intersections' analyses indicate compliance with the Town's dual operational goals, have become common in recent years. The most recent year in which an intersection other than this one was identified to be operating out of compliance with the Town's dual operational goals in a manner that required improvements other than minor traffic signal timing adjustments was in 2013.

PART SIX – INTERSECTIONS OPERATING OUT OF COMPLIANCE WITH TOWN OPERATIONAL GOALS IN JUNE 2021

WILLIAM HILTON PARKWAY WITH SQUIRE POPE ROAD/CHAMBERLIN DRIVE

As shown in Tables Five and Six, 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 2021, based on a volume-to-capacity ratio of 1.08 and an average delay-per-vehicle of 84.9 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 2021, but were not satisfied 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 and exceeds their effective capacity. 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 through the intersection to serve westbound through motorists may not be sufficient in itself to achieve the intersection's

compliance with the LMO goals, and that improvements to the approach of Squire Pope Road are required as well. Both of these improvements are being pursued by the Town with the South Carolina Department of Transportation (SCDOT) and Beaufort County within the SCDOT's US 278 Entry Corridor improvement project, currently anticipated to begin construction in 2023 and to be completed by 2026. These improvements would provide long-term remediation to the intersection and allow it to operate in compliance with the Town's operational goals while continuing to allow left-turn movements from the arterials onto the side streets. In addition to widening to provide three through lanes to serve each direction of travel on William Hilton Parkway, these improvements include deceleration lanes to exclusively serve right-turn movements onto both side streets and the provision of double turn lanes to serve both the on-island left turn onto Squire Pope Road and the right-turn movement originating from Squire Pope Road. It is anticipated that both of these movements would be served by "protected only" signals that display either a green, yellow, or red arrow indication exclusively. Special signage installed to permit right-turn-on-red movements from the rightmost approach lane on Squire Pope Road while prohibiting right turns on red from the second (outer) right-turn lane will likely be installed and are anticipated.

WILLIAM HILTON PARKWAY WITH GUM TREE ROAD AND THE CROSS ISLAND PARKWAY ON/OFF RAMPS

The analysis of this intersection's operation in June 2021 indicated non-compliance with the Town's average delay-per-vehicle goal during the morning peak hour, based on an average total delay-per-vehicle of 64.3 seconds, significantly higher than the 55.0 second maximum outlined in the Land Management Ordinance. Due to the relatively high volume demand on both side street approaches to the intersection and on the arterial left-turn movements that are currently served with "protected only" arrow signals and only a single turn lane, combined with a high degree of variability in these demands, optimizing the timing of the traffic signal controlling this intersection has historically required a greater degree of fine tuning than any other traffic signals located within the Town. An examination of the June 2021 analysis results summarized in Tables Five and Six will reveal that this intersection experiences a higher intersection volume-to-capacity ratio than any other signalized intersection within the Town, save for the William Hilton Parkway/Squire Pope Road/Chamberlin Drive intersection, during both the morning and afternoon peak volume hour. An examination and comparison with the June 2020 analysis of this intersection's morning peak volume hour revealed that this deficiency resulted from a significant 12% increase in the demand on the eastbound, on-island through movement, currently served by two lanes. Further analysis revealed that the intersection could be successfully mitigated and operate with an average total delay-per-vehicle of less than 55.0 seconds with the implementation of

some relatively minor signal timing revisions to improve service to eastbound through motorists. These timing changes were implemented on December 1st, 2021, shortly after the identification of the deficiency. While these timing changes technically move the intersection's performance back into compliance with the Town's operational goals, the margin of compliance is very slight.

Hence, it is anticipated that geometric improvements will be required in the foreseeable future to allow this intersection to operate in compliance with the Town's operational goals on a long-term basis. Such improvements may include the provision of a third, eastbound through lane on William Hilton Parkway while retaining the existing free-flow operation for the right-turn movement from the Cross Island Parkway off-ramp onto on-island William Hilton Parkway with the establishment of an acceleration lane outside of and adjacent to the new, third eastbound lane. They may also include improvements in the median of William Hilton Parkway to accommodate double left-turn lanes for both directions of the arterial, and/or widening the approach of Gum Tree Road to accommodate four approach lanes, enabling the elimination of the existing shared-movement (left/through) lane on this approach.

APPENDIX A

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

JUNE 2021

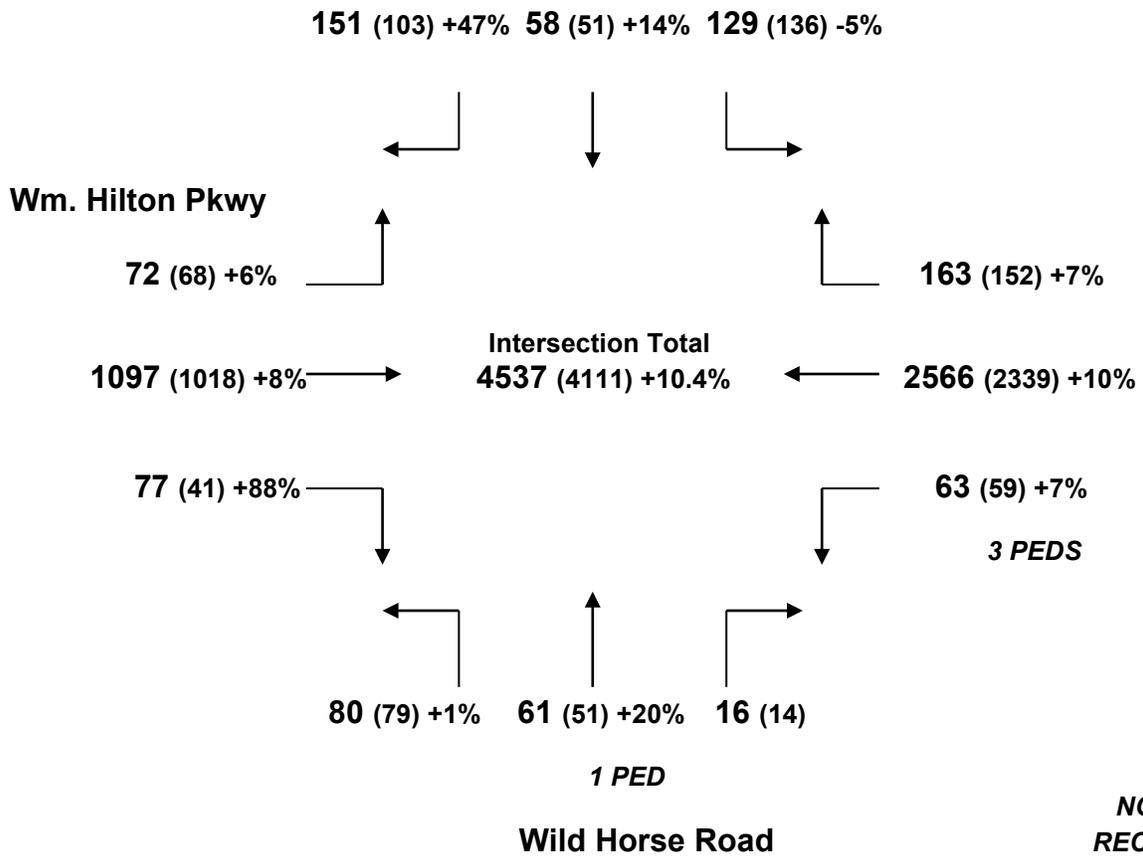
William Hilton Parkway with Spanish Wells Road and Wild Horse Road

A.M. PEAK HOUR (7:30 to 8:30 a.m. – Tue. 6/8/21)

Spanish Wells Road

← Sea Pines Circle

Mainland →



2021 (2020) %chg

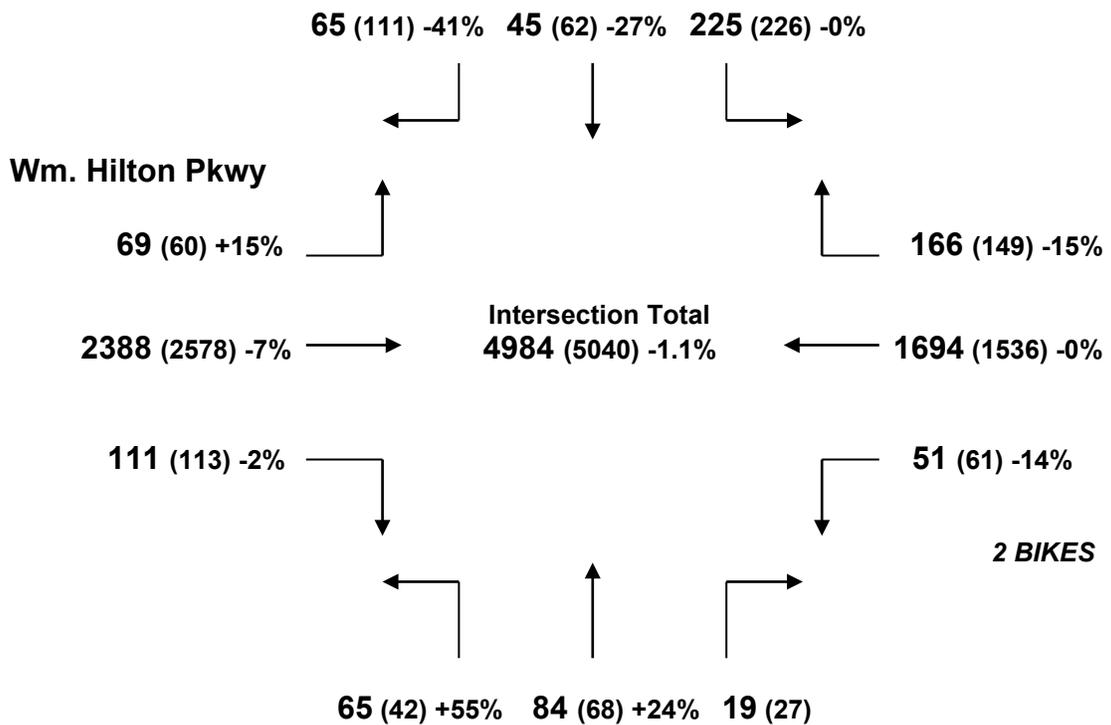
William Hilton Parkway with Spanish Wells Road and Wild Horse Road

P.M. PEAK HOUR (4:00 to 5:00 p.m. – Tue. 6/8/21)

Spanish Wells Road

← Sea Pines Circle

Mainland →



2 BIKES

**NO PEDS
RECORDED**

Wild Horse Road

2021 (2020) %chg

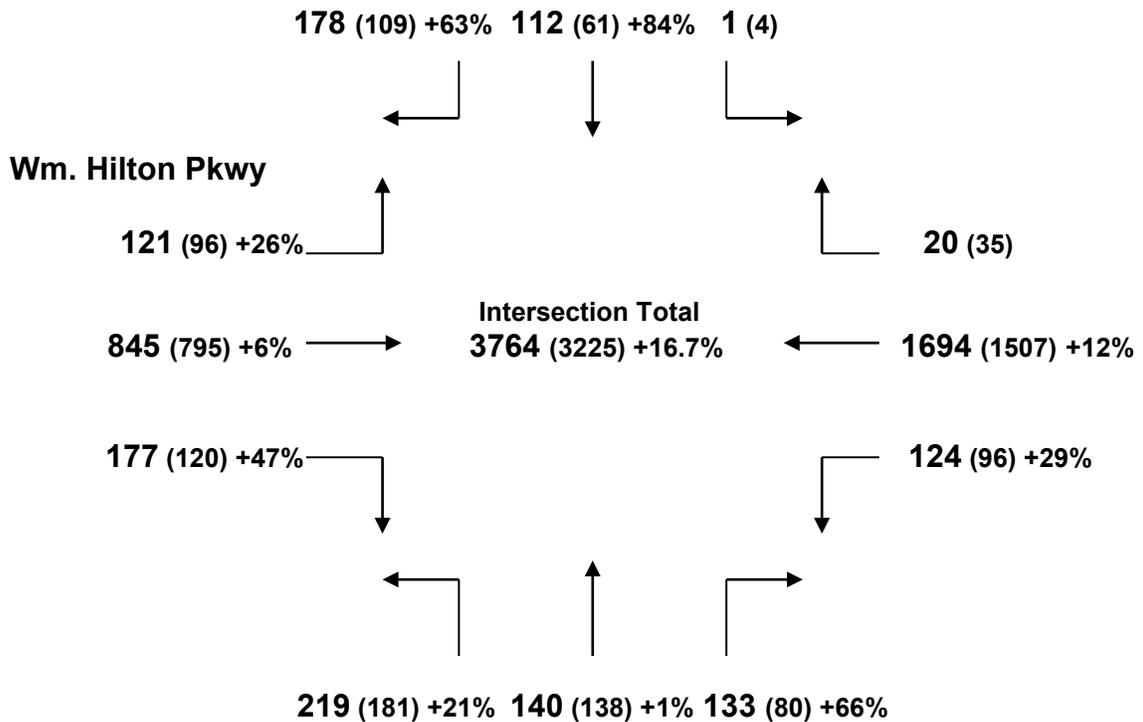
William Hilton Parkway with Gum Tree Road and Cross Island Parkway

A.M. PEAK HOUR (7:30 to 8:30 a.m. – Tue. 6/8/21)

Cross Island Expressway

← Sea Pines Circle

Mainland →



**NO BIKES
OR PEDS
RECORDED**

Gumtree Road

2021 (2020) %chg

William Hilton Parkway with Gum Tree Road and Cross Island Parkway

P.M. PEAK HOUR (4:45 to 5:45 p.m. – Tue. 6/8/21)

Cross Island Expressway

← Sea Pines Circle

Mainland →

1 PED

164 (125) +31% 213 (181) +18% 187 (91) +105%

Wm. Hilton Pkwy

114 (109) +5%

16 (12)

1844 (1728) +7%

**Intersection Total
4680 (4148) +12.8%**

1167 (1037) +12%

407 (374) +9%

114 (95) +20%

2 BIKES

230 (220) +5%

109 (69) +58%

111 (106) +5%

1 PED

Gumtree Road

2021 (2020) %chg

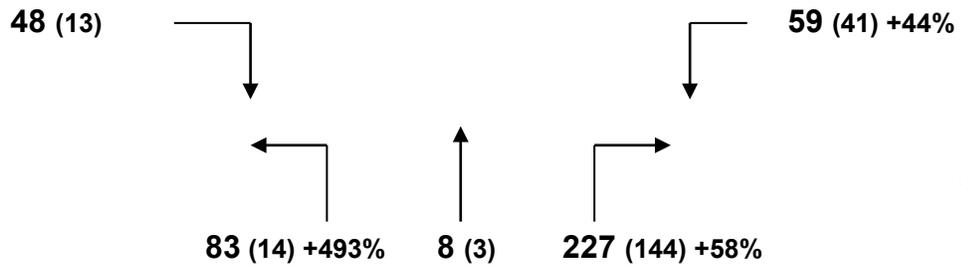
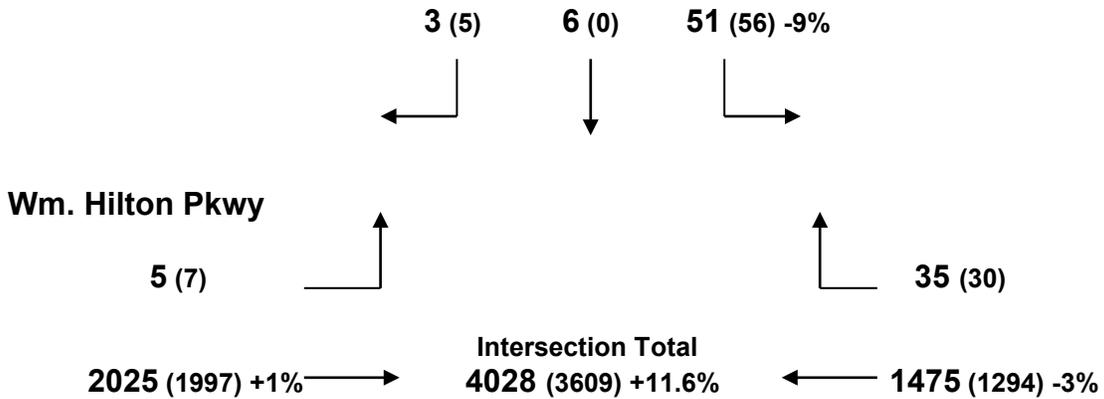
William Hilton Parkway with Wilborn Road and Jarvis Park Road

P.M. PEAK HOUR (4:00 to 5:00 p.m. – Tue. 6/8/21)

Jarvis Park Road

← Sea Pines Circle

Mainland →



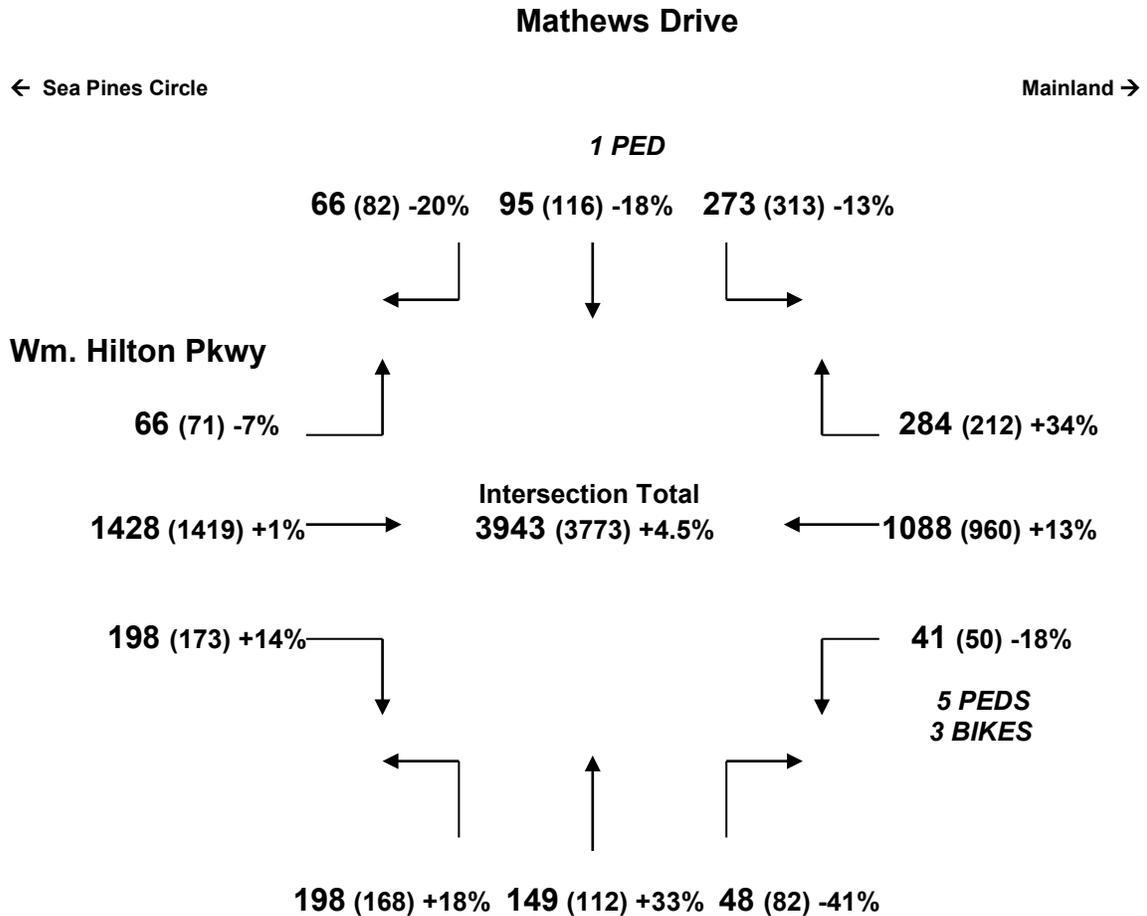
**NO PEDS
RECORDED**

3 BIKES

Wilborn Road

2021 (2020) %chg

**William Hilton Parkway with Mathews Drive
(NORTHERN INTERSECTION)
P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/8/21)**



Mathews Drive

2021 (2020) %chg

William Hilton Parkway with Coggins Point Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy

798 (835) -4% → **Intersection Total 2382 (2289) +4.1%** ← **1006 (926) +9%**

64 (63) +2% ↓ ↓ **224 (207) +8%**

← **83 (62) +34%** **207 (196) +6%** →

**NO PEDS
OR BIKES
RECORDED**

Coggins Point Road

2021 (2020) %chg

William Hilton Parkway with Coggins Point Road

P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/8/21)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy

1397 (1364) +2% **Intersection Total** 1111 (997) +11%
 3209 (2999) +7.0%

78 (85) -8% 208 (208) 0%

113 (85) +33% 301 (260) +16%

**NO BIKES
RECORDED**

1 PED

Coggins Point Road

2021 (2020) %chg

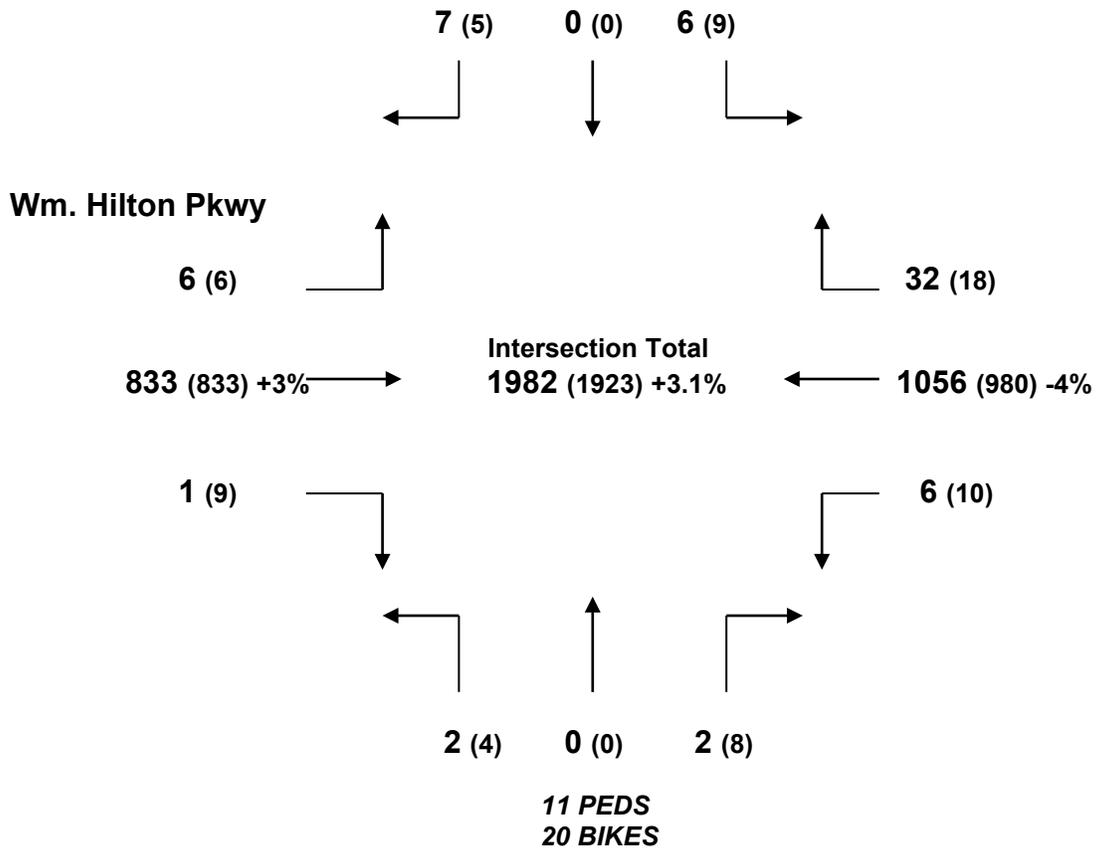
William Hilton Parkway with Beachwood Drive

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)

Beachwood Drive

← Sea Pines Circle

Mainland →

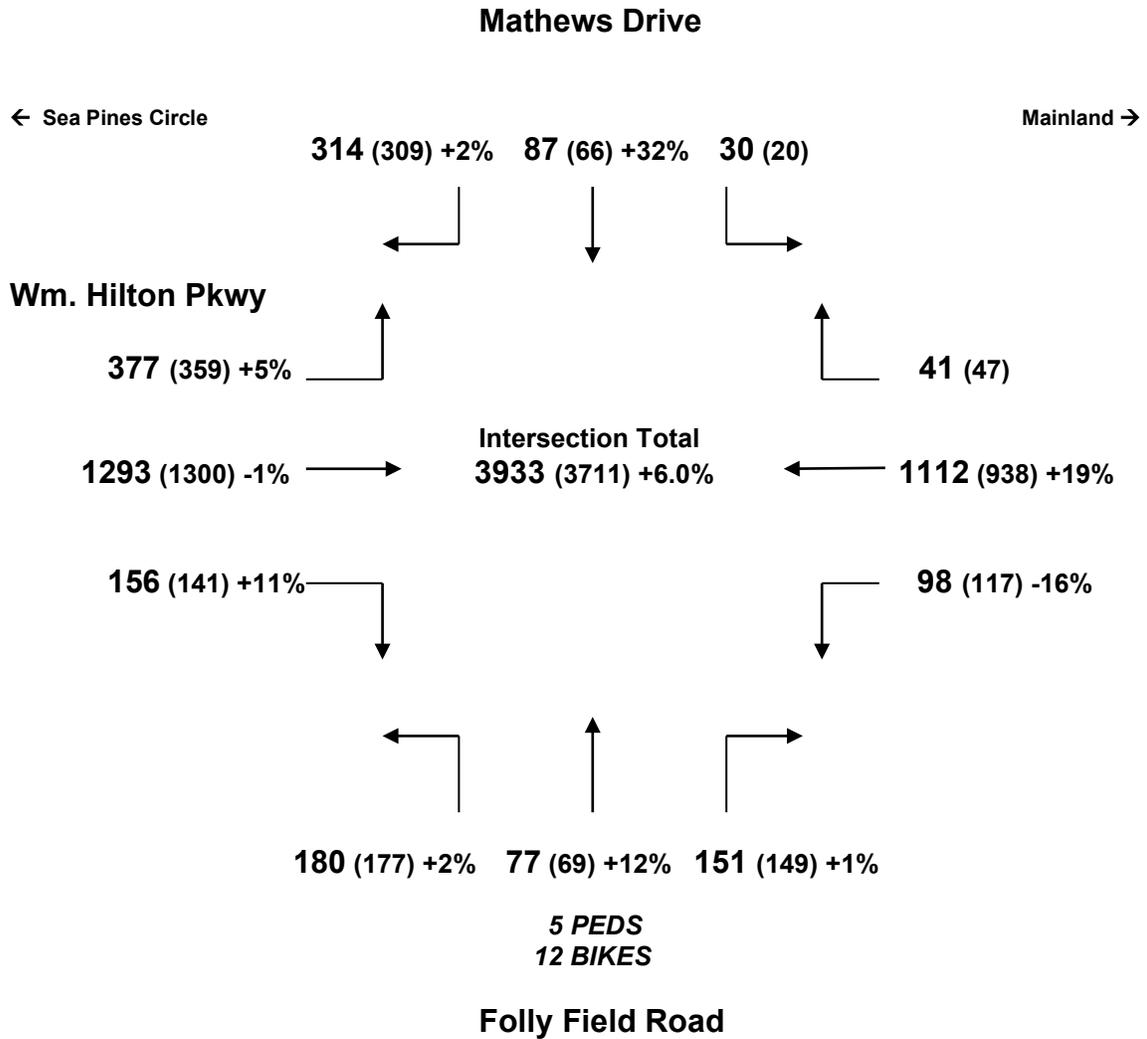


Beachwood Drive

2021 (2020) %chg

William Hilton Parkway with Mathews Drive and Folly Field Road

P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Tue. 6/8/21)



2021 (2020) %chg

William Hilton Parkway with Singleton Beach Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy

923 (871) +6% → **Intersection Total 2453 (2331) +5.2%** ← **1393 (1288) +8%**

15 (17)



29 (35)



24 (28)

11 (36)

**14 PEDS
44 BIKES**

Singleton Beach Road

2021 (2020) %chg

William Hilton Parkway with Singleton Beach Road

P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Tue. 6/8/21)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy

1727 (1658) +4% → **Intersection Total 3580 (3227) +10.9%** ← **1657 (1414) +17%**

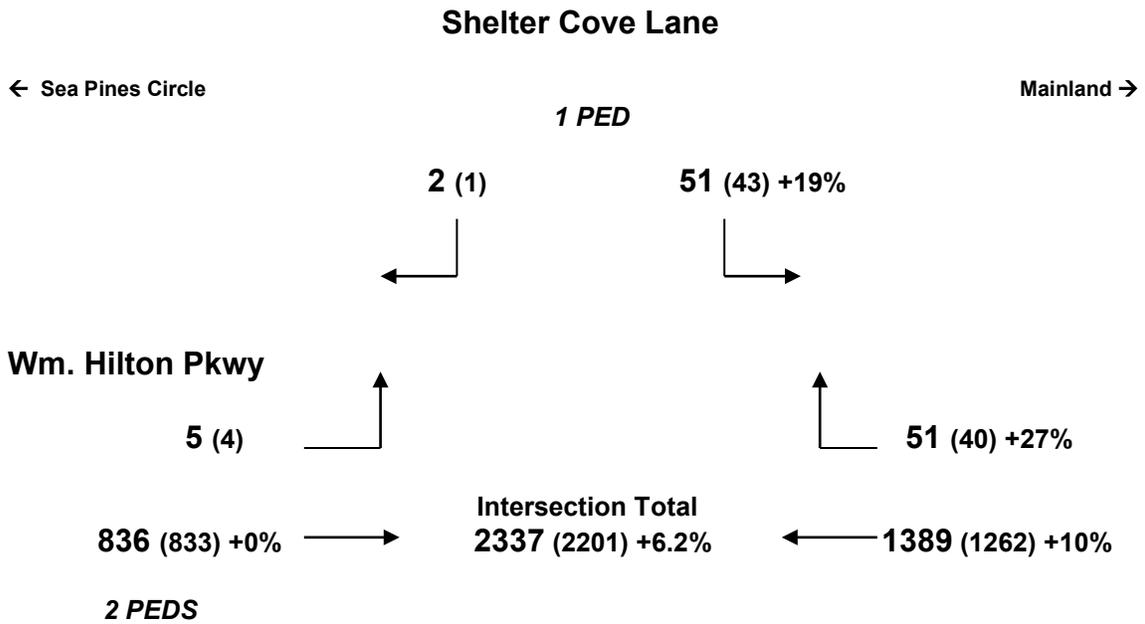


*1 PED
60 BIKES*

Singleton Beach Road

2021 (2020) %chg

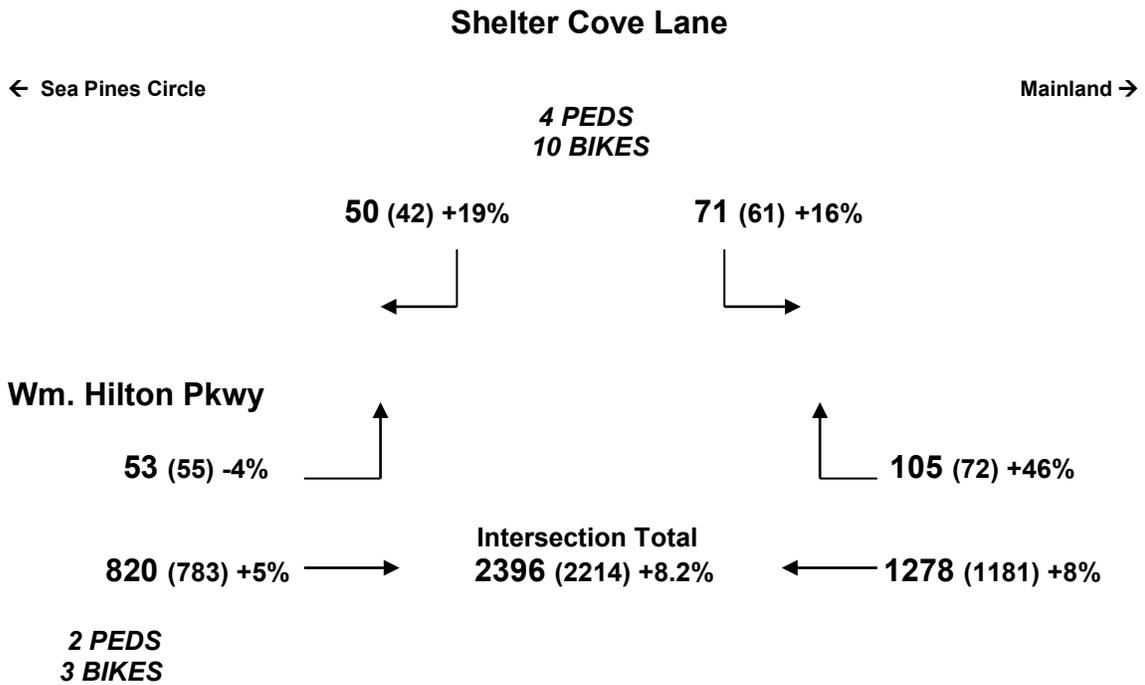
**William Hilton Parkway with Shelter Cove Lane
(off-island intersection near BCSO)
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)**



**NO BIKES
RECORDED**

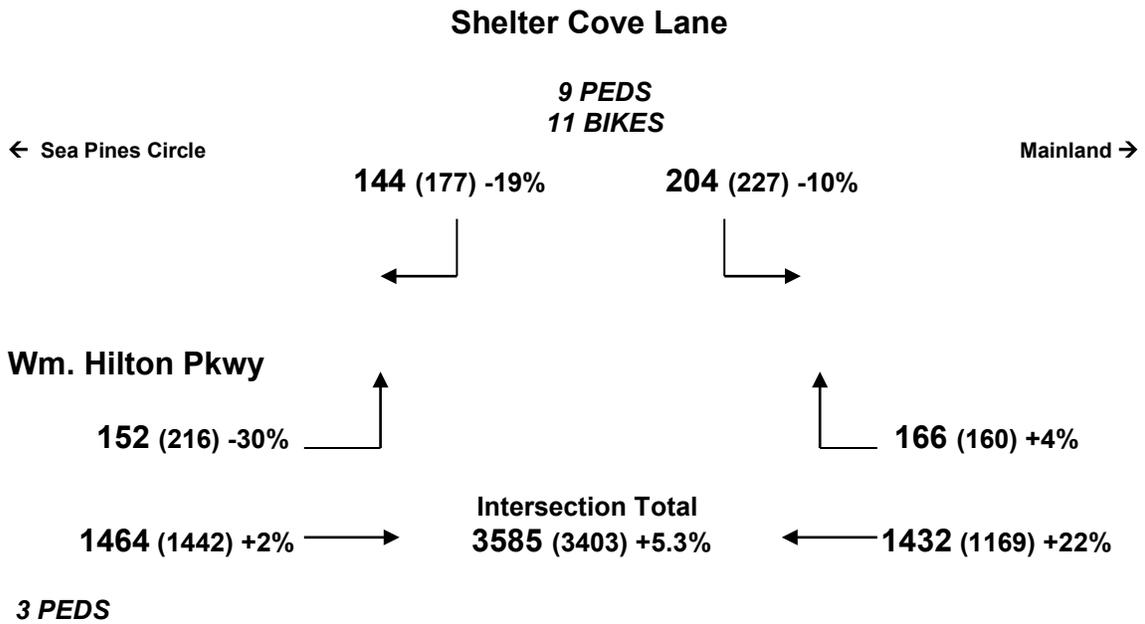
2021 (2020) %chg

**William Hilton Parkway with Shelter Cove Lane
 (central intersection near Hickory Tavern)
 A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)**



2021 (2020) %chg

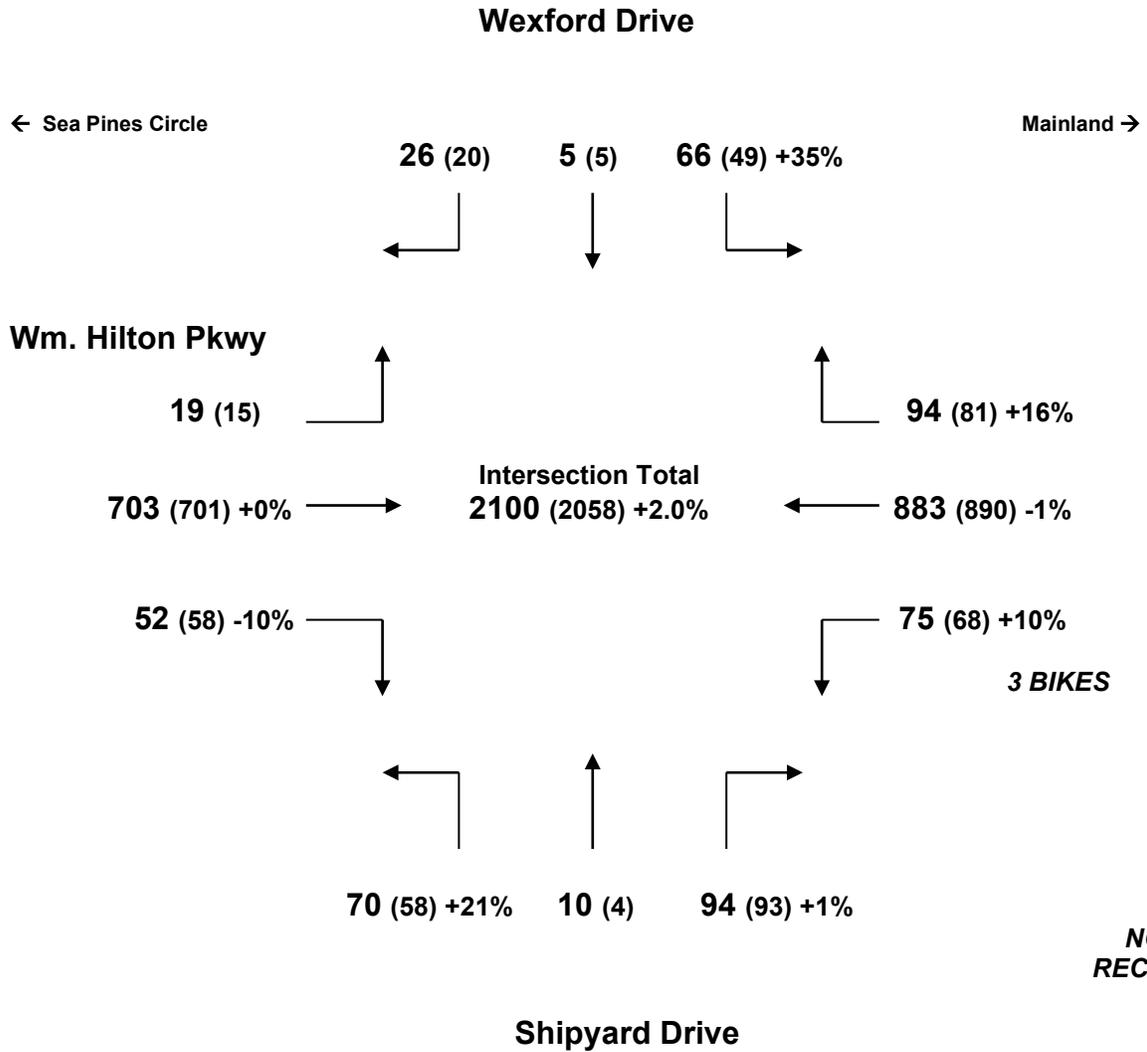
**William Hilton Parkway with Shelter Cove Lane
 (central intersection near Hickory Tavern)
 P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Tue. 6/8/21)**



2021 (2020) %chg

William Hilton Parkway with Shipyard Drive and Wexford Drive

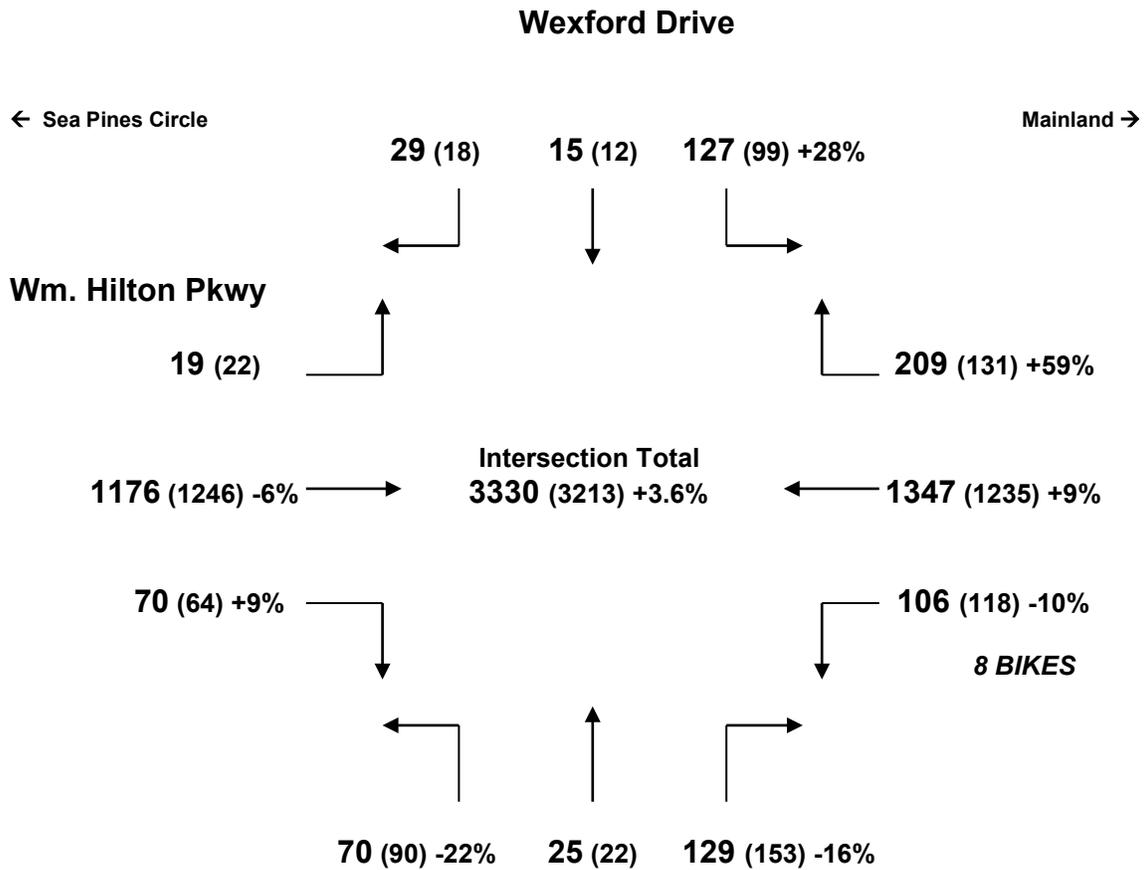
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)



2021 (2020) %chg

William Hilton Parkway with Shipyard Drive and Wexford Drive

P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/8/21)

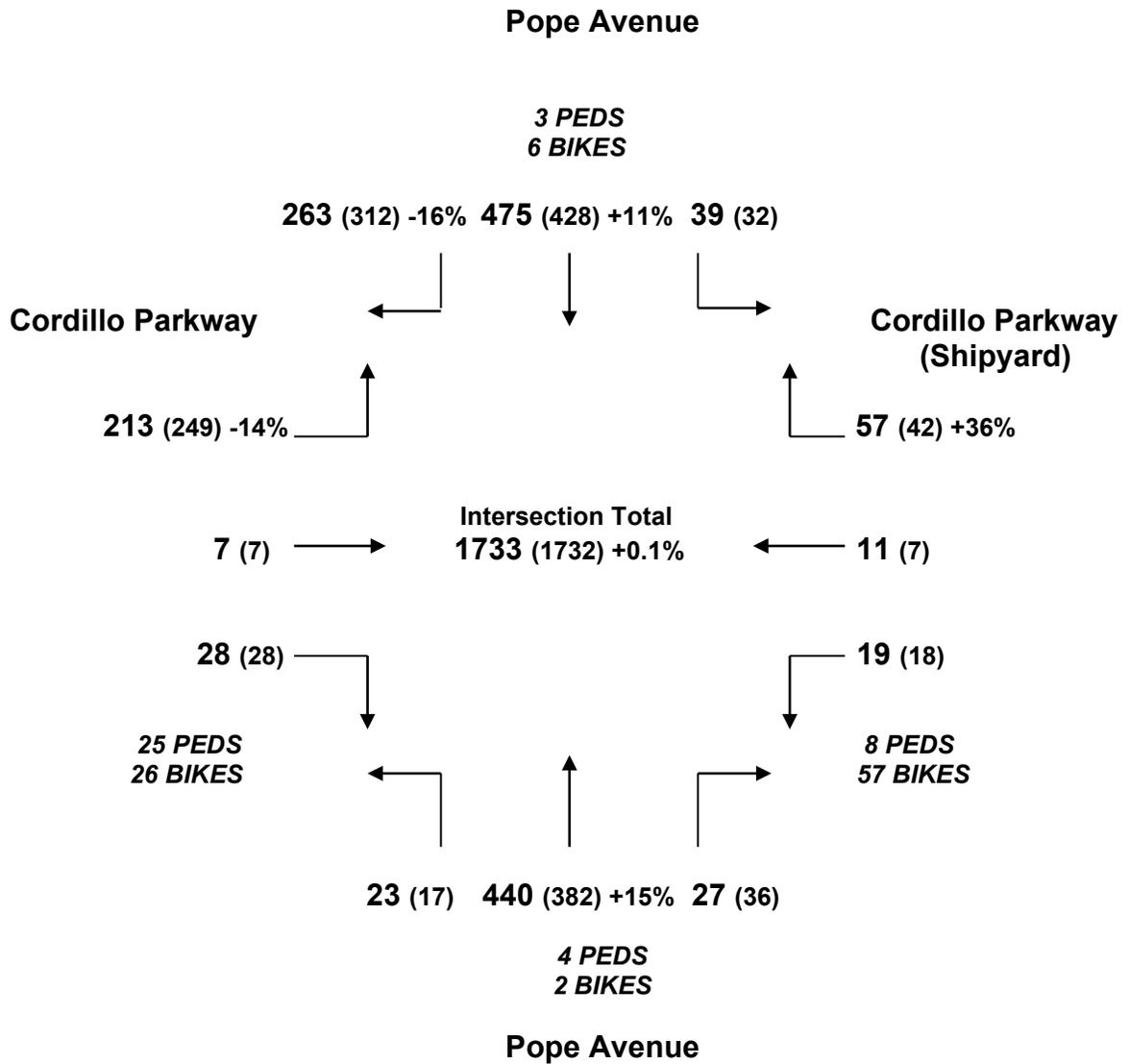


Shipyard Drive

**NO PEDS
RECORDED**

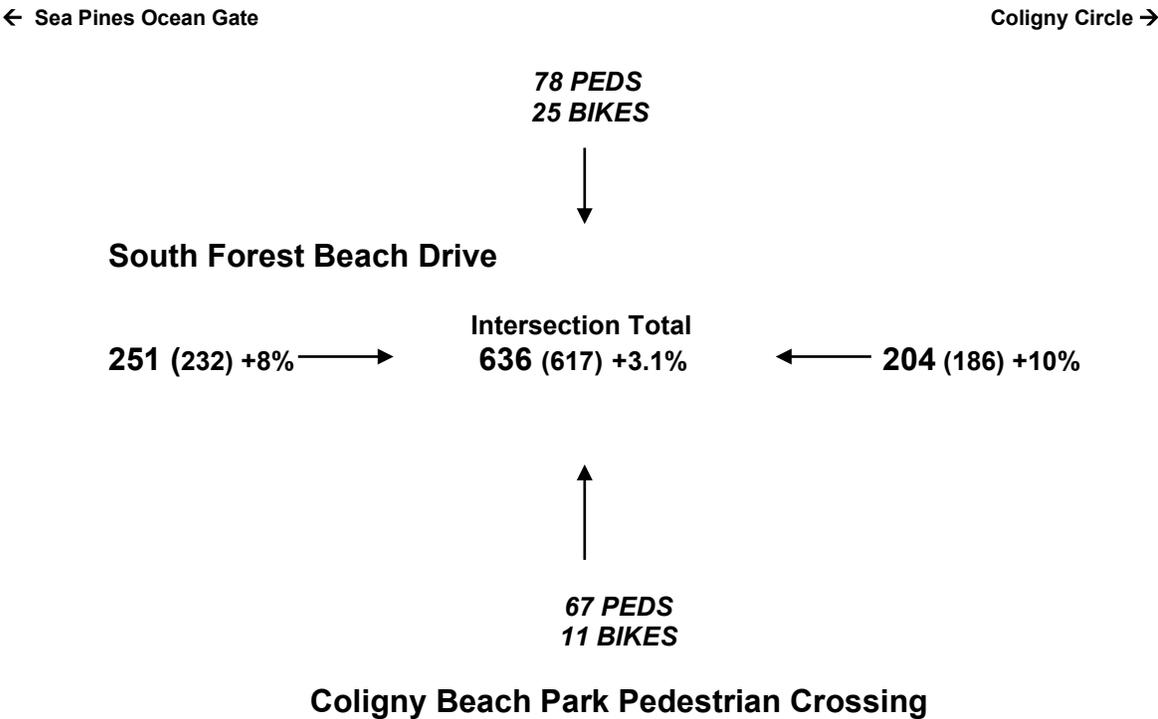
2021 (2020) %chg

Pope Avenue with Cordillo Parkway
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)



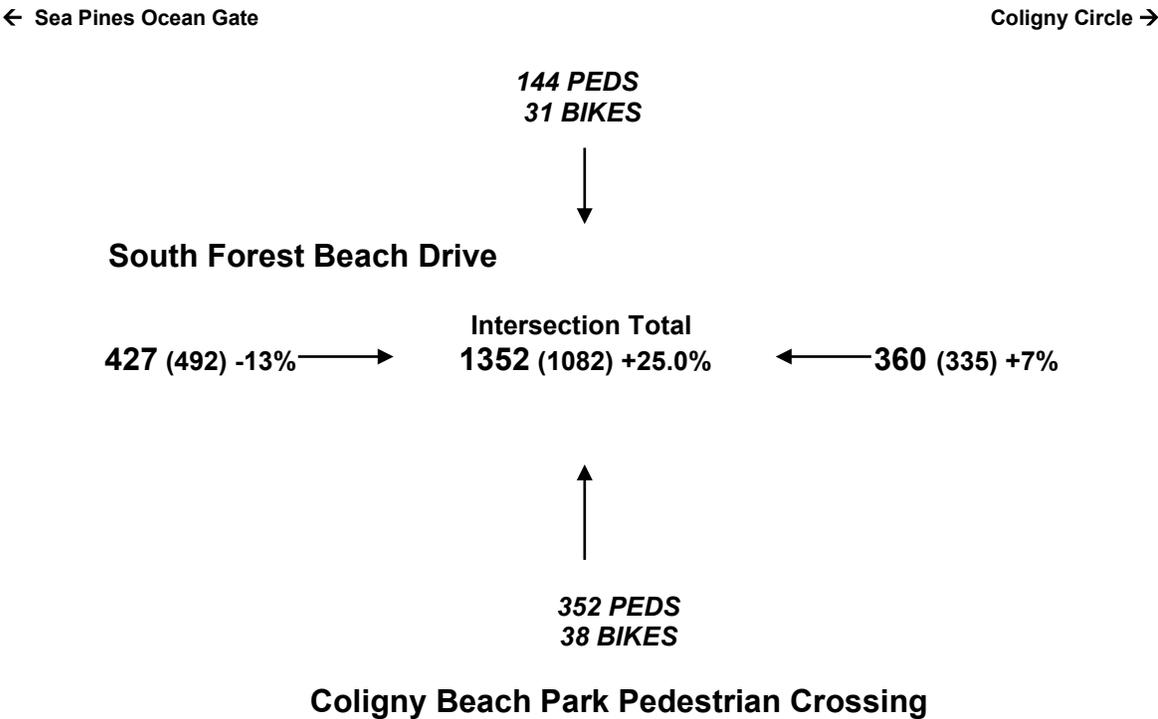
2021 (2020) %chg

**South Forest Beach Drive with
Coligny Beach Park Pedestrian Crossing**
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)



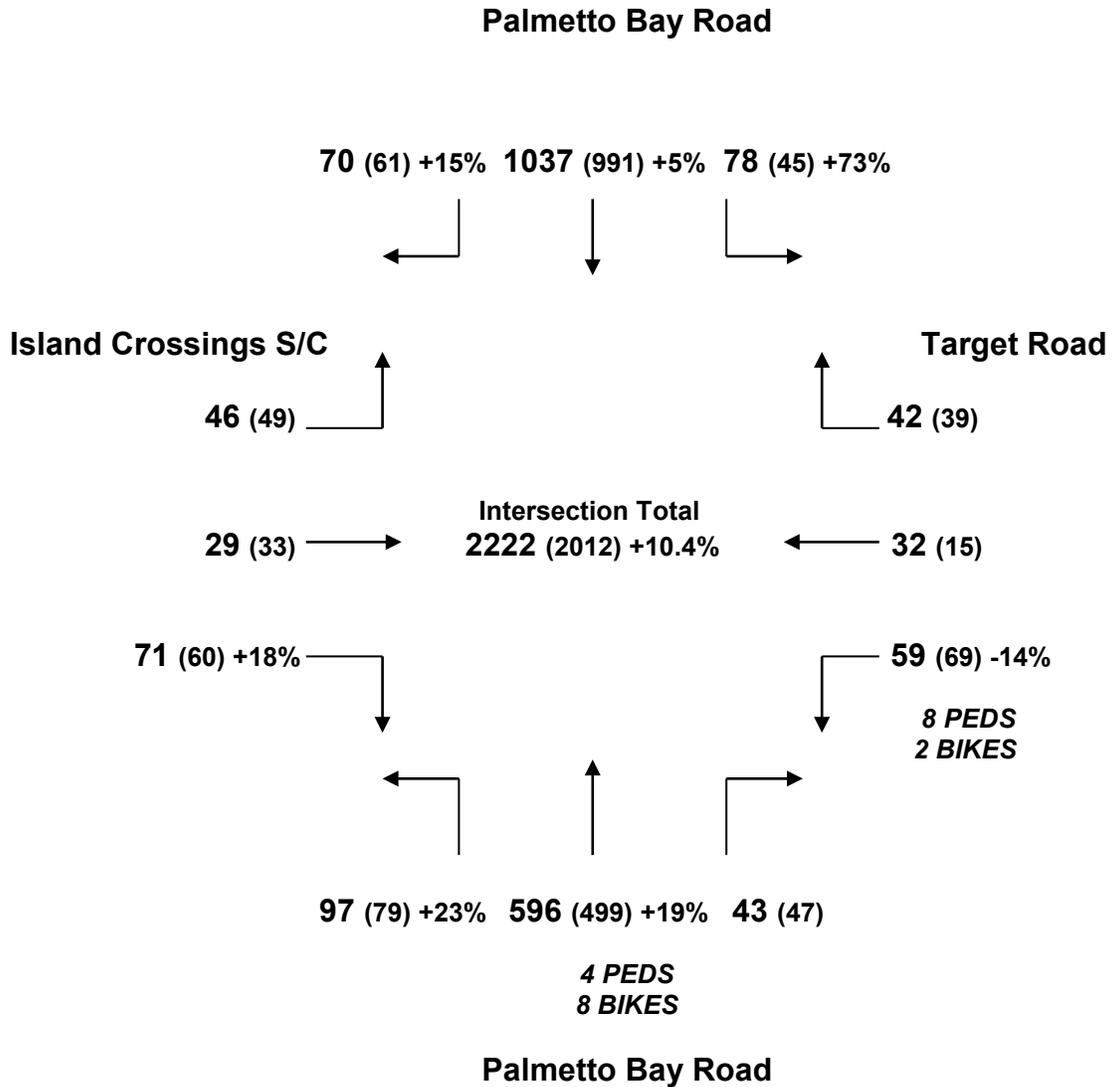
2021 (2020)

**South Forest Beach Drive with
Coligny Beach Park Pedestrian Crossing
P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Tue. 6/8/21)**



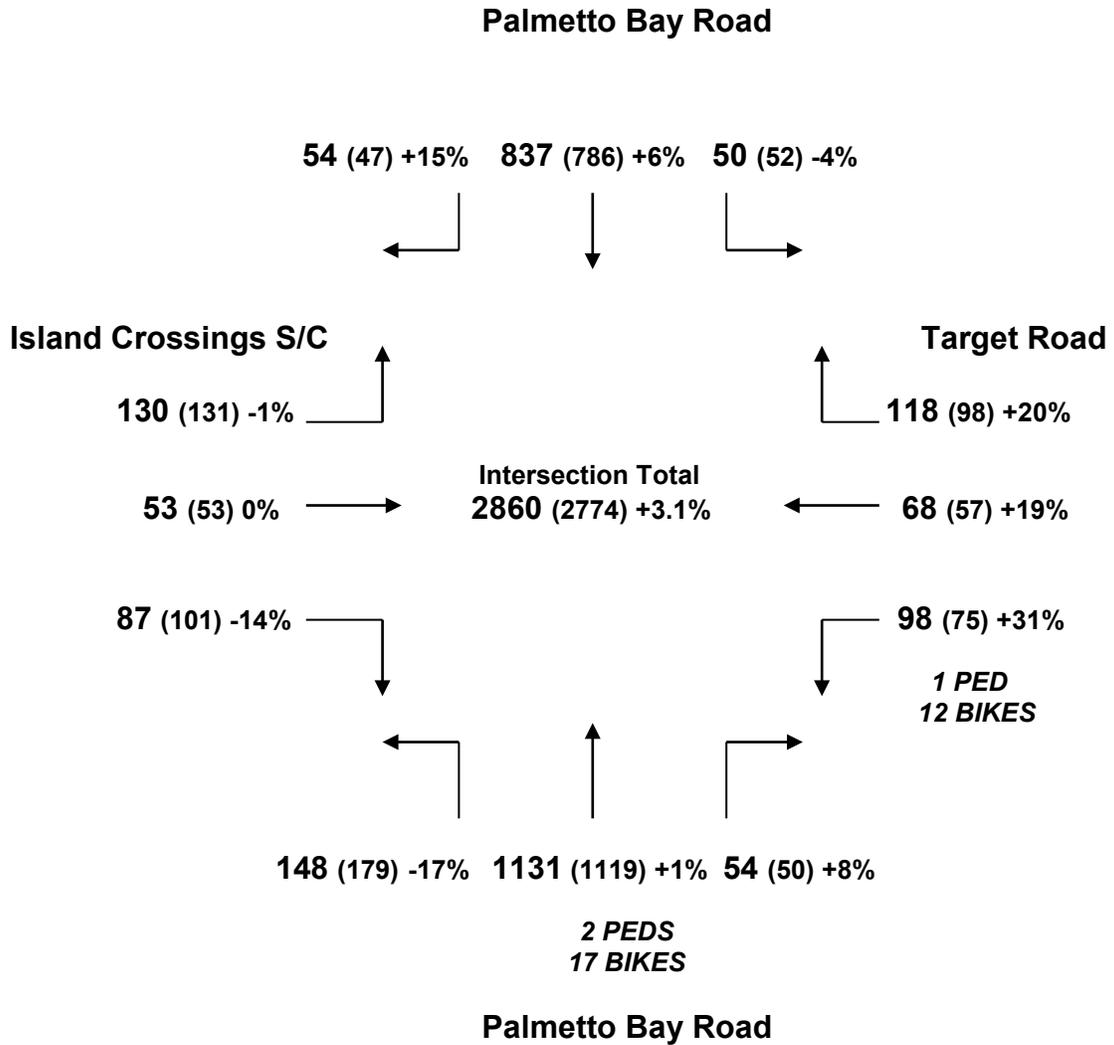
2021 (2020)

**Palmetto Bay Road with Target Road
and Entrance to Island Crossings S/C**
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/21)



2021 (2020) %chg

**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. 6/8/21)

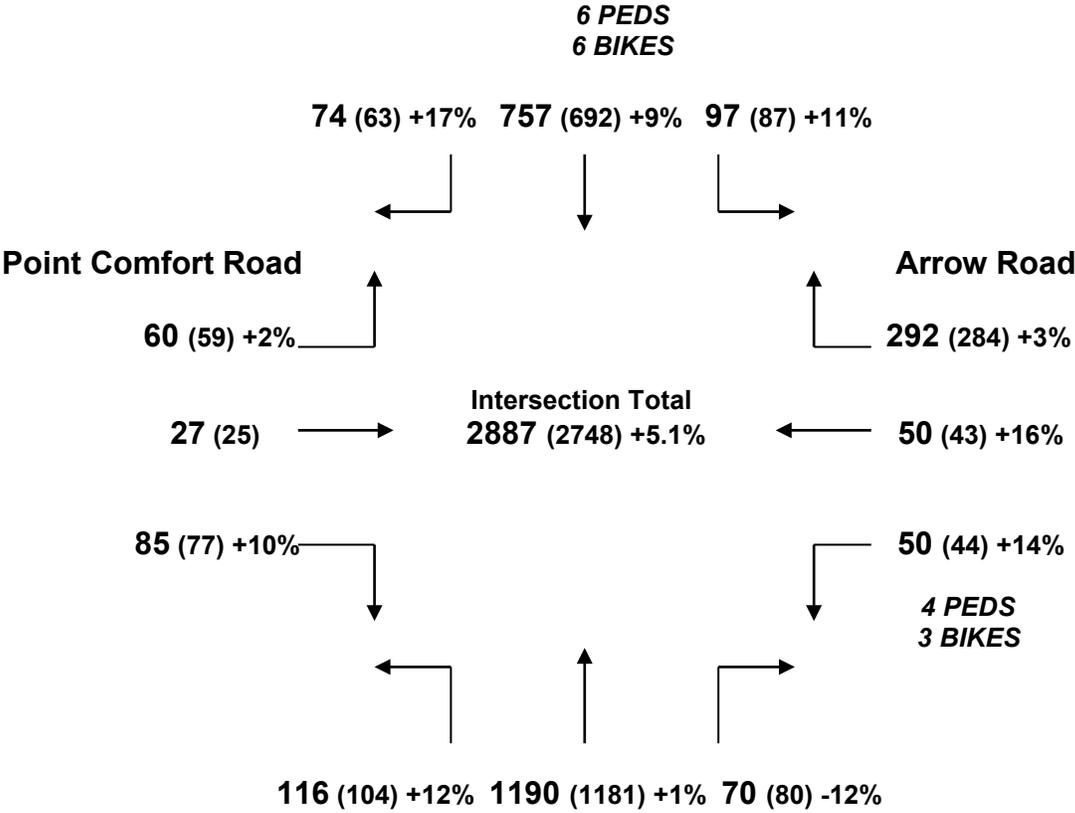


2021 (2020) %chg

Palmetto Bay Road with Arrow Road and Point Comfort Road

P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/8/21)

Palmetto Bay Road



Palmetto Bay Road

2021 (2020) %chg

APPENDIX B

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

JUNE 2021

APPENDIX C

SCDOT CALENDAR YEAR AVERAGE
DAILY TRAFFIC (AADT)
ON VARIOUS ROADWAYS
WITHIN THE TOWN

2015 - 2020

Road Segment	Stn. #	2015	2016	2017	2018	2019	2020	Chg. 2019-2020 (%)	Chg. 2015-2020 (%)	Annual Rate of Chg. '15-'20 (%)
US 278 at Graves Bridge	183	54700	54700	56300	56100	57100	51400	-10.0	-6.0	-1.2
Wm. Hilton Pkwy. just east of Spanish Wells Road	185	43100	43100	41200	43200	42700	39700	-7.0	-7.9	-1.6
Wm. Hilton Pkwy. from Gum Tree Rd. to Mathews Drive (north)	186	35100	37600	36400	38200	37100	34500	-7.0	-1.7	-0.3
Wm. Hilton Pkwy. from Mathews Dr. (north) to Folly Field Rd.	187	32900	33600	31400	32900	28100	26100	-7.1	-20.7	-4.5
Wm. Hilton Pkwy. from Folly Field Rd. to Singleton Beach Rd.	189	33800	40500	39400	41300	40800	37900	-7.1	12.1	2.3
Wm. Hilton Pkwy. from Singleton Beach Rd. to Arrow Rd.	190	33900	36400	34800	36500	35200	32700	-7.1	-3.5	-0.7
Wm. Hilton Pkwy. from Arrow Road to Sea Pines Circle	193	27700	24400	24300	25500	21400	19900	-7.0	-28.2	-6.4
Palmetto Bay Rd. from Sea Pines Circle to Arrow/Pt. Comfort Rds.	194	23800	24200	24900	26100	26300	24400	-7.2	2.5	0.5
Sol Blatt Jr. XIP from Arrow/Pt. Comfort Rds. to Wm. Hilton Pkwy.	196	22000	22900	23900	23800	24600	23700	-3.7	7.7	1.5
Spanish Wells Road from Marshland Road to Terminus	232	n/a	n/a	n/a	4300	3600	3300	-8.3		
Pope Ave. from Sea Pines Circle to Cordillo Parkway	349	33500	31800	32300	33900	27600	25600	-7.2	-23.6	-5.2
Pope Ave. from Cordillo Parkway to Coligny Circle	351	22000	23100	22700	23800	17000	15800	-7.1	-28.2	-6.4
North Forest Beach Drive	353	3300	3500	3500	3500	3200	2900	-9.4	-12.1	-2.6
South Forest Beach Drive from Coligny Circle to Dogwood St.	355	8800	9800	10600	10700	9800	9000	-8.2	2.3	0.5
South Forest Beach Drive from Dogwood St. to Cordillo Pkwy.	357	3900	3800	3700	3700	3300	3000	-9.1	-23.1	-5.1
Cordillo Parkway from Pope Avenue to S. Forest Beach Drive	359	8100	6100	6100	6100	5600	5100	-8.9	-37.0	-8.8
Spanish Wells Road from Wm. Hilton Pkwy. to Marshland Rd.	461	6100	5800	5700	5700	6200	5700	-8.1	-6.6	-1.3
Beach City Rd. from Wm. Hilton Pkwy. to Mathews Dr.	463	8200	8200	8000	8000	8600	7900	-8.1	-3.7	-0.7
Mathews Drive from Beach City Rd. to Wm. Hilton Pkwy. (north)	465	9000	8500	8100	8100	5800	5300	-8.6	-41.1	-10.0
Mathews Drive from Wm. Hilton Pkwy. (north) to WHP (south)	467	10800	10900	11200	11300	9700	8900	-8.2	-17.6	-3.8
Marshland Road from Sol Blatt Jr. XIP to Mathews Drive	469	8600	8700	8400	8400	8900	8200	-7.9	-4.7	-0.9
Squire Pope Rd. from Wm. Hilton Pkwy. to Gum Tree Rd.	471	4500	5600	5800	5800	6800	6200	-8.8	37.8	6.6
Wild Horse Rd.	473	1700	2100	2000	2100	2600	2600	0.0	52.9	8.9
Gum Tree Rd.	475	9500	8800	8600	8600	9900	9100	-8.1	-4.2	-0.9
Folly Field Road from Wm. Hilton Pkwy. to Starfish Dr.	513	7200	7900	7700	7700	7500	6900	-8.0	-4.2	-0.8
Beach City Rd. from Mathews Drive to Dillon/Fish Haul Rds.	515	3600	3700	3700	3700	3800	3500	-7.9	-2.8	-0.6
Dillon Rd.	517	2500	2700	2700	2700	2500	2300	-8.0	-8.0	-1.7
Fish Haul Rd.	518	550	1400	1150	1200	1800	1800	0.0	227.3	26.8
Deallyon Ave.	521	2200	2100	2100	2100	2600	2400	-7.7	9.1	1.8
Arrow Rd. from Wm. Hilton Pkwy. to Palmetto Bay Rd.	525	7400	9200	9000	9000	7300	6700	-8.2	-9.5	-2.0
Office Way	529	1150	1000	1000	1050	750	750	0.0	-34.8	-8.2
Folly Field Road from Starfish Drive to terminus	535	2300	2100	2200	2200	2000	1850	-7.5	-19.6	-4.3
AADT TOTAL		471900	484200	478850	497250	470150	435100	-7.5	-7.8	-1.6

APPENDIX D

FEDERAL HIGHWAY ADMINISTRATION REPORT

“TRAFFIC VOLUME TRENDS”

JUNE 2021



U. S. Department of Transportation

Federal Highway Administration

Office of Highway Policy Information

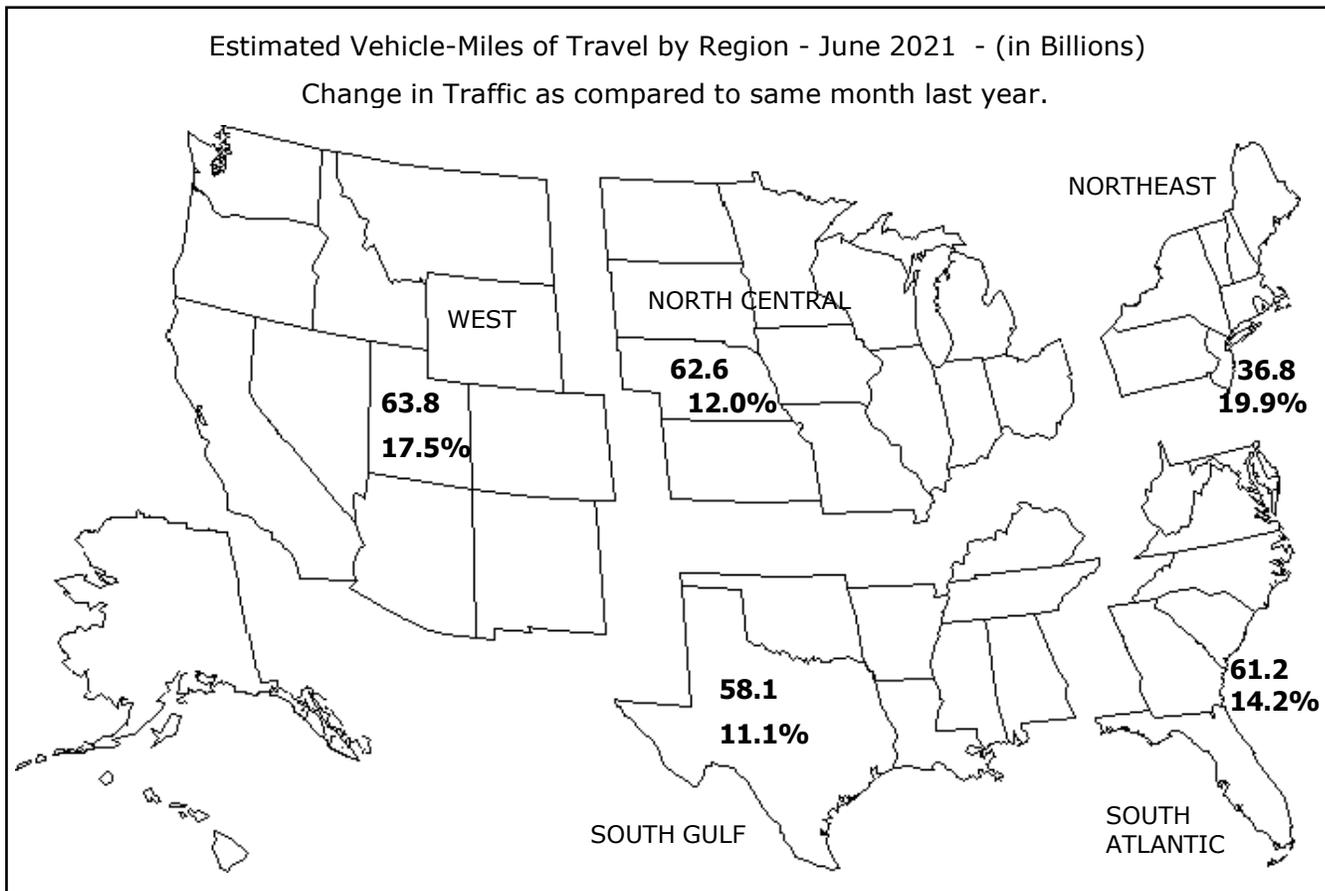
TRAFFIC VOLUME TRENDS

June 2021

Travel on all roads and streets changed by **+14.5%** (+35.7 billion vehicle miles) for June 2021 as compared with June 2020. Travel for the month is estimated to be 282.5 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for June 2021 is 267 billion miles, a **14.9%** (34.7 billion vehicle miles) increase over June 2020. It also represents **1.7%** increase (4.5 billion vehicle miles) compared with May 2021.

Cumulative Travel for 2021 changed by **+13.0%** (+173.1 billion vehicle miles). The Cumulative estimate for the year is 1,504.6 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 2019 Table VM-2 as a base.

Compiled with data on hand as of August 03, 2021.

Some historical data were revised based on HPMS and amended TVT data as of December 2019.

For information on total licensed drivers in the U.S. visit <http://www.fhwa.dot.gov/policy/ohpi/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/ohpi/hss/hsspubs.htm>

Select the year of interest and Section 7 (Motor Vehicles).

Traffic Volume Trends - June 2021

Based on preliminary reports from the State Highway Agencies, travel during June 2021 on all roads and streets in the nation changed by **+14.5%** (+35.7 billion vehicle miles) resulting in estimated travel for the month at **282.5**** billion vehicle-miles.

This total includes **89.1** billion vehicle-miles on rural roads and **193.4** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+13.0%** (+173.1 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 1996 are also included.

Travel in Millions of Vehicle Miles

All Roads and Streets

Year	June	Year to Date	Moving 12-Month
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	284,487	1,595,508	3,251,145
2020	246,764	1,331,502	2,997,765
2021	282,487	1,504,613	3,001,480

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
2020 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	19.2	17.7	16.9	12.1	17.0	19.7	22.4	21.5	20.5	21.3	19.2	19.0
Rural Other Arterial	28.1	26.7	26.0	19.9	26.4	30.9	33.4	31.9	31.0	32.0	28.1	28.4
Other Rural	25.1	23.2	23.4	19.2	24.2	27.7	29.7	28.1	27.1	28.2	24.4	24.8
Urban Interstate	44.8	41.2	37.9	26.7	34.9	42.3	42.4	42.0	42.3	43.8	41.0	42.7
Urban Other Arterial	91.1	85.1	78.7	58.6	73.6	84.8	89.0	88.0	85.7	91.5	81.6	86.8
Other Urban	43.4	40.0	38.1	29.2	36.3	41.3	43.3	41.2	40.6	42.3	39.3	42.4
All Systems	251.7	233.9	221.0	165.8	212.4	246.8	260.1	252.8	247.2	259.1	233.6	244.1
2021 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.9	15.9	20.6	20.9	23.4	23.8						
Rural Other Arterial	26.0	23.9	31.2	30.6	33.2	34.8						
Other Rural	23.3	21.0	27.9	28.0	29.6	30.6						
Urban Interstate	38.4	35.3	45.4	43.9	47.2	50.2						
Urban Other Arterial	79.3	74.1	92.8	89.9	94.4	96.5						
Other Urban	38.3	35.1	44.7	44.0	45.9	46.7						
All Systems	223.2	205.3	262.6	257.3	273.7	282.5						
* Percent Change In Individual Monthly Travel 2020 vs. 2021												
Rural Interstate	-6.8	-10.5	22.0	72.0	38.1	20.5						
Rural Other Arterial	-7.7	-10.5	20.1	53.6	25.6	12.7						
Other Rural	-7.2	-9.4	19.4	45.8	22.4	10.1						
Urban Interstate	-14.2	-14.2	19.8	64.0	35.0	18.5						
Urban Other Arterial	-12.9	-12.9	17.9	53.5	28.2	13.9						
Other Urban	-11.7	-12.3	17.3	50.9	26.6	13.0						
All Systems	-11.3	-12.2	18.9	55.2	28.9	14.5						

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
2020 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	19.2	36.9	53.8	66.0	83.0	102.7	125.0	146.5	167.1	188.4	207.6	226.6
Rural Other Arterial	28.1	54.8	80.8	100.8	127.2	158.1	191.5	223.4	254.4	286.4	314.5	342.9
Other Rural	25.1	48.3	71.7	90.9	115.1	142.9	172.5	200.7	227.7	255.9	280.4	305.1
Urban Interstate	44.8	85.9	123.8	150.6	185.5	227.8	270.3	312.3	354.6	398.4	439.4	482.2
Urban Other Arterial	91.1	176.2	254.8	313.4	387.0	471.7	560.7	648.7	734.4	825.8	907.4	994.3
Other Urban	43.4	83.4	121.5	150.7	187.0	228.3	271.6	312.7	353.4	395.6	434.9	477.3
All Systems	251.7	485.6	706.6	872.3	1084.7	1331.5	1591.6	1844.4	2091.6	2350.7	2584.3	2828.4
2021 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.9	33.8	54.4	75.3	98.7	122.5						
Rural Other Arterial	26.0	49.9	81.1	111.7	144.9	179.7						
Other Rural	23.3	44.3	72.2	100.3	129.9	160.5						
Urban Interstate	38.4	73.7	119.1	163.0	210.1	260.3						
Urban Other Arterial	79.3	153.4	246.2	336.1	430.4	526.9						
Other Urban	38.3	73.4	118.1	162.1	208.1	254.7						
All Systems	223.2	428.5	691.1	948.4	1222.1	1504.6						
* Percent Change In Cumulative Monthly Travel 2020 vs. 2021												
Rural Interstate	-6.8	-8.5	1.1	14.1	19.0	19.3						
Rural Other Arterial	-7.7	-9.0	0.3	10.9	13.9	13.7						
Other Rural	-7.2	-8.3	0.7	10.3	12.8	12.3						
Urban Interstate	-14.2	-14.2	-3.8	8.2	13.3	14.3						
Urban Other Arterial	-12.9	-12.9	-3.4	7.2	11.2	11.7						
Other Urban	-11.7	-12.0	-2.8	7.6	11.3	11.6						
All Systems	-11.3	-11.8	-2.2	8.7	12.7	13.0						

* 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
		2021 (Preliminary)	2020			2021 (Revised)	2020	
Northeast								
Connecticut	1	144	118	22.6	1	125	93	34.0
Maine	53	521	403	29.3	50	488	347	40.7
Massachusetts	16	151	117	28.9	15	147	97	51.4
New Hampshire	79	318	261	21.7	79	272	206	31.8
New Jersey	4	224	186	20.5	17	246	169	45.8
New York	42	1,267	1,069	18.6	49	1,178	856	37.7
Pennsylvania	41	2,022	1,733	16.7	36	2,027	1,494	35.7
Rhode Island	7	54	41	32.7	5	58	37	59.2
Vermont	22	226	199	13.3	23	221	163	35.5
Subtotal		4,927	4,127	19.4		4,762	3,462	37.6
South Atlantic								
Delaware	4	190	167	14.0	6	106	69	54.1
District of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	96	2,328	1,979	17.6	97	2,324	1,780	30.6
Georgia	54	1,682	1,491	12.8	55	1,836	1,491	23.1
Maryland	6	569	489	16.4	8	538	386	39.7
North Carolina	34	2,018	1,766	14.2	34	2,000	1,473	35.7
South Carolina	53	1,657	1,453	14.0	55	1,648	1,293	27.4
Virginia	318	1,955	1,651	18.4	317	1,921	1,435	33.9
West Virginia	17	447	398	12.4	18	343	274	25.3
Subtotal		10,846	9,394	15.5		10,716	8,201	30.7
North Central								
Illinois	34	1,832	1,618	13.2	32	1,484	1,175	26.3
Indiana	25	1,466	1,286	14.0	25	1,619	1,171	38.2
Iowa	80	1,324	1,139	16.2	79	1,260	969	30.0
Kansas	68	950	859	10.6	69	911	733	24.3
Michigan	57	1,746	1,606	8.7	59	1,733	1,242	39.6
Minnesota	18	1,489	1,288	15.6	25	1,422	1,101	29.2
Missouri	84	1,812	1,601	13.2	82	1,827	1,454	25.7
Nebraska	37	807	706	14.3	37	808	634	27.5
North Dakota	48	400	355	12.6	52	350	289	21.4
Ohio	58	1,726	1,495	15.5	60	1,707	1,257	35.9
South Dakota	34	545	450	21.3	38	466	350	33.1
Wisconsin	94	1,696	1,471	15.3	105	1,700	1,327	28.1
Subtotal		15,793	13,874	13.8		15,287	11,702	30.6
South Gulf								
Alabama	73	1,610	1,434	12.2	69	1,575	1,284	22.7
Arkansas	24	1,106	998	10.8	23	1,026	832	23.3
Kentucky	27	1,687	1,473	14.5	27	1,575	1,185	32.9
Louisiana	10	1,178	1,023	15.2	11	1,293	958	35.0
Mississippi	50	1,234	1,105	11.7	19	1,274	1,021	24.7
Oklahoma	34	1,220	1,102	10.6	35	1,162	924	25.8
Tennessee	23	1,706	1,544	10.6	24	1,560	1,259	23.9
Texas	138	5,085	4,326	17.5	136	4,848	3,778	28.3
Subtotal		14,826	13,005	14.0		14,313	11,241	27.3
West								
Alaska	32	136	118	15.6	37	125	107	17.6
Arizona	60	1,176	1,001	17.5	67	1,158	870	33.2
California	66	3,767	3,110	21.1	47	3,764	2,783	35.3
Colorado	64	1,095	940	16.5	71	940	737	27.6
Hawaii	9	72	57	25.9	9	60	43	38.3
Idaho	115	680	577	18.0	121	606	481	25.9
Montana	65	736	597	23.2	62	560	455	23.0
Nevada	39	460	397	15.9	39	439	334	31.4
New Mexico	22	895	750	19.4	22	907	675	34.5
Oregon	94	987	840	17.4	99	903	688	31.2
Utah	12	622	553	12.4	12	611	501	22.1
Washington	68	1,015	838	21.1	70	1,020	758	34.6
Wyoming	97	513	426	20.2	92	447	362	23.3
Subtotal		12,154	10,204	19.1		11,540	8,794	31.2
TOTALS	2,606	58,544	50,603	15.7	2,620	56,619	43,395	30.5

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
		2021 (Preliminary)	2020			2021 (Revised)	2020	
Northeast								
Connecticut	16	1,904	1,522	25.1	19	1,911	1,309	46.0
Maine	22	278	220	26.6	22	252	178	41.7
Massachusetts	188	4,016	3,254	23.4	189	3,830	2,687	42.5
New Hampshire	65	572	482	18.6	68	545	402	35.6
New Jersey	60	4,497	3,560	26.3	101	4,450	2,945	51.1
New York	61	6,357	5,212	22.0	60	6,377	4,577	39.3
Pennsylvania	34	4,443	3,896	14.0	29	4,199	3,174	32.3
Rhode Island	27	508	444	14.5	22	486	374	29.8
Vermont	11	119	101	18.6	14	118	86	37.4
Subtotal		22,694	18,691	21.4		22,168	15,732	40.9
South Atlantic								
Delaware	10	490	419	16.9	16	455	301	51.2
District of Columbia	3	246	198	24.2	3	209	151	38.5
Florida	128	10,553	9,075	16.3	130	10,241	7,753	32.1
Georgia	132	5,732	5,012	14.4	132	5,740	4,535	26.6
Maryland	37	3,457	2,954	17.0	39	3,350	2,425	38.1
North Carolina	39	4,949	4,299	15.1	37	4,665	3,480	34.1
South Carolina	48	2,139	1,932	10.7	50	2,051	1,648	24.5
Virginia	367	3,758	3,228	16.4	359	3,646	2,743	32.9
West Virginia	12	625	565	10.7	12	502	404	24.1
Subtotal		31,949	27,682	15.4		30,859	23,440	31.7
North Central								
Illinois	49	5,352	4,808	11.3	51	5,081	3,788	34.1
Indiana	21	2,754	2,502	10.0	29	2,624	2,041	28.6
Iowa	25	917	805	14.0	26	923	726	27.1
Kansas	16	936	874	7.1	17	893	728	22.6
Michigan	51	4,318	3,738	15.5	49	4,392	3,053	43.8
Minnesota	12	2,415	2,117	14.1	12	2,445	1,881	30.0
Missouri	63	2,696	2,388	12.9	63	2,642	2,088	26.6
Nebraska	16	639	562	13.7	16	598	469	27.4
North Dakota	11	177	159	11.0	10	149	122	22.4
Ohio	99	4,851	4,438	9.3	101	4,889	3,860	26.7
South Dakota	4	217	189	15.1	4	233	171	36.4
Wisconsin	114	2,251	2,004	12.3	117	2,153	1,680	28.2
Subtotal		27,523	24,584	12.0		27,022	20,607	31.1
South Gulf								
Alabama	100	2,348	2,129	10.3	102	2,255	1,879	20.0
Arkansas	8	1,341	1,235	8.6	7	1,389	1,158	19.9
Kentucky	19	1,586	1,386	14.4	20	1,381	1,086	27.1
Louisiana	11	2,005	1,876	6.9	11	1,823	1,535	18.8
Mississippi	25	1,091	1,005	8.6	9	1,044	800	30.5
Oklahoma	22	1,539	1,439	6.9	22	1,490	1,279	16.5
Tennessee	20	4,013	3,714	8.1	22	3,723	3,147	18.3
Texas	83	13,355	11,688	14.3	72	13,549	11,056	22.6
Subtotal		27,278	24,472	11.5		26,654	21,940	21.5
West								
Alaska	55	206	178	16.0	53	216	179	20.4
Arizona	84	3,827	3,323	15.2	65	3,907	3,127	24.9
California	102	21,132	18,024	17.2	92	18,761	14,349	30.7
Colorado	33	2,489	2,146	16.0	34	2,536	1,996	27.0
Hawaii	50	422	329	28.1	49	296	213	38.9
Idaho	75	556	487	14.0	78	504	411	22.8
Montana	14	278	253	10.0	13	202	178	13.6
Nevada	38	1,201	1,013	18.6	32	1,293	973	32.9
New Mexico	18	704	607	15.9	19	751	564	33.1
Oregon	42	1,453	1,259	15.4	47	1,431	1,099	30.2
Utah	20	1,467	1,269	15.6	21	1,485	1,175	26.4
Washington	74	3,390	2,652	27.8	71	3,292	2,407	36.8
Wyoming	25	155	141	10.1	26	162	142	14.1
Subtotal		37,280	31,681	17.7		34,836	26,813	29.9
TOTALS	2,659	146,722	127,109	15.4	2,662	141,537	108,531	30.4

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
		2021 (Preliminary)	2020			2021 (Revised)	2020	
Northeast								
Connecticut	17	2,627	2,100	25.1	20	2,613	1,795	45.6
Maine	102	1,344	1,093	22.9	99	1,275	941	35.5
Massachusetts	216	5,319	4,323	23.1	216	5,050	3,567	41.6
New Hampshire	156	1,221	1,026	18.9	159	1,113	836	33.1
New Jersey	68	6,211	4,916	26.3	123	6,267	4,137	51.5
New York	118	10,211	8,539	19.6	123	10,445	7,700	35.7
Pennsylvania	92	8,620	7,625	13.0	81	8,189	6,236	31.3
Rhode Island	34	666	573	16.2	27	644	485	32.7
Vermont	45	564	485	16.5	49	545	403	35.4
Subtotal		36,783	30,680	19.9		36,141	26,100	38.5
South Atlantic								
Delaware	15	998	863	15.7	25	812	545	49.0
District of Columbia	3	342	275	24.2	3	293	211	38.5
Florida	231	19,340	16,744	15.5	234	19,308	14,724	31.1
Georgia	216	11,243	9,897	13.6	216	11,727	9,363	25.3
Maryland	51	5,015	4,318	16.1	55	4,883	3,580	36.4
North Carolina	90	10,559	9,446	11.8	88	10,343	8,062	28.3
South Carolina	119	5,084	4,637	9.6	121	5,022	4,096	22.6
Virginia	698	7,128	6,065	17.5	687	6,926	5,219	32.7
West Virginia	33	1,467	1,332	10.1	35	1,190	970	22.7
Subtotal		61,176	53,577	14.2		60,504	46,770	29.4
North Central								
Illinois	89	9,631	8,644	11.4	90	8,810	6,631	32.9
Indiana	55	6,886	6,238	10.4	66	6,950	5,308	30.9
Iowa	132	3,087	2,749	12.3	133	3,067	2,353	30.3
Kansas	94	2,758	2,562	7.6	96	2,673	2,193	21.9
Michigan	108	8,158	7,186	13.5	108	8,147	5,709	42.7
Minnesota	35	5,461	4,736	15.3	45	5,274	4,108	28.4
Missouri	161	7,013	6,276	11.7	159	6,805	5,535	22.9
Nebraska	62	1,906	1,697	12.3	63	1,866	1,471	26.8
North Dakota	67	860	779	10.5	70	753	631	19.4
Ohio	172	9,979	8,991	11.0	177	9,506	7,475	27.2
South Dakota	41	973	820	18.7	45	916	699	31.2
Wisconsin	218	5,915	5,263	12.4	232	5,621	4,453	26.2
Subtotal		62,627	55,941	12.0		60,388	46,566	29.7
South Gulf								
Alabama	182	6,353	5,909	7.5	178	6,193	5,273	17.5
Arkansas	35	3,499	3,213	8.9	33	3,344	2,800	19.4
Kentucky	65	4,537	4,034	12.5	66	4,302	3,403	26.4
Louisiana	22	4,437	4,050	9.5	23	4,408	3,531	24.8
Mississippi	89	3,706	3,413	8.6	39	3,637	2,953	23.2
Oklahoma	65	3,865	3,539	9.2	67	3,793	3,167	19.8
Tennessee	54	7,737	7,250	6.7	57	7,188	6,107	17.7
Texas	254	23,982	20,894	14.8	239	23,921	19,427	23.1
Subtotal		58,116	52,302	11.1		56,786	46,661	21.7
West								
Alaska	100	544	478	13.9	103	538	473	13.6
Arizona	166	6,873	5,960	15.3	154	6,906	5,427	27.2
California	169	30,237	25,684	17.7	140	27,444	20,897	31.3
Colorado	99	4,524	3,927	15.2	107	4,373	3,488	25.4
Hawaii	67	824	645	27.7	65	605	435	39.1
Idaho	203	1,768	1,529	15.6	213	1,614	1,310	23.2
Montana	91	1,446	1,223	18.2	87	1,103	924	19.3
Nevada	88	2,443	2,077	17.6	83	2,530	1,912	32.3
New Mexico	49	2,350	2,034	15.6	51	2,485	1,915	29.8
Oregon	143	3,226	2,756	17.0	151	3,052	2,354	29.6
Utah	34	2,845	2,546	11.8	36	2,825	2,322	21.7
Washington	146	5,737	4,557	25.9	144	5,587	4,148	34.7
Wyoming	148	971	847	14.5	142	859	720	19.3
Subtotal		63,788	54,263	17.6		59,921	46,325	29.3
TOTALS	5,807	282,487	246,764	14.5	5,823	273,737	212,419	28.9

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

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

Year - 2020														
	Rural Interstate		Rural Other Arter		Other Rural		Total Rural		All Systems					
		%		%		%		%		%				
Jan	19,217	2.8	Jan	28,118	2.8	Jan	25,150	1.9	Jan	72,485	2.5	Jan	251,683	2.1
Feb	17,705	3.2	Feb	26,728	2.9	Feb	23,172	2.1	Feb	67,605	2.7	Feb	233,918	2.0
Mar	16,920	-19.8	Mar	25,981	-16.7	Mar	23,376	-15.9	Mar	66,277	-17.2	Mar	220,954	-18.9
Q1	53,842	-5.5	Q1	80,828	-4.4	Q1	71,697	-4.6	Q1	206,367	-4.7	Q1	706,555	-5.6
Apr	12,130	-44.5	Apr	19,946	-36.9	Apr	19,231	-33.6	Apr	51,307	-37.7	Apr	165,764	-40.2
May	16,981	-26.7	May	26,415	-21.6	May	24,210	-19.9	May	67,605	-22.4	May	212,419	-25.6
Jun	19,732	-15.1	Jun	30,872	-9.8	Jun	27,749	-8.8	Jun	78,352	-10.9	Jun	246,764	-13.3
Q2	48,843	-28.4	Q2	77,232	-22.4	Q2	71,189	-20.5	Q2	197,264	-23.3	Q2	624,947	-26.2
1st Half	102,685	-18.0	1st Half	158,060	-14.1	1st Half	142,886	-13.3	1st Half	403,631	-14.8	1st Half	1,331,502	-16.5
Jul	22,358	-12.6	Jul	33,420	-8.5	Jul	29,657	-6.8	Jul	85,435	-9.0	Jul	260,098	-11.2
Aug	21,498	-11.3	Aug	31,936	-9.1	Aug	28,132	-8.5	Aug	81,565	-9.5	Aug	252,774	-11.9
Sep	20,536	-5.0	Sep	31,004	-5.0	Sep	27,058	-4.9	Sep	78,598	-5.0	Sep	247,208	-8.2
Q3	64,392	-9.9	Q3	96,360	-7.6	Q3	84,846	-6.8	Q3	245,598	-7.9	Q3	760,080	-10.5
Oct	21,291	-5.4	Oct	32,019	-5.5	Oct	28,186	-4.8	Oct	81,496	-5.2	Oct	259,076	-8.5
Nov	19,242	-8.8	Nov	28,054	-8.4	Nov	24,441	-7.1	Nov	71,737	-8.1	Nov	233,606	-10.9
Dec	18,978	-11.2	Dec	28,393	-8.3	Dec	24,775	-7.2	Dec	72,146	-8.7	Dec	244,105	-10.3
Q4	59,511	-8.4	Q4	88,466	-7.3	Q4	77,402	-6.3	Q4	225,379	-7.3	Q4	736,787	-9.9
2nd Half	123,903	-9.2	2nd Half	184,826	-7.5	2nd Half	162,248	-6.6	2nd Half	470,977	-7.6	2nd Half	1,496,867	-10.2
Year	226,588	-13.4	Year	342,886	-10.7	Year	305,135	-9.8	Year	874,608	-11.1	Year	2,828,369	-13.3

Year - 2021														
	Rural Interstate		Rural Other Arter		Other Rural		Total Rural		All Systems					
		%		%		%		%		%				
Jan	17,919	-6.8	Jan	25,955	-7.7	Jan	23,330	-7.2	Jan	67,204	-7.3	Jan	223,197	-11.3
Feb	15,852	-10.5	Feb	23,929	-10.5	Feb	20,990	-9.4	Feb	60,772	-10.1	Feb	205,320	-12.2
Mar	20,644	22.0	Mar	31,202	20.1	Mar	27,911	19.4	Mar	79,756	20.3	Mar	262,613	18.9
Q1	54,415	1.1	Q1	81,086	0.3	Q1	72,231	0.7	Q1	207,732	0.7	Q1	691,130	-2.2
Apr	20,858	72.0	Apr	30,634	53.6	Apr	28,029	45.8	Apr	79,522	55.0	Apr	257,259	55.2
May	23,445	38.1	May	33,174	25.6	May	29,640	22.4	May	86,259	27.6	May	273,737	28.9
Jun	23,768	20.5	Jun	34,777	12.7	Jun	30,551	10.1	Jun	89,096	13.7	Jun	282,487	14.5
Q2	68,071	39.4	Q2	98,585	27.6	Q2	88,221	23.9	Q2	254,877	29.2	Q2	813,483	30.2
1st Half	122,486	19.3	1st Half	179,671	13.7	1st Half	160,452	12.3	1st Half	462,609	14.6	1st Half	1,504,613	13.0
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	122,486	19.3	Year	179,671	13.7	Year	160,452	12.3	Year	462,609	14.6	Year	1,504,613	13.0

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

Year - 2020														
	Urban Interstate %		Urban Other Arte %		Other Urban %		Total Urban %		All Systems %					
Jan	44,771	2.0	Jan	91,054	1.7	Jan	43,373	2.4	Jan	179,199	1.9	Jan	251,683	2.1
Feb	41,171	1.8	Feb	85,097	1.6	Feb	40,046	1.9	Feb	166,313	1.7	Feb	233,918	2.0
Mar	37,875	-21.4	Mar	78,684	-19.7	Mar	38,118	-17.6	Mar	154,677	-19.6	Mar	220,954	-18.9
Q1	123,817	-6.6	Q1	254,835	-6.1	Q1	121,537	-5.0	Q1	500,189	-5.9	Q1	706,555	-5.6
Apr	26,744	-44.8	Apr	58,550	-40.8	Apr	29,163	-38.2	Apr	114,457	-41.2	Apr	165,764	-40.2
May	34,938	-30.6	May	73,593	-26.6	May	36,282	-24.3	May	144,813	-27.1	May	212,419	-25.6
Jun	42,349	-17.4	Jun	84,760	-14.0	Jun	41,303	-11.8	Jun	168,412	-14.3	Jun	246,764	-13.3
Q2	104,031	-30.7	Q2	216,903	-27.2	Q2	106,748	-24.8	Q2	427,683	-27.5	Q2	624,947	-26.2
1st Half	227,848	-19.4	1st Half	471,739	-17.1	1st Half	228,285	-15.4	1st Half	927,871	-17.3	1st Half	1,331,502	-16.5
Jul	42,425	-14.7	Jul	88,961	-11.8	Jul	43,278	-10.5	Jul	174,663	-12.2	Jul	260,098	-11.2
Aug	42,045	-15.9	Aug	87,995	-12.0	Aug	41,168	-11.8	Aug	171,208	-12.9	Aug	252,774	-11.9
Sep	42,297	-10.9	Sep	85,673	-9.5	Sep	40,639	-8.6	Sep	168,610	-9.6	Sep	247,208	-8.2
Q3	126,767	-13.9	Q3	262,629	-11.1	Q3	125,086	-10.3	Q3	514,482	-11.6	Q3	760,080	-10.5
Oct	43,829	-11.1	Oct	91,479	-9.9	Oct	42,272	-8.8	Oct	177,580	-9.9	Oct	259,076	-8.5
Nov	40,991	-13.5	Nov	81,599	-12.0	Nov	39,279	-10.6	Nov	161,869	-12.0	Nov	233,606	-10.9
Dec	42,725	-13.4	Dec	86,816	-11.1	Dec	42,417	-7.8	Dec	171,958	-10.9	Dec	244,105	-10.3
Q4	127,545	-12.6	Q4	259,895	-11.0	Q4	123,968	-9.0	Q4	511,408	-10.9	Q4	736,787	-9.9
2nd Half	254,312	-13.3	2nd Half	522,524	-11.1	2nd Half	249,054	-9.7	2nd Half	1,025,890	-11.3	2nd Half	1,496,867	-10.2
Year	482,160	-16.3	Year	994,262	-14.0	Year	477,339	-12.5	Year	1,953,761	-14.2	Year	2,828,369	-13.3

Year - 2021														
	Urban Interstate %		Urban Other Arte %		Other Urban %		Total Urban %		All Systems %					
Jan	38,423	-14.2	Jan	79,274	-12.9	Jan	38,296	-11.7	Jan	155,993	-12.9	Jan	223,197	-11.3
Feb	35,307	-14.2	Feb	74,125	-12.9	Feb	35,116	-12.3	Feb	144,548	-13.1	Feb	205,320	-12.2
Mar	45,380	19.8	Mar	92,777	17.9	Mar	44,700	17.3	Mar	182,857	18.2	Mar	262,613	18.9
Q1	119,110	-3.8	Q1	246,176	-3.4	Q1	118,112	-2.8	Q1	483,398	-3.4	Q1	691,130	-2.2
Apr	43,857	64.0	Apr	89,877	53.5	Apr	44,003	50.9	Apr	177,737	55.3	Apr	257,259	55.2
May	47,180	35.0	May	94,357	28.2	May	45,940	26.6	May	187,478	29.5	May	273,737	28.9
Jun	50,200	18.5	Jun	96,523	13.9	Jun	46,669	13.0	Jun	193,391	14.8	Jun	282,487	14.5
Q2	141,237	35.8	Q2	280,756	29.4	Q2	136,612	28.0	Q2	558,606	30.6	Q2	813,483	30.2
1st Half	260,346	14.3	1st Half	526,933	11.7	1st Half	254,725	11.6	1st Half	1,042,004	12.3	1st Half	1,504,613	13.0
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	260,346	14.3	Year	526,933	11.7	Year	254,725	11.6	Year	1,042,004	12.3	Year	1,504,613	13.0

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

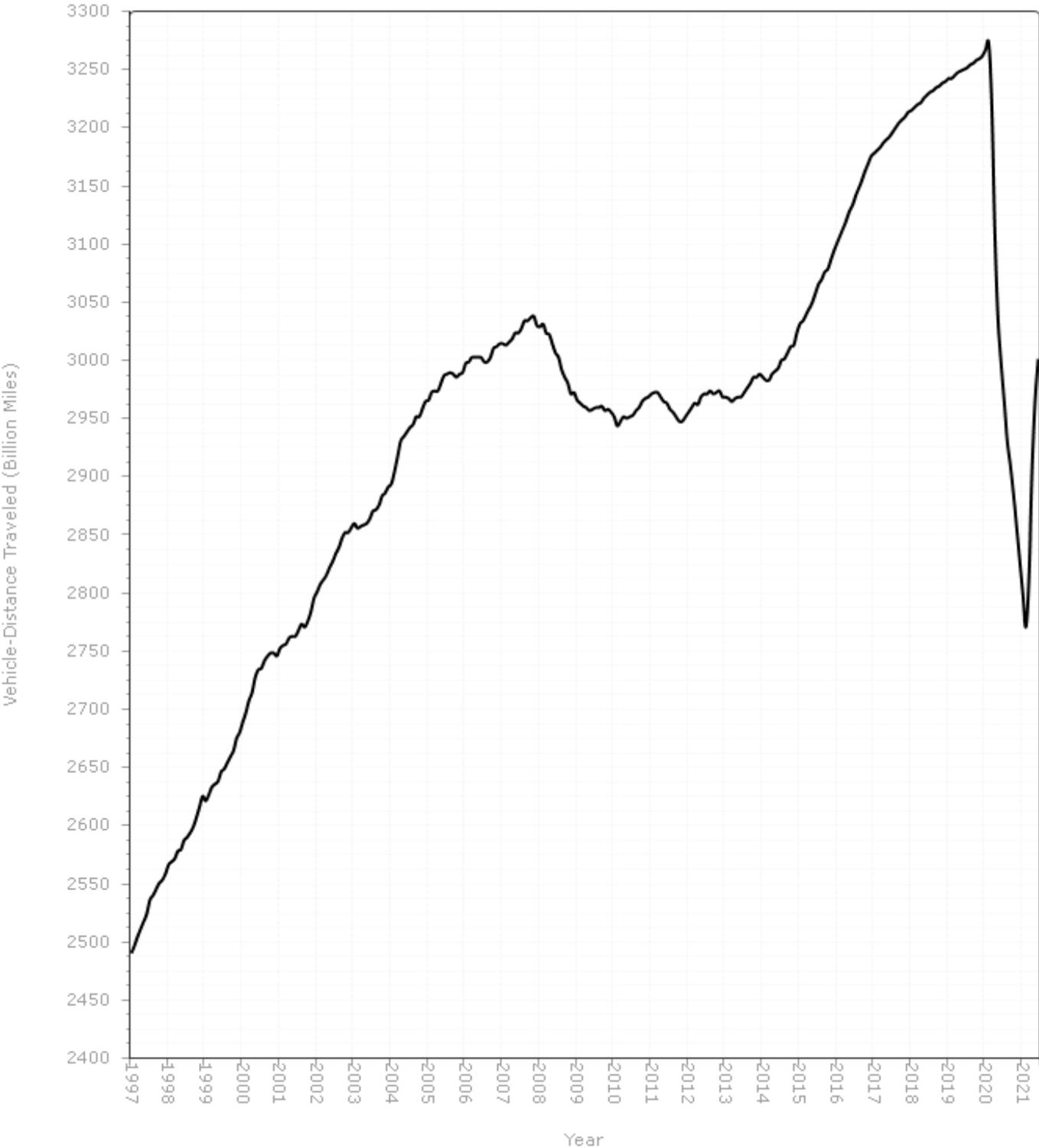
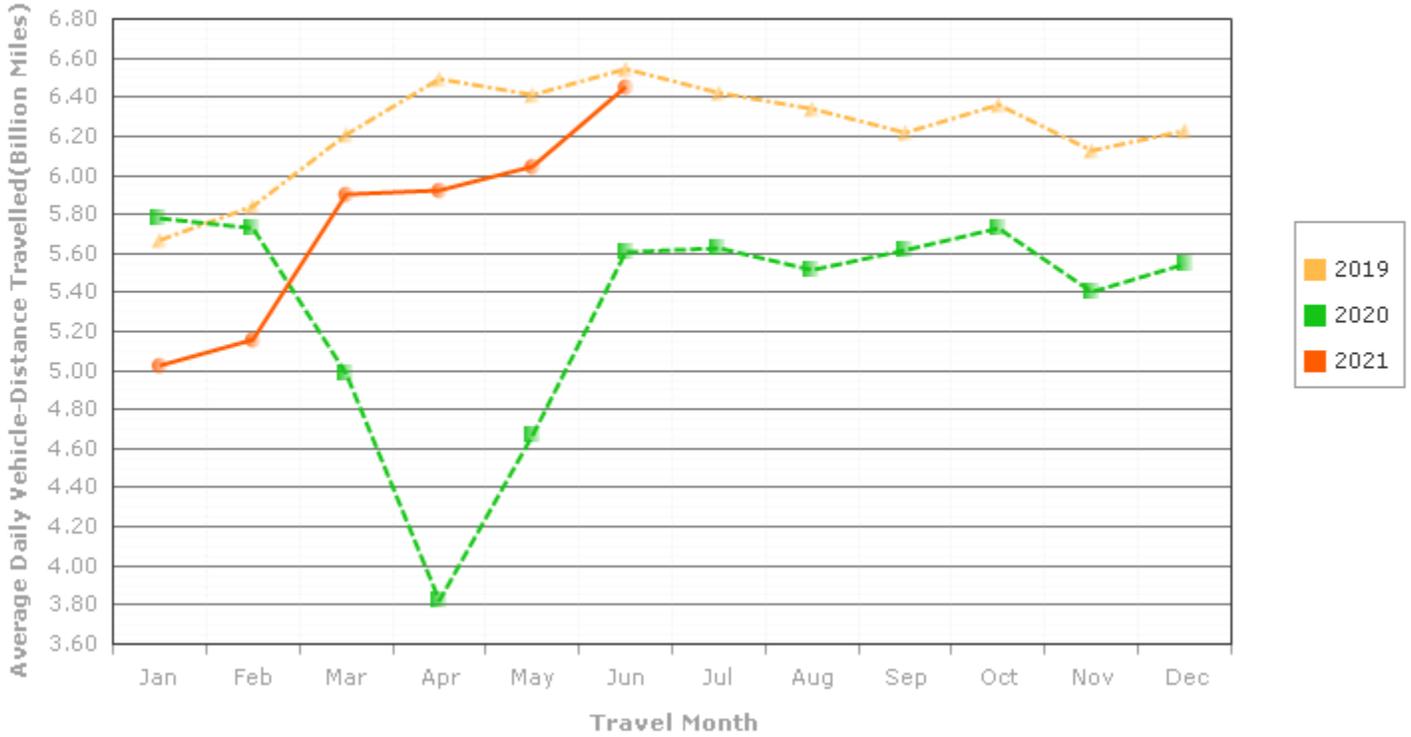


Figure - 2. Travel on U.S. Highways by Month

Urban Highways



Rural Highways

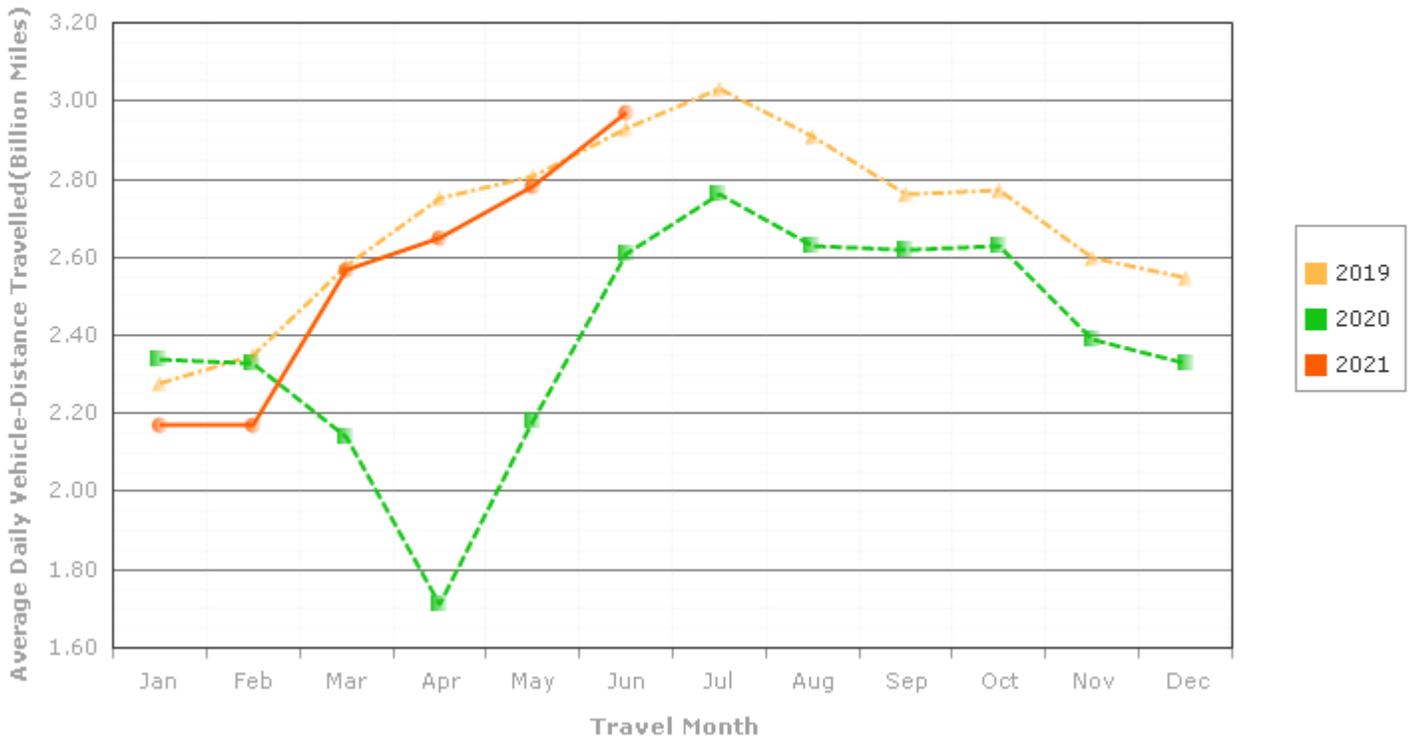
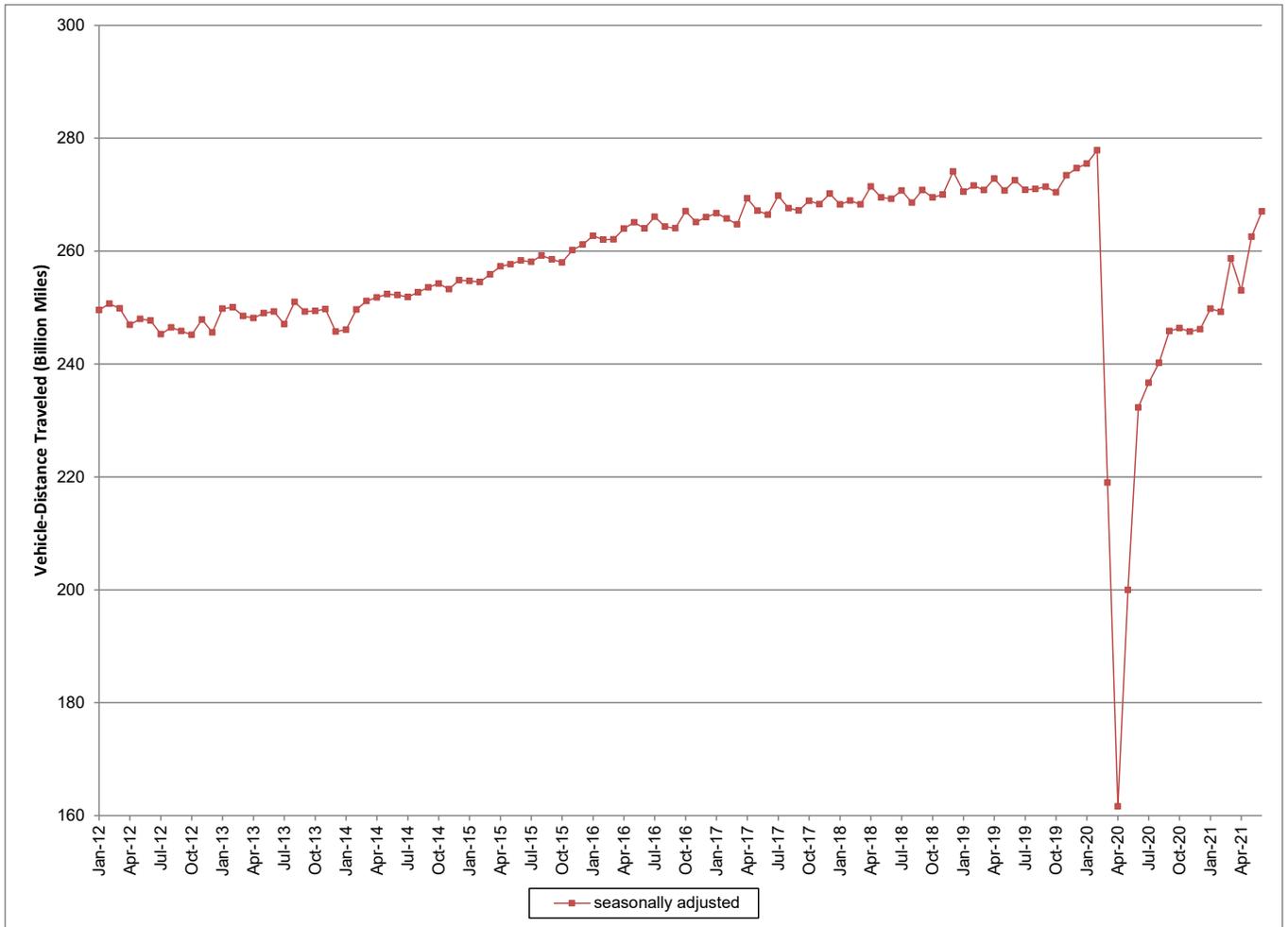


Figure3: Seasonally Adjusted Vehicle Miles Traveled by Month



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

Memo

TO: Planning Commission
FROM: Anne Cyran, AICP, *Interim Comprehensive Planning Manager*
DATE: February 7, 2022
SUBJECT: Planning Commission Quarterly Report: October – December 2021

The December 1 and December 15, 2021, regular meetings were cancelled due to a lack of agenda items.

Greater Island Council Beaufort County Landfill Resolution

Tony Wartko, on behalf of the Sustainability Advisory Committee of the Greater Island Council, presented a resolution regarding solid waste management and recycling for Hilton Head Island and Beaufort County.

On October 6, 2021, the Planning Commission voted 8-0-0 to forward the resolution to Town Council for their consideration.

Street Name Applications

STDV-001826-2021, Minnie Common

Request from Taiwan Scott to name an access easement off Freddie's Way as Minnie Common.

On November 3, 2021, the Planning Commission voted 7-0-0 to approve the application.

STDV-001099-2021, Bayley's Point

Request from Fire Rescue, on behalf of David Karlyk, to name seven new streets in the Bayley's Point subdivision: Sweetspire Lane; Inland Oaks Drive; Heartleaf Road; Carolus Lane; Needle Palm Court; Lone Cypress Trail; and Burl Wood Court.

On November 17, 2021, the Planning Commission voted 8-0-0 to approve the application.

Subdivision Applications

Subdivision Applications	Status
<p><u>SUB-002402-2021, Parcel R510 007 00D 0007 0000</u></p> <p>Minor subdivision of a 5.86-acre parcel into two lots.</p>	<p>Applied on October 21, 2021</p> <p>Under Review</p>

Committees & Task Force

LMO Committee
The October 20, November 17, and December 15 meetings were cancelled.

Gullah-Geechee Land & Cultural Preservation Task Force	
The November 1 meeting was cancelled.	
October 4, 2021	Discussion of Street Names for Historic Neighborhoods; Update on Seasonal and Temporary Signs
December 6, 2021	Update on Education Programs and Outreach

Capital Improvement Projects

Roadway & Pathway Improvements	Status
Summit Drive Realignment and Improvements	On hold.
Shelter Cove Pathway and Parking Enhancements <ul style="list-style-type: none"> • 53 new parking spaces across from BCSO. • Pathways along Shelter Cove Lane from US 278 to Veterans Memorial • New boardwalk along Broad Creek marsh. • New bollard lighting. 	<ul style="list-style-type: none"> • Under construction. • Projected completion: April 2022.
William Hilton Parkway and Automobile Place Intersection Modifications and Pathway Enhancements Study <ul style="list-style-type: none"> • Remove driveways on William Hilton Parkway • Realign pathway as needed • Remove concrete from site • Study pathway from Beach City Road to Dillon Road 	Under review.
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.

Existing Facility Improvements	Status
Cordillo Tennis Courts Redevelopment, Phase 2	<ul style="list-style-type: none"> • Under construction. • Projected completion: Summer 2022.
Islander's Beach Park Gazebo	<ul style="list-style-type: none"> • Under construction. • Projected completion: Summer 2022.

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

Beach Management & Monitoring	Status
Physical and Biological Monitoring	Ongoing.