



Town of Hilton Head Island

Planning Commission Meeting

Wednesday, July 15, 2026, 2:00 PM

1 Town Center Court, Hilton Head Island, SC
Benjamin M. Racusin Council Chambers

The meeting can be viewed on the [Town's YouTube Channel](#), the [Beaufort County Channel](#), and Spectrum Channel 1304.

1. **Call to Order**
2. **Pledge to the Flag**
3. **Adoption of the Agenda**
4. **Approval of the Minutes**
 - a. Regular Meeting Minutes of June 17, 2026.
5. **Unfinished Business**
6. **New Business**
 - a. **STDV-000427-2026: Public Hearing** request from Tashika Simmons, owner of 78 Oakview Road, for a Street Name Application to name an existing access easement off Spanish Wells Road. The affected parcels are identified on Beaufort County Tax Maps as R510 010 000 004C 0000, R510 010 000 004B 0000, R510 010 000 0352 0000, R510 010 000 0004 0000, R510 010 000 004G 0000, R510 010 000 004F 0000 and R510 010 000 0404 0000.
 - b. **STDV-000576-2026: Public Hearing** Request from Kenneth Simmons, owner of 686 Spanish Wells Road, for a Street Name Application to name an existing access easement off Spanish Wells Road. The affected parcel is identified on Beaufort County Tax Maps as R510 010 000 0016 0000.
 - c. **PPR-000590-2026: Public Hearing** request from Neal Eike, with the Town of Hilton Head Island, for an Application for Public Project Review for the property identified on Beaufort County Tax Maps as Parcels R550-014-000-0954-0000 & R550 010 000 0454 0000, also identified as 4 Helmsway Way for the renovation of the current skate park and the development of a new pump track on a Town owned parcel.
 - d. Annual Traffic Monitoring and Evaluation Report — Section 16-2-103.J.10 of

the LMO provides that this report will be prepared and submitted to the Planning Commission annually by the Town Engineer

7. Public Comment - Non Agenda Items

8. Commission Business

- a. Nomination and Election of Officers for July 1, 2026 - June 30, 2027 Term.
- b. Appointment of Board Secretary for July 1, 2026 - June 30, 2027 Term.

9. Chairman's Report

10. Staff Reports

11. Adjournment

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.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Town of Hilton Head Island will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. Auditory accommodations are available. Any person requiring further accommodation should contact the Town of Hilton Head Island ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

Municipal Association of South Carolina (MASC) Civility Pledge:

"I pledge to build a stronger and more prosperous community by advocating for civil engagement, respecting others and their viewpoints, and finding solutions for the betterment of my city or town."



Town of Hilton Head Island PLANNING COMMISSION MEETING Wednesday, June 17, 2026, 2:00 PM Minutes

1. Call to Order

Vice-Chair Whaley called the meeting to order at 2:00 p.m. In attendance were: Vice-Chair Whaley, Joseph DuBois, Bill Redman, Bruce Siebold and Chuck Lobaugh. Excused were Chair Tom Henz, Ed Cordes, Jeff Turnbull and Margaret Hewitt.

2. Pledge to the Flag

3. Adoption of the Agenda

Commissioner Lobaugh moved to approve the meeting agenda as presented. Commissioner DuBois seconded. The motion passed unanimously.

4. Approval of the Minutes

a. Regular Meeting Minutes of April 15, 2026.

Commissioner Redman moved to approve the meeting minutes of April 15, 2026. Commissioner Siebold seconded. The meeting minutes of April 15, 2026 were unanimously approved.

5. Unfinished Business

There was no Unfinished Business.

6. New Business

a. **STDV-000321-2026**- Public hearing request from Valeria Plasse, owner of 201 Wild Horse Rd., for a Street Name Application to name an existing access easement off Wild Horse Rd. The affected parcel is identified on Beaufort County Tax Maps as R510 007 000 016A 0000.

Acting Chair Whaley introduced the item and declared the Public Hearing open. Kathleen Litchfield, 911 Communications Manager, presented a proposed access easement located off Wild Horse Road to be named Cimarron Manor. Staff recommends the Planning Commission approve the Cimarron Manor street name application based on the criteria outlined in the Land Management Ordinance Section 16-2-103.O.4. Following the opportunity for public comment and Commission discussion, the Public Hearing was closed.

A motion was made by Commissioner Lobaugh moved to approve the naming of the street as presented. Commissioner DuBois seconded. The motion was passed unanimously.

- b. **STDV-000376-2026** - Public hearing request from Chauncey Napoleon Barnwell, owner of Beaufort County Tax Map Parcel R510 007 00D 0007 0000, for a Street Name Application to name the existing access easement serving the property. The affected parcels are identified on Beaufort County Tax Maps as R510 007 00D 0007 0000, R510 007 00D 0003 0000, R510 007 00D 0004 0000, R510 007 00D 0002 0000, R510 007 00D 0002 0000, R510 007 00D 0001 0000, R510 007 000 026B 0000.

Acting Chair Whaley introduced the item and declared the Public Hearing open. Kathleen Litchfield, 911 Communications Manager, presented a proposed access easement off Gum Tree Road to be named Nellie Drive. Staff recommends the Planning Commission approve the Nellie Drive street name application based on the criteria outlined in Land Management Ordinance Section 16-2-103.O.4. Following the opportunity for public comment and Commission discussion, the Public Hearing was closed.

A motion was made by Commissioner DuBois to approve the naming of the street as presented. Commissioner Siebold seconded. The motion was passed unanimously.

7. Public Comment - Non Agenda Items

There was no public comment on non-agenda items.

8. Commission Business

There was no Commission business.

9. Chairman's Report

Chair

10. Staff Reports

Shea Farrar introduced two new staff members to the Commission. The Commission welcomed Kyle Brotherton, Principal Planner and Kendal Wagner, Summer Intern.

11. Adjournment

The meeting was adjourned at 2:25 pm.

The full recording and a transcript of this meeting can be found on the Town's website at www.hiltonheadislandsc.gov



TOWN OF HILTON HEAD ISLAND COMMUNITY DEVELOPMENT DEPARTMENT

One Town Center Court

Hilton Head Island, SC 29928

843-341-4757

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STAFF REPORT NEW STREET NAME

Case #	New Street Name	Public Hearing Date
STDV-000427-2026	Delphine Rufus Court	July 15, 2026

Parcel Data or Location:	Applicant/Agent
R510 010 000 004C 0000	APPLICANT – Tashika Simmons 78 Oakview Road Hilton Head Island, SC 29928

Application Summary

STDV-000427-2026 – **Public Hearing** request from Tashika Simmons, owner of 78 Oakview Rd., for a Street Name Application to name an existing access easement off Spanish Wells Rd. The affected parcels are identified on Beaufort County Tax Maps as R510 010 000 004C 0000, R510 010 000 004B 0000, R510 010 000 0352 0000, R510 010 000 0004 0000, R510 010 000 004G 0000, R510 010 000 004F 0000, and R510 010 000 0404 0000.

Staff Recommendation

Staff recommends the Planning Commission approve the Delphine Rufus Court street name application based on the criteria outlined in Land Management Ordinance Section 16-2-103.O.4 and enclosed herein.

Background

Tashika Simmons, applicant, proposes to name an access easement located off Spanish Wells Road. Delphine Rufus Court will provide direct access to 2 homes on the parcel. Due to the zoning in this area (RM-4 – Low to Moderate Density), the 2 dwelling units are the maximum allowed on the parcel. This access easement could potentially serve as access for the surrounding parcels if they are redeveloped in the future.

See Attachment A, Site Plan

As set forth in LMO Section 16-2-103.O.3.d, Decision-Making Body Review and Decision, the Commission shall hold a public hearing and make a final decision on the application based on the standards in LMO Section 16-2-103.O.4, Street/Vehicular Access Easement Review Standards.

Summary of Facts and Conclusion of Law

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

Findings of Fact:

1. Town staff, Town Fire & Rescue Dispatch, and Beaufort County Dispatch have determined Delphine Rufus Court is not duplicated within the Town or Beaufort County.
2. Town staff, Town Fire & Rescue Dispatch, and Beaufort County Dispatch have determined Delphine Rufus Court is not phonetically similar to an existing street or vehicular access easement.
3. Town staff, Town Fire & Rescue Dispatch, and Beaufort County Dispatch have determined Delphine Rufus Court will not likely be confused with an existing street or vehicular access easement.

Conclusion of Law:

1. The proposed street name Delphine Rufus Court meets the requirements of this criterion.

Summary of Facts and Conclusion of Law

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

Findings of Fact:

1. Town staff, Fire & Rescue Dispatch, and Beaufort County Dispatch determined Delphine Rufus Court is simple, logical, easy to read and pronounce.
2. Town staff, Fire & Rescue Dispatch, and Beaufort County Dispatch determined Delphine Rufus Court is clear and brief.
3. Town staff, Fire & Rescue Dispatch, and Beaufort County Dispatch determined Delphine Rufus Court does not include frivolous or complicated words or unconventional spelling.

Conclusion of Law:

1. The proposed street name Delphine Rufus Court meets the requirements of this criterion.

Summary of Facts and Conclusions of Law

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

Finding of Fact:

1. The proposed street name Delphine Rufus Court was chosen because the applicant, along with her neighboring parcel owner, Mr. Kenneth Simmons, agreed upon a name that would honor both their ancestors, Delphine and Rufus, whose lives reflect the strength and contributions of the Gullah families that shaped Hilton Head Island.

Conclusion of Law:

1. The proposed street name Delphine Rufus Court meets the requirements of this criterion.

Summary of Facts and Conclusion of Law

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

Findings of Fact:

1. The proposed Delphine Rufus Court is not associated with other streets within a residential development.

Conclusion of Law:

1. This criterion does not apply to this application.

Summary of Facts and Conclusion of Law

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

Finding of Fact:

1. The proposed Delphine Rufus Court does not continue through an intersection.

Conclusion of Law:

1. This criterion does not apply to this application.

Summary of Facts and Conclusion of Law

Criterion F: A street or vehicular access easement making an approximate right-angle turn where there is no possibility of extending the street or vehicular access easement in either direction shall be considered to be continuous and continue the same name. Where there is a choice of direction or a possibility of extending either section in the future, such

configuration shall be considered to be an intersection and the street/easement segments extending from the intersection shall bear different names. (LMO Section 16-2-103.O.4.f).

Findings of Fact:

1. The proposed Delphine Rufus Court would not make a right-angle turn.

Conclusion of Law:

1. This criterion does not apply to this application.

Summary of Facts and Conclusion of Law

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

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

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

Finding of Fact:

The proposed roadway is an access easement.

Conclusion of Law:

1. This criterion does not apply to this application.

Summary of Facts and Conclusion of Law

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

Finding of Fact:

1. The proposed name is Delphine Rufus Court. While not typically used for easements, the LMO does not prohibit using the suffix “Court.”

Conclusion of Law:

1. The proposed street name Delphine Rufus Court meets the requirements of this criterion.

Summary of Facts and Conclusions of Law

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

Finding of Fact:

1. The subject street is not broken into two separate streets.

Conclusion of Law:

1. This criterion does not apply to this application.

PREPARED BY:

KML

Kathleen Litchfield
911 Communications Manager

June 29, 2026

DATE

REVIEWED BY:

TL

Trey Lowe
Interim Planning Director

June 30, 2026

DATE

ATTACHMENTS:

- A) Site Plan
- B) Applicant's Narrative

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B) Applicant's Narrative

Updated Narrative – STDV-000427-2026

1. Delphine Rufus Ct: in remembrance of my late grandfather, Rufus Cohen, and his sister, Delphine, whose childhood home still stands here and whose life reflects the strength and contributions of Gullah families who helped shape Hilton Head Island.
2. Butterbean Ln: my grandfather was known for his butterbeans and neckbone stew recipe by all his full and half siblings. That's the only thing I've ever seen him cook as I was growing up.
3. Plum Tree Rd: named after the plum trees that would grow on the property.



TOWN OF HILTON HEAD ISLAND COMMUNITY DEVELOPMENT DEPARTMENT

One Town Center Court

Hilton Head Island, SC 29928

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STAFF REPORT NEW STREET NAME

Case #	New Street Name	Public Hearing Date
STDV-000576-2026	Kenneth Lane	July 15, 2026

Parcel Data or Location:	Applicant/Agent
R510 010 000 0016 0000	APPLICANT – Kenneth Simmons 1711 Mallard Court Upper Marlboro, MD 20774

Application Summary

STDV-000427-2026 – **Public Hearing** Request from Kenneth Simmons, owner of 686 Spanish Wells Rd., for a Street Name Application to name an existing access easement off Spanish Wells Rd. The affected parcel is identified on Beaufort County Tax Maps as R510 010 000 0016 0000.

Staff Recommendation

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

Background

Kenneth Simmons, applicant, proposes to name an access easement located off Spanish Wells Road. Kenneth Lane will provide direct access to 4 homes on the parcel. Due to the zoning in this area (RM-4 – Low to Moderate Density), the 4 dwelling units are the maximum allowed on the parcel.

See Attachment A, Site Plan

As set forth in LMO Section 16-2-103.O.3.d, Decision-Making Body Review and Decision, the Commission shall hold a public hearing and make a final decision on the application based on the standards in LMO Section 16-2-103.O.4, Street/Vehicular Access Easement Review Standards.

Summary of Facts and Conclusion of Law

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

Findings of Fact:

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

Conclusion of Law:

1. The proposed street name Kenneth Lane meets the requirements of this criterion.

Summary of Facts and Conclusion of Law

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

Findings of Fact:

1. Town staff, Fire & Rescue Dispatch, and Beaufort County Dispatch determined Kenneth Lane is simple, logical, easy to read and pronounce.
2. Town staff, Fire & Rescue Dispatch, and Beaufort County Dispatch determined Kenneth Lane is clear and brief.
3. Town staff, Fire & Rescue Dispatch, and Beaufort County Dispatch determined Kenneth Lane does not include frivolous or complicated words or unconventional spelling.

Conclusion of Law:

1. The proposed street name Kenneth Lane meets the requirements of this criterion.

Summary of Facts and Conclusions of Law

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

Finding of Fact:

1. The proposed street name, Kenneth Lane, was chosen in honor of the property owner, Mr. Kenneth Simmons. Naming the street after Mr. Simmons preserves the family's connection to the property and recognizes its longstanding lineage.

Conclusion of Law:

1. The proposed street name Kenneth Lane meets the requirements of this criterion.

Summary of Facts and Conclusion of Law

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

Findings of Fact:

1. The proposed Kenneth Lane is not associated with other streets within a residential development.

Conclusion of Law:

1. This criterion does not apply to this application.

Summary of Facts and Conclusion of Law

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

Finding of Fact:

1. The proposed Kenneth Lane does not continue through an intersection.

Conclusion of Law:

1. This criterion does not apply to this application.

Summary of Facts and Conclusion of Law

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

Findings of Fact:

1. The proposed Kenneth Lane would not make a right-angle turn.

Conclusion of Law:

1. This criterion does not apply to this application.

Summary of Facts and Conclusion of Law

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

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

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

Finding of Fact:

The proposed roadway is an access easement.

Conclusion of Law:

1. This criterion does not apply to this application.

Summary of Facts and Conclusion of Law

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

Finding of Fact:

1. The proposed name is Kenneth Lane. While not typically used for easements, the LMO does not prohibit using the suffix “Lane.”

Conclusion of Law:

1. The proposed street name Kenneth Lane meets the requirements of this criterion.

Summary of Facts and Conclusions of Law

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

Finding of Fact:

1. The subject street is not broken into two separate streets.

Conclusion of Law:

1. This criterion does not apply to this application.

PREPARED BY:

KML

Kathleen Litchfield
911 Communications Manager

June 29, 2026

DATE

REVIEWED BY:

TL

Trey Lowe
Interim Planning Director

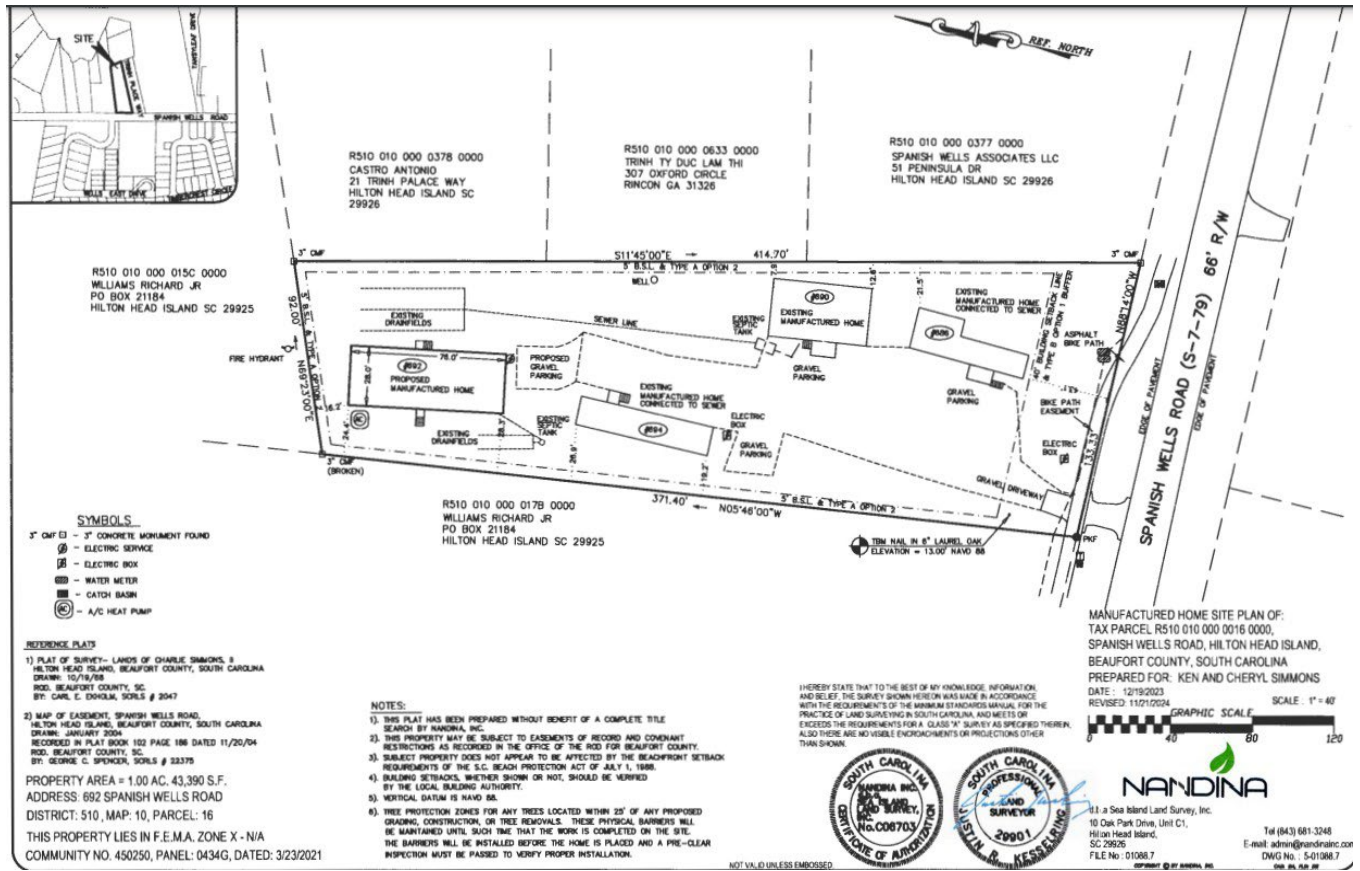
June 30, 2026

DATE

ATTACHMENTS:

- A) Site Plan
- B) Applicant's Narrative

A) Site Plan



B) Applicant's Narrative

The names selected for the street names are Charlie Fuskie Way, Kenneth Lane, or Spring Tide Way. Each name successfully satisfies all three core regulatory criteria of the ordinance as follows:

911 Coordination and Uniqueness: The proposed names do not duplicate any existing names in Beaufort County. Each name is clear and understandable and will allow 911 response to proceed to a residence without confusion in the case of an emergency.

Each name submitted is grammatically correct, and has a suffix in accordance with municipal formatting rules.

Each name complies with the town's recommendation to integrate geographical and historical elements, historical family lineage, and/or the names that draw upon the coastal features of the property.



TOWN OF HILTON HEAD ISLAND COMMUNITY DEVELOPMENT DEPARTMENT

One Town Center Court, Hilton Head Island, SC 29928

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STAFF REPORT PUBLIC PROJECT REVIEW

Case #	Project Name	Public Hearing Date
PPR-000590-2025	Crossings Park 1	July 15, 2026

Project Location	Applicant
4 Helmsman Way Hilton Head Island, SC 29928 Parcel R550-014-000-0954-0000 & R550-014-000-0454-0000	Neal Eike Town of Hilton Head Island 1 Town Center Court Hilton Head Island, SC 29928

Application Summary

PPR-000590-2026: Public Hearing request from Neal Eike, with the Town of Hilton Head Island, for an Application for Public Project Review for the property identified on Beaufort County Tax Maps as Parcels R550-014-000-0954-0000 & R550 010 000 0454 0000, also identified as 4 Helmsway Way for the renovation of the current skate park and the development of a new pump track on a Town owned parcel.

Staff Recommendation

Staff recommends the Planning Commission find this application to be **consistent with the Town's Comprehensive Plan (Our Plan)** for location, character, and extent based on those Findings of Fact and Conclusions of Law as determined by the LMO Official and enclosed herein.

Background

Crossings Park has evolved over time into one of the Town's primary community athletic and recreational destinations. Recognizing the need to modernize aging facilities, expand recreational opportunities, and accommodate growing community demand, the Town initiated preparation of a comprehensive master plan for the park. The proposed project consists of the renovation of the existing skate park and construction of a new bicycle pump track within the existing Crossings Park as proposed in the adopted master plan. Throughout 2023 and early 2024, Town Council conducted a series of public workshops to evaluate future improvements to Crossings Park on February 14, 2023, June 14, 2023, and January 23, 2024. The Parks and Recreation Commission reviewed and recommended the master plan on March 14, 2024, and Town Council adopted the Crossings Park Master Plan on May 21, 2024.

The proposed improvements do not establish a new public recreational use but rather renovate and

expand an existing Town-owned park in accordance with the adopted Crossings Park Master Plan. This phase implements long-range recommendations contained in the Town's Our Plan 2020–2040 Comprehensive Plan and Parks and Recreation Master Plan, advancing the Town's goal of providing best-in-class parks and recreation facilities while promoting healthy lifestyles, accessibility, and year-round recreational opportunities for residents and visitors.

Description of Project

The Town of Hilton Head Island proposes to move forward with the portion of the Crossing Park Master Plan that includes the renovation of the existing skate park and the construction of a new pump track within Crossings Park.

The skate park will be improved with updated riding surfaces, modern skate features, improved accessibility, enhanced safety, landscaping, seating, lighting, drainage improvements, and supporting infrastructure. The project also includes construction of a new asphalt pump track immediately north of the skate park, providing a facility suitable for bicycles, scooters, skateboards, balance bikes, and adaptive wheeled equipment.

The pump track has been designed to work with the site's existing topography while incorporating landscaped swales, native plantings, retaining walls, and integrated stormwater management features. One retaining wall will function as spectator seating and viewing space.

Additional improvements include new pedestrian connections throughout the project area, conversion of the existing Bristol Sports Arena vehicular entrance from Arrow Road to pedestrian-only access.

Location, Character, and Extent

Per Land Management Ordinance Section 16-2-103.Q.4, Public Project Review Standards, in determining whether or not a proposed public project is compatible with the Comprehensive Plan, the Planning Commission shall consider whether the location, character, and extent of the proposed development is consistent with, or conflicts with, the plan's goals and implementation strategies.

Summary of Facts and Conclusions of Law

Findings of Fact:

1. LMO Appendix D-24, Application Deadlines, requires applications before the Planning Commission to be submitted to the LMO Official 30 calendar days prior to the meeting. The applicant submitted the application for this project on June 16, 2026.
2. LMO Section 16-2-102.E.1, Hearing Scheduling, states that when an application is subject to a hearing, the LMO Official shall ensure that the hearing on the application is scheduled for a regularly scheduled meeting of the body conducting the hearing or a meeting specialty called for that purpose by such body. The LMO Official scheduled the public hearing on the application for the July 15, 2026, Planning Commission meeting, which is a regularly scheduled meeting of the Commission.
3. LMO Section 16-2-102.E.2, Hearing Notice, requires the LMO Official to publish a notice of the public hearing in a newspaper of general circulation in the Town no less than 15 calendar days before the hearing date. Notice of the July 15, 2026, public hearing was published in the Island Packet on June 28, 2026.
4. LMO Section 16-2-102.E.2, Hearing Notice, requires the applicant to mail a notice of the

public hearing by first-class mail to the owner(s) of the land directly contiguous to the proposed project no less than 15 calendar days before the hearing date. The Town owns all adjacent properties.

Conclusions of Law:

1. The application was submitted 30 calendar days prior to the meeting date, in compliance with LMO Appendix D-24.
2. The LMO Official scheduled the public hearing on the application for the July 15, 2026, Planning Commission meeting, in compliance with LMO Section 16-2-102.E.1.
3. Notice of the public hearing was published over 15 calendar days before the meeting date, in compliance with LMO Section 16-2-102.E.2.

Summary of Facts and Conclusions of Law

Findings of Fact:

The Comprehensive Plan speaks to the location, character and extent of the proposed project.

- The proposed project consists of the renovation of the existing skate park and construction of a new bicycle pump track, together with associated pedestrian improvements, landscaping, grading, drainage, retaining walls, lighting, utilities, accessibility improvements, and related site infrastructure. The project also includes conversion of the existing vehicular entrance serving the Bristol Sports Arena from Arrow Road to pedestrian-only access, improving pedestrian connectivity within the park.
- The proposed project represents implementation of the Crossings Park Master Plan and is the renovation and expansion of an existing public recreational facility rather than the establishment of a new public use.
- The Town initiated planning for the redevelopment of Crossings Park through a series of Town Council Workshops held on February 14, 2023, June 14, 2023, and January 23, 2024, to evaluate recreational needs, public input, and long-term improvements to the park.
- The Parks and Recreation Commission reviewed the proposed Crossings Park Master Plan on March 14, 2024, and recommended its adoption.
- Town Council approved the Crossings Park Master Plan on May 21, 2024, establishing a long-term vision for redevelopment and expansion of Crossings Park through phased implementation.
- The adopted Crossings Park Master Plan identifies renovation of the existing skate park and construction of a new pump track as priority improvements intended to expand recreational opportunities, improve accessibility, modernize aging facilities, and enhance user safety.
- The proposed improvements utilize existing developed recreational areas within Crossings Park and are designed to complement future phases of the adopted master plan while minimizing impacts to surrounding natural resources.

- The design incorporates modern recreational facilities together with landscaped planting areas, native vegetation, stormwater management features, pedestrian connectivity, and site improvements that are consistent with the design character established within the Town's more recent public parks.
- The Comprehensive Plan (Our Plan) identifies Parks & Recreation as a Major Core Value, emphasizing the provision of best-in-class recreation facilities, universal accessibility, and multi-dimensional inclusion across the Town's public park system. The Parks & Recreation Master Plan Part 1 is an adopted appendix to the Comprehensive Plan and provides detailed system-wide recommendations.
- Our Plan includes two goals that directly support upgraded and expanded public recreation facilities:
 - Goal 2: Provide best-in-class recreation facilities and programs in the Island's public parks.
 - 2.1: Continue to provide high-quality park furnishings and amenities.
 - 2.2: Continue to provide a variety of activities and amenities that meet the needs of the community and contemporary trends.
 - Goal 5: Improve and enhance the Island's multi-use trail system.
 - 5.1: Identify areas for improved access to public pathways and expansions of the system.
 - 5.2: Enhance pathways to ensure cyclist and pedestrian safety.
- The Infrastructure Core Value of Our Plan further supports this project, including:
 - 5.1.2: Evaluate existing Town facilities and identify opportunities for redevelopment or new construction to provide best-in-class facilities.
 - 5.2: Ensure the Town continues to provide services and facilities that meet or exceed community expectations.
- The proposed project directly implements the adopted Comprehensive Plan, Parks and Recreation Master Plan, and Crossings Park Master Plan by renovating an existing public recreational facility and expanding recreational opportunities for residents and visitors.
- Staff finds the proposed location, character, and extent of the project to be consistent with the goals, objectives, and implementation strategies of the Comprehensive Plan.

Conclusions of Law:

1. The Comprehensive Plan supports the location of the proposed project.
- The subject property consists of Town-owned parcels located at 4 Helmsman Way, identified as Beaufort County Tax Map Numbers R550-014-000-0954-0000 and R550-010-000-0454-0000, and is zoned Public Recreation (PR).
 - The proposed project is located entirely within the existing Crossings Park recreational complex, an established Town-owned public park serving residents and visitors.
 - The project consists of the renovation of the existing skate park, construction of a new bicycle

pump track, pedestrian improvements, landscaping, grading, drainage improvements, retaining walls, lighting, utilities, and associated site improvements. The project also converts the existing Bristol Sports Arena vehicular entrance from Arrow Road to pedestrian-only access, improving internal park connectivity.

- The proposed improvements occur within previously developed recreational areas and do not establish a new public use, but instead expand and improve an existing recreational facility.
- The Our Plan 2020–2040 Comprehensive Plan encourages continued investment in existing public parks and recreation facilities, expansion of recreational opportunities, and implementation of the Parks and Recreation Master Plan.

2. The Comprehensive Plan supports the character of the proposed project.

- Crossings Park has long served as one of the Town's principal community recreation destinations, providing athletic and recreational facilities for residents and visitors.
- The proposed project represents Phase 1 implementation of the Crossings Park Master Plan, which was developed through an extensive public planning process including Town Council Workshops on February 14, 2023, June 14, 2023, and January 23, 2024; review by the Parks and Recreation Commission on March 14, 2024; and adoption by Town Council on May 21, 2024.
- The proposed improvements modernize an aging recreational facility while expanding recreational opportunities through renovation of the existing skate park and construction of a new pump track designed to accommodate users of varying ages and abilities.
- The project incorporates accessible pedestrian connections, landscaped planting areas, native vegetation, stormwater management features, spectator viewing areas, lighting, and site improvements intended to improve safety, accessibility, and the overall user experience.
- The design enhances the existing character of Crossings Park while reflecting the design standards established in the Town's more recent parks, creating a facility that is consistent with the Town's park system while maintaining a unique identity.
- The proposed improvements are consistent with the Parks and Recreation Master Plan objective of reinvesting in existing recreational facilities and expanding opportunities for active recreation.

3. The Comprehensive Plan supports the extent of the proposed project.

- The proposed improvements represent the first phase of implementation of the Town Council-adopted Crossings Park Master Plan.
- The scope of work is limited to renovation and expansion of existing recreational facilities and associated site improvements within the existing park boundaries.

- The project includes improvements necessary to support long-term functionality, including pedestrian circulation, grading, drainage, landscaping, lighting, utilities, accessibility improvements, and stormwater management.
- The proposed extent of development is proportional to the size and function of Crossings Park and is intended to complement future phases of park improvements identified in the adopted master plan.
- The proposed project directly implements recommendations contained in the Our Plan 2020–2040 Comprehensive Plan, the Parks and Recreation Master Plan, and the adopted Crossings Park Master Plan by modernizing existing recreational facilities, improving accessibility, expanding recreational opportunities, and reinvesting in existing public infrastructure.

LMO Official Determination

The LMO Official determines this application is **compatible with the Comprehensive Plan** for the location, character, and extent as based on the above Findings of Fact and Conclusions of Law.

Planning Commission Determination and Motion

Per LMO Section 16-2-103.Q.4, Public Project Review Standards, the Planning Commission’s role is to determine whether the application is compatible or is not compatible with the Comprehensive Plan for location, character, and extent.

PREPARED BY:

SF

Shea Farrar, Principal Planner and Board
Coordinator

July 1, 2026

DATE

REVIEWED BY:

TL

Trey Lowe, Development Services Program
Manager

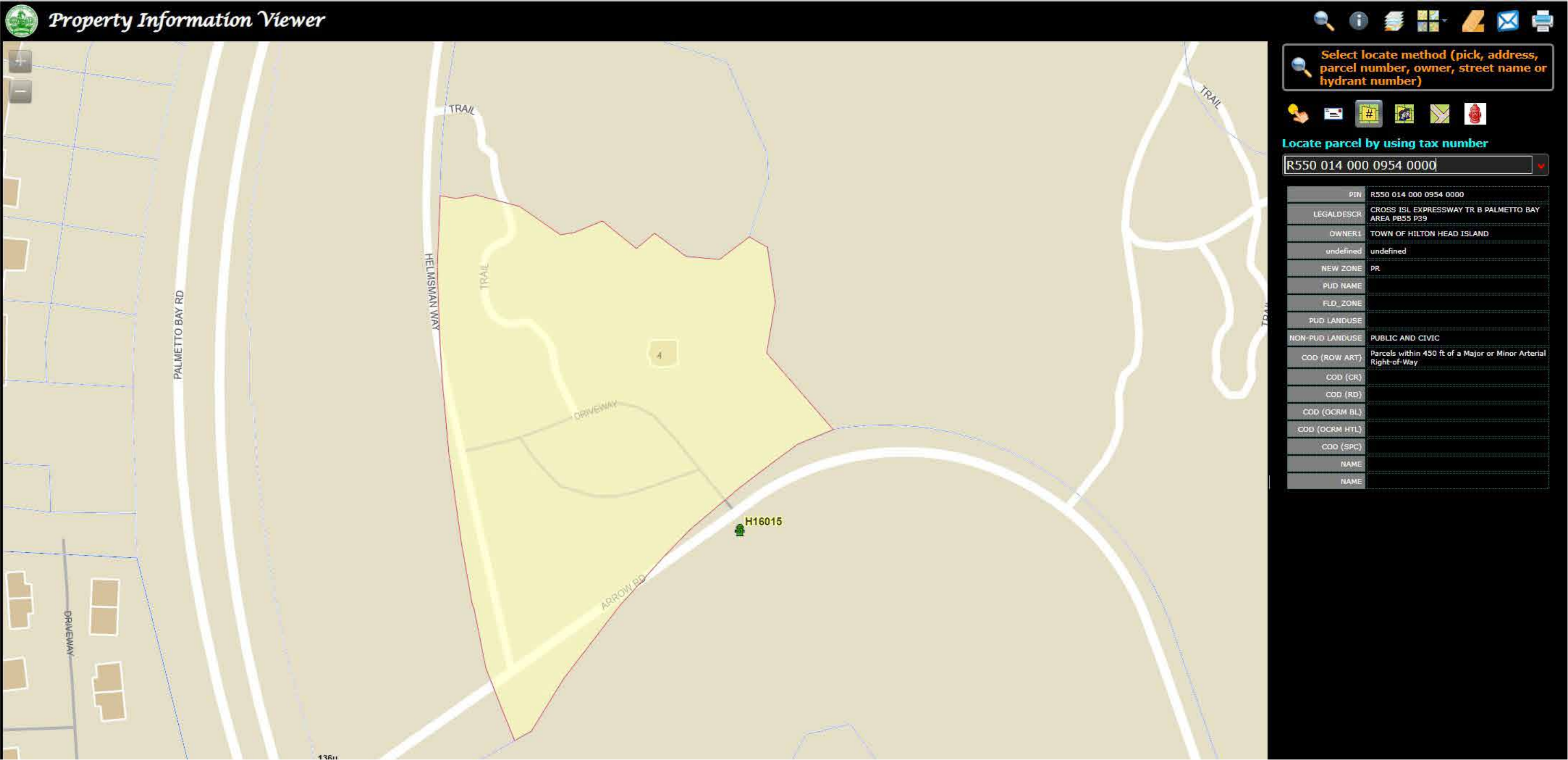
July 06, 2026

DATE

ATTACHMENTS:

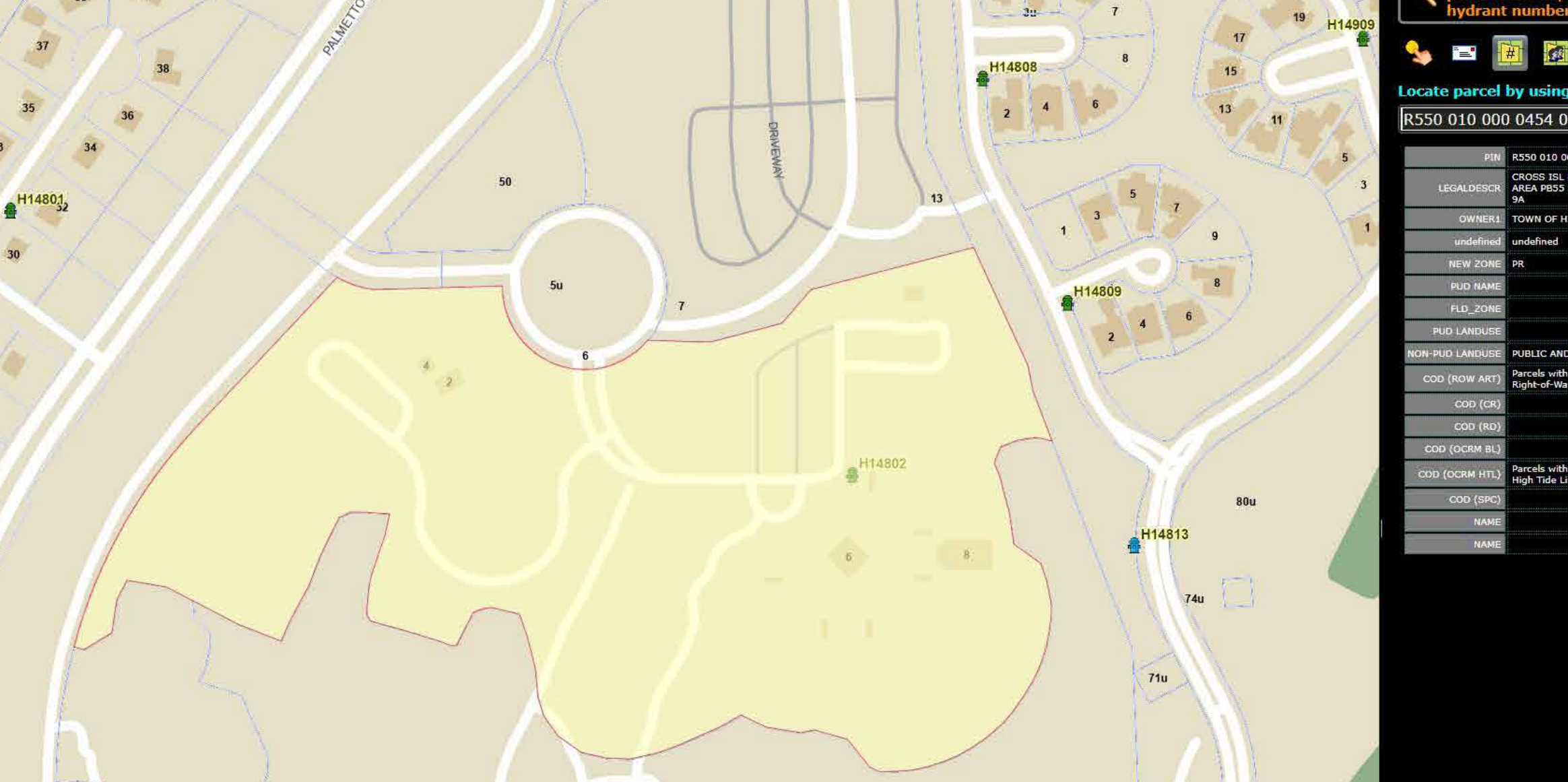
- A) Location Map/Plans
- B) Narrative

PARCEL MAP - SKATE PARK



PARCEL MAP - PUMP TRACK


Property Information Viewer




Select locate method (pick, address, parcel number, owner, street name or hydrant number)



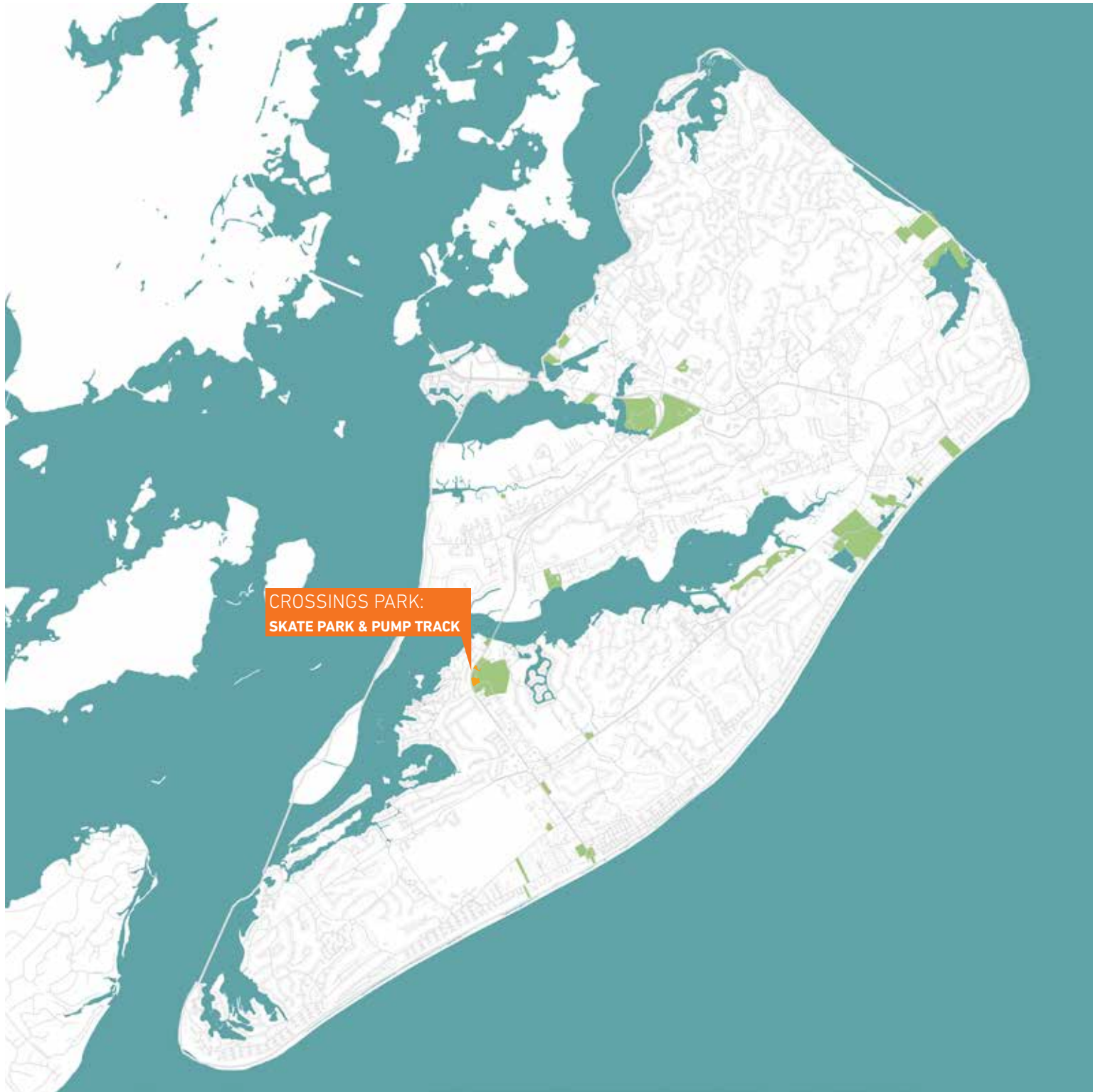





Locate parcel by using tax number

PIN	R550 010 000 0454 0000
LEGALDESCR	CROSS ISL EXPRESSWAY TR B PALMETTO BAY AREA PB55 P39 2/08 0.28 AC ADDED TO 10/30 9A
OWNER1	TOWN OF HILTON HEAD ISLAND
undefined	undefined
NEW_ZONE	PR
PUD_NAME	
FLD_ZONE	
PUD_LANDUSE	
NON-PUD_LANDUSE	PUBLIC AND CIVIC
COD (ROW ART)	Parcels within 450 ft of a Major or Minor Arterial Right-of-Way
COD (CR)	
COD (RD)	
COD (OCRM BL)	
COD (OCRM HTL)	Parcels within 500 ft of OCRM Critical Line (Used High Tide Line)
COD (SPC)	
NAME	
NAME	

VICINITY MAP



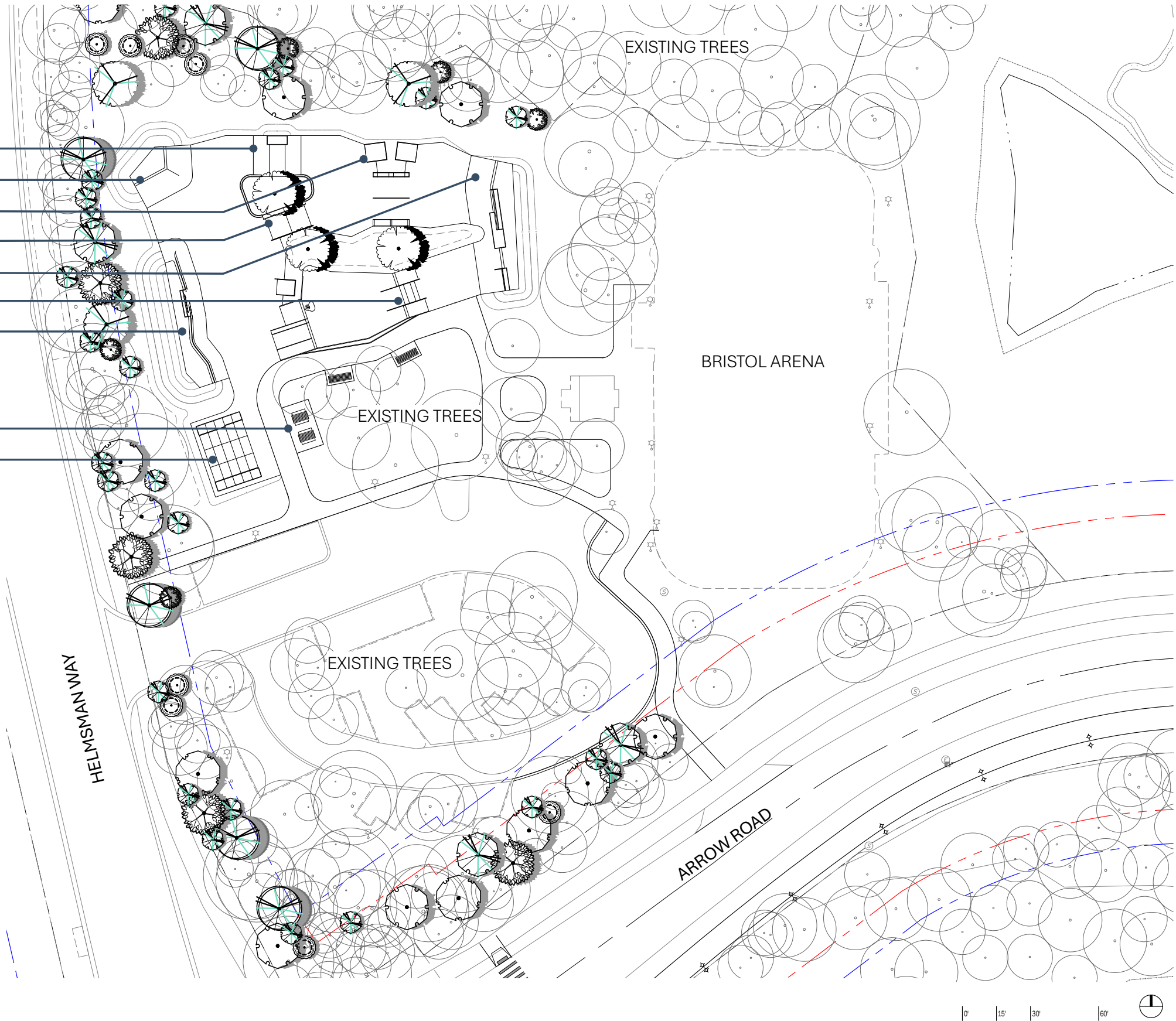
LEGEND

- 1 SKATE PARK - REPLACEMENT
- 2 PUMP TRACK - NEW
- 3 FUTURE BALL FIELD

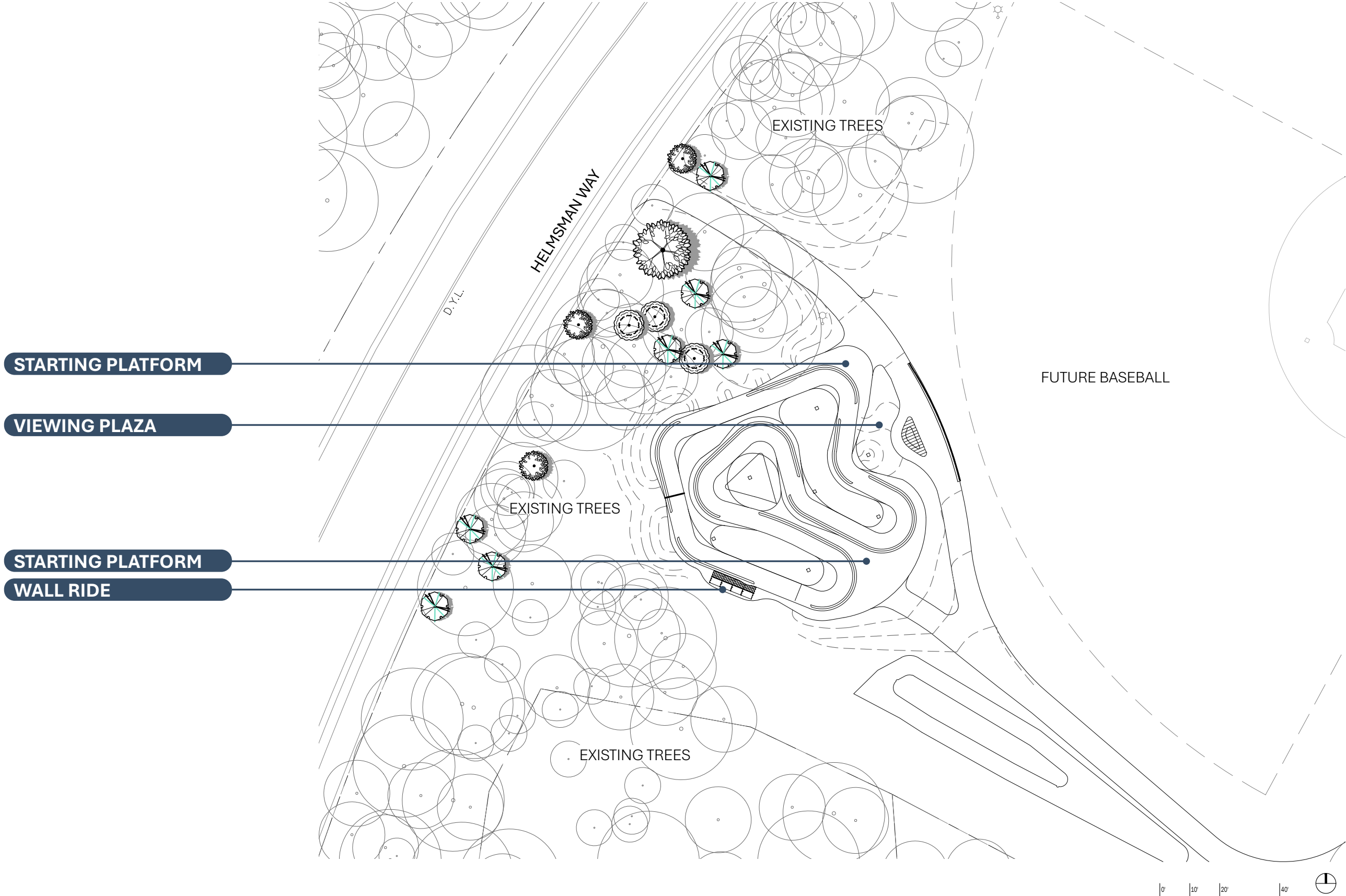


SKATE PARK

- FUN BOXES
- HIP BANK
- KICKER GAPS
- A-FRAME
- VARIOUS BANKS
- STAIRS WITH RAIL
- QUARTER PIPE
- PICNIC SHELTER
- HALF PIPE



| PUMP TRACK



June 17, 2026

Crossings Park, Hilton Head Island, South Carolina

Parcel Number: R550-014-000-0954-0000 & R550 010 000 0454 0000

Public Project Review Narrative

The Town of Hilton Head Island is proposing the renovation of the current skate park and the development of a new pump track on a Town-owned parcel located at 4 Helmsman Way. Development of these facilities will contribute to the Town's Comprehensive Plan goal of providing best-in-class parks and recreation, as well as promoting inclusion, equity and access.

This proposed portion of the Crossings Park development will expand and enhance recreational offerings for the community. The proposed renovation of the existing skate park and the addition of a new pump track aim to revitalize this well-used recreational area by improving safety, accessibility, and rider flow while introducing features suitable for a wider range of ages and abilities. The design integrates new planting areas throughout the skate park and pump track to soften the edges, enhance biodiversity, and create a more welcoming landscape setting. Together, these upgrades will create a more inclusive, engaging, and sustainable community facility that supports active recreation year-round.

As part of these improvements, the existing vehicular entrance from Arrow Road to the Bristol Sports Arena will be closed and converted to pedestrian-only access, providing a direct connection to the Phase 1 pedestrian pathway leading to the Pickleball complex.

The pump track is positioned north of the skate park, adjacent to the future baseball fields, and is carefully shaped to work with the site's natural undulating topography. The design incorporates planted swales and vegetated areas that both soften the landscape and function as stormwater management features. Thoughtful grading accommodates a series of retaining walls, one of which is designed to double as a spectator railing, enhancing both usability and viewing opportunities.

The proposed improvements will build upon the site's existing character, enhancing its aesthetic quality to align with the design standards established in Hilton Head Island's more recent parks. The result will be a park that is clearly identifiable as a Town of Hilton Head Island Park, yet distinct in its own identity. The park will be maintained as a welcoming and safe community amenity for both residents and visitors.



TOWN OF HILTON HEAD ISLAND

Planning Commission

TO: Planning Commission
FROM: Jeff Netzinger, Engineering Director / Town Engineer
VIA: Shawn Gillen, Assistant Town Manager
Theresa McVey, Traffic Operations Manager
CC: Trey Lowe, Interim Planning Director / LMO Official
Shawn Leininger, Deputy Town Manager
DATE: July 15, 2026
SUBJECT: Annual Traffic Monitoring and Evaluation Report

RECOMMENDATION:

The Planning Commission review and consider the 2025 Traffic Monitoring and Evaluation Report, discuss its findings and recommendations, and elicit public comments at the meeting in accordance with Section 16-2-103.J.10.c of the Land Management Ordinance (LMO). 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 LMO.

SUMMARY:

This report and recommendations provided herein 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 LMO as Attachment 1. Accordingly, the report summarizes trends in traffic demand within the Town, including July weekday traffic counts at intersections and on major arterials. Also summarized in the report are the results of operational analyses for the weekday morning and afternoon peak volume hours recorded at all the Town's signalized intersections and Sea Pines Circle. The report includes mitigation recommendations for intersections found to be non-compliant with the operational goals outlined in LMO Section 16-5-106.C. The only intersection found deficient relative to these goals in July 2025 was that of William Hilton Parkway with Squire Pope Road and Chamberlin Drive during the weekday afternoon peak volume hour.

Continuous traffic counts conducted on the Town's major arterials over a consecutive Tuesday, Wednesday, and Thursday in July 2025 showed a 4.0 percent decrease in demand compared to counts from July 2024, which marked the highest annual visitor-season counts ever recorded by the Town. The second- and third-highest visitor-season counts were recorded in July 2021 and July 2023, respectively. Nevertheless, the July 2025 counts were

still 6.7 percent higher than those from July 2020, resulting in an annual increase of 1.3% over the recent five-year period.

Due largely to the end of toll collections on the Cross Island Parkway on June 30, 2021, traffic counts taken by the Town between the bridges to the mainland and Coligny Circle via the Cross Island Parkway, Palmetto Bay Road, and Pope Avenue have all shown a net increase over the most recent five-year period. In contrast, each count station on William Hilton Parkway between its interchange with the Cross Island Parkway and Sea Pines Circle has experienced a net decrease during this same time.

Morning and afternoon peak-hour demand on the Town's signalized intersections decreased by 1.9 percent during the morning peak hour and 3.9 percent during the afternoon peak hour compared with July 2024. Peak-hour demand at Sea Pines Circle also declined relative to July 2024, decreasing by 0.7 percent during the morning peak hour, 2.0 percent during the midday peak hour, and 4.2 percent during the afternoon peak hour.

Compared with July 2024, several intersections along William Hilton Parkway between Whooping Crane Way/Indigo Run Drive and the Shelter Cove area experienced increases in morning peak-hour demand, while other intersections throughout the Town recorded decreases. Nearly all intersections within the Town experienced reductions in afternoon peak-hour demand in July 2025 compared with July 2024. Notable exceptions included the intersections of William Hilton Parkway at Gum Tree Road and Wilborn Road/Jarvis Park Drive, as well as the pedestrian signal on South Forest Beach Drive near Coligny Circle.

Demand on the Cross-Island Parkway and Palmetto Bay Road has increased by an effective 22.3 percent since the end of toll collections in June 2021. Approximately 38 percent of on- and off-island traffic is using the Cross Island Parkway versus Wm. Hilton Pkwy., compared with 31.5 percent before the end of toll collections. July 2025 counts indicate traffic demand on William Hilton Parkway between the Spanish Wells Road/Wild Horse Road signal and the Cross Island Parkway interchange continues to divide approximately 62 percent to 38 percent in favor of William Hilton Parkway over the Cross Island Parkway.

BACKGROUND:

Section 16-2-103.J.10 of the LMO provides that this report will be prepared and submitted annually to the Planning Commission for their review and discussion at a public meeting. The report is based on traffic counts that are collected annually by the Town each July on typical weekdays, Tuesday through Thursday. The 24-hour arterial counts reflected in the report were collected from Tuesday, July 8th through Thursday, July 10th, 2025, and all of the intersection turning movement counts were collected on Tuesday, July 8th, 2025. The counts were certified by the LMO Official as required by Section 16-2-103.J.10.b on January 6th, 2025.

Upon their certification in this regard, the traffic counts summarized herein became the Town's background dataset for existing traffic demand for use by staff, consultants, and development applicants 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.

ATTACHMENTS:

- 1) 2025 Traffic Monitoring and Evaluation Report

To: Theresa McVey, Traffic Operations Manager, Town of Hilton Head Island

From: Darrin A. Shoemaker, P.E., PTOE, Senior Traffic Engineer
Infrastructure Consulting & Engineering

Via: Bryan McIlwee, P.E., Project Manager,
Infrastructure Consulting & Engineering

Cc:

Date: May 28th, 2026

Re: 2025 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 July 2025 from Tuesday, July 8th through Thursday, July 10th, 2025. Based exclusively on these 24-hour counts, aggregate demand decreased 4.0 percent over the comparable traffic counts collected in July 2024, which yielded the highest aggregate volume count in the Town's history. The effective annual rate of increase in traffic demand recorded via these counts during the most recent five-year period from 2020 to 2025 is 1.3%, although it should be noted that the annual counts conducted in 2020 were atypically depressed due to the onset of the COVID-19 pandemic. The July 2025 count in aggregate represented a decrease over that recorded each year from 2021 through 2024. It should also be noted that the Town historically conducted these counts in June through 2022 and began recording them in July in 2023 due to an LMO revision enacted shortly before then. An examination of traffic counts taken since 2020 has shown that average daily traffic during the month of July typically differs by less than half of one percent from that recorded during the month of June, so relevant comparisons may still be made between the July counts recorded annually since 2023 and those previously recorded in June. The 24-hour counts taken on major arterials on Tuesday, July 8th, through Thursday, July 10th, 2025, were 4.0 percent lower than the comparable counts made one year earlier in July 2024, again the highest annual visitor-season counts ever recorded by the Town. The second- and third-highest visitor-season counts recorded by the Town were in July 2021 and July 2023, respectively. The July 2025 count was still 6.7 percent higher than that recorded five years previous in 2020, however,

resulting in the effective 1.3% annual increase during the most recent five-year period. Due largely to the cessation of toll collections on the Cross Island Parkway on June 30th, 2021, each of the counts taken by the Town between the bridges to the mainland and Coligny Circle via the Cross Island Parkway, Palmetto Bay Road, and Pope Avenue has experienced a net increase during the most recent five-year period, while each count station on William Hilton Parkway between its interchange with the Cross Island Parkway and Sea Pines Circle has experienced a net decrease during this time.

The Town also collected 13-hour turning movement counts from 6:00 a.m. until 7:00 p.m. at all signalized intersections within the Town and at Sea Pines Circle on Tuesday, July 8th, 2025. The morning and afternoon peak volume hours, as well as the midday peak volume hour at Sea Pines Circle, were isolated from these counts. These intersection turning movement counts in aggregate decreased 1.9 percent and 3.9 in the morning and afternoon peak volume hour, respectively, from those recorded in July 2024. Peak volume hour demand on Sea Pines Circle decreased 0.7 percent, 2.0 percent, and 4.2 percent from July 2024 during the morning, midday, and afternoon peak volume hours, respectively. Compared with July 2024, many of the intersections on William Hilton Parkway between Whooping Crane Way/Indigo Run Drive and the Shelter Cove area experienced an increase in morning peak volume hour demand while other intersections within the Town experienced a decrease. Nearly all of the intersections within the Town experienced a decrease in afternoon peak volume hour demand in July 2025 compared with July 2024, with the intersections of William Hilton Parkway with Gum Tree Road and Wilborn Road/Jarvis Park Drive as well as the pedestrian signal on South Forest Beach Drive near Coligny Circle being notable exceptions.

South Carolina Department of Transportation (SCDOT) figures for 2025 calendar-year-average daily traffic demand on various roadway segments under their ownership and maintenance jurisdiction within the Town have been released. This data shows a 0.5 percent decrease in demand on the bridges connecting the Town to the mainland from 57,100 to 56,800 in 2025 compared with 2024. This daily average figure was 51,400 in 2020, reflecting a total increase of 10.5 percent during the most recent five years and equating to an effective increase of 2.0 percent per year. The most recent ten years of data, comparing 2025 with 2015, show a nominal increase of 3.8 percent during this period, or an effective annual rate of increase of 0.4 percent. Measurements of the total calendar year traffic demand on US 278 on Jenkins Island made with the SCDOT's continually-operating traffic volume counter show a decrease of approximately one-third of one percent in 2025 from 2024, but an increase of 6.8 percent, or 1.3 percent per year during the most recent five-year period. During the most recent ten-year period from 2015 to 2025, these daily counts on Jenkins Island have nominally risen 1.6 percent, or approximately 0.2 percent per year.

Based on traffic demand figures reported by the Federal Highway Administration (FHWA), total traffic demand nationwide increased 1.7 percent in July 2025 compared with July 2024. Demand in the state of South Carolina was up 3.6 percent in July 2025 compared with July 2024, and increased 2.1 percent in the nation's South Atlantic region, consisting of all coastal states from Delaware to Florida, as well as West Virginia and the District of Columbia.

Based on the July 2025 figures reported in Table One on page 9, traffic demand on the Cross Island Parkway and Palmetto Bay Road has increased 22.3 percent over the comparable figures recorded in June 2021 prior to the cessation of toll collections on the Cross Island Parkway. The counts in Table One indicate that bi-directional traffic demand on William Hilton Parkway between the Spanish Wells Road/Wild Horse Road signal and the Cross Island Parkway interchange continues to divide approximately 62 percent to 38 percent in favor of William Hilton Parkway over the Cross Island Parkway, although this has changed from a typical 68 percent to 32 percent split in favor of William Hilton Parkway prior to the end of Cross Island Parkway toll collections. The 62 percent to 38 percent split in favor of William Hilton Parkway over the Cross Island Parkway has been consistent and appears to have stabilized in the years since toll collections on the Cross Island Parkway ended.

The only intersection that was analyzed as being out-of-compliance with the Town's operational goals as outlined in the Land Management Ordinance (LMO) in July 2024 was the intersection of William Hilton Parkway with Squire Pope Road/Chamberlin Drive during the afternoon peak volume hour. This intersection has been identified as being deficient relative to operational goals during the afternoon peak volume hour for many years due to the inability of the two westbound through lanes departing the intersection to afford sufficient capacity to accommodate the heavy off-island demand that occurs in the afternoon. The intersection of William Hilton Parkway with Gum Tree Road and the opposing Cross Island Parkway on/off ramps was compliant with the Town's operational goals during the morning and afternoon peak volume hours, but was analyzed as being borderline compliant during the morning peak volume hour. A brief discussion of both intersections, including potential mitigative improvements, is undertaken in Part Seven of this report on page 18.

PART TWO – INTRODUCTION

As required by Section 16-2-103.J.10 of the Town's LMO, this report will summarize July 2025 traffic volume demand on the Town's major roadway network and recommend improvements to mitigate operating conditions identified as

being non-compliant with the Town's adopted operational goals, which are outlined in Section 16-5-106.C of the LMO. The minimum requirements for this report are codified in Section 16-2-103.J.10 as follows:

- 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 (2022) 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 are outlined in Section 16-5-106.C of the LMO and state that each such intersection within the Town should 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 in July, criteria that are applicable to the intersection's operation as a whole. The LMO also outlines operational goals for roundabout intersections, and requires analysis of Sea Pines Circle in calendar years that are evenly divisible by two. The Town often counts and analyzes Sea Pines Circle annually to exceed this codified requirement given the keen public interest in assessments of this unique intersection. Hence, analysis of Sea Pines Circle is included in Part Five of this report on pages 13 and 14.

In August of 2025, Town Council revised Section 16-2-103.J of the Land Management Ordinance to expand the standards that signalized intersections and roundabouts are required to meet to include that the level of service (LOS) associated with any individual traffic movement does not decline by more than one level nor to LOS F. A brief discussion on intersections that are non-compliant based exclusively on declining or failing LOS's associated with individual traffic movements is included in Part Seven of 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" given in Section 16-10-105 of the LMO, which requires that the morning weekday and afternoon peak hour be identified within the two-hour period from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m., respectively. The LMO requires

that this report be based on data collected on a typical July weekday. This enables the analyst and reader to identify deficiencies and base design recommendations on traffic volume demand that approximates typical visitor season demands.

The Town retained a traffic counting contractor to collect the data on three consecutive weekdays beginning on Tuesday, July 8th, 2025. All of the morning and afternoon peak hour turning movement count data for signalized intersections and Sea Pines Circle summarized in Appendix A was collected on the first of these three days, Tuesday, July 8th, 2025. One additional unsignalized intersection, that of Palmetto Bay Road with Dunnagans Alley, was counted on Wednesday, July 9th, at the request of the Town. Bi-directional 24-hour counts were conducted at strategic locations on the Town's network of major arterials from midnight beginning Tuesday, July 8th, through midnight ending Thursday, July 10th, to collect three representative weekdays of data. An average demand for these three days is shown in Table One on page 9. Town staff typically monitors traffic conditions on these dates to ensure that the collected data is 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 for the most recent five-year period. All of the traffic counts collected in July 2025 were judged by the engineer of record to be consistent with expectations based on historical data, and none of the collected data was judged aberrant or unsuitable for analysis purposes.

The operational goals for all signalized intersections as outlined in Section 16-5-106.C of the LMO are based on the intersection's volume-to-capacity (v/c) ratio and the average total delay experienced by motorists as a result of operating conditions during the weekday morning and afternoon peak traffic-volume hours. 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 and their assignment to individual traffic movements, geometrics such as lane width, storage length, turning radii, signal timing, and the frequency of conflicting bicycle and pedestrian movements. Other factors affecting capacity are more subtle, such as unequal distributions of traffic demand on multiple lanes serving the same traffic movement due to a lane terminating a short distance downstream from the intersection, 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 indicating that the total volume demand on the intersection is not exceeding 90 percent hours. This percentage is expressed as a decimal fraction in Tables Six and Seven on pages 16 and 17. 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 entire intersection during both the morning and afternoon peak volume hour. The 55.0-second average delay figure is the maximum average delay at the intersection as a whole that is indicative of level of service D for signalized intersections 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 urban or 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 running 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 stopping. Total delay is generally not experienced by motorists who arrive at an intersection on a green signal and pass through the intersection at free-flow running speed without slowing.

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 and minimizing starts and stops. Traffic signals within the Town change less frequently, typically 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 typically increases the average delay experienced by motorists. Therefore, the Town's operational goals counterbalance each other in a way that ensures that capacity is not inordinately reduced by changing traffic signals too frequently, nor delay inordinately increased by changing them too infrequently.

As stated on page 4, an intersection may also be considered non-compliant with the LMO operational standards if the level of service (LOS) for any individual traffic

movement declines by more than one LOS, expressed as a letter grade from A through F, or to LOS F. While this operational standard appears to have been intended primarily to identify intersections that are rendered non-compliant as the result of proposed development, a discussion on intersections that are non-compliant with this standard is included in Part Seven of this report.

PART THREE – TURNING MOVEMENT COUNTS AT SIGNALIZED INTERSECTIONS – JULY 2024 PEAK VOLUME HOURS

Turning movement counts for all 27 signalized intersections within the Town were conducted from 6:00 a.m. to 7:00 p.m. on Tuesday, July 8th, 2025. The peak hours identified from these turning movement counts, as well as a similar 13-hour count made at Sea Pines Circle, are summarized in diagrammatic form in Appendix A. Demand for each individual traffic movement during the identified morning and afternoon peak volume hours, including U-turns, is shown. Separate counts of off-road pedestrians and bicyclists crossing each intersection street approach were also collected and are shown on the diagrams opposite their respective approach. A count of on-road bicyclists is included for each street approach. The total intersection volume demand, including all pedestrians and bicyclists, is shown for each intersection's morning and afternoon peak hours in the center of the diagram, along with the comparable July 2024 figure and the percentage change from July 2024 to July 2025, rounded to the nearest tenth of one percent. This one-year percentage change in the entire intersection demand is also summarized in Table Three on page 11. For purposes of consistency, the on-island direction of William Hilton Parkway is shown on the right side of each diagram for intersections on this arterial, and the compass in the lower-right side of the diagram is rotated to indicate true north. For the diagrams that show Sea Pines Circle or intersections on Pope Avenue or Palmetto Bay Road, the off-island direction toward the Cross Island Parkway that approximates true north is shown at the top of the diagram.

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

Average 24-hour bi-directional traffic demand at strategic locations on major arterials within the Town as counted on Tuesday, July 8th, through Thursday, July 10th, 2025 is shown in Table One on page 9. Comparable figures are also shown for each of the ten count locations for each year from 2020 through 2024, enabling five-year comparisons. The effective annual rate of change for the 2020-2025 period is shown in the far-right column for each location. The reader should keep in mind that traffic demand was significantly depressed in 2020 due to the COVID-19 pandemic, and that

this depressed demand in 2020 is reflected in Table One and in the effective annual rates of increase shown in the far-right column. In 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 intersection. A map showing the location of each count location in Table One is included as Appendix B of this report.

The total 24-hour traffic volume counted by the Town in July 2025 as shown in Table One, was 4.0 percent less than that counted by the Town in July 2024, which was the highest demand ever recorded by the Town during the annual visitor-season counts. The total demand measured in July 2025 was 6.7 percent higher than that counted five years ago in June 2020, resulting in the effective aggregate annual rate of increase of 1.3 percent that is shown in the far-right column in Table One’s bottom row.

Table Two on page 10 shows calendar year average daily demand supplied by the South Carolina Department of Transportation (SCDOT) for US 278 crossing Jenkins Island for each year from 2020 through 2025. These and other SCDOT-recorded calendar year averages, or AADT’s, are shown for a variety of locations throughout the island in Appendix D. The Town’s July 24-hour counts typically generate figures that are approximately ten percent higher than the SCDOT’s calendar year averages. The total increase in the SCDOT’s calendar year average of traffic on US 278 crossing Jenkins Island for the five years from 2020 to 2025 is 6.7 percent, equating to an effective annual rate-of-change of 1.3 percent during that time.

The table that is included as Appendix D to this report reflects total bi-directional demand crossing Jenkins Island on William Hilton Parkway for each day in calendar year 2025. The average daily demand of 55,134 vehicles per day shown at below right in this table considers all traffic crossing Jenkins Island in total during calendar year 2025, a figure that declined 0.35 percent from the average of 55,325 vehicles per day recorded in calendar year 2024.

TABLE ONE
24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND ON MAJOR ARTERIALS –
JUNE 2020-2022 AND JULY 2023-2025*

Map Ref.	Location	2020	2021	2022	2023	2024	2025	5-year %change/yr.
1)	Wm. Hilton Pkwy. at J. Wilton Graves Br.	58,973	63,304	61,628	63,434	63,861	62,444	+1.2
2)	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	49,660	56,270	56,492	57,287	59,513	57,475	+3.0
3)	Wm. Hilton Pkwy. east of Whooping Crane	42,120	46,901	41,679	40,913	43,321	40,878	-0.6
4)	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	30,655	34,758	29,282	28,146	29,260	27,713	-2.0
5)	Wm. Hilton Pkwy. west of Queens Folly Rd	39,361	43,806	36,678	37,202	36,886	35,263	-2.2
6)	Wm. Hilton Pkwy. west of Arrow Road	26,347	29,682	26,310	26,336	26,131	24,020	-1.8
7)	Pope Avenue south of New Orleans Rd.	31,709	34,156	32,569	34,514	33,373	32,102	+0.2
8)	Palmetto Bay Rd. south of Pt. Comfort Rd.	26,029	27,661	32,634	34,564	34,060	32,785	+4.7
9)	Cross Island Pkwy. south of W. Hilton Pkwy.	16,593	17,734	20,905	22,326	22,910	22,022	+5.8
10)	Cross-Island Pkwy. at Chas. Fraser Bridge	26,421	29,256	34,990	37,881	37,362	36,526	+6.7
TOTAL OF ALL TEN STATIONS		347,868	383,528	373,167	382,603	386,677	371,228	+1.3

Composite Rate of Change – 2024-2025 = -4.0%**

Composite Rate of Change – 2023-2024 = +1.1% **

Effective Composite *Annual* Rate of Change – 2020-2025 = +1.3%**

*The Town began taking its annual traffic counts in July instead of June in 2023 due to a Land Management Ordinance (LMO) revision.

**All three rates based exclusively on the data presented in Table One

It should be noted that the 24-hour counts taken by the Town and summarized in Table One are located in a manner that enables the calculation of the proportion of motorists that use the Cross Island Parkway as opposed to William Hilton Parkway. Count station number two is taken on William Hilton Parkway just east of the Spanish Wells Road/Wild Horse Road signal, and station number nine is located on the Cross Island Parkway overpasses just east of their merge into William Hilton Parkway. Hence, the number of motorists using William Hilton Parkway instead of the Cross Island Parkway is the total of count station two less that of count station nine. During July 8th-10th, 2025, the average daily vehicle demand on the Cross Island Parkway was 22,022 vehicles, while the combined total of William Hilton Parkway and the Cross Island Parkway just east of Spanish Wells Road was 57,475 vehicles. Hence, (57,475 – 22,022 =) 35,453 of these vehicles, or nearly 62 percent, used William Hilton Parkway. 22,022 vehicles, or 38 percent, used the Cross Island Parkway.

Demand on William Hilton Parkway is 77 percent higher than that on the Cross Island Parkway just east of the point where they divide. The 62 percent of motorists using William Hilton Parkway versus 38 percent using the Cross Island Parkway has rebalanced from 68 and 32 percent, respectively, prior to the cessation of toll collection on the Cross Island Parkway on June 30th, 2021, and appears to have stabilized.

TABLE TWO
SCDOT 24-HOUR AVERAGE BI-DIRECTIONAL DEMAND ON JENKINS ISLAND
2015-2025 (calendar year average – AADT)

2015 - 54700		
2020 - 51400		
2021 - 57400	% change 2024 – 2025 :	-0.5%
2022 - 57400	% change 2023 -- 2024:	-1.4%
2023 - 57900	Avg. annual rate of change 2020 – 2025:	+2.0%
2024 - 57100	Avg. annual rate of change 2015 – 2025:	+0.4%
2025 - 56800		

This annual average daily demand has increased 10.5 percent from the average recorded in 2020, equating to an average annual rate-of-change of 2.0 percent during the most recent five-year period as shown in Table Two above.

The information in Appendix E is a report released by the Federal Highway Administration (FHWA) in August 2025 that summarizes levels of and trends in volume demand on roadways nationwide, regionally, and within the state of South Carolina during July 2025. The report indicates that total vehicle-miles traveled in the United States was up 1.7 percent in July 2025 compared with July 2024, and indicates that total vehicle-miles travelled (VMT) in the state of South Carolina in July 2025 increased 3.6 percent relative to July 2024. The FHWA's South Atlantic region of the United States, comprised of all states on the Atlantic seaboard from Delaware south to Florida, as well as West Virginia and the District of Columbia, experienced an increase of 2.1 percent in VMT from July 2024 to July 2025.

Table Three on page 11 shows the total combined vehicular, bicycle, and pedestrian morning and afternoon peak volume hour demand on each of the Town's twenty-seven signalized intersections and Sea Pines Circle in July 2025, as well as the comparable July 2024 figure and one-year percentage change.

A midday count was conducted at Sea Pines Circle based on historical counts that indicate that midday demand far exceeds morning peak hour demand. In July 2025, 3,445 motor vehicles were recorded entering Sea Pines Circle during the midday peak volume hour, compared with 2,872 that entered during the traditional morning peak volume hour. Based exclusively on the data contained in Table Three, total aggregate demand at signalized intersections within the Town and Sea Pines Circle decreased 1.9 percent and 3.9 percent from July 2024 to July 2025 during the morning and afternoon peak volume hours, respectively. The total demand entering Sea Pines Circle decreased from July 2024 during each of the morning, midday, and afternoon peak volume hours.

TABLE THREE
PEAK HOUR SIGNALIZED INTERSECTION VOLUME – JULY 2024-2025

	AM			PM		
	2025 Vol.	2024 Vol.	%Chg.	2025 Vol.	2024 Vol.	%Chg.
William Hilton Pkwy. / Crosstree Drive	4103	--	--	4887	--	--
William Hilton Pkwy. / Squire Pope Rd.	4224	4310	-2.0	4904	5047	-2.8
William Hilton Pkwy. / Spanish Wells Rd.	3955	4243	-6.8	4385	4693	-6.6
William Hilton Pkwy. / Gumtree Rd.	3356	3379	-0.7	4377	4261	+3.0
William Hilton Pkwy. / Wilborn Rd.	2865	2956	-3.1	3595	3570	+0.7
William Hilton Pkwy. / Pembroke Dr.	2756	2894	-4.8	3421	3430	-0.3
William Hilton Pkwy. / Whooping Crane Way	3175	3058	+3.8	3450	3845	-10.3
William Hilton Pkwy. / Beach City Rd.	2780	2963	-6.2	3357	3512	-4.4
William Hilton Pkwy. / Mathews Dr. (north)	2577	2550	+1.1	3351	3473	-3.5
William Hilton Pkwy. / Dillon Rd.	2253	2161	+4.3	2853	2959	-3.6
William Hilton Pkwy. / Coggins Point Rd.	1901	1831	+3.8	2534	2603	-2.7
William Hilton Pkwy. / Beachwood Dr.	1507	1621	-7.0	2112	2229	-5.2
William Hilton Pkwy. / Mathews / Folly Field	2371	2413	-1.7	3144	3314	-7.1
William Hilton Pkwy. / Singleton Beach Rd.	2048	2016	+1.6	2805	2863	-2.0
William Hilton Pkwy. / Sh. Cove Ln. (off-is.)	1958	1940	+0.9	2721	2776	-2.0
William Hilton Pkwy. / Sh. Cove Ln. (central)	1977	1952	+1.3	2831	2936	-3.6
William Hilton Pkwy. / Queens Folly Rd.	2265	2304	-1.8	3240	3407	-4.9
William Hilton Pkwy. / Queens Way	1694	1711	-1.0	2236	2517	-11.2
William Hilton Pkwy. / Shipyard / Wexford	1830	1843	-0.7	2657	2802	-5.2
William Hilton Pkwy. / New Orleans Rd.	1555	1687	-7.8	2322	2542	-8.7
William Hilton Pkwy. / Arrow Rd.	1583	1598	-0.9	2087	2319	-10.0
Pope Ave. / New Orleans / Office Park	1863	2012	-7.4	2894	3099	-6.6
Pope Ave. / Cordillo Pkwy.	1760	1784	-1.3	2517	2577	-2.3
Pope Ave. / Lagoon Road	1072	1017	+5.4	1658	1736	-4.5
South Forest Beach Drive Pedestrian Signal	600	645	-7.0	1119	1107	+1.1
Palmetto Bay Rd. / Target Rd.	2315	2380	-2.7	2964	2964	0.0
Palmetto Bay Rd. / Arrow / Point Comfort	2555	2711	-5.8	3273	3327	-1.6
Sea Pines Circle	2872	2892	-0.7	3514	3668	-4.2
TOTAL*	61667	62871	-1.9	80321	83566	-3.9

	<u>2025 Vol.</u>	<u>2024 Vol.</u>	<u>%Chg.</u>
Sea Pines Circle Midday Peak Hour	3445	3515	-2.0%

*Total does not include the intersection of Wm. Hilton Parkway/Crosstree Drive due to no comparable 2024 counts being taken at this location

Off-road bicycle and pedestrian crossing demands at signalized intersections within the Town as counted in July 2025 from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. decreased by 6.0 percent from those recorded in July 2024, and are 14 percent lower than those recorded in 2020. These demands increased sharply for many years prior to 2020, when demand reached a peak during the COVID-19 pandemic, but have trended moderately downward since. Total off-road bicycle and pedestrian demand recorded in July 2025 was, in aggregate, 14 percent lower than that recorded in June 2020. Very high bicycle and pedestrian crossing demand at the South Forest Beach Drive pedestrian signal near Coligny Circle is included in these figures, and represented 31 percent of the total number of crossings recorded in July 2025. Notably, this pedestrian and bicycle crossing demand at this popular beach park crossing increased 34 percent over that recorded in June 2020. While this crossing demand is prone to wide variations due to weather and other factors, the significant increase in demand on this signalized crossing has significantly offset more general declines in demand at signalized intersections throughout the Town. Table Four below and on page 13, shows the total off-street bicycle and pedestrian crossing demand observed during the morning and afternoon (four-hour) peak volume period at each signalized intersection for July 2025, July 2024, and June 2020. Only these four hours were counted as recently as 2022, and are being considered to enable a direct comparison to comparable demand recorded five years previous in 2020.

TABLE FOUR
OFF-STREET* FOUR-HOUR PEDESTRIAN / BICYCLE CROSSING DEMAND AT
SIGNALIZED INTERSECTIONS – JUNE/JULY 2020-2025

	July 2025	July 2024	June 2020	5-yr. % Chg. 2020-2025
William Hilton Pkwy. / Crosstree Drive	0	NOT COUNTED		--
William Hilton Pkwy. / Squire Pope Rd.	3	1	0	--
William Hilton Pkwy. / Spanish Wells Rd.	5	22	12	-58
William Hilton Pkwy. / Gumtree Rd.	23	12	13	+77
William Hilton Pkwy. / Wilborn Rd.	21	18	20	+5
William Hilton Pkwy. / Pembroke Dr.	29	25	32	-9
William Hilton Pkwy. / Whooping Crane Way	0	2	3	-100
William Hilton Pkwy. / Beach City Rd.	39	66	29	+34
William Hilton Pkwy. / Mathews Dr. (north)	90	73	80	+12
William Hilton Pkwy. / Dillon Rd.	72	102	85	-15
William Hilton Pkwy. / Coggins Point Rd.	0	2	0	--
William Hilton Pkwy. / Beachwood Dr.	75	99	157	-52
William Hilton Pkwy. / Mathews / Folly Field	132	155	194	-32
William Hilton Pkwy. / Singleton Beach Rd.	166	191	180	-9

(cont'd on page 13)

William Hilton Pkwy. / Shelter Cove Lane (off-island)	48	69	64	-25
William Hilton Pkwy. / Shelter Cove Lane (central)	28	69	64	-56
William Hilton Pkwy. / Queens Folly Rd.	3	0	0	--
William Hilton Pkwy. / Queens Way	140	171	279	-50
William Hilton Pkwy. / Shipyard / Wexford	26	44	35	-26
William Hilton Pkwy. / New Orleans Rd.	82	83	267	-69
William Hilton Pkwy. / Arrow Rd.	102	136	242	-58
Pope Ave. / New Orleans / Office Park	189	231	403	-53
Pope Ave. / Cordillo Pkwy.	461	532	509	-9
Pope Ave. / Lagoon Road	907	851	914	-1
South Forest Beach Pedestrian Signal	1226	1157	915	+34
Palmetto Bay Rd. / Target Rd.	75	84	74	+1
Palmetto Bay Rd. / Arrow / Point Comfort	37	35	56	-34
TOTAL	3979	4233	4627	-14

*Off-street refers to pedestrians and bicyclists using sidewalks, pathways, or shoulders, not the roadway. Only crossings occurring between 7:00 and 9:00 a.m. and 4:00 and 6:00 p.m. are included.

PART FIVE – SEA PINES CIRCLE

The Town conducted a turning movement count at Sea Pines Circle on Tuesday, July 8th, 2025. As shown in Table Three on page 11, total traffic demand on the circle decreased 0.7 percent during the morning peak volume hour over that recorded during the previous count of the circle in July 2024. Total demand decreased by 2.0 and 4.2 percent from July 2024 during the midday and afternoon peak volume hour counts, respectively. When all three peak volume hours are considered in aggregate, total demand on Sea Pines Circle decreased 2.4 percent from that recorded in July 2024. Compared with comparable figures recorded in July 2020, the July 2025 combined peak hour demand was 4.5 percent lower.

The LMO operational goal for roundabout intersections such as Sea Pines Circle is different from the operational goals applicable to signalized intersections, which consider the entire intersection. For Sea Pines Circle, the LMO operational goal is applicable to each specific approach to the roundabout intersection, and is a total delay of 150.0 seconds or less per vehicle on each individual approach. Based on HCM roundabout analysis of Sea Pines Circle and the counts collected in July 2025, the total delay on each individual approach to Sea Pines Circle is shown in Table Five on page 14. The comparable figures resulting from analysis of the previous July 2024 count are shown in parentheses for comparison.

TABLE FIVE – JULY 2025 HCM ANALYSIS TOTAL AVERAGE DELAY PER VEHICLE RESULTS ON APPROACHES TO SEA PINES CIRCLE (in seconds)

	<u>AM Peak Hour</u>		<u>Midday Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>2025</u>	<u>2024</u>	<u>2025</u>	<u>2024</u>	<u>2025</u>	<u>2024</u>
Greenwood Drive	128.2	(76.8)	50.9	(47.3)	59.0	(61.5)
Palmetto Bay Road	68.7	(49.2)	38.0	(27.1)	22.2	(19.2)
Pope Avenue	17.8	(13.4)	28.6	(23.4)	74.9	(52.2)
William Hilton Parkway	30.2	(17.0)	54.9	(34.8)	40.1	(37.0)

Based on the turning movement counts conducted at Sea Pines Circle in July 2025 and the resulting analyses summarized in Table Five, Sea Pines Circle was fully compliant with the LMO-based operational goal in July 2025, as was the case in July 2024, although the increased total delay figure for Greenwood Drive during the morning peak hour is notable.

PART SIX – 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 on Tuesday, July 8th, 2025. The analyses were conducted in accordance with the current (2022) 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 hour being analyzed, and bases the analysis results on conditions modeled within this peak 15-minute period, not the average condition experienced during the entire peak volume hour. Hence, the analysis results shown in Tables Six and Seven on pages 16 and 17 are based on the highest-demand 15-minute period recorded within the peak volume hours that are summarized in the count diagrams in Appendix A in accordance with the HCM methodology.

A summary of existing volume-to-capacity ratios and average total delay per vehicle resulting from analyses conducted of morning peak hour conditions in July 2025 is shown in Table Six on page 16. Table Six also includes comparable results for July 2024, June 2020, and June 2015 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 Seven on page 17. Values that are non-compliant

with the Town's operational goals are shown in bold. Tables Six and Seven 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 of this type.

The HCM software outputs used to develop the analysis results summarized in Tables Six and Seven are rather extensive and are not included in this report, but are on file and available for review in the Town's Engineering office. The HCM 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, which must be calculated by hand. Instructions for calculating this ratio are included in the HCM, and a summary of each calculation appears on the reverse side of each respective software output kept on file in the Town's Engineering office.

**TABLE SIX - MORNING PEAK HOUR INTERSECTION VOLUME-TO-CAPACITY RATIOS
AND AVERAGE TOTAL DELAY IN SECONDS PER VEHICLE
JULY 2025 AND COMPARABLE 2024, 2020, AND 2015 FIGURES**

Intersection	2025		2024		2020		2015	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
Wm. Hilton Parkway with Crosstree Drive/C Heinrichs Circle	0.83	13.7	NOT COUNTED		NOT SIGNALIZED			
Wm. Hilton Parkway with Squire Pope Road/Chamberlin Drive	0.69	21.9	0.71	20.0	0.73	16.8	0.92	19.1
Wm. Hilton Parkway with Spanish Wells/Wild Horse Roads	0.59	14.5	0.61	16.3	0.69	14.3	0.67	14.1
Wm. Hilton Parkway with Gum Tree Road/Cross-Island Parkway Ramps	0.72	53.3	0.70	46.8	0.71	31.4	0.80	23.7
Wm. Hilton Parkway with Wilborn Road/Jarvis Park Drive	0.59	4.1	0.59	5.6	0.59	4.6	0.73	4.2
Wm. Hilton Parkway with Pembroke Drive/Museum Street	0.57	10.6	0.60	10.6	0.61	12.8	0.61	11.2
Wm. Hilton Parkway with Whooping Crane Way/Indigo Run Drive	0.54	22.4	0.61	21.3	0.59	19.5	0.64	18.7
Wm. Hilton Parkway with Beach City Road/Gardner Drive	0.46	16.8	0.51	18.2	0.52	15.7	0.61	19.2
Wm. Hilton Parkway with Mathews Drive (northern intersection)	0.43	26.2	0.46	28.5	0.49	20.0	0.50	19.7
Wm. Hilton Parkway with Dillon Road/Plaza Drive	0.48	17.0	0.45	17.6	0.49	15.3	0.46	12.7
Wm. Hilton Parkway with Coggins Point Road	0.38	17.9	0.38	15.2	0.45	14.3	0.36	12.9
Wm. Hilton Parkway with Beachwood Drive	0.30	1.8	0.29	1.4	0.34	1.9	0.32	1.4
Wm. Hilton Parkway with Folly Field Road/Mathews Drive	0.45	22.1	0.40	21.9	0.47	22.1	0.39	22.5
Wm. Hilton Parkway with Singleton Beach Road	0.43	3.3	0.40	4.4	0.50	3.6	0.46	2.7
Wm. Hilton Parkway with Shelter Cove Lane (off-island intersection)	0.43	2.6	0.38	3.1	0.46	3.5	NOT SIGNALIZED	
Wm. Hilton Parkway with Shelter Cove Lane (center intersection)	0.41	6.0	0.41	5.8	0.48	4.7	0.48	6.5
Wm. Hilton Parkway with Queens Folly Road/King Neptune Way	0.37	26.5	0.37	23.9	0.47	23.3	0.54	20.0
Wm. Hilton Parkway with Queens Way	0.36	4.7	0.36	4.9	0.40	5.6	0.36	4.3
Wm. Hilton Parkway with Shipyard/Wexford Drives	0.42	19.7	0.40	16.7	0.43	15.2	0.37	10.2
Wm. Hilton Parkway with New Orleans Road/Village at Wexford	0.33	8.8	0.35	9.1	0.36	7.2	0.30	13.8
Wm. Hilton Parkway with Arrow Road	0.41	23.2	0.37	23.2	0.31	16.0	0.30	17.7
Pope Avenue with New Orleans/Office Park Roads	0.44	25.0	0.45	25.8	0.34	17.8	0.36	18.2
Pope Avenue with Cordillo Parkway	0.46	26.3	0.44	27.5	0.37	19.8	0.30	19.6
Pope Avenue with Lagoon Road/Beach Parking Lot	0.21	12.7	0.18	9.9	0.20	10.9	NOT SIGNALIZED	
Palmetto Bay Road with Target Road/Island Crossings Shopping Ctr.	0.52	12.7	0.53	13.2	0.55	13.4	0.49	14.3
Palmetto Bay Road with Arrow/Point Comfort Roads	0.50	19.9	0.49	17.5	0.48	19.0	0.49	16.6

v/c - Intersection Volume-to-Capacity Ratio

dpv - Average Total Delay-per-Vehicle in seconds

NOTE: Operational conditions failing to comply with goals set forth in the LMO are shown in

**TABLE SEVEN - AFTERNOON PEAK HOUR INTERSECTION VOLUME-TO-CAPACITY RATIOS
AND AVERAGE TOTAL DELAY IN SECONDS PER VEHICLE
JULY 2025 AND COMPARABLE 2024, 2020, AND 2015 FIGURES**

Intersection	2025		2024		2020		2015	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
Wm. Hilton Parkway with Crosstree Drive/C Heinrichs Circle	0.89	9.1	NOT COUNTED		NOT SIGNALIZED			
Wm. Hilton Parkway with Squire Pope Road/Chamberlin Drive	1.01	62.6	0.99	47.6	1.13	79.9	1.10	58.5
Wm. Hilton Parkway with Spanish Wells/Wild Horse Roads	0.66	27.6	0.65	22.9	0.75	23.4	0.79	25.2
Wm. Hilton Parkway with Gum Tree Road/Cross-Island Parkway Ramps	0.72	48.0	0.69	53.4	0.72	34.7	0.88	26.1
Wm. Hilton Parkway with Wilborn Road/Jarvis Park Drive	0.71	14.8	0.70	12.5	0.70	10.3	0.75	6.4
Wm. Hilton Parkway with Pembroke Drive/Museum Street	0.66	24.5	0.65	21.7	0.67	20.0	0.73	26.2
Wm. Hilton Parkway with Whooping Crane Way/Indigo Run Drive	0.70	21.3	0.70	19.8	0.75	18.6	0.82	19.4
Wm. Hilton Parkway with Beach City Road/Gardner Drive	0.62	16.8	0.63	23.9	0.72	24.2	0.71	12.2
Wm. Hilton Parkway with Mathews Drive (northern intersection)	0.58	28.9	0.63	33.9	0.66	20.6	0.68	28.8
Wm. Hilton Parkway with Dillon Road/Plaza Drive	0.63	19.1	0.62	20.7	0.66	12.7	0.67	14.1
Wm. Hilton Parkway with Coggins Point Road	0.56	14.3	0.56	14.5	0.61	10.4	0.59	16.7
Wm. Hilton Parkway with Beachwood Drive	0.42	2.2	0.41	1.8	0.50	1.8	0.48	1.8
Wm. Hilton Parkway with Folly Field Road/Mathews Drive	0.57	33.1	0.63	33.1	0.65	26.9	0.65	26.3
Wm. Hilton Parkway with Singleton Beach Road	0.46	3.6	0.50	4.3	0.55	3.8	0.46	4.0
Wm. Hilton Parkway with Shelter Cove Lane (off-island intersection)	0.46	3.8	0.50	4.7	0.54	4.6	NOT SIGNALIZED	
Wm. Hilton Parkway with Shelter Cove Lane (center intersection)	0.45	14.6	0.49	15.9	0.55	12.3	0.64	16.0
Wm. Hilton Parkway with Queens Folly Road/King Neptune Way	0.51	30.4	0.55	31.7	0.67	28.7	0.81	44.7
Wm. Hilton Parkway with Queens Way	0.40	4.8	0.47	6.0	0.66	7.2	0.56	7.7
Wm. Hilton Parkway with Shipyard/Wexford Drives	0.50	20.2	0.55	23.0	0.64	21.4	0.56	15.4
Wm. Hilton Parkway with New Orleans Road/Village at Wexford	0.59	22.6	0.65	22.8	0.64	17.0	0.57	27.8
Wm. Hilton Parkway with Arrow Road	0.49	34.3	0.56	43.6	0.46	28.8	0.48	22.3
Pope Avenue with New Orleans/Office Park Roads	0.57	30.9	0.63	33.6	0.57	23.8	0.62	29.6
Pope Avenue with Cordillo Parkway	0.50	30.9	0.49	33.1	0.53	24.9	0.61	24.1
Pope Avenue with Lagoon Road/Beach Parking Lot	0.40	23.1	0.39	23.4	0.50	31.8	NOT SIGNALIZED	
Palmetto Bay Road with Target Road/Island Crossings Shopping Ctr.	0.54	23.9	0.58	24.9	0.51	22.4	0.59	23.5
Palmetto Bay Road with Arrow/Point Comfort Roads	0.74	25.7	0.76	28.4	0.66	26.7	0.72	26.1

v/c - Intersection Volume-to-Capacity Ratio

dpv - Average Total Delay-per-Vehicle in seconds

NOTE: Operational conditions failing to comply with goals set forth in the LMO are shown in

Page 17

As shown in Table Six on page 16, all signalized intersections within the Town were found to be fully compliant with the dual LMO operational goals for signalized intersections and operate at level of service (LOS) D or better during the morning peak volume hour in July 2025, although the intersection of Wm. Hilton Parkway with Gum Tree Road was close to being non-compliant based on an average total delay per vehicle of 53.3 seconds, the highest average delay at any signalized intersection. Table Seven on page 17 shows that the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive was the only signalized intersection analyzed as failing to meet the Town's operational goals during the afternoon peak volume hour in July 2025, based on an intersection volume-to-capacity ratio of 1.01 and an average total delay per vehicle of 62.6 seconds indicative of LOS E. A brief discussion of mitigation for these intersections follows below in Part Seven.

PART SEVEN – INTERSECTIONS OPERATING OUT OF COMPLIANCE WITH TOWN OPERATIONAL GOALS IN JULY 2025

WILLIAM HILTON PARKWAY WITH SQUIRE POPE ROAD AND CHAMBERLIN DRIVE

The intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive was found to be non-compliant with the maximum intersection volume-to-capacity ratio LMO goal during the afternoon peak volume hour based on an intersection volume-to-capacity ratio of 1.01, indicative of demand that slightly exceeds the theoretical capacity of the intersection, and an average total delay-per-vehicle of 62.6 seconds per vehicle. These non-compliant figures for the afternoon peak hour stem from the fact that the intersection has three lanes available to serve through traffic in the eastbound direction, but only two westbound. There is also very heavy demand on the southbound right turn from Squire Pope Road that is served by a single lane and a YIELD condition, and the eastbound left turn onto Squire Pope Road that is served by a single lane and signalized. The eastbound left turn is served by protected-permitted left-turn phasing, meaning that the eastbound left turn is periodically served with a green left-turn arrow and other times by a flashing yellow arrow that allows motorists to turn left when an adequate gap in westbound traffic presents. Due to the constrained westbound through flow and availability of only two lanes, the protected left-turn green signal must be turned on for an interval that is as short as practical, and the permitted flashing yellow arrow portion of the phase affords virtually no adequate gaps in opposing traffic to turn left. The lack of gaps in westbound traffic flow also generates inordinately long vehicle queues originating from the YIELD sign serving right-turning motorists on Squire Pope Road, as the necessarily short green times provided to the side streets and green arrow serving eastbound left turns are insufficient to serve the

demand that may reach 16 vehicles or more per signal change.

The Town has retained a design consultant to make recommendations regarding the mitigation of this intersection that has conducted a great deal of analysis on the intersection and recommended a “scissors”-style, or “continuous green T” intersection as an improvement that would eliminate the signal control presently afforded to low-volume Chamberlin Drive in favor of a STOP sign and limit this street to right-in/right-out ingress and egress. It is not this report's intention to duplicate or compare analysis with the considerable analysis and associated recommendation proffered by the consultant. But some alternate improvements that have been or are being considered for this intersection were analyzed to measure their impact on operations and their associated ability to mitigate the intersection relative to compliance with the Town's operational goals, and these will be discussed.

The intersection was assessed by eliminating the YIELD condition serving right turns from Squire Pope Road and adding a second right-turn lane, with right turns controlled by the traffic signal. This improvement resulted in an intersection volume-to-capacity ratio of 0.94, still non-compliant with the LMO goals. Providing a free-flowing southbound right-turn via the construction of an adequately-designed acceleration lane departing the intersection westbound successfully mitigated the intersection, but it is recognized that this treatment has a significant impact on private property that is highly undesirable. The provision of a second left-turn lane to serve eastbound turns onto Squire Pope Road was assessed, but this improvement resulted in a still non-compliant intersection with a volume-to-capacity ratio of 0.92, even when combined with the aforementioned second right-turn lane added to Squire Pope Road's approach to the signal. The provision of a future third westbound through lane without any other improvements successfully mitigated the signal, however, resulting in a projected total delay of 15.5 seconds per vehicle during the afternoon peak hour and reducing the intersection's volume-to-capacity ratio to 0.82. It appears that, barring an improvement that either provides a free-flowing right turn from Squire Pope Road or one that grade separates the eastbound left turn onto Squire Pope Road and conveys it over the westbound through movement to a new intersection on Squire Pope Road, widening to provide a third westbound through lane through the intersection is the key to the long-term successful mitigation of this intersection and its operation in compliance with the LMO goals during the afternoon peak hour.

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

While this intersection was found to be operating in compliance with the LMO operational goals in July 2025, the average total delay of 53.3 seconds per vehicle

shown in Table Six indicated that this congested intersection is very close to operating out of compliance with the LMO's delay-based goal during the morning peak volume hour. Additional analysis was conducted to develop an intersection improvement recommendation that may render this intersection reliably compliant with the LMO goals for several years into the future, particularly as traffic demands increase as a result of nearby residential development that is under construction at the time of this report. It has often been suggested that the third eastbound through lane that previously existed at this intersection until circa 2010 should be restored. Analysis shows that this improvement in itself would not successfully mitigate the intersection unless the free-flowing right-turn lane serving northbound motorists exiting the Cross Island Parkway is maintained. At up to 400 vehicles per hour, the demand on this right-turn is even higher than that on the right turn from Squire Pope Road, and analysis of efforts to replace the existing free-flowing right turn with two right-turn lanes controlled by the signal do not successfully mitigate the intersection. Conversely, the provision of a second left-turn lane to serve each direction of William Hilton Parkway does successfully mitigate the intersection, with the raised, landscaped channelizing island in the intersection's southwest (Honey Horn) quadrant eliminated to accommodate two departure lanes southbound and the channelizing island in the southeast (Jarvis Park) quadrant retained to maintain the free-flowing northbound right turn. Notably, the elimination of the channelizing island in the southwest quadrant would remediate a channelized right-turn lane that was not designed to accommodate heavy vehicles, and also enable the existing southbound right-turn lane on Gum Tree Road to be revised to a shared through/right lane as was previously the case prior to approximately 2010. While this would adversely impact the right-turn movement, particularly the ability to turn right on a red signal from Gum Tree Road, the availability of two through lanes to proceed onto the on ramp to the Cross Island Parkway from Gum Tree Road increases the intersection's capacity and may reduce the length of green signal required to keep Gum Tree Road from backing up into the Marsh Point Drive intersection that is likely to experience increased demand in the near future.

**OTHER INTERSECTIONS WITH POTENTIAL LMO COMPLIANCE ISSUES
BASED ON OPERATIONAL GOALS REVISED BY TOWN COUNCIL IN
AUGUST 2025**

As referenced herein, Town Council modified the operational goals outlined in Section 16-5-106.C of the LMO by enacting ordinance 2025-18 last August. This ordinance added two additional goals to the longstanding capacity- and delay-based operational goals described in this section. The two operational goals that were added read as shown at the top of the following page in the LMO:

4. The Level of Service (LOS) for any vehicular traffic movement does not decline by more than one level per the requirements of the Highway Capacity Manual (HCM), nor to a Level of Service of "F"; and
5. The **development** causes safety issues or delays that require mitigation as determined by the Town Engineer.

While the second of the two added operational goals is subjective and may be applied at the discretion of the Town Engineer, the first addresses the level-of-service (LOS) associated with individual traffic movements as assessed by the analyses conducted for this report. Although these goals may have been added to the LMO by Town Council to provide the Town with additional options to require mitigation by development applicants, this report acknowledges the inclusion of 4. above in Section 16-5-106(C) relating to declines in LOS for individual traffic movements. This recently-established goal requires that the LOS associated with any individual traffic movement does not decline by more than one LOS, nor to LOS F, associated with an average total delay per vehicle exceeding 80.0 seconds at signalized intersections or 50.0 seconds on roundabout approaches. This goal makes no distinction between conventional signalized intersections and roundabouts in the LMO, and is applicable to intersections in general.

Four instances of the LOS associated with an individual traffic movement declining by more than one level (letter grade), one each at four different intersections, in July 2025 compared with July 2024, were identified. Three of these declines in LOS occurred during the afternoon peak hour and one, at Sea Pines Circle, occurred during the morning peak hour. These four movements and the change in their average total delay score are shown in Table Eight on page 22.

**TABLE EIGHT – INDIVIDUAL TRAFFIC MOVEMENTS DECLINING BY
MORE THAN ONE LEVEL OF SERVICE – JULY 2024 TO JULY 2025**

Intersection	Movement	AM/PM Peak Hour	2024		2025	
			dpv	LOS	dpv	LOS
Wm. Hilton Pkwy. w/ Squire Pope Rd / Chamberlin Dr	Eastbound Left Turn from Wm. Hilton Pkwy.	PM	10.8	B	46.8	D
Wm. Hilton Pkwy. w/ Gum Tree Rd./XIP Ramps	Eastbound Wm. Hilton Pkwy. Through	PM	19.9	B	35.9	D
Pope Avenue w/ Cordillo Parkway	Southbound Right Turn onto Cordillo Pkwy.	PM	8.8	A	20.5	C
Sea Pines Circle	Wm. Hilton Pkwy. Entering Circulating Roadway	AM	24.2	C	41.2	E

dpv – Average Total Delay per Vehicle in seconds

Eight intersections were analyzed as having one or more individual traffic movements that declined from LOS E to LOS F in July 2025 compared with July 2024, five during the afternoon peak hour, and three during the morning peak hour. These intersections and the individual traffic movements that declined to LOS F in July 2025 compared with July 2024 are shown in Table Nine on page 23.

**TABLE NINE – INDIVIDUAL TRAFFIC MOVEMENTS DECLINING
FROM LOS E TO LOS F – JULY 2024 TO JULY 2025**

Intersection	Movement	AM/PM Peak Hour	2024		2025	
			dpv	LOS	dpv	LOS
Wm. Hilton Pkwy. w/ Squire Pope Rd / Chamberlin Dr	Northbound Left Turn from Chamberlin Dr.	AM	75.1	E	80.8	F
	Northbound Through from Chamberlin Dr.	AM	75.5	E	80.9	F
	Southbound Left Turn from Squire Pope Rd.	AM	78.8	E	83.9	F
Wm. Hilton Pkwy. w/ Spanish Wells / Wild Horse Rds.	Northbound Left Turn from Spanish Wells Rd.	AM	77.8	E	86.8	F
Wm. Hilton Pkwy. w/ Beach City Rd./Gardner Dr.	Eastbound Left Turn from Wm. Hilton Pkwy.	PM	79.2	E	87.4	F
Wm. Hilton Pkwy. w/ Dillon Rd./Plaza Dr.	Northbound Left Turn from Plaza Dr.	PM	78.5	E	80.3	F
Wm. Hilton Pkwy. w/ Arrow Rd.	Southbound Left Turn from Arrow Rd.	PM	75.3	E	88.4	F
Pope Ave. w/ New Orleans/Office Park Rds.	Westbound Left Turn from New Orleans Rd.	PM	75.4	E	81.4	F
Pope Ave. w/ Cordillo Pkwy.	Westbound Right Turn from Cordillo Pkwy.	PM	69.6	E	80.2	F
Sea Pines Circle	Southbound Palmetto Bay Road Approach	AM	49.2	E	68.7	F

dpv – Average Total Delay per Vehicle in seconds

It should be noted that optimal and efficient peak hour traffic signal operation that reduces the frequency of signal changes sufficiently to afford adequate capacity to arterial through or other high-volume traffic movements routinely results in red signals provided to low-volume, minor traffic movements that may approach or even

exceed two minutes. If the resulting average total delay per vehicle for any individual traffic movements exceed 80.0 seconds at a signalized intersection, the movement is evaluated as operating at LOS F. Hence, it may be very difficult and somewhat impractical to operate traffic signals in a manner that avoids any traffic movements operating at LOS F. The inclusion of this goal addressing individual traffic movements in the LMO serves as a useful tool for identifying specific concerns relating to development applications rather than to identify large numbers of signalized intersections as being non-compliant based on low-demand traffic movements that necessarily experience relatively long delays at traffic signals during peak hours.

PART EIGHT – PLANNING COMMISSION ACTION ON THIS REPORT AS OUTLINED IN THE LMO

As of the date of this report, the LMO requires that the Planning Commission entertain and discuss this report at a public meeting that affords an opportunity for public comment. No explicit action on the part of the Planning Commission is cited. The LMO states that following the public meeting, the Planning Commission shall forward the report to Town Council, accompanied by their own comments and remarks on the report and its recommendations, if desired. The specific wording on action by the Planning Commission in response to this report as outlined in Section 16-2-103(J)10.c of the online LMO as of the date of this report is shown on the following page for the Commission's ready reference.

PLANNING COMMISSION ACTION

"The Transportation Monitoring and Evaluation Report prepared by the Town Engineer as described above shall be forwarded to the **Planning Commission**. Upon receipt of the Report and recommendations from the Town Engineer, the **Planning Commission** shall give notice and hold a public meeting for the purpose of discussing the Report and recommendations and eliciting public comments."

"Following its review, the **Planning Commission** shall forward the Transportation Monitoring and Evaluation Report and recommendations, and may forward its own supplemental report and recommendations, to the **Town Council**."

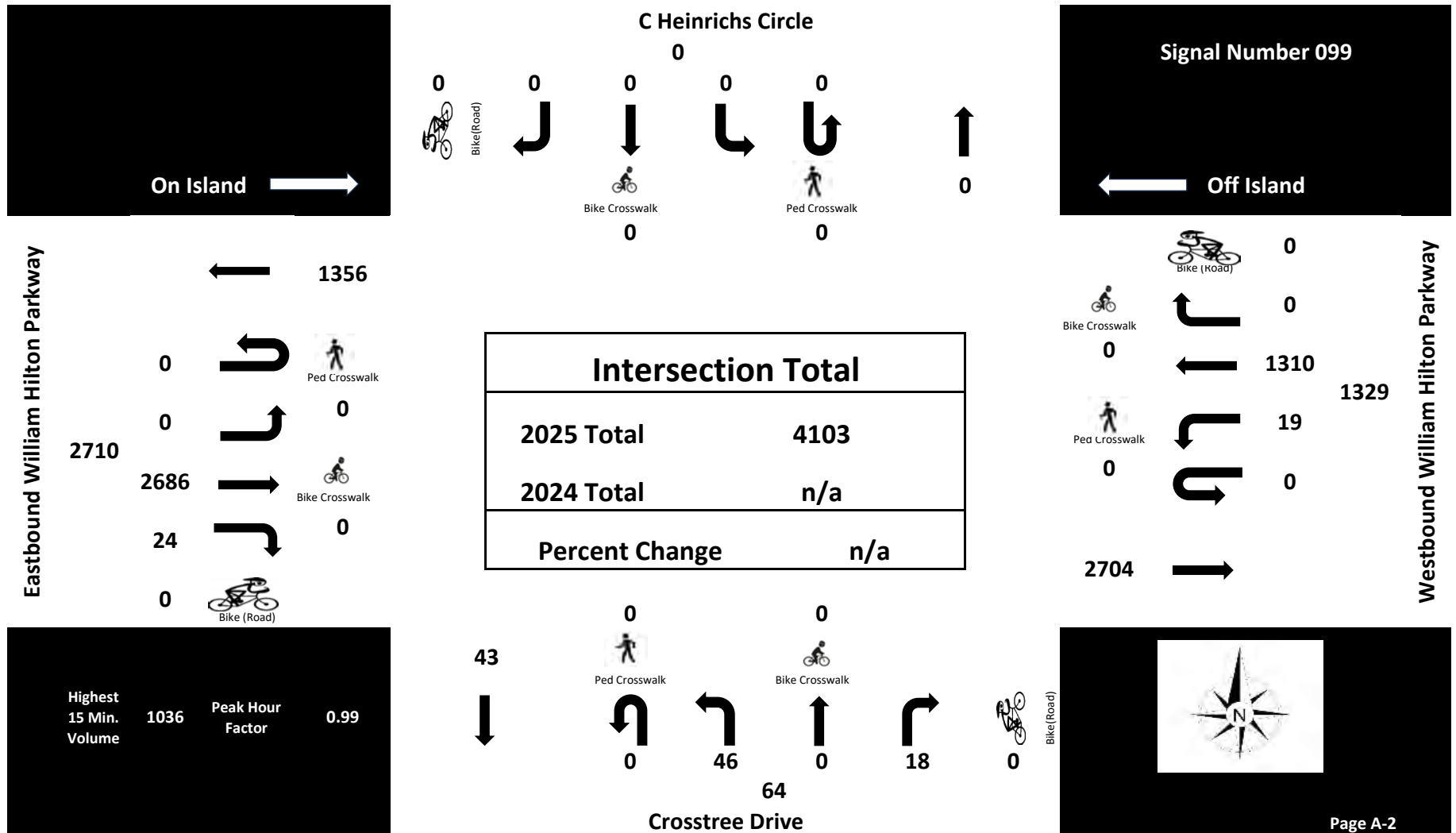
APPENDIX A

JULY 2025 MORNING AND AFTERNOON PEAK HOUR TURNING MOVEMENT COUNTS OF SIGNALIZED INTERSECTIONS AND SEA PINES CIRCLE

William Hilton Parkway - Crosstree Drive/C Heinrichs Circle

Tuesday July 8, 2025

AM Peak Hour 7:15 AM to 8:15 AM

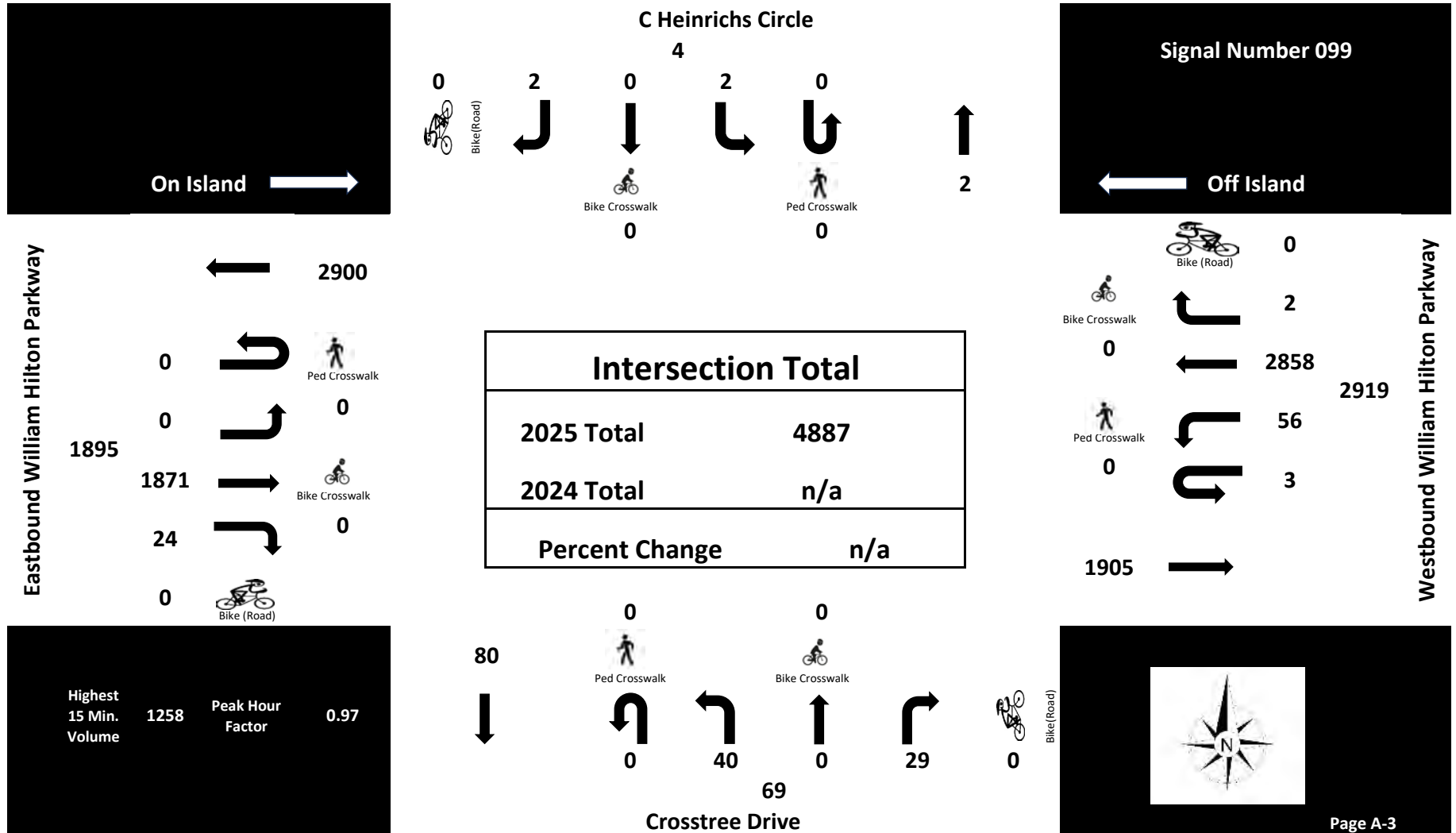


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Crosstree Drive/C Heinrichs Circle

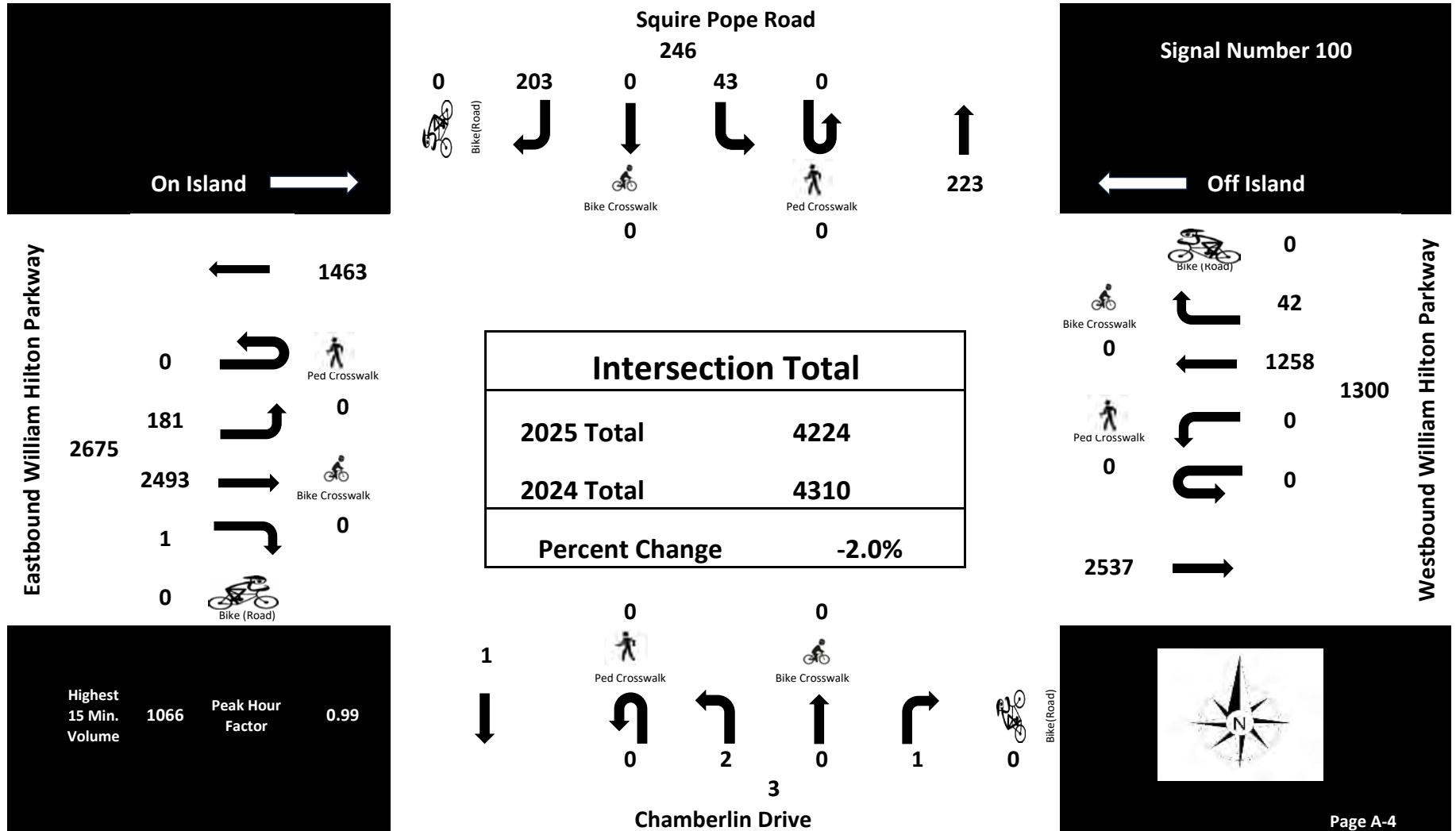
Tuesday July 8, 2025

PM Peak Hour 4:45 PM to 5:45 PM



Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Squire Pope Road/Chamberlin Drive
Tuesday July 8, 2025
AM Peak Hour 7:30 AM to 8:30 AM

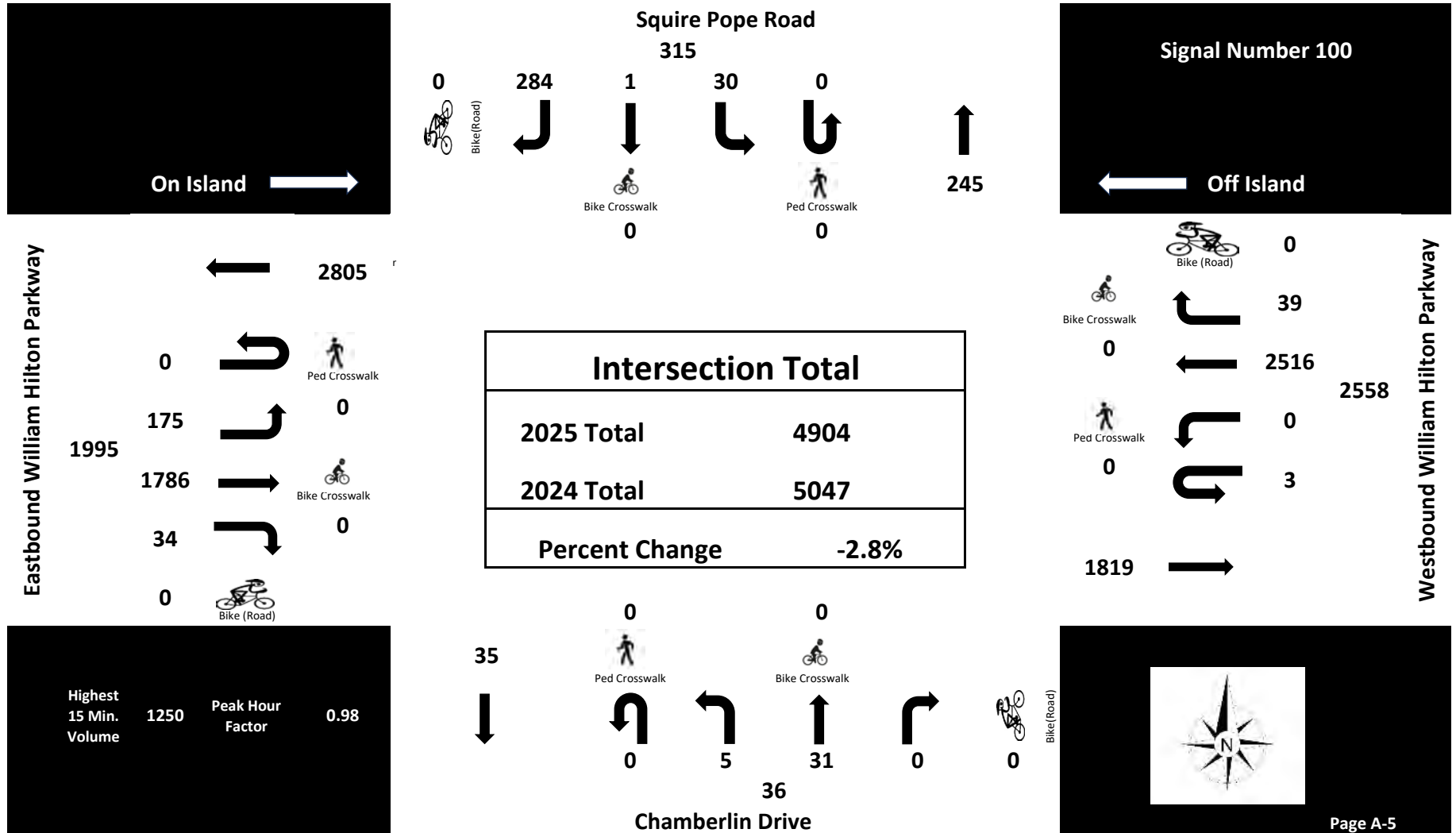


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Squire Pope Road/Chamberlin Drive

Tuesday July 8, 2025

PM Peak Hour 4:00 PM to 5:00 PM

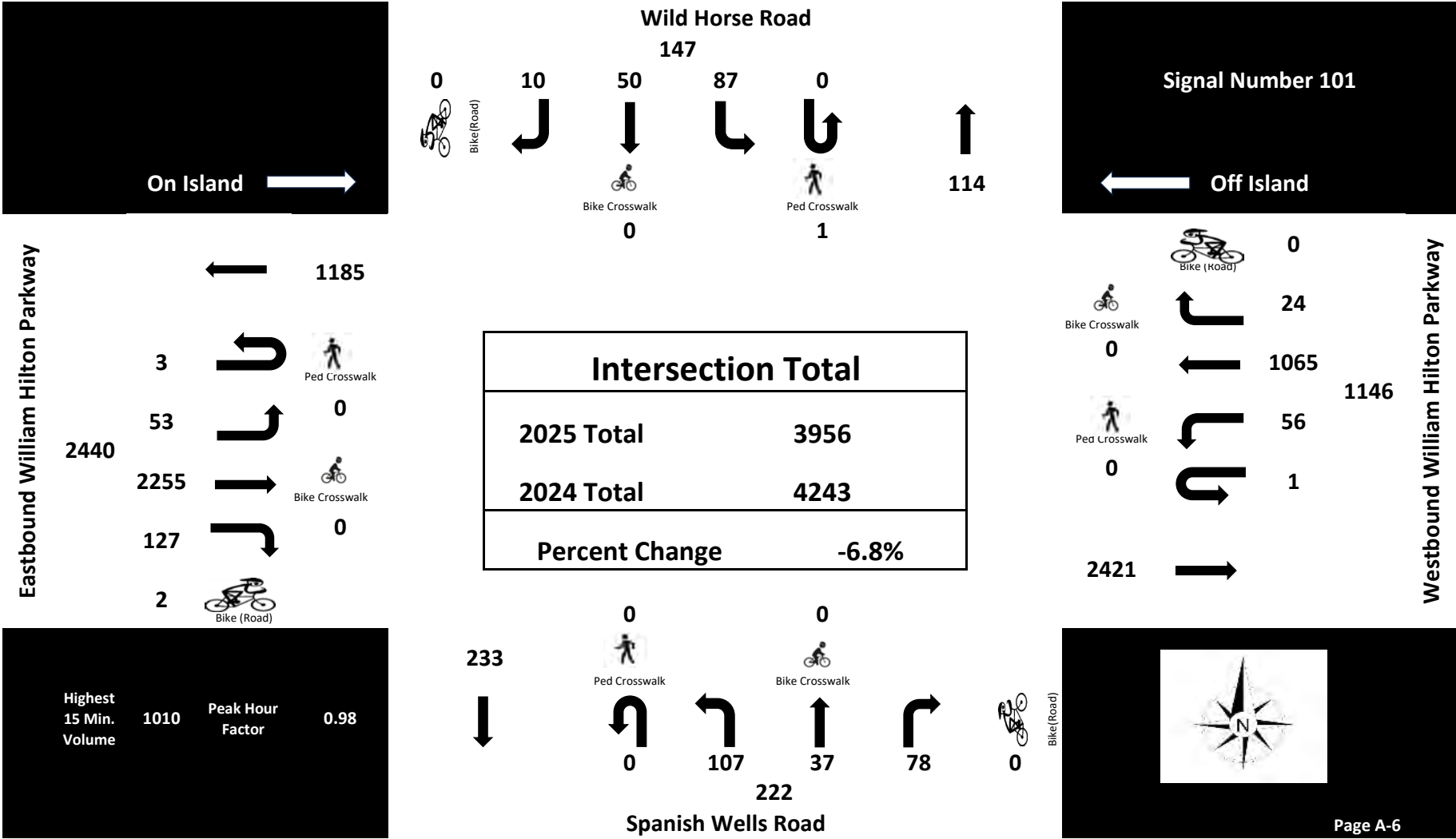


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Wild Horse Road/Spanish Wells Road

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

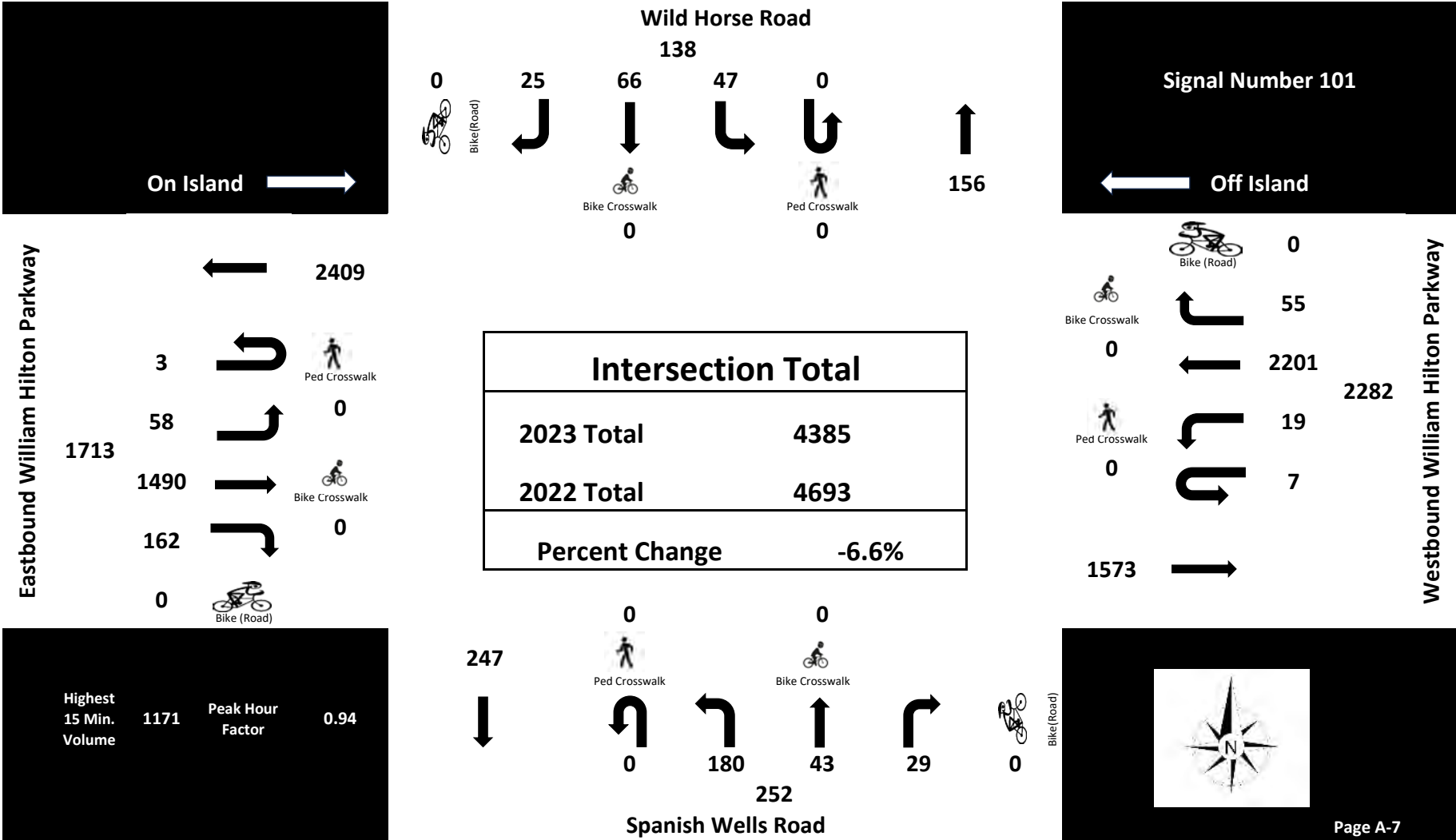


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Wild Horse Road/Spanish Wells Road

Tuesday July 8, 2025

PM Peak Hour 5:00 PM to 6:00 PM

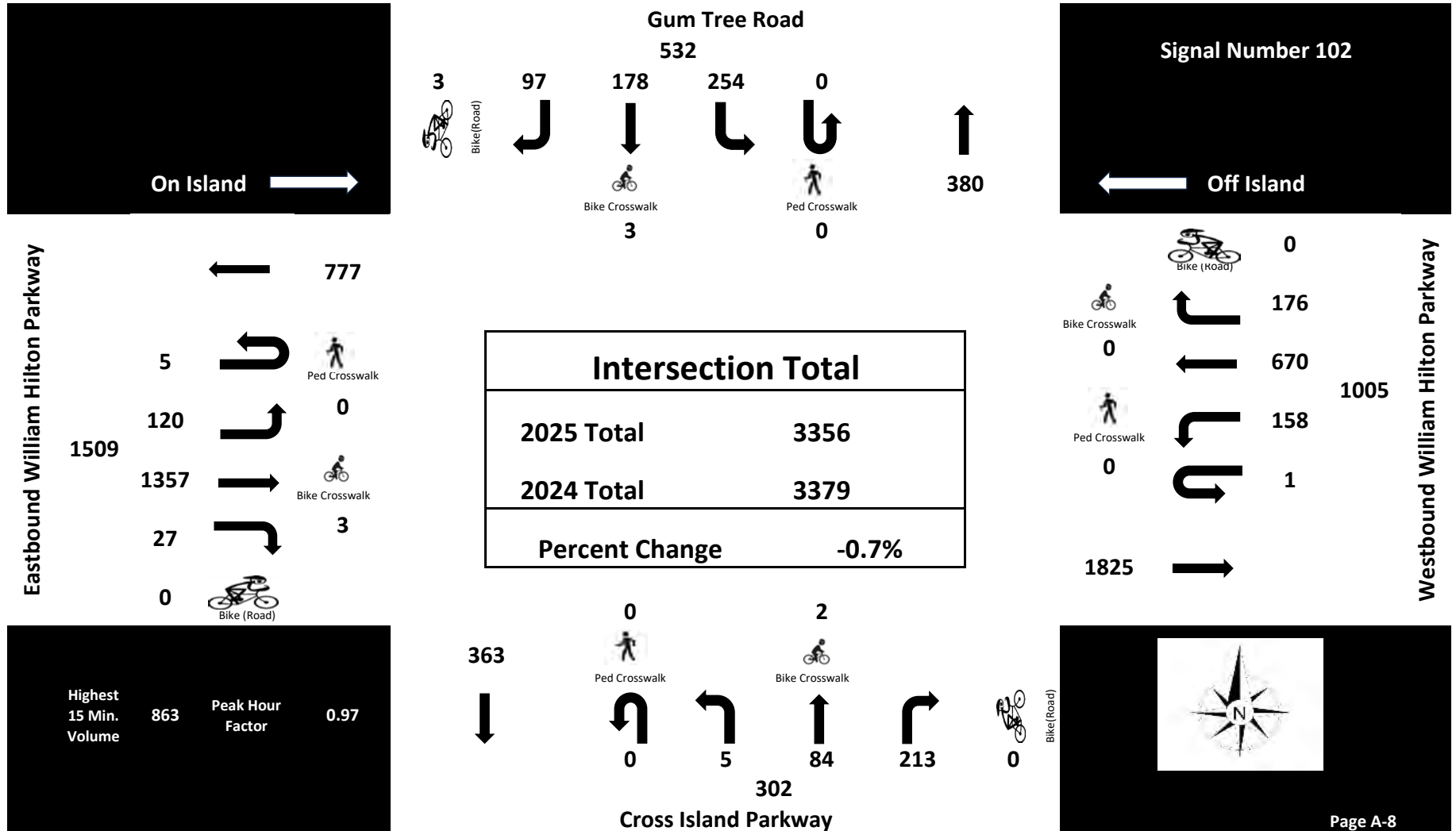


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Gum Tree Road/Cross Island Parkway Ramps

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

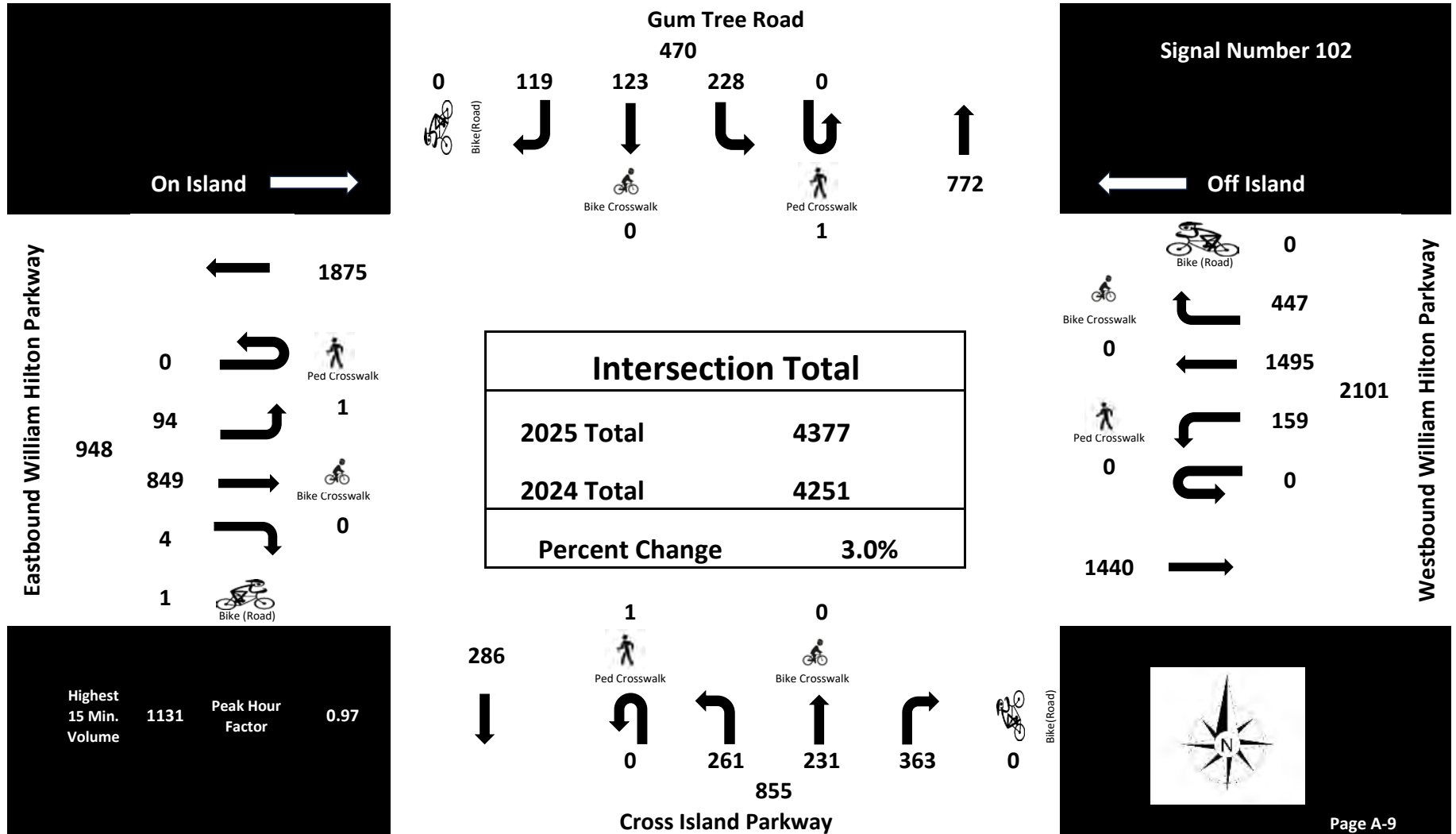


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Gum Tree Road/Cross Island Parkway Ramps

Tuesday July 8, 2025

PM Peak Hour 4:30 PM to 5:30 PM

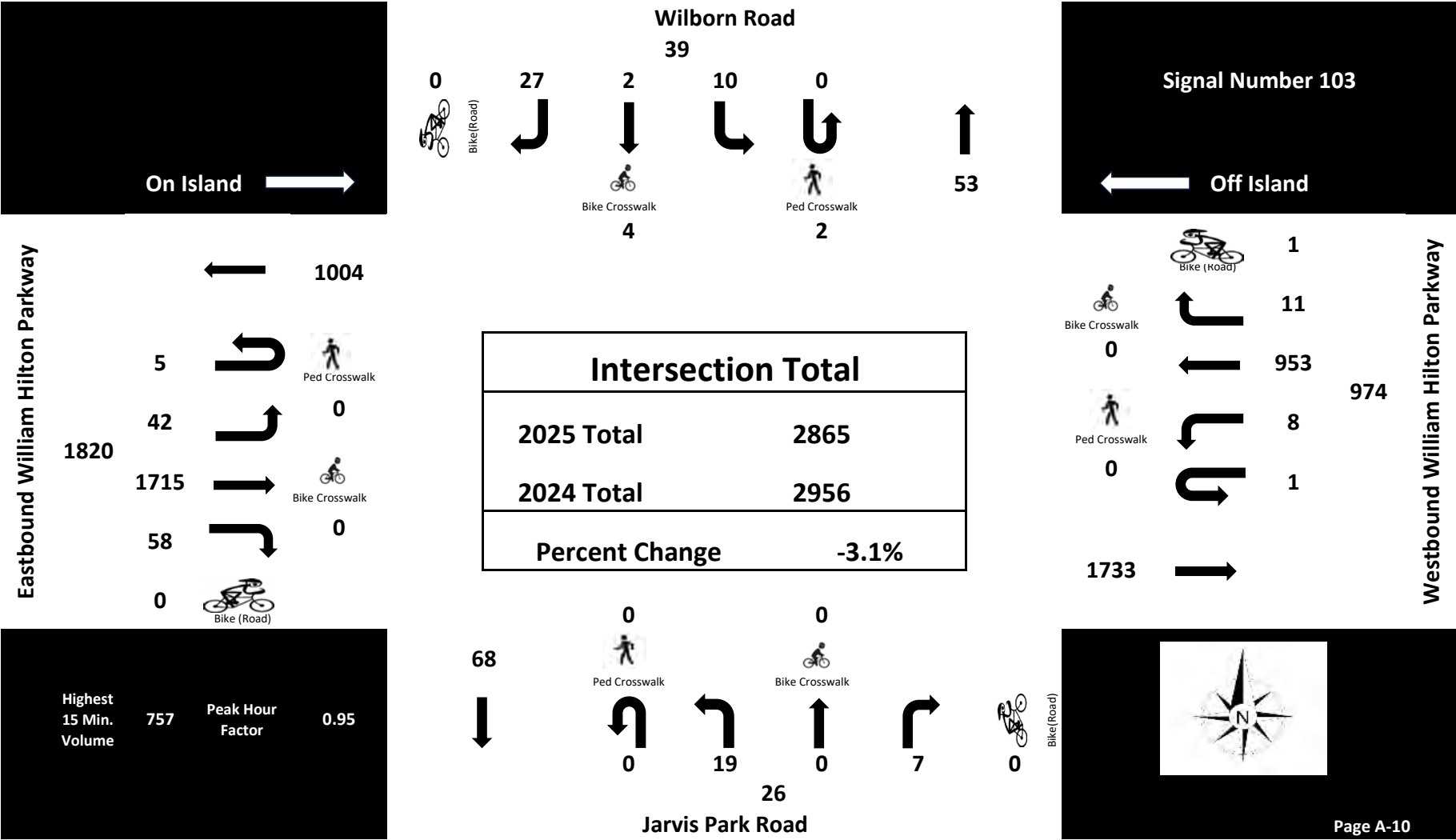


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Wilborn Road/Jarvis Park Road

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

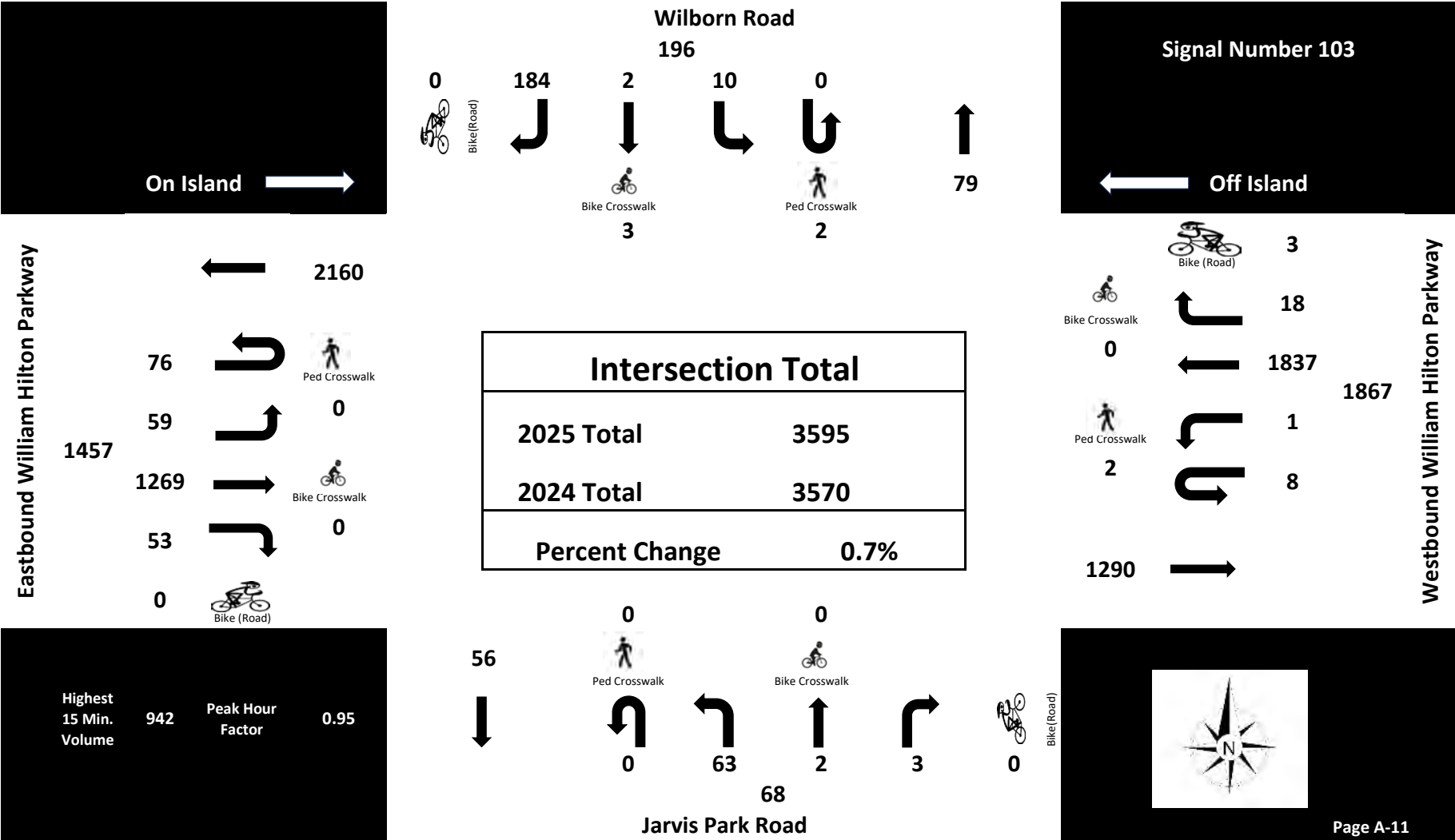


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Wilborn Road/Jarvis Park Road

Tuesday July 8, 2025

PM Peak Hour 4:30 PM to 5:30 PM

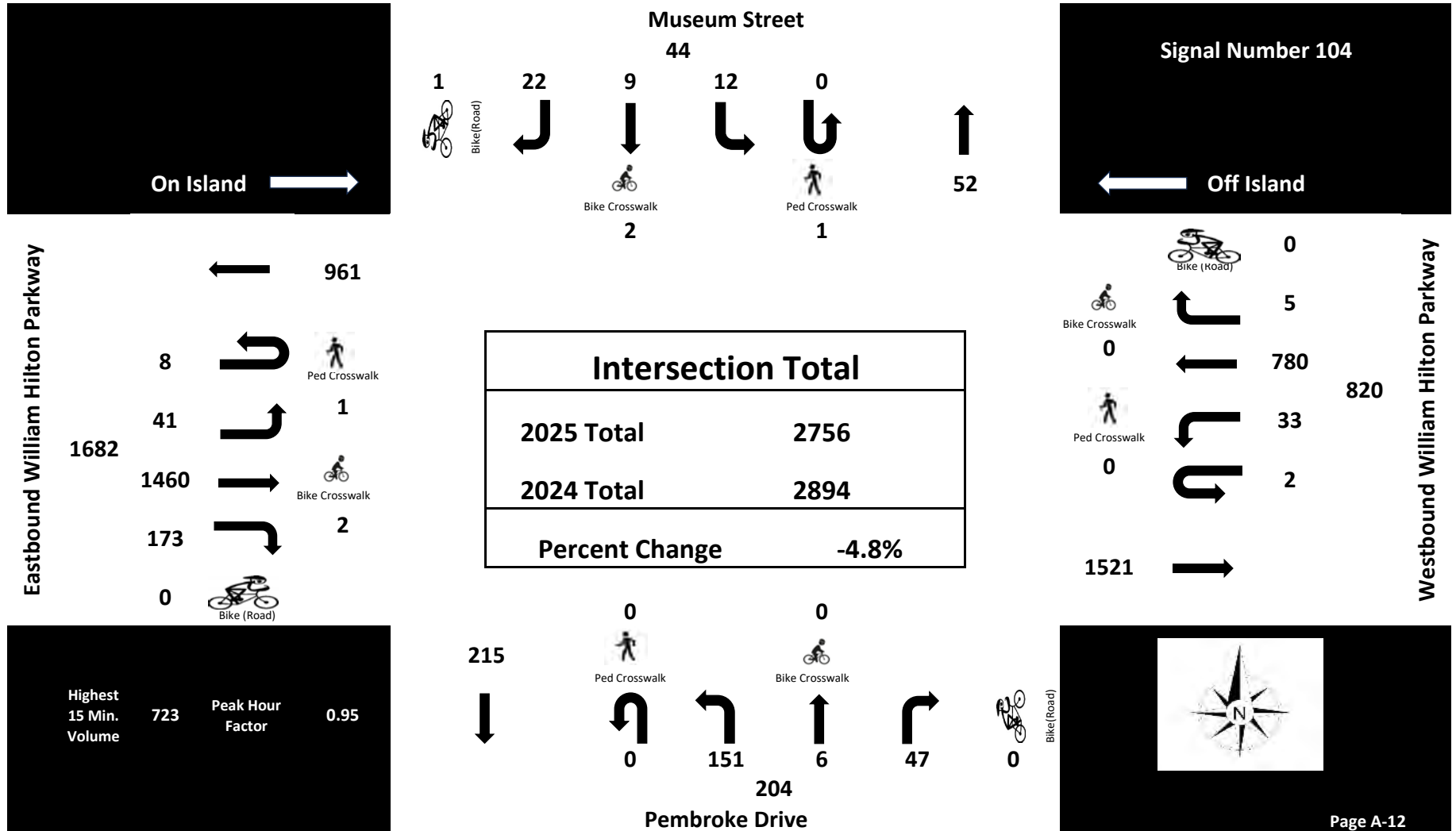


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Pembroke Drive/Museum Street

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

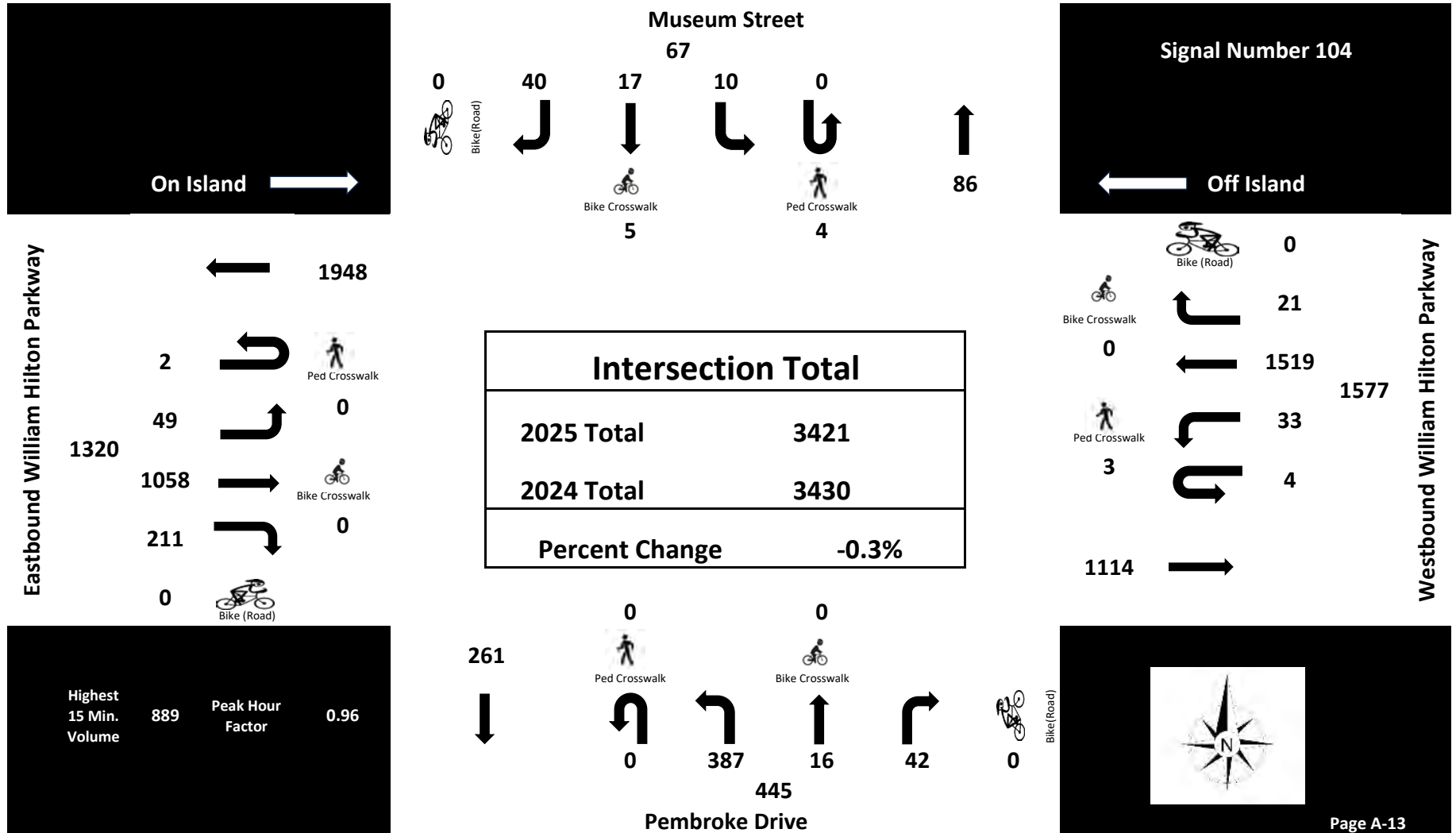


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Pembroke Drive/Museum Street

Tuesday July 8, 2025

PM Peak Hour 4:15 PM to 5:15 PM

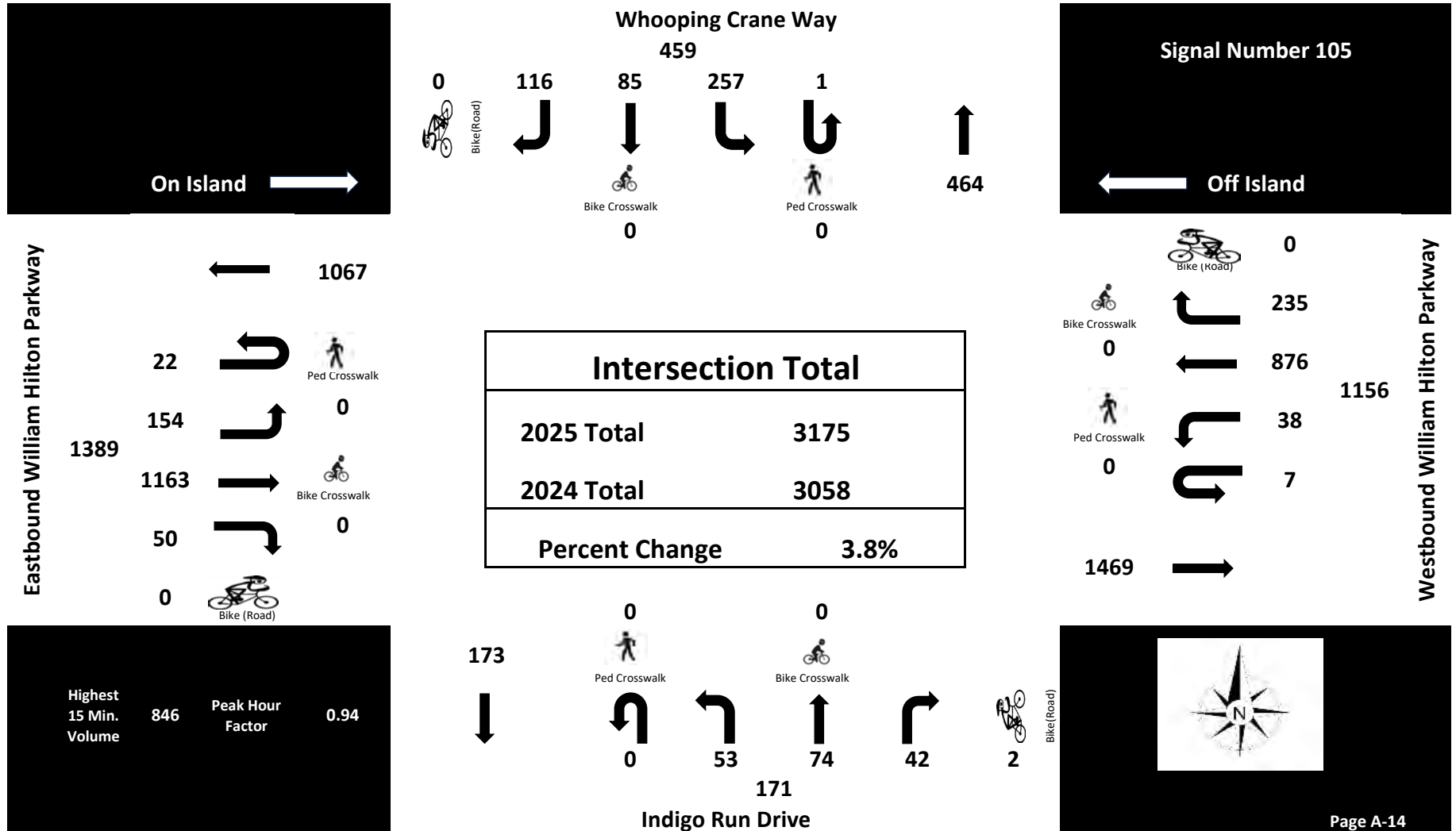


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Whooping Crane Way/Indigo Run Drive

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

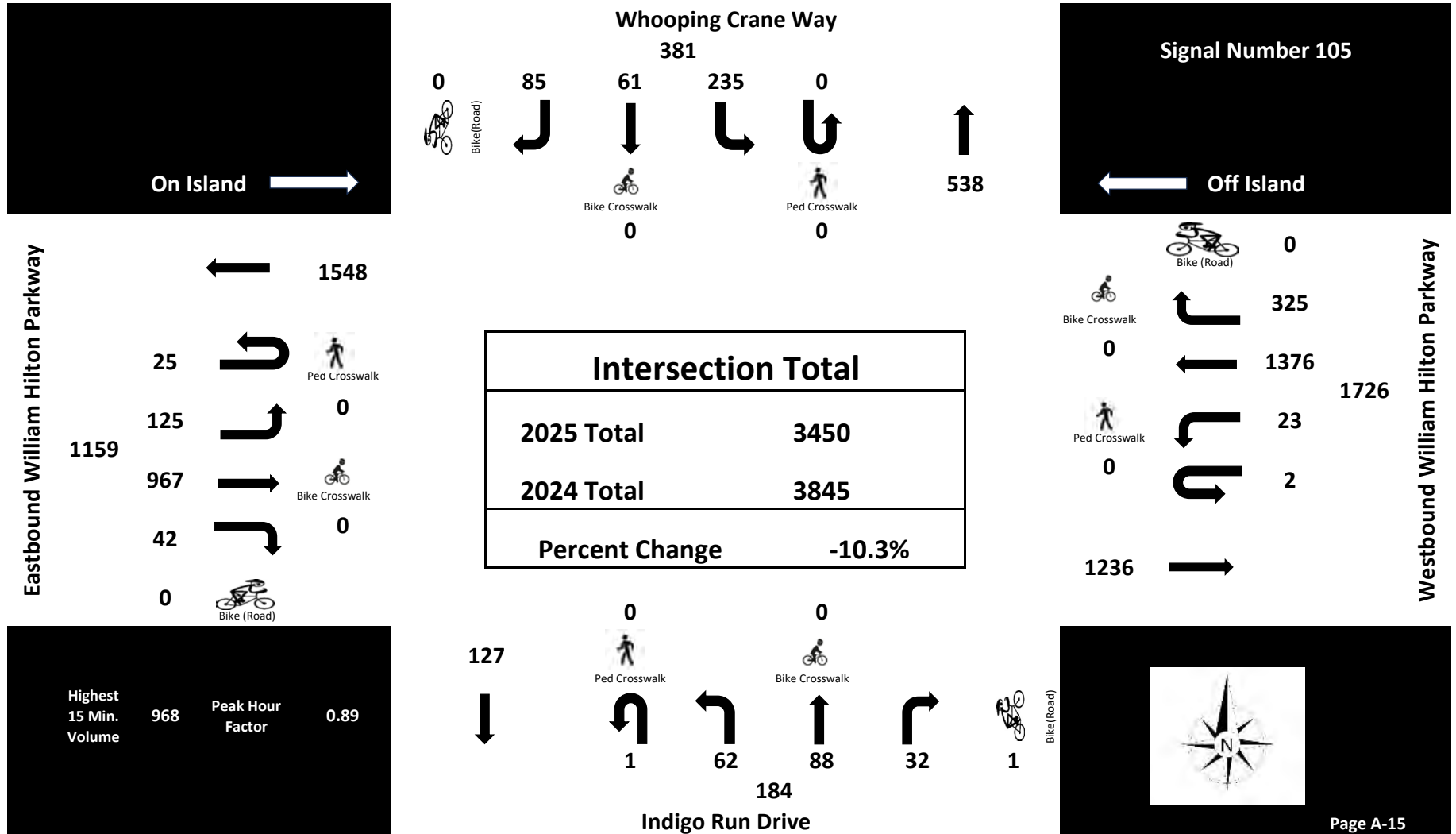


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Whooping Crane Way/Indigo Run Drive

Tuesday July 8, 2025

PM Peak Hour 4:00 PM to 5:00 PM

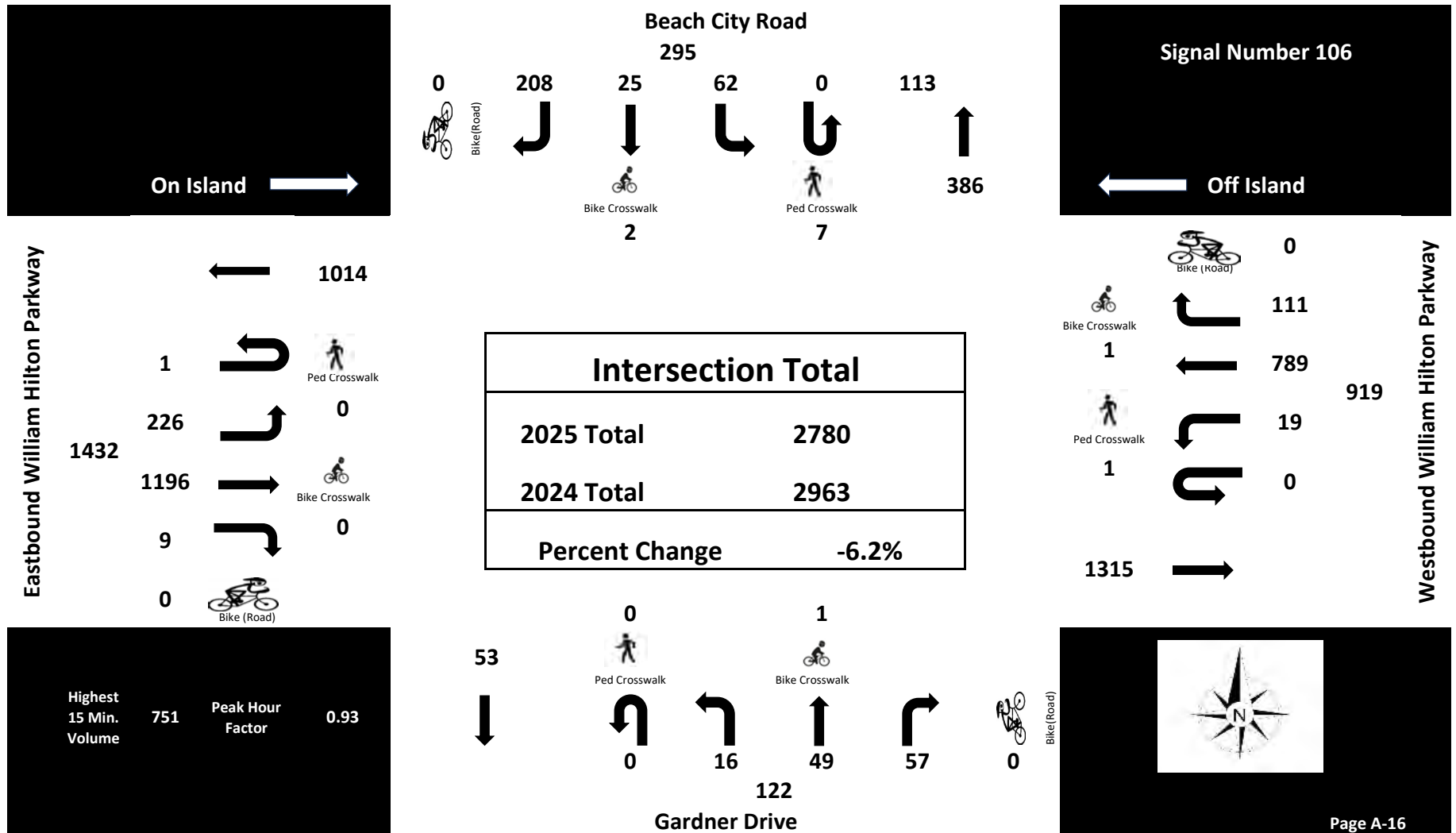


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Beach City Road/Gardner Drive

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

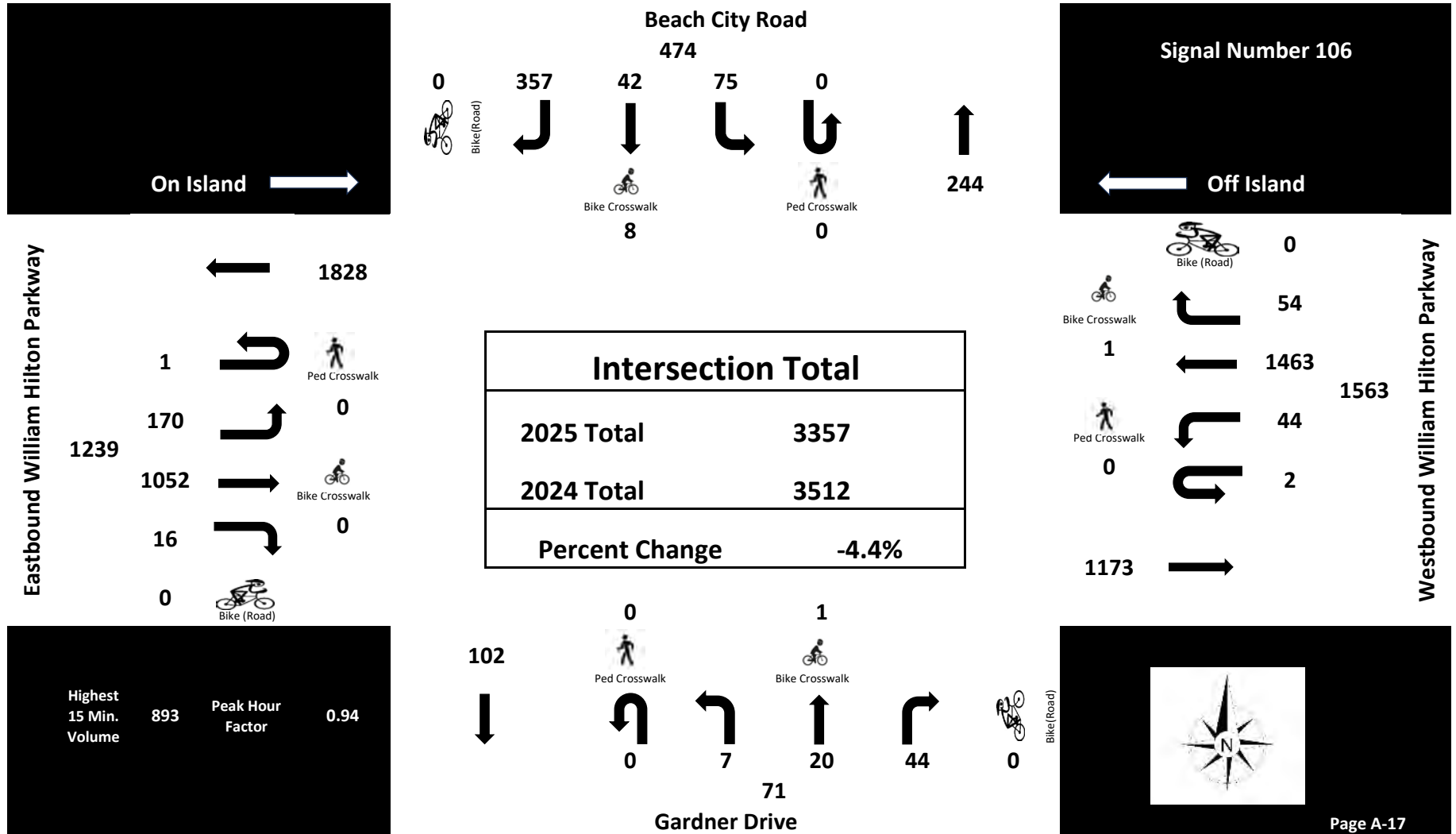


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Beach City Road/Gardner Drive

Tuesday July 8, 2025

PM Peak Hour 4:15 PM to 5:15 PM

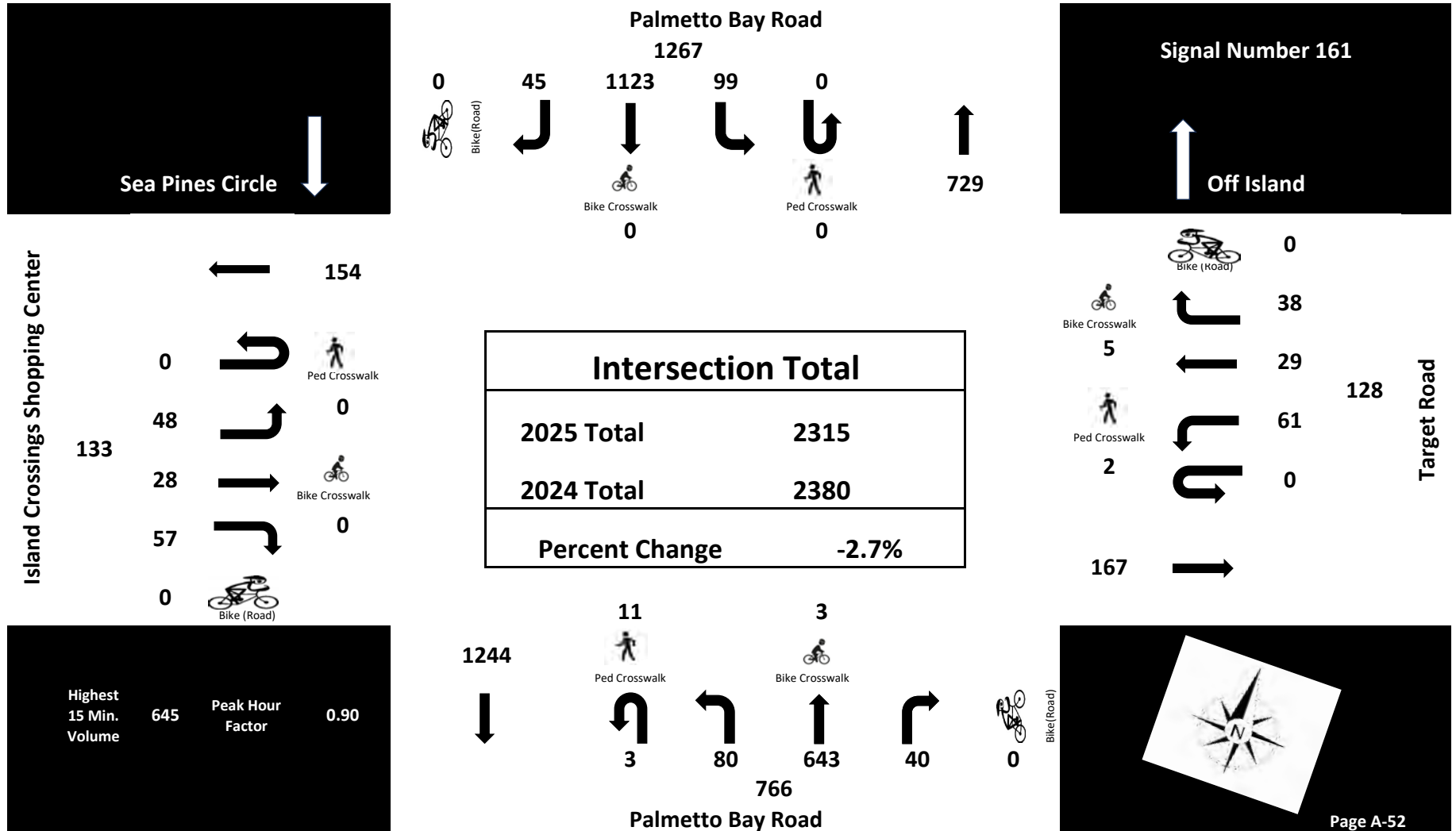


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

Palmetto Bay Road - Target Road/Island Crossings Shopping Center

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

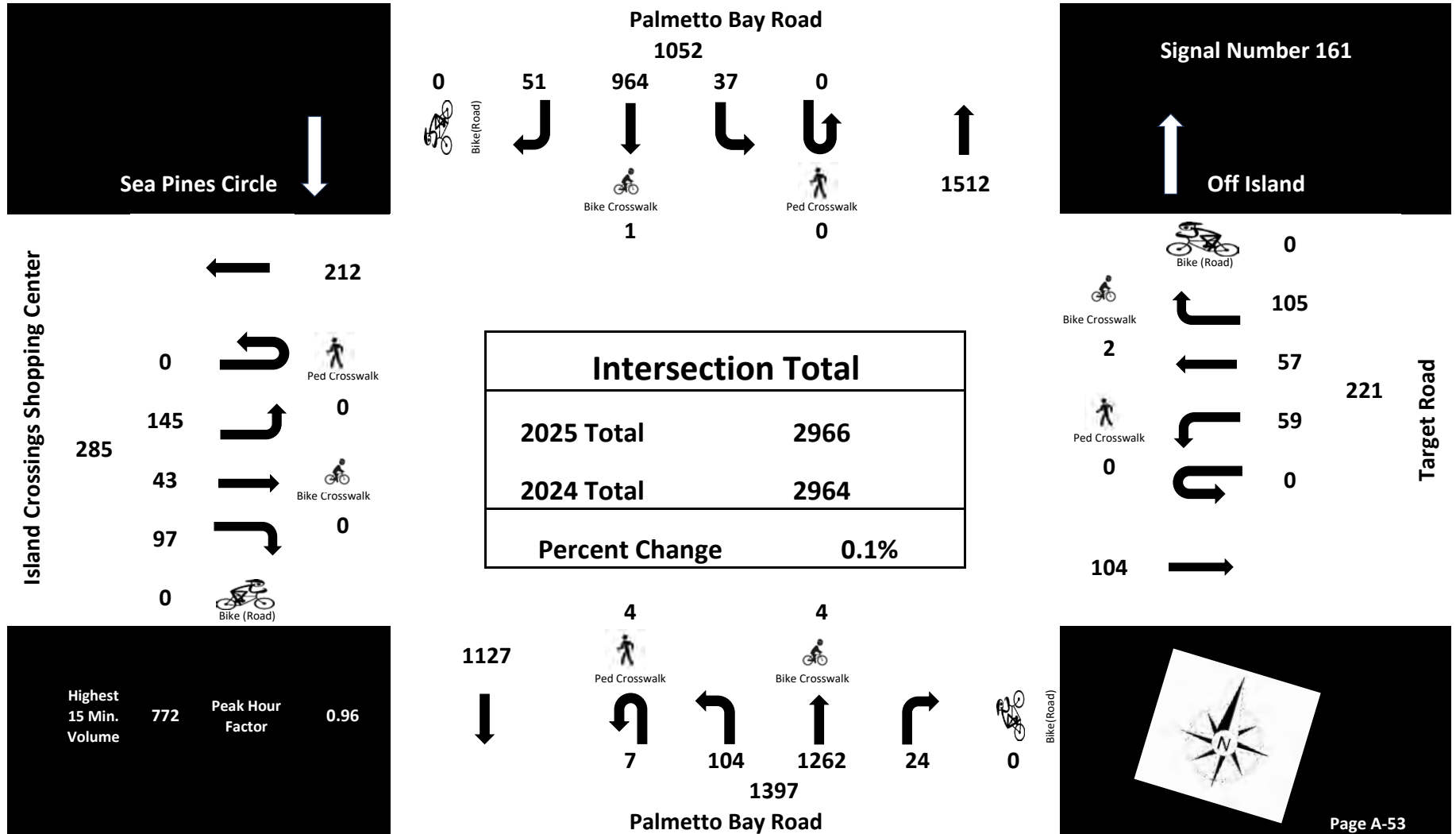


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Palmetto Bay Road - Target Road/Island Crossings Shopping Center

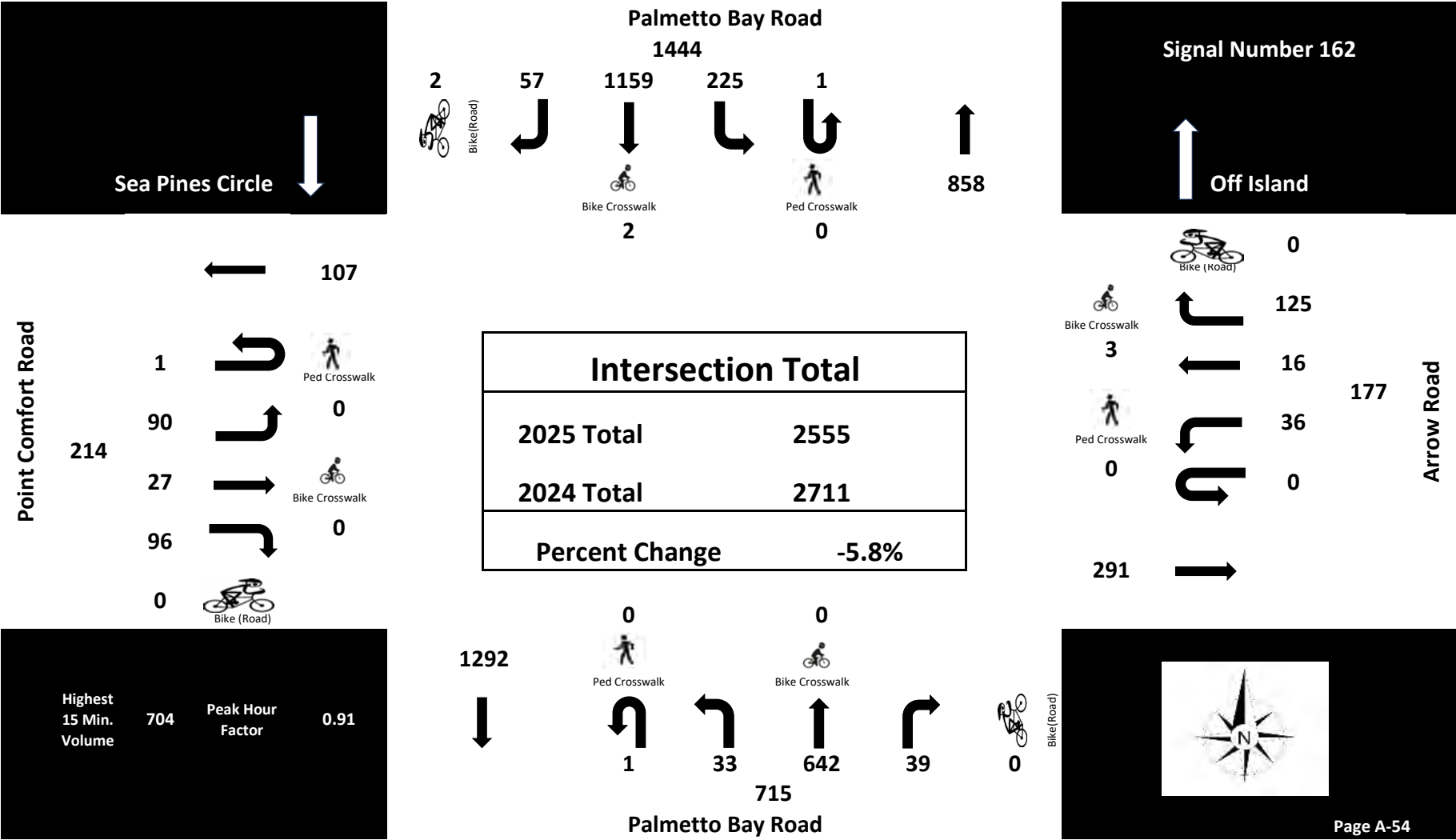
Tuesday July 8, 2025

PM Peak Hour 4:00 PM to 5:00 PM



Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

Palmetto Bay Road - Arrow Road/Point Comfort Road Tuesday July 8, 2025 AM Peak Hour 8:00 AM to 9:00 AM



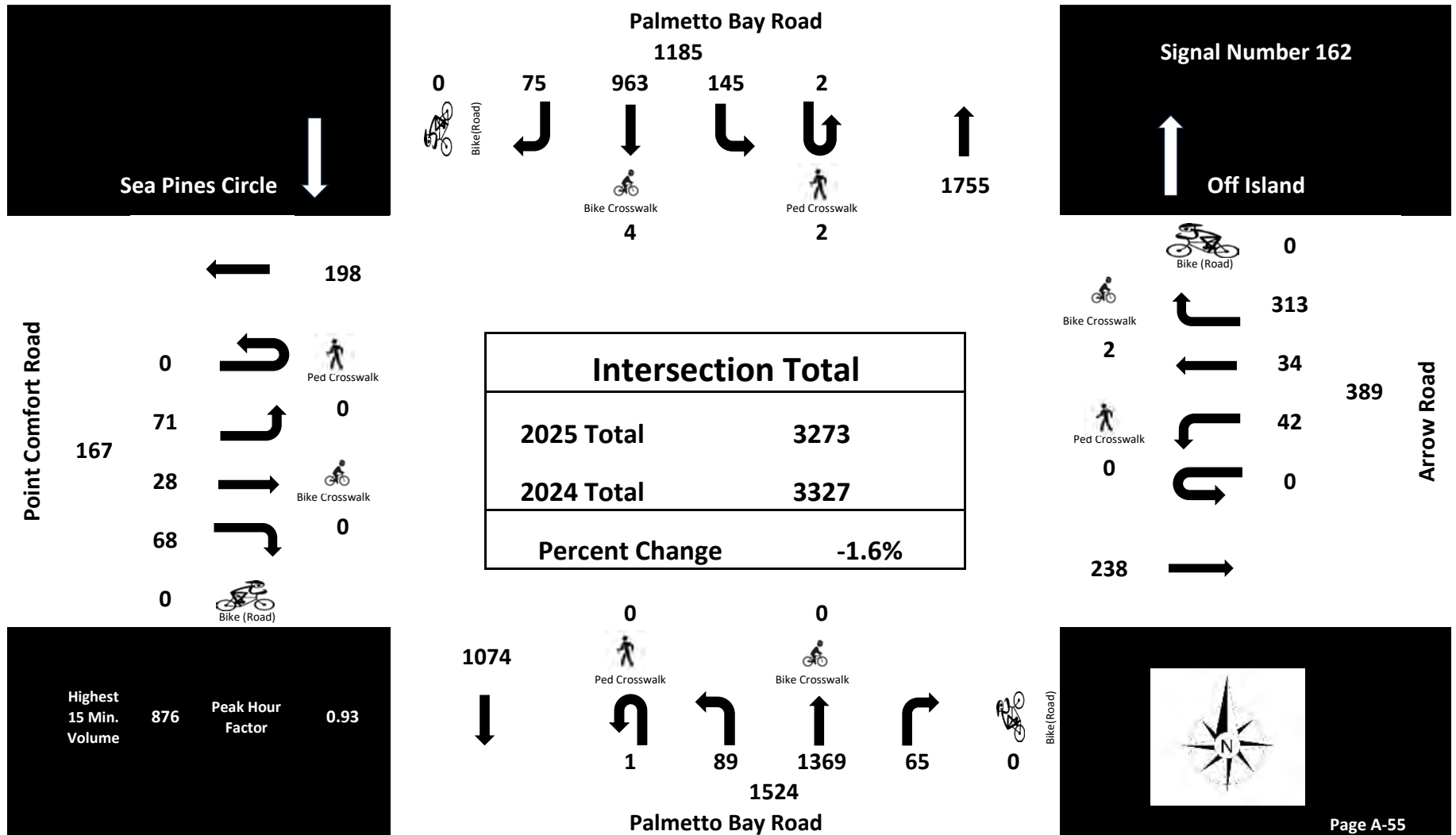
Page A-54

Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Palmetto Bay Road - Arrow Road/Point Comfort Road

Tuesday July 8, 2025

PM Peak Hour 4:00 PM to 5:00 PM

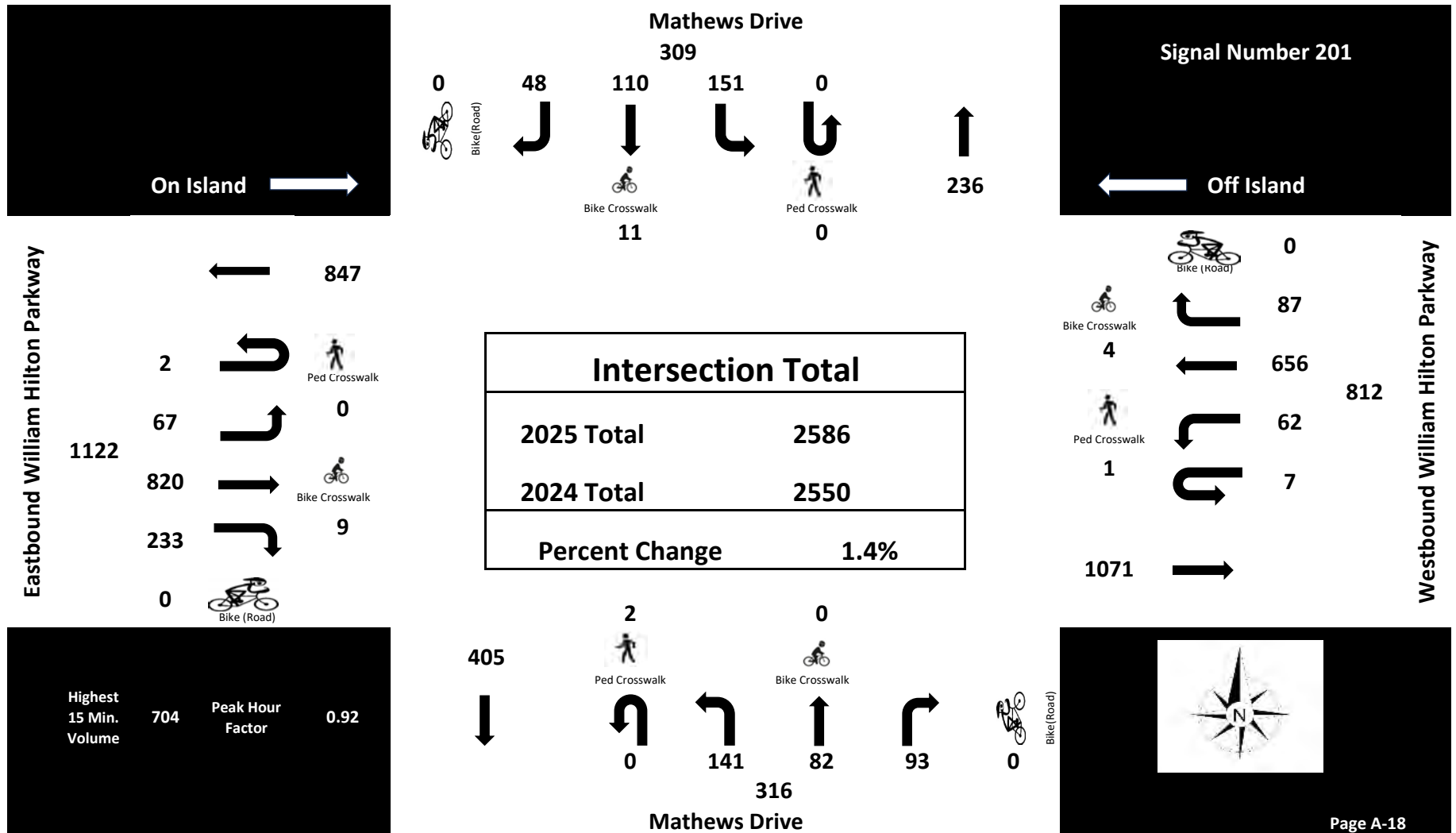


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Mathews Drive (northern intersection)

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

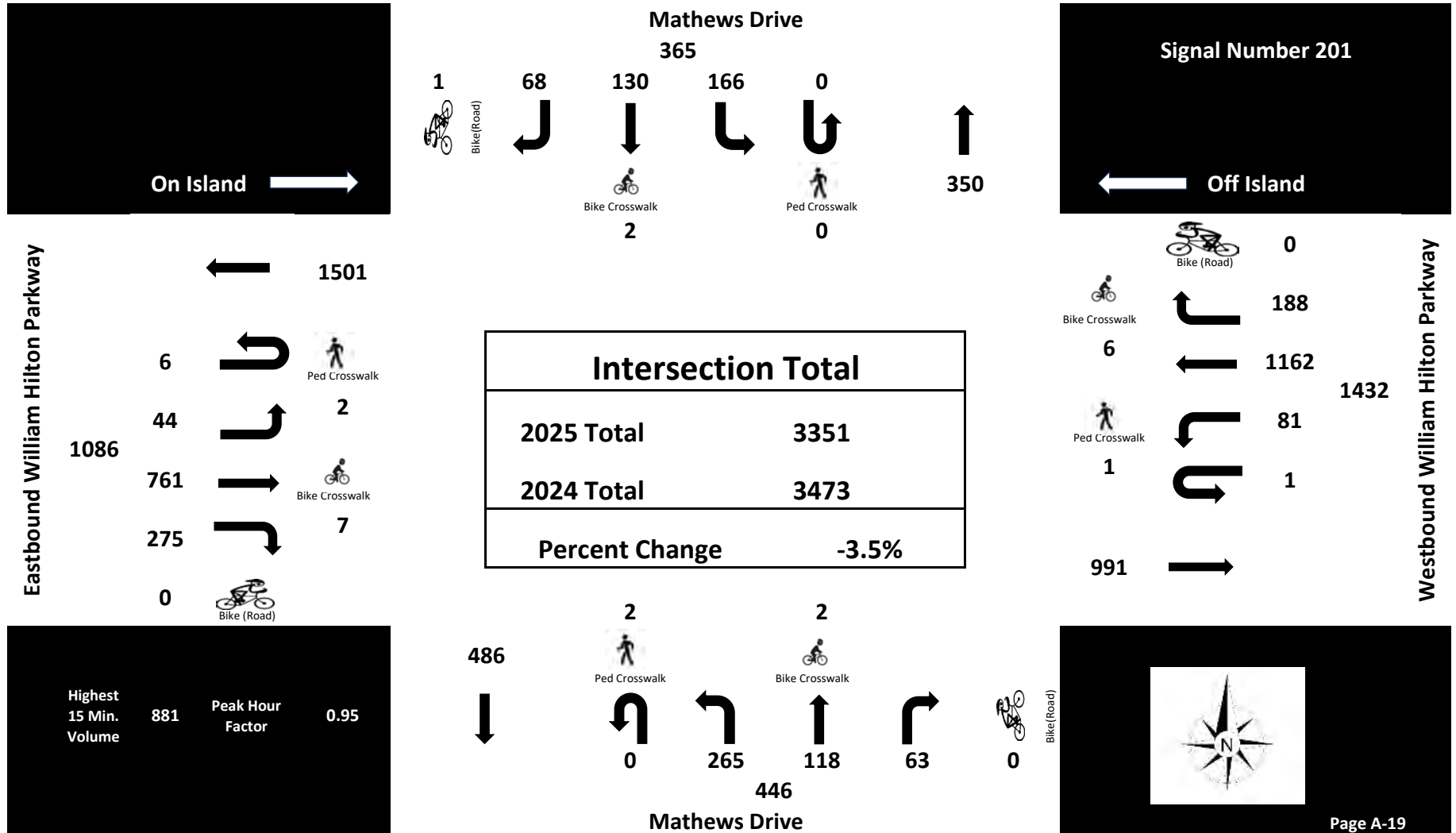


Note: LMO States AM Peak Hour Will Be Between 7 AM -9 AM

William Hilton Parkway - Mathews Drive (northern intersection)

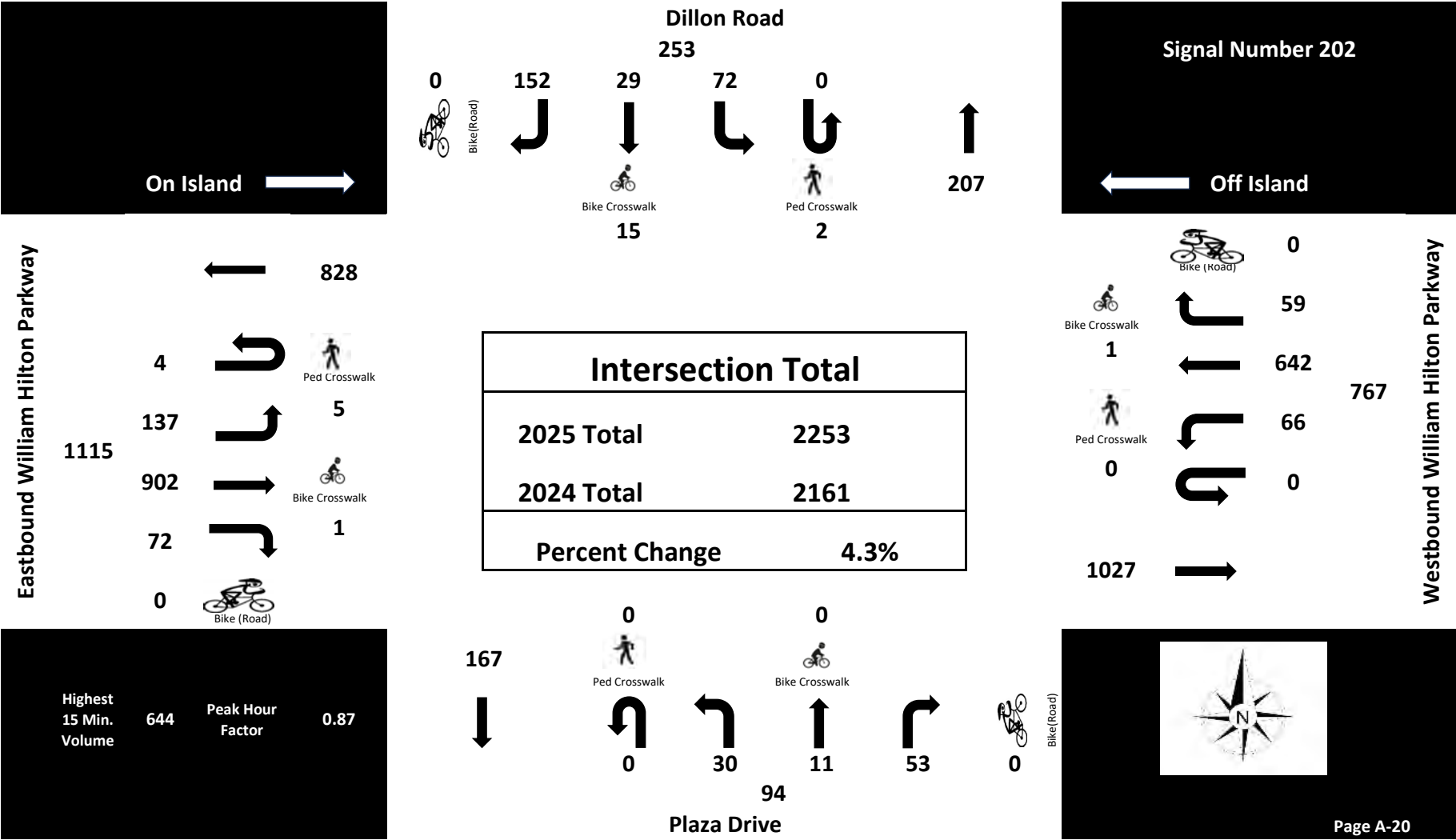
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PM Peak Hour 4:15 PM to 5:15 PM



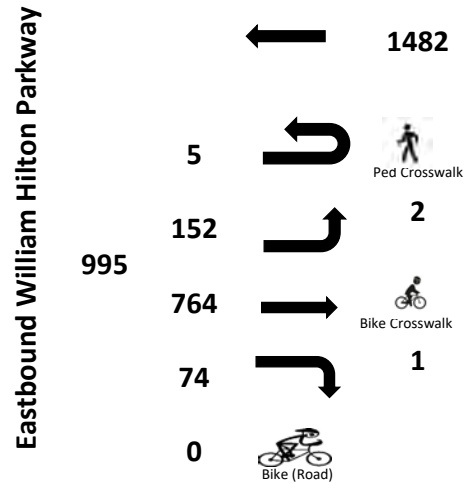
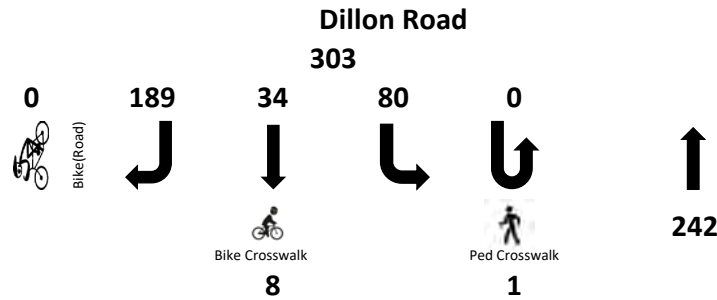
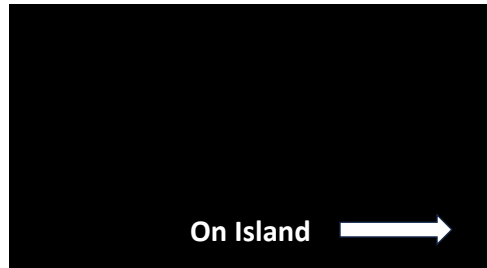
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Dillon Road/Plaza Drive
Tuesday July 8, 2025
AM Peak Hour 8:00 AM to 9:00 AM

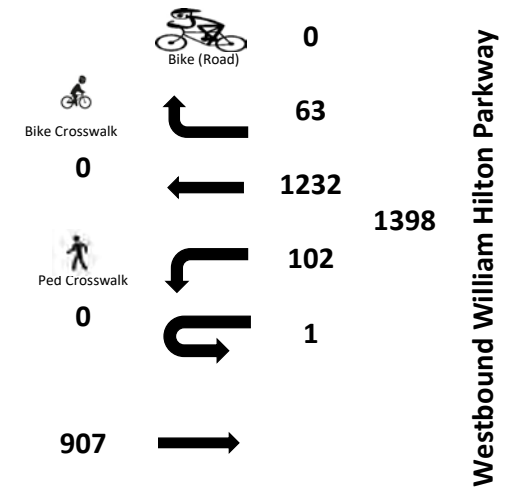


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

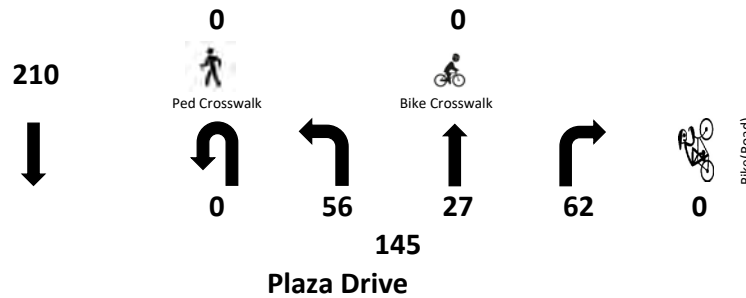
William Hilton Parkway - Dillon Road/Plaza Drive
Tuesday July 8, 2025
PM Peak Hour 4:15 PM to 5:15 PM



Intersection Total	
2025 Total	2853
2024 Total	2959
Percent Change	-3.6%

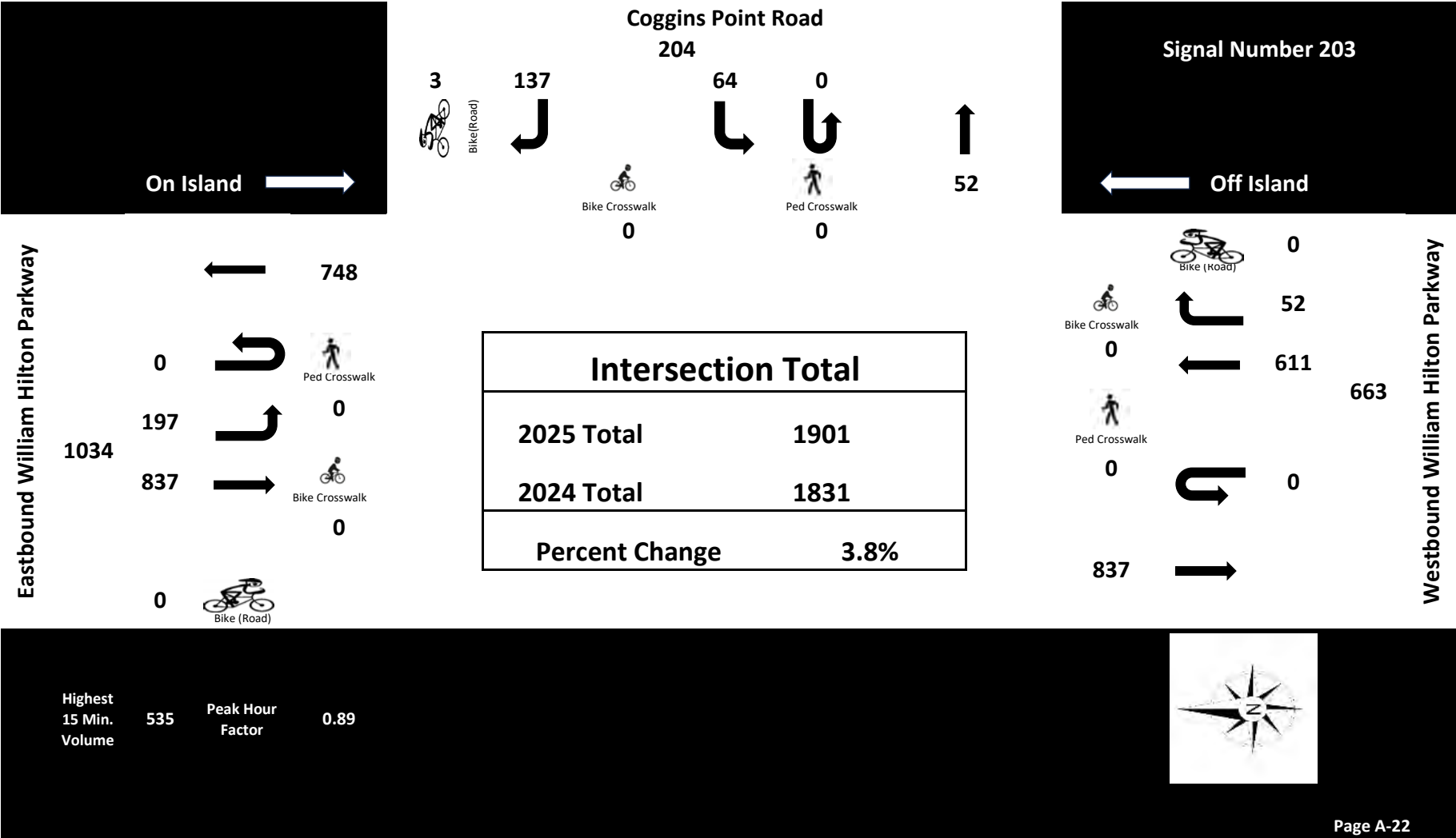


Highest 15 Min. Volume	752	Peak Hour Factor	0.95
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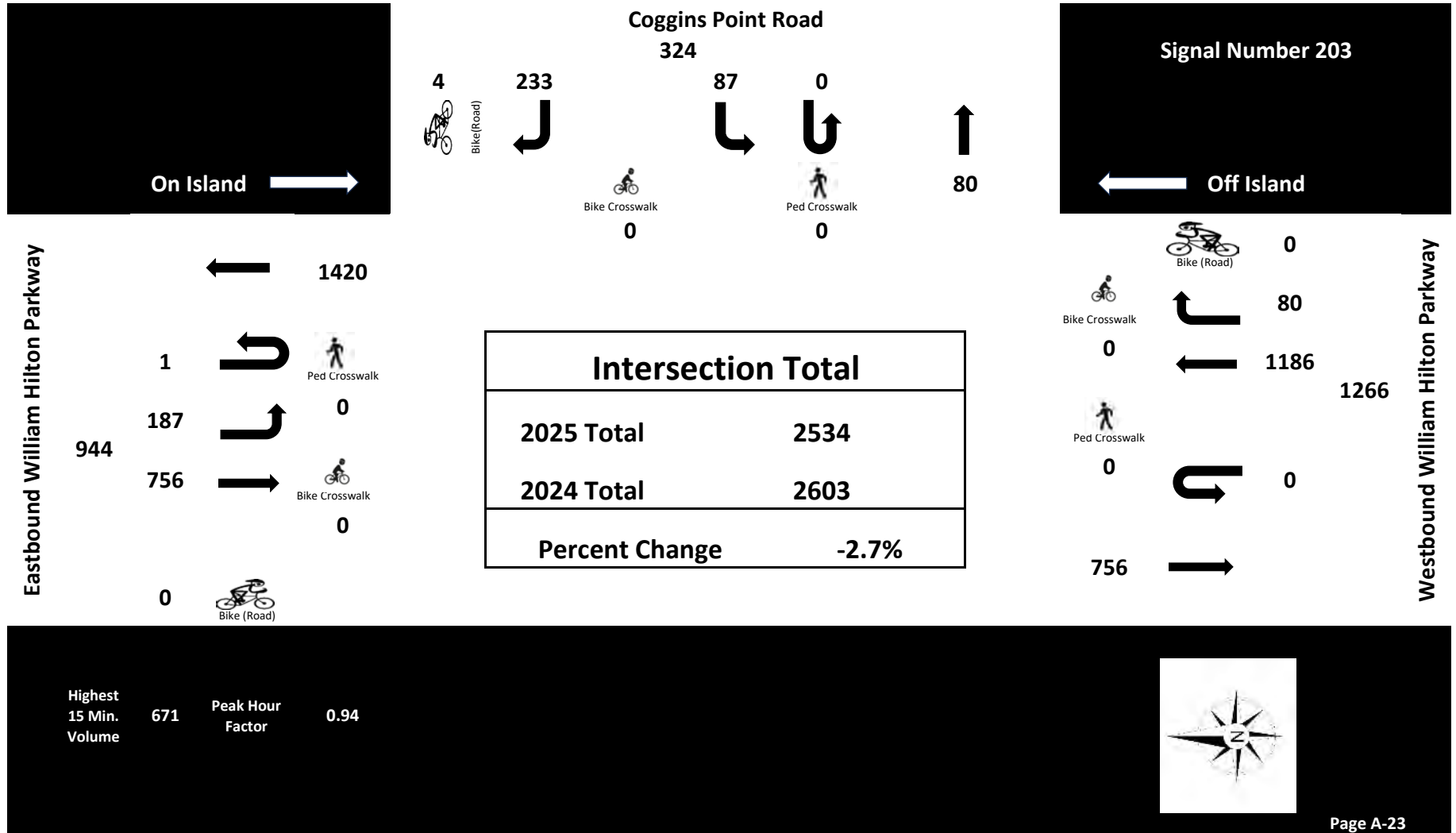
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Coggins Point Road Tuesday July 8, 2025 AM Peak Hour 8:00 AM to 9:00 AM



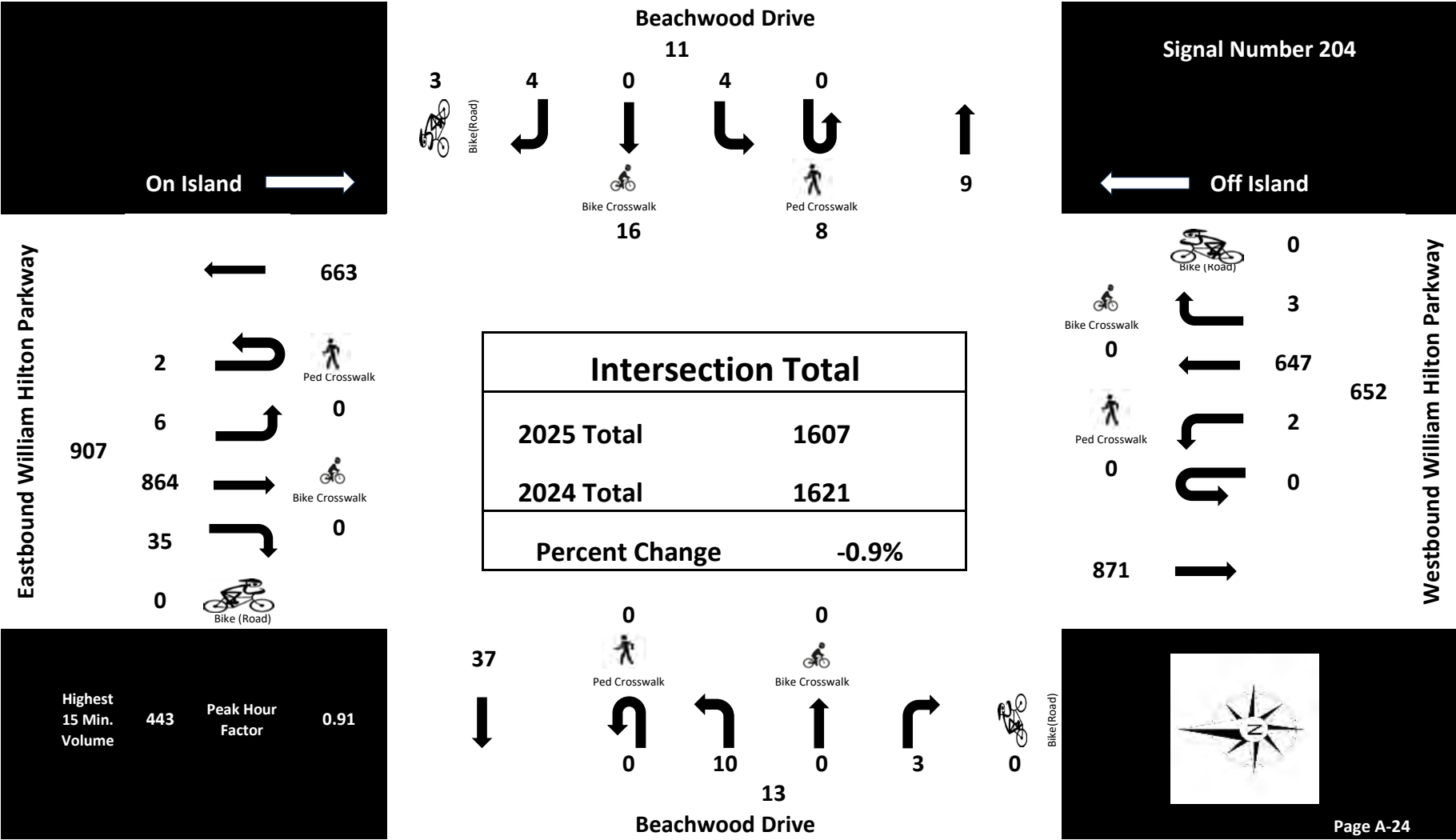
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Coggins Point Road
Tuesday July 8, 2025
PM Peak Hour 4:15 PM to 5:15 PM



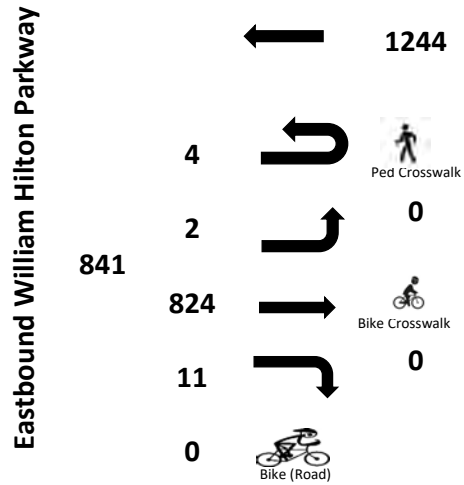
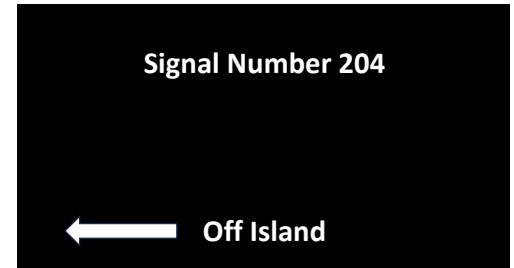
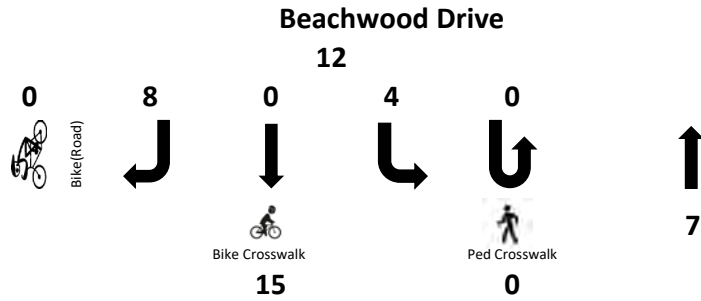
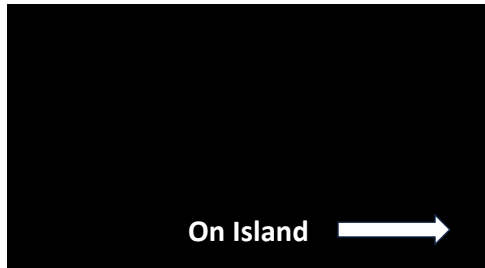
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Beachwood Drive
Tuesday July 8, 2025
AM Peak Hour 8:00 AM to 9:00 AM

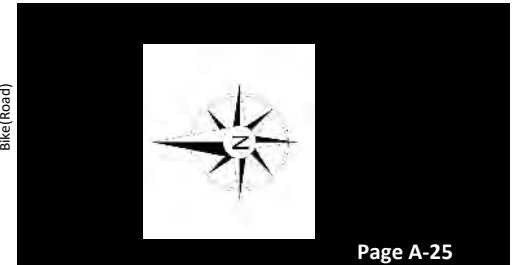
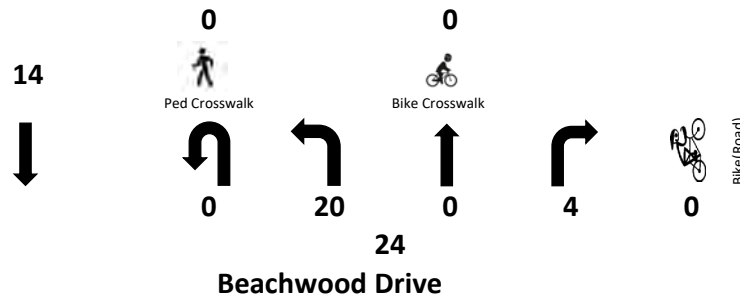
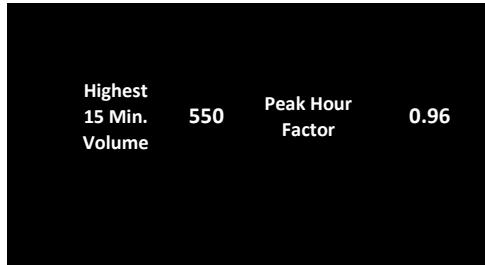
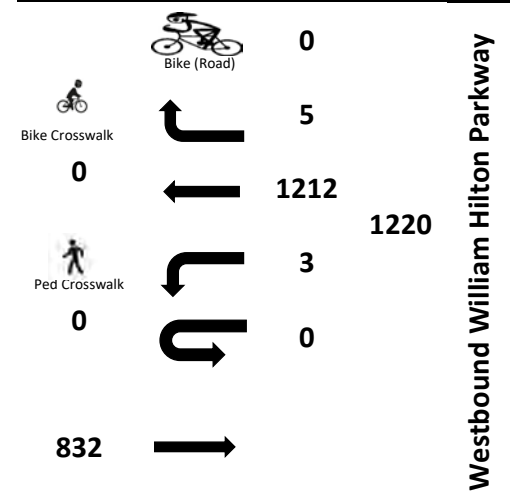


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Beachwood Drive
Tuesday July 8, 2025
PM Peak Hour 4:15 PM to 5:15 PM



Intersection Total	
2025 Total	2112
2024 Total	2229
Percent Change	-5.2%

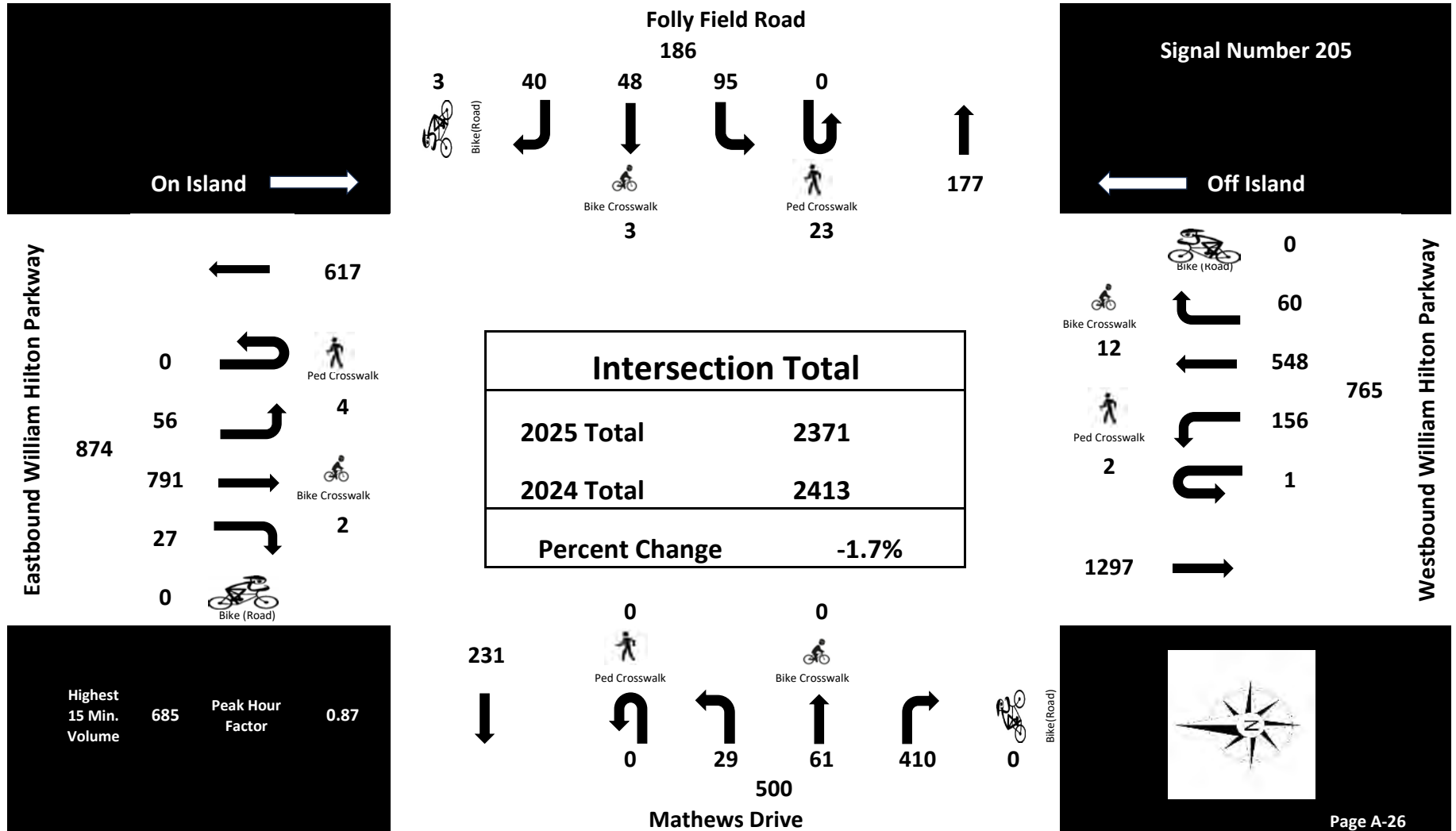


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Folly Field Road / Mathews Drive

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

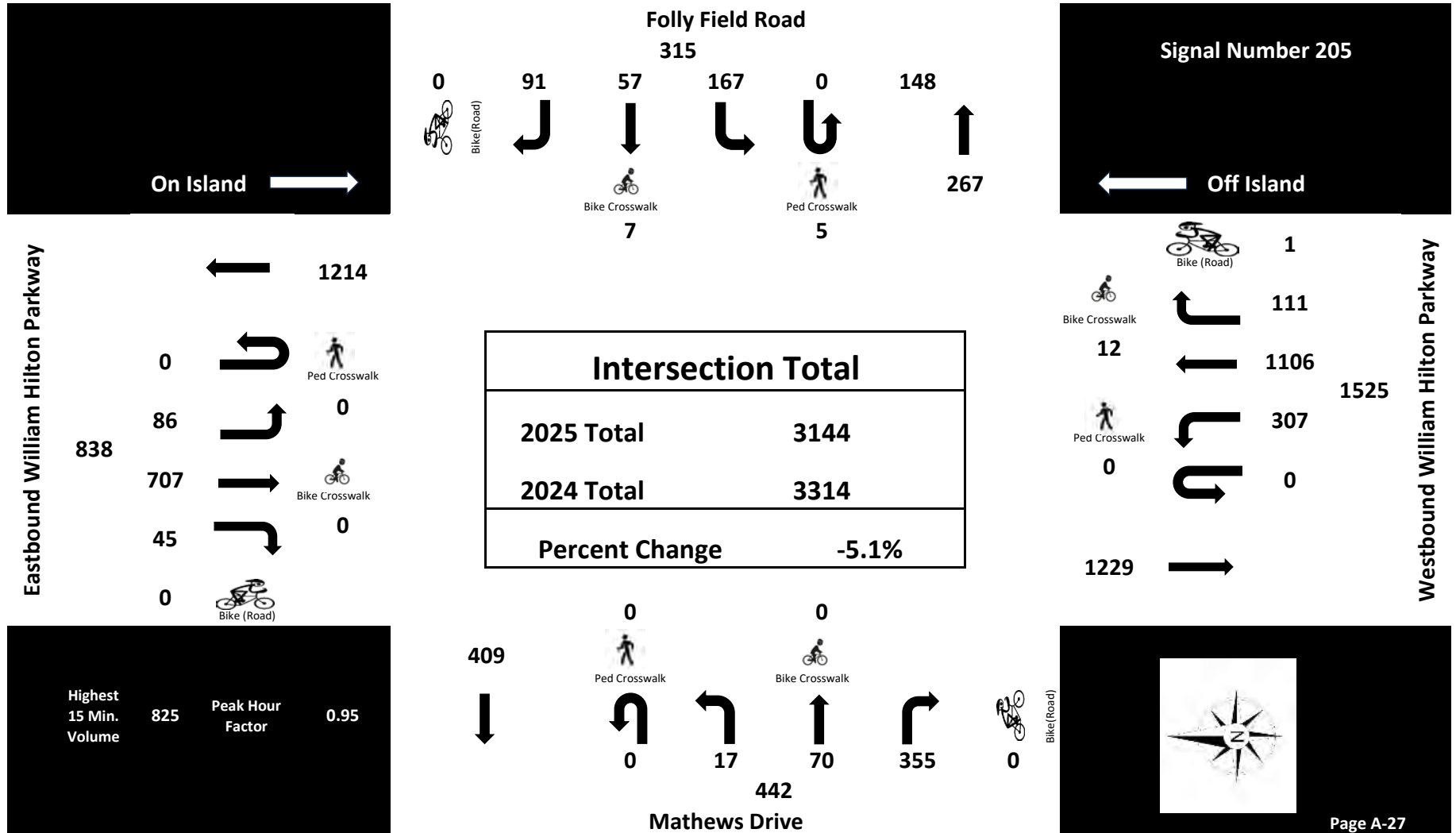


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Folly Field Road / Mathews Drive

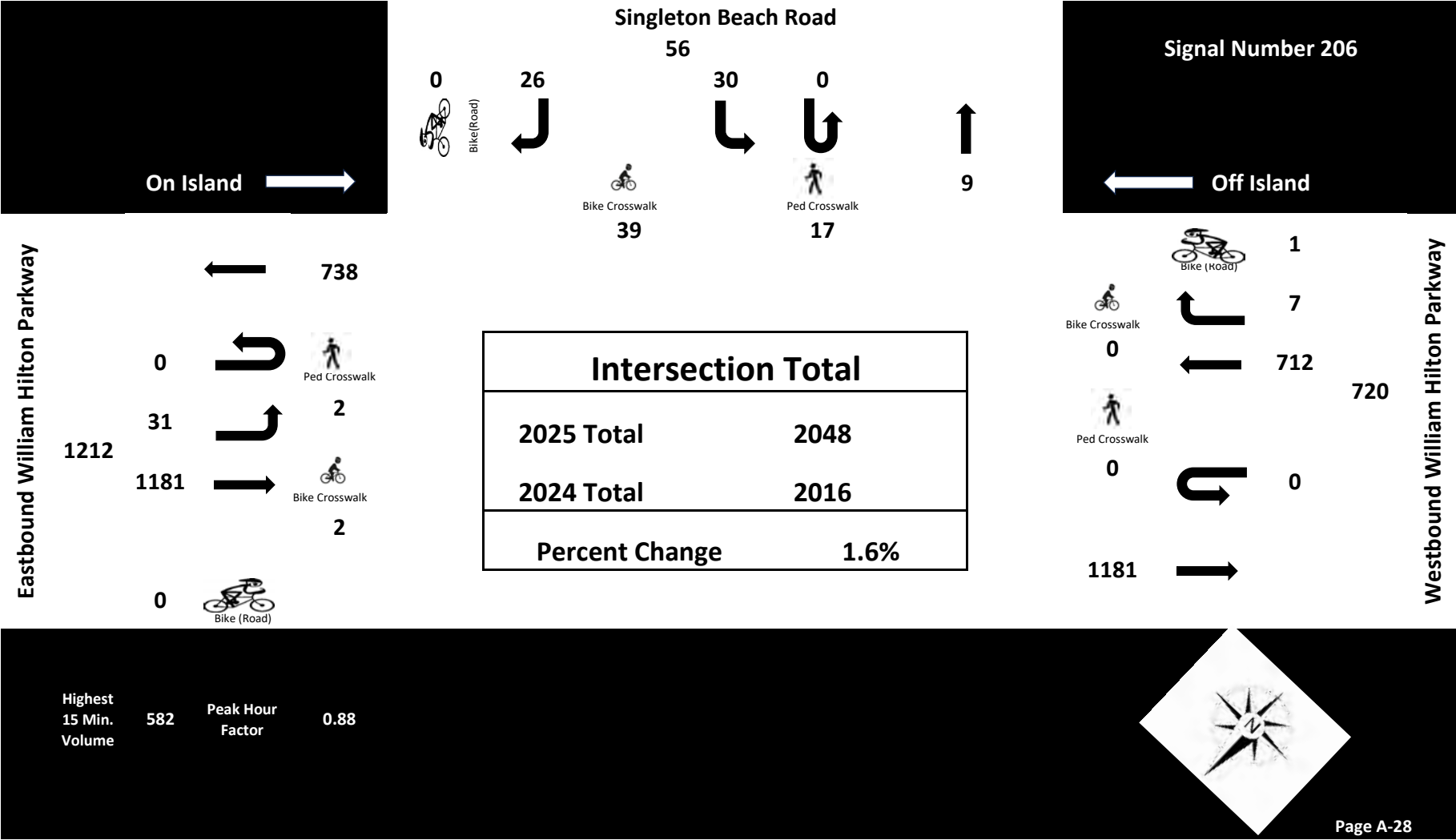
Tuesday July 8, 2025

PM Peak Hour 4:15 PM to 5:15 PM



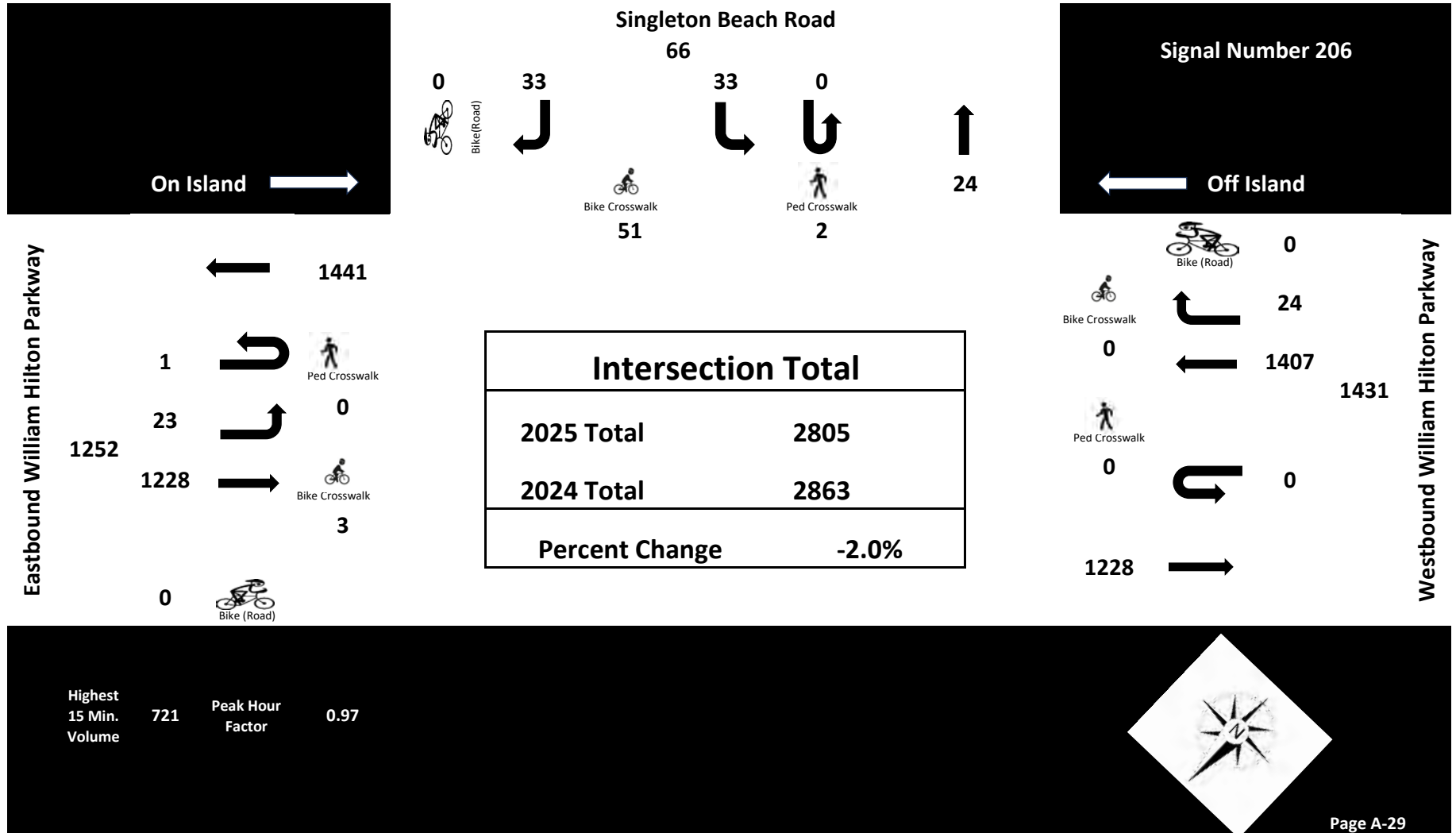
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Singleton Beach Road
Tuesday July 8, 2025
AM Peak Hour 8:00 AM to 9:00 AM



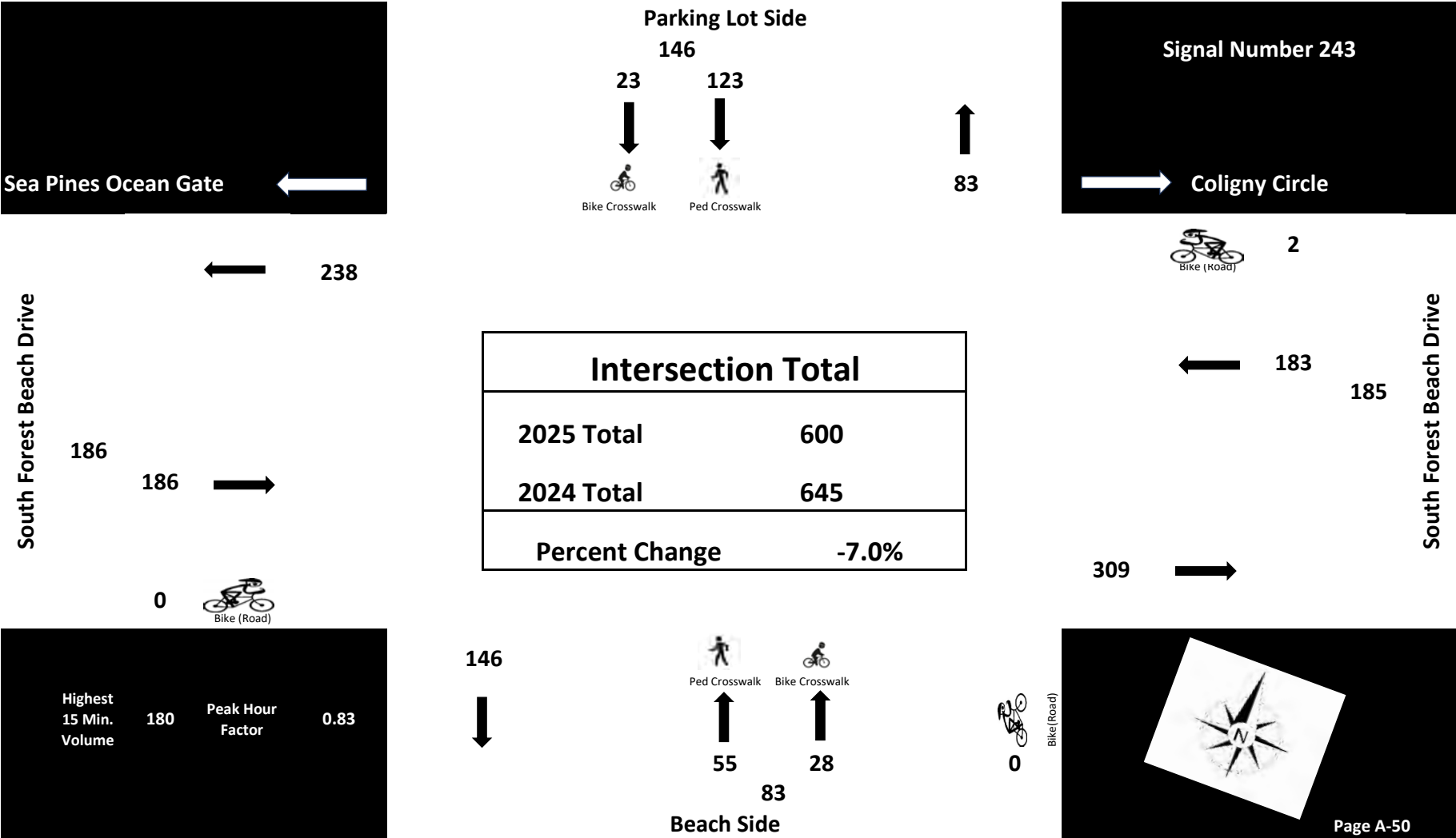
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Singleton Beach Road
Tuesday July 8, 2025
PM Peak Hour 4:00 PM to 5:00 PM



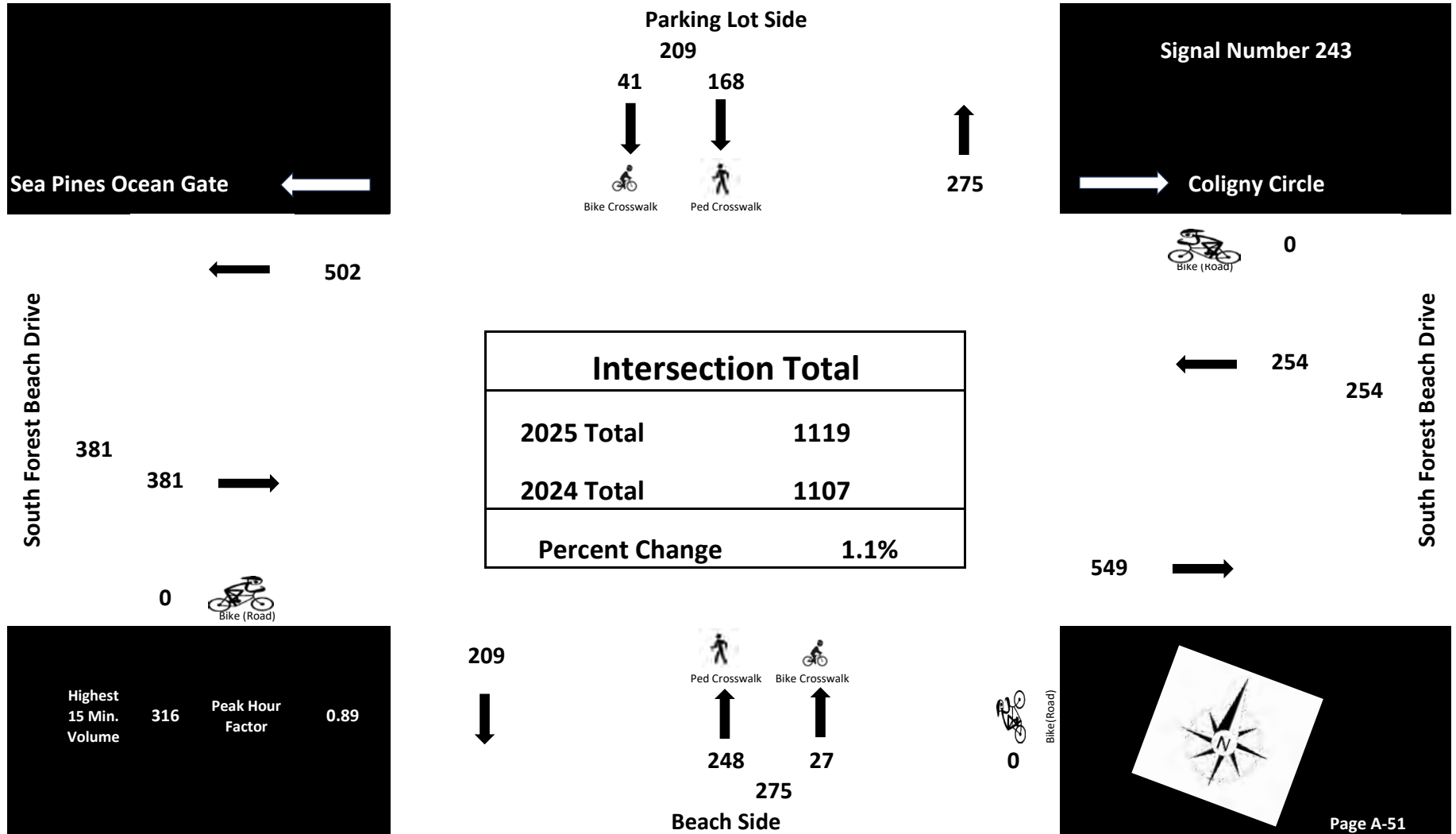
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

South Forest Beach Drive - Coligny Beach Park Pedestrian Crossing Tuesday July 8, 2025 AM Peak Hour 8:00 AM to 9:00 AM



Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

South Forest Beach Drive - Coligny Beach Park Pedestrian Crossing
Tuesday July 8, 2025
PM Peak Hour 4:45 PM to 5:45 PM

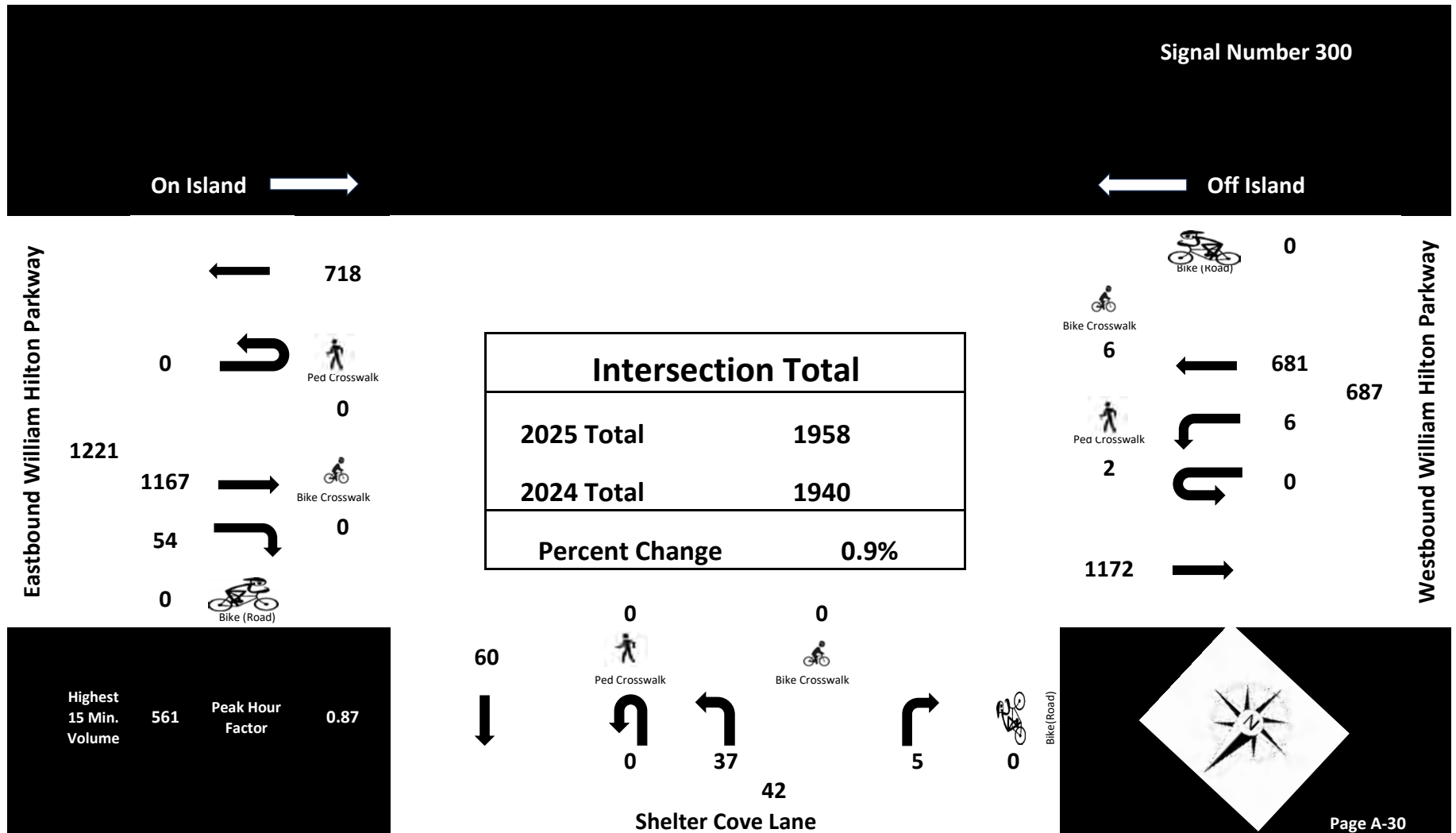


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Shelter Cove Lane (off-island intersection near BCSO)

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

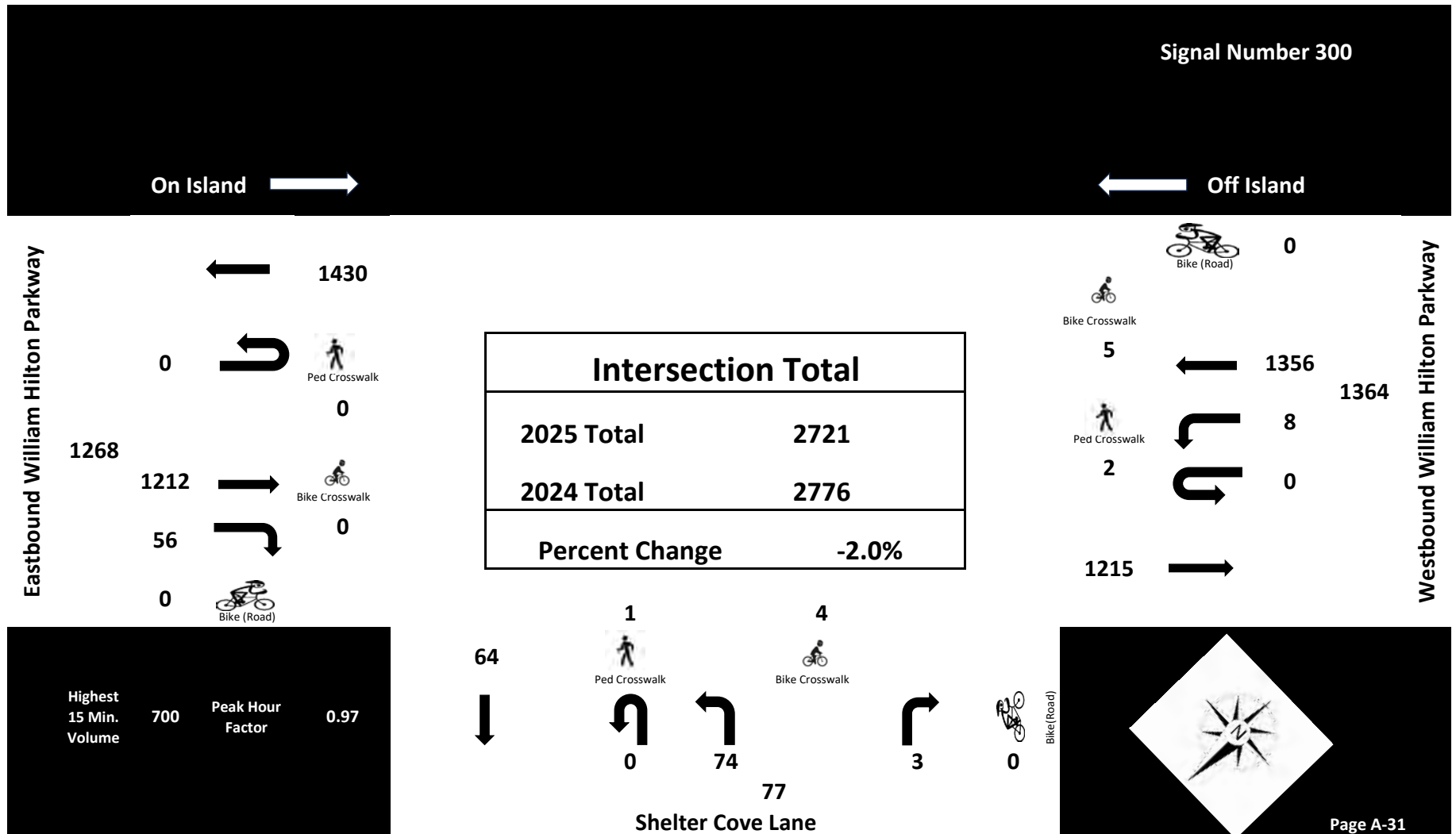


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Shelter Cove Lane (off-island intersection near BCSO)

Tuesday July 8, 2025

PM Peak Hour 4:00 PM to 5:00 PM

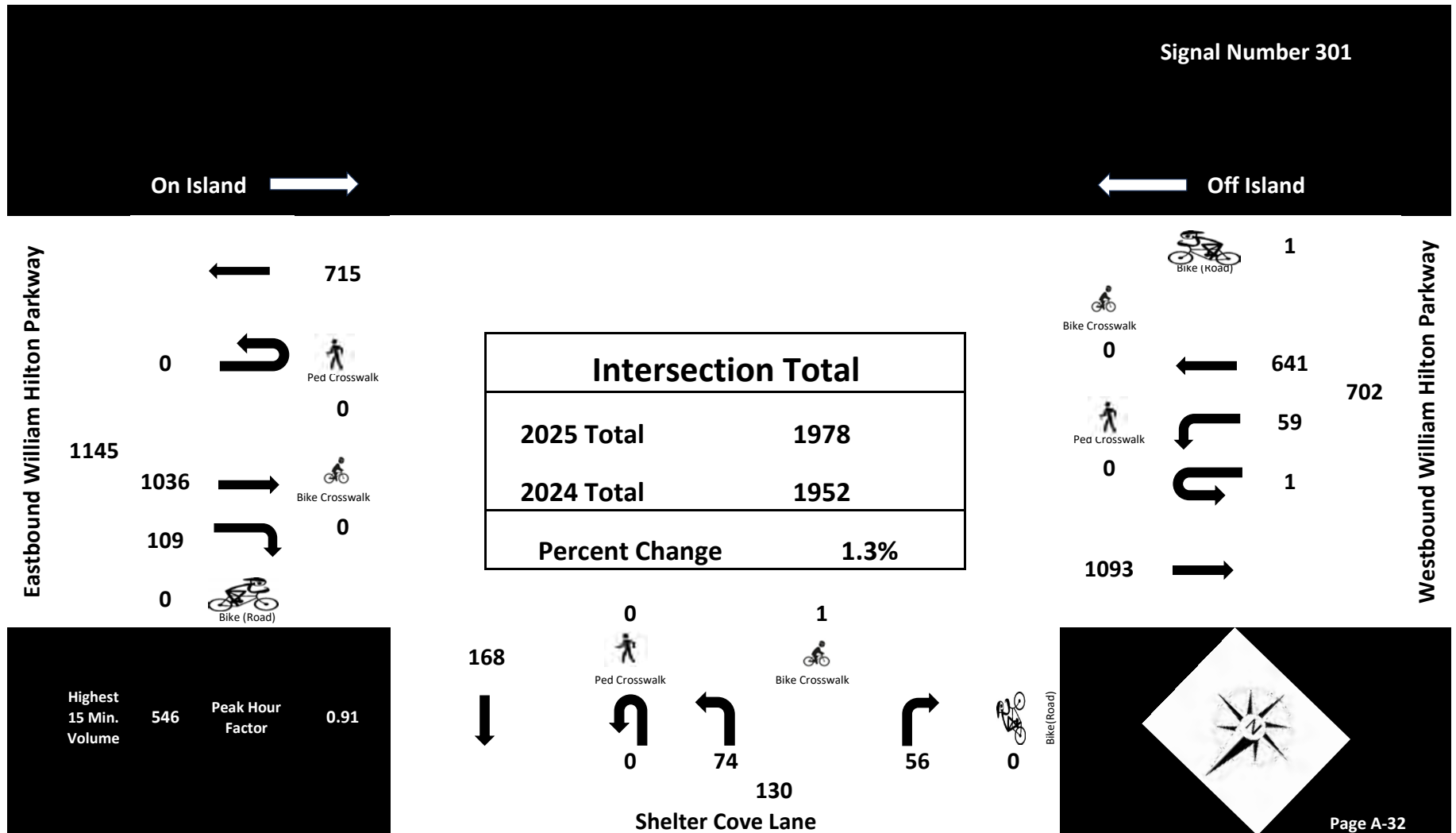


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Shelter Cove Lane (central intersection near Hilton Head Tavern)

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

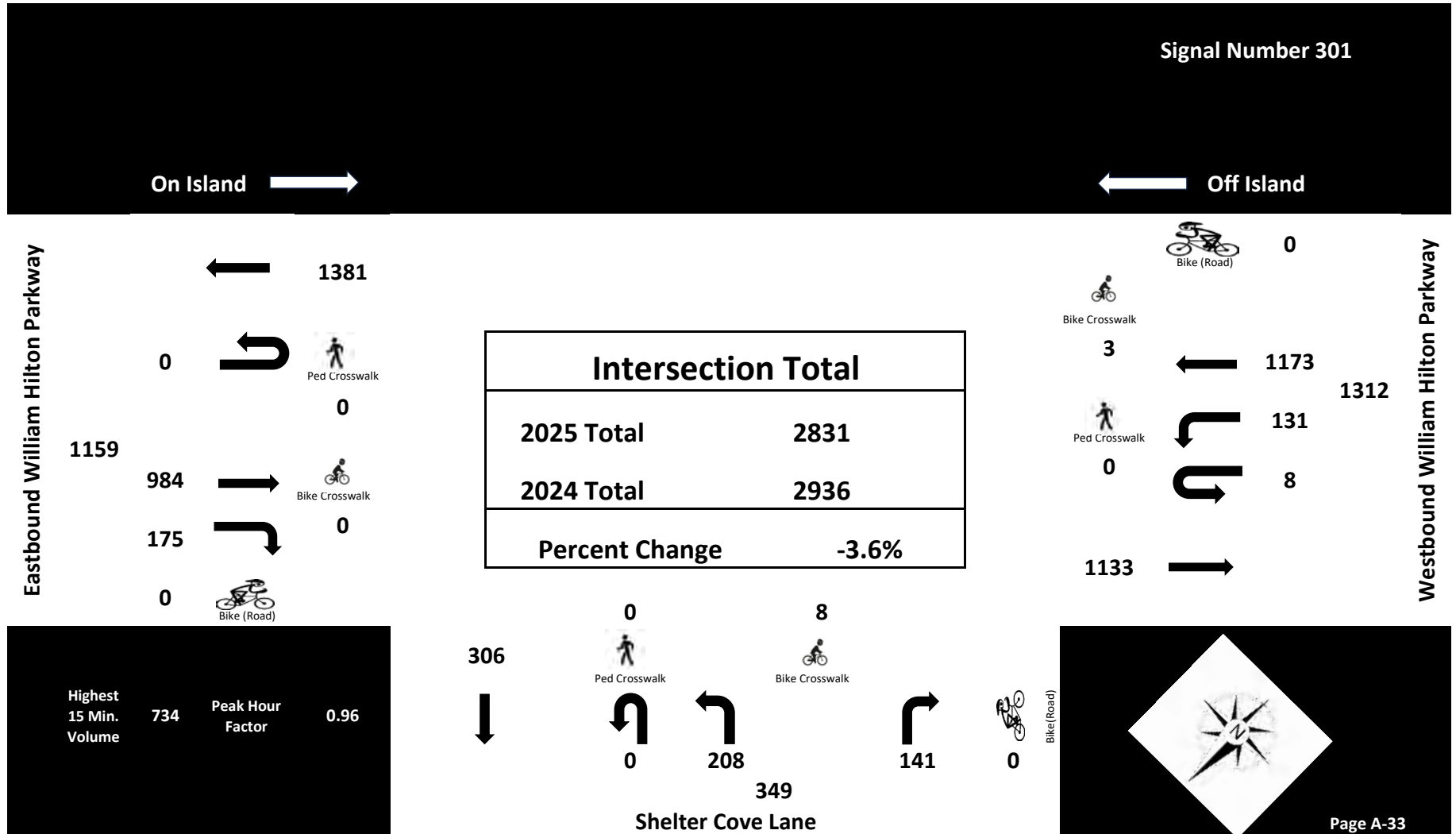


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Shelter Cove Lane (central intersection near Hilton Head Tavern)

Tuesday July 8, 2025

PM Peak Hour 4:15 PM to 5:15 PM

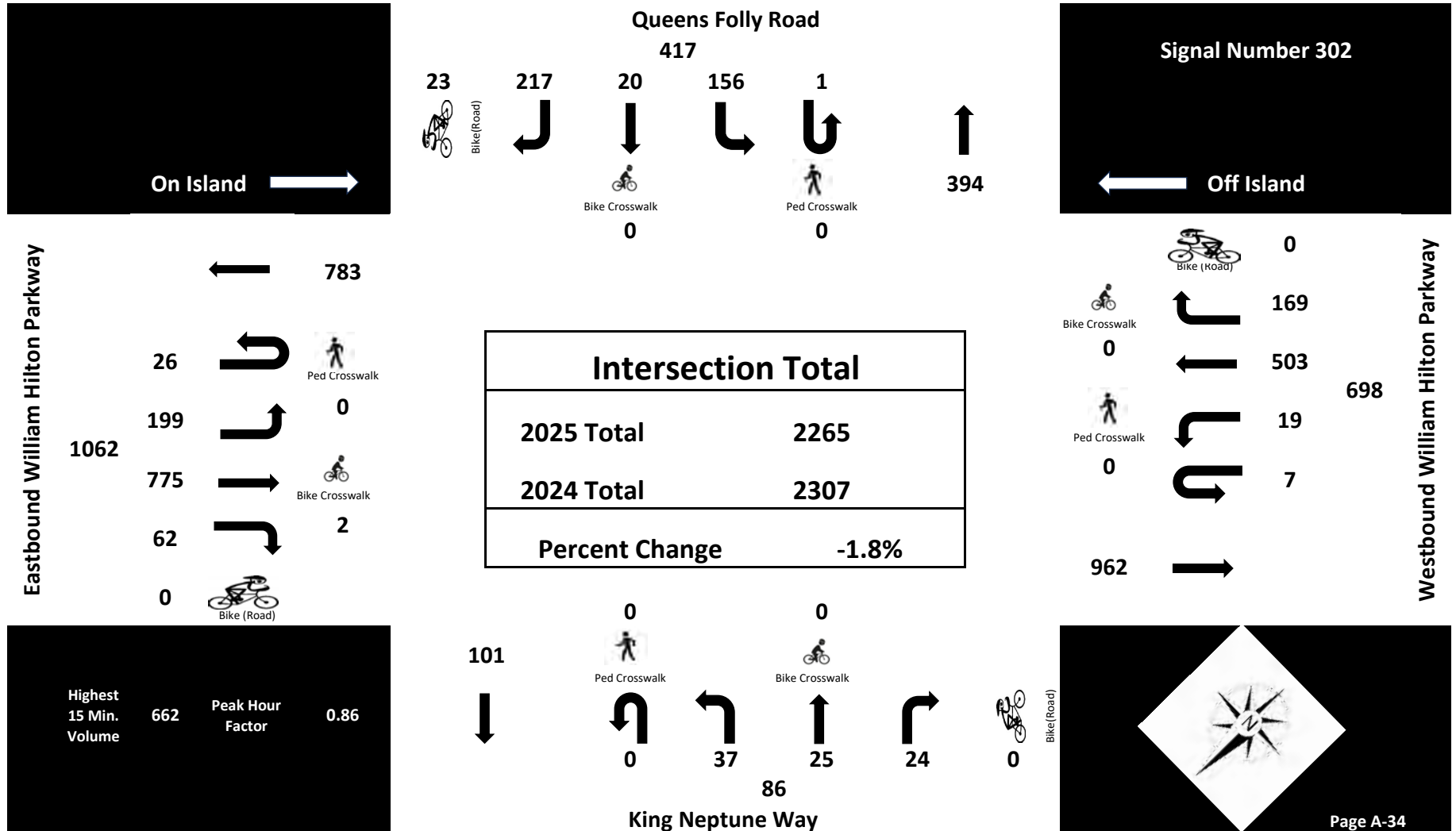


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Queens Folly Road/King Neptune Way

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

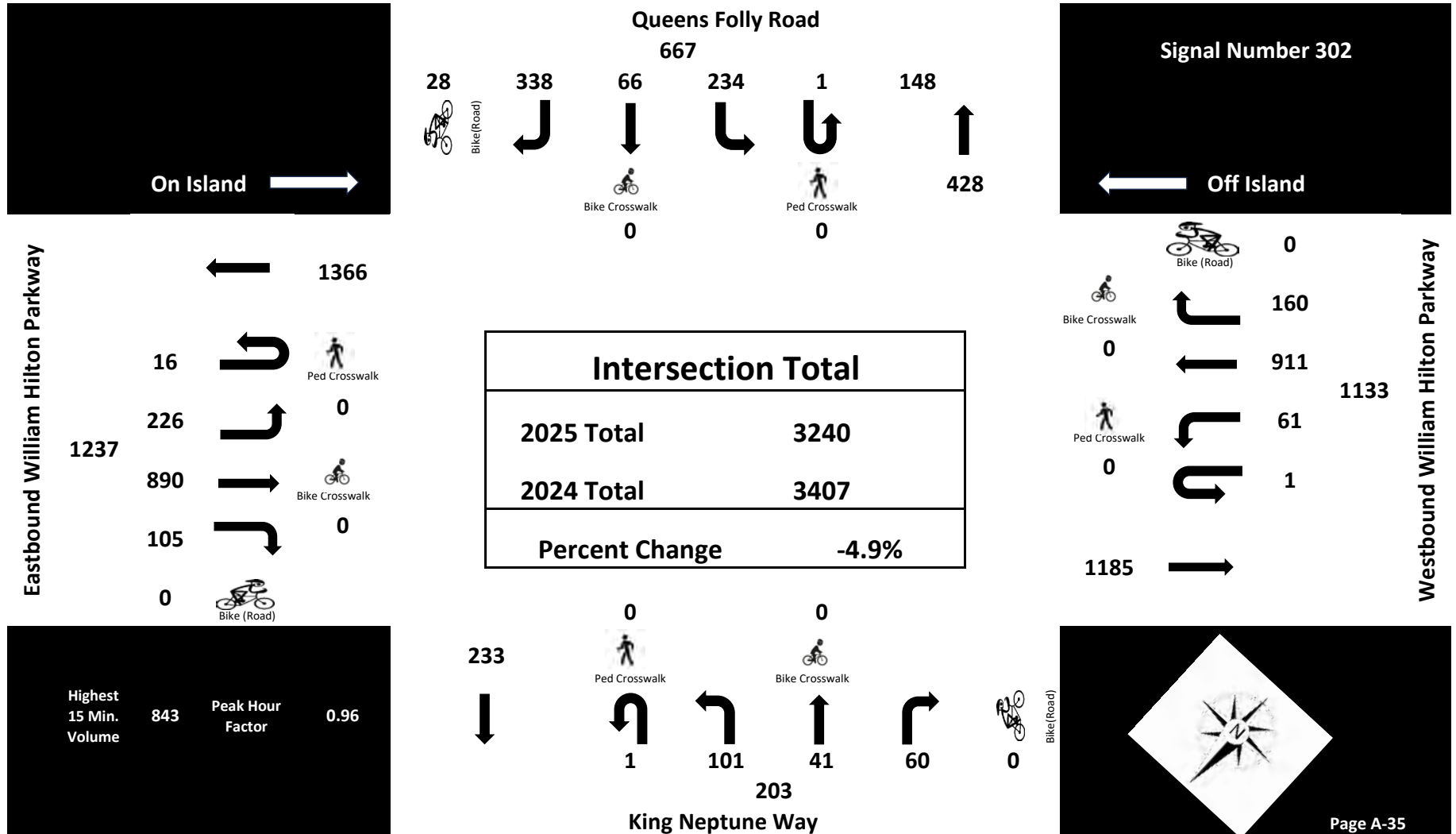


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Queens Folly Road/King Neptune Way

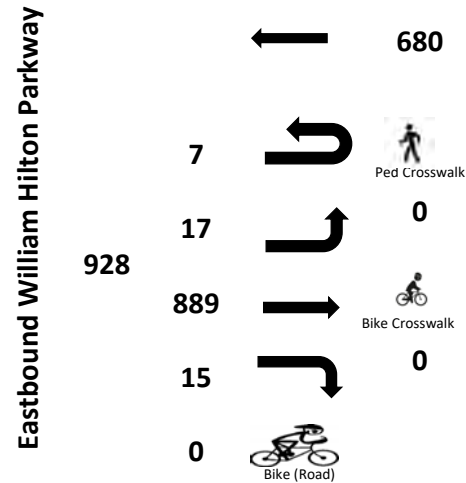
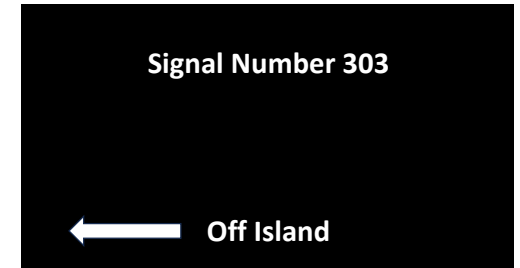
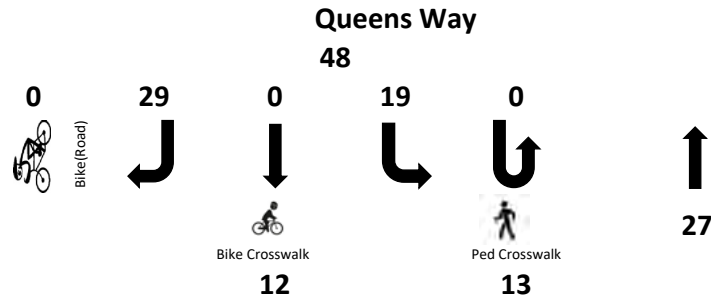
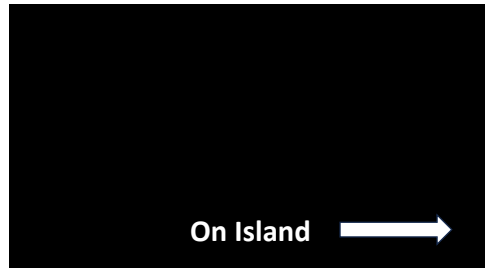
Tuesday July 8, 2025

PM Peak Hour 4:30 PM to 5:30 PM

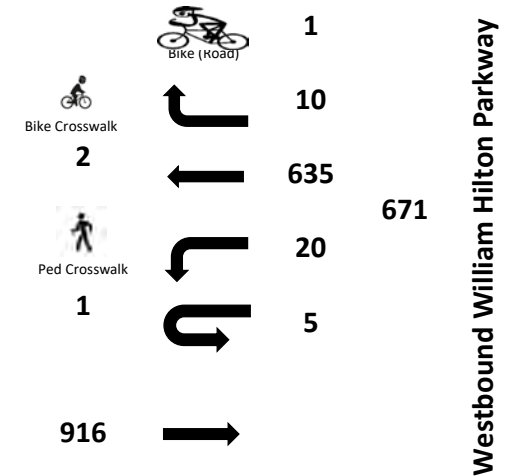


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Queens Way
Tuesday July 8, 2025
AM Peak Hour 8:00 AM to 9:00 AM



Intersection Total	
2025 Total	1694
2024 Total	1711
Percent Change	-1.0%

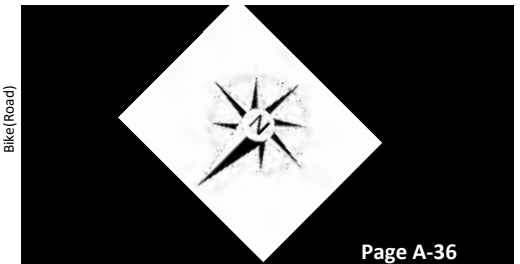
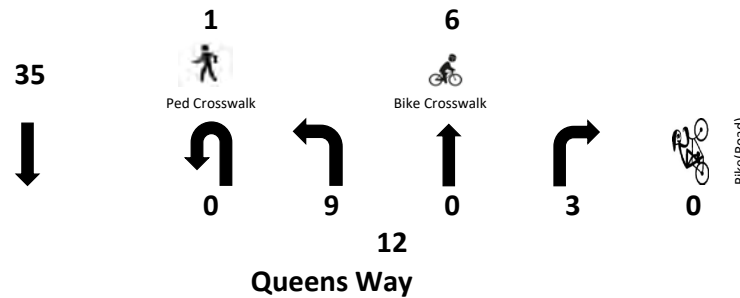


Highest 15 Min. Volume

504

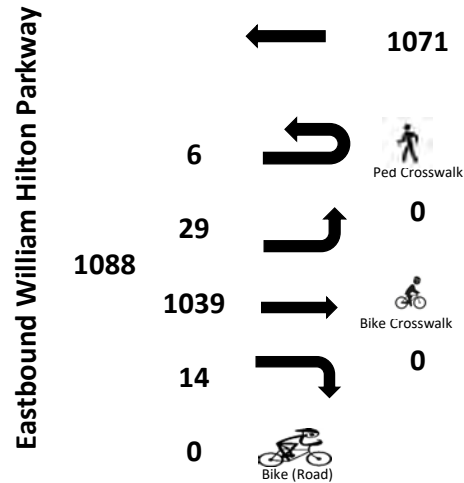
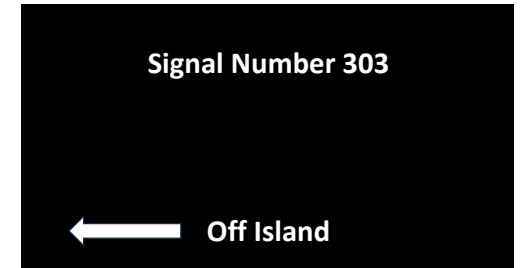
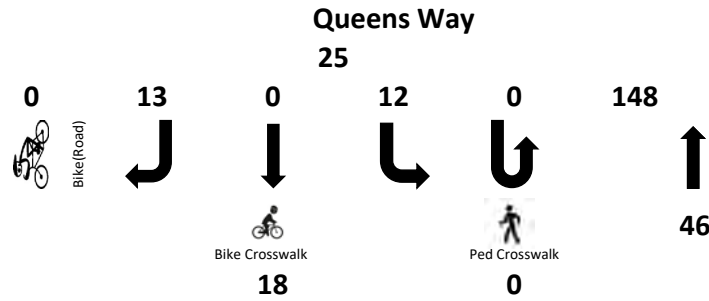
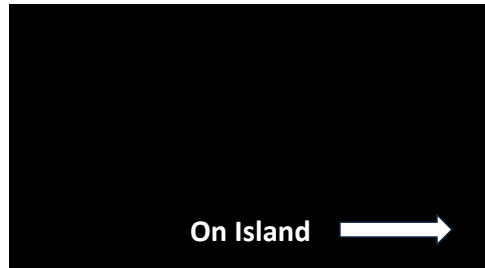
Peak Hour Factor

0.84

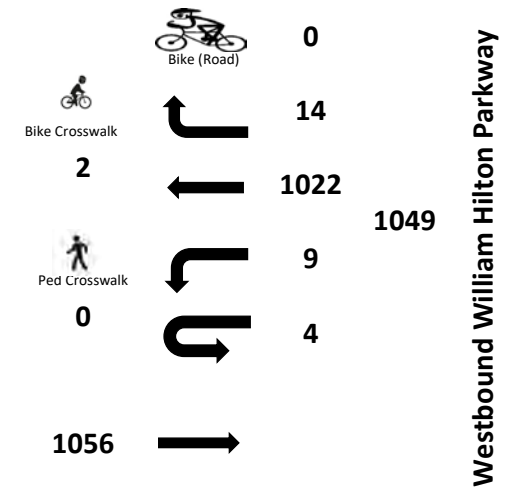


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

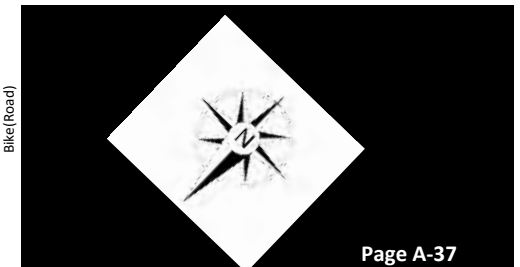
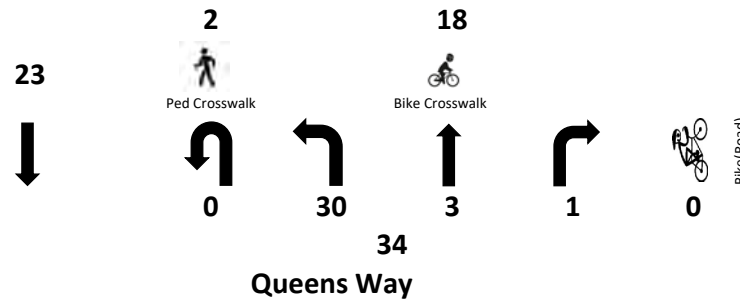
William Hilton Parkway - Queens Way
Tuesday July 8, 2025
PM Peak Hour 4:30 PM to 5:30 PM



Intersection Total	
2025 Total	2236
2024 Total	2517
Percent Change	-11.2%

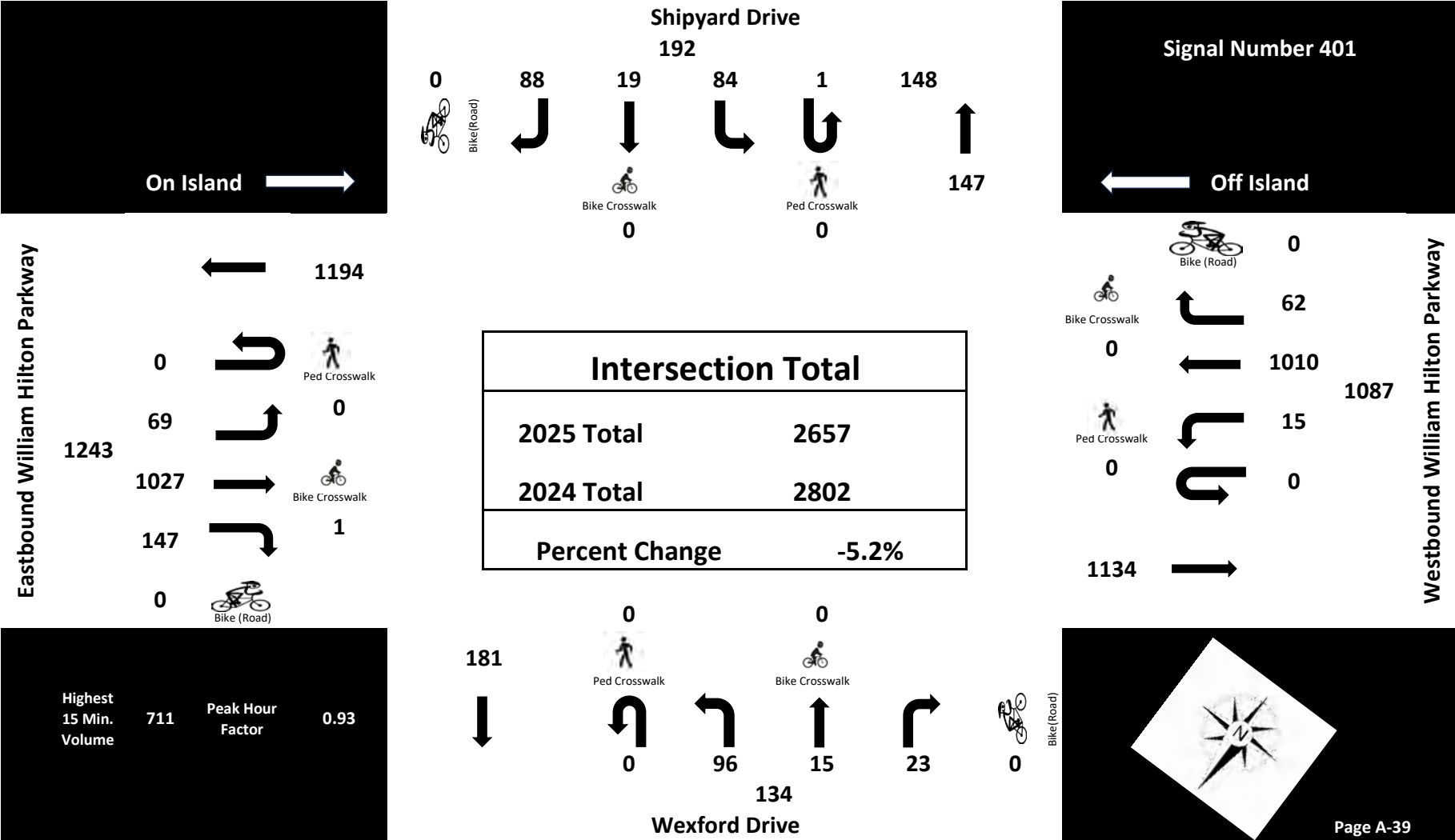


Highest 15 Min. Volume	618	Peak Hour Factor	0.90
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Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Shipyard Drive/Wexford Drive
Tuesday July 8, 2025
PM Peak Hour 4:30 PM to 5:30 PM

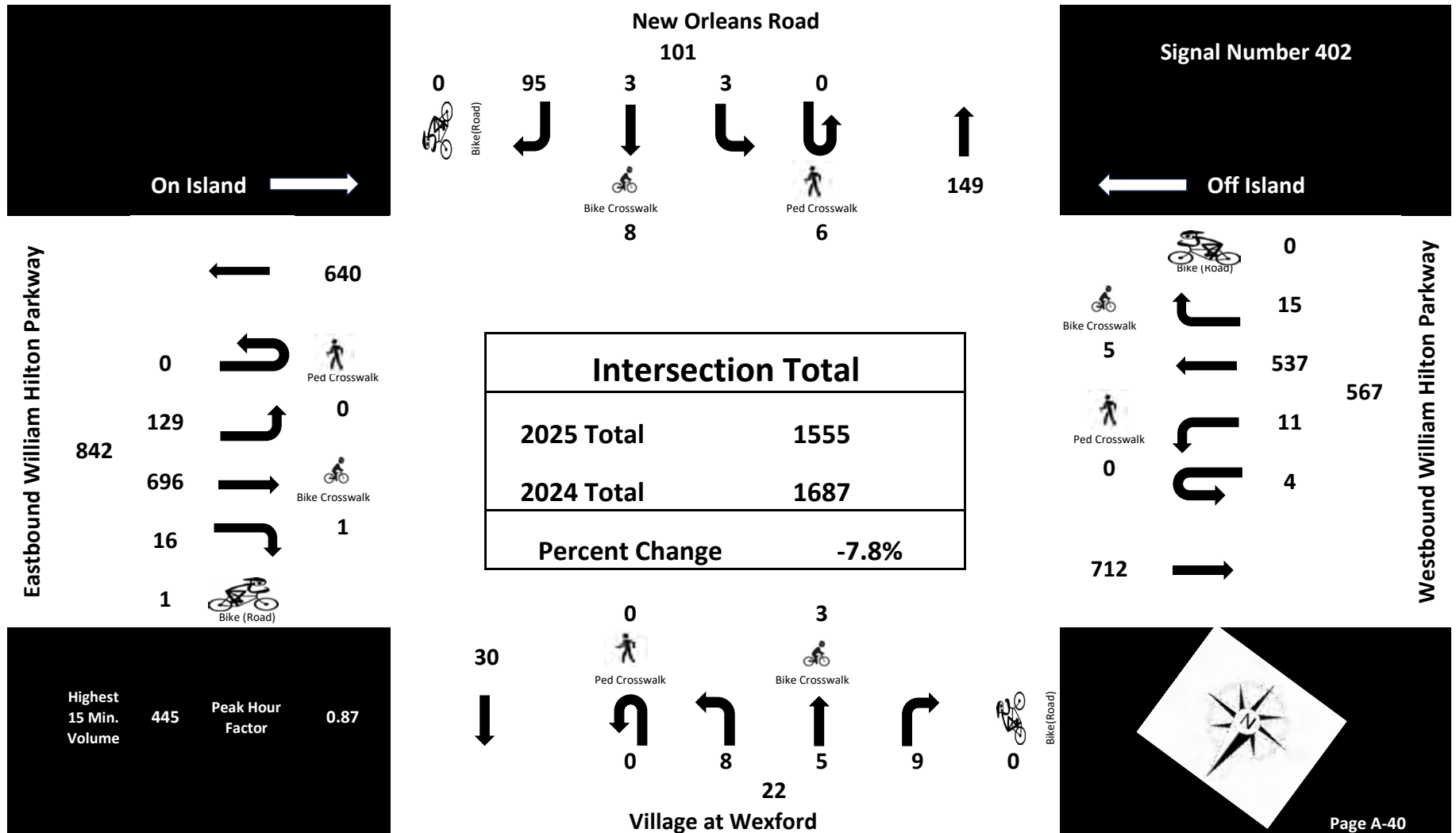


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - New Orleans Road/Village at Wexford

Tuesday July 8, 2025

AM Peak Hour 8:00 AM to 9:00 AM

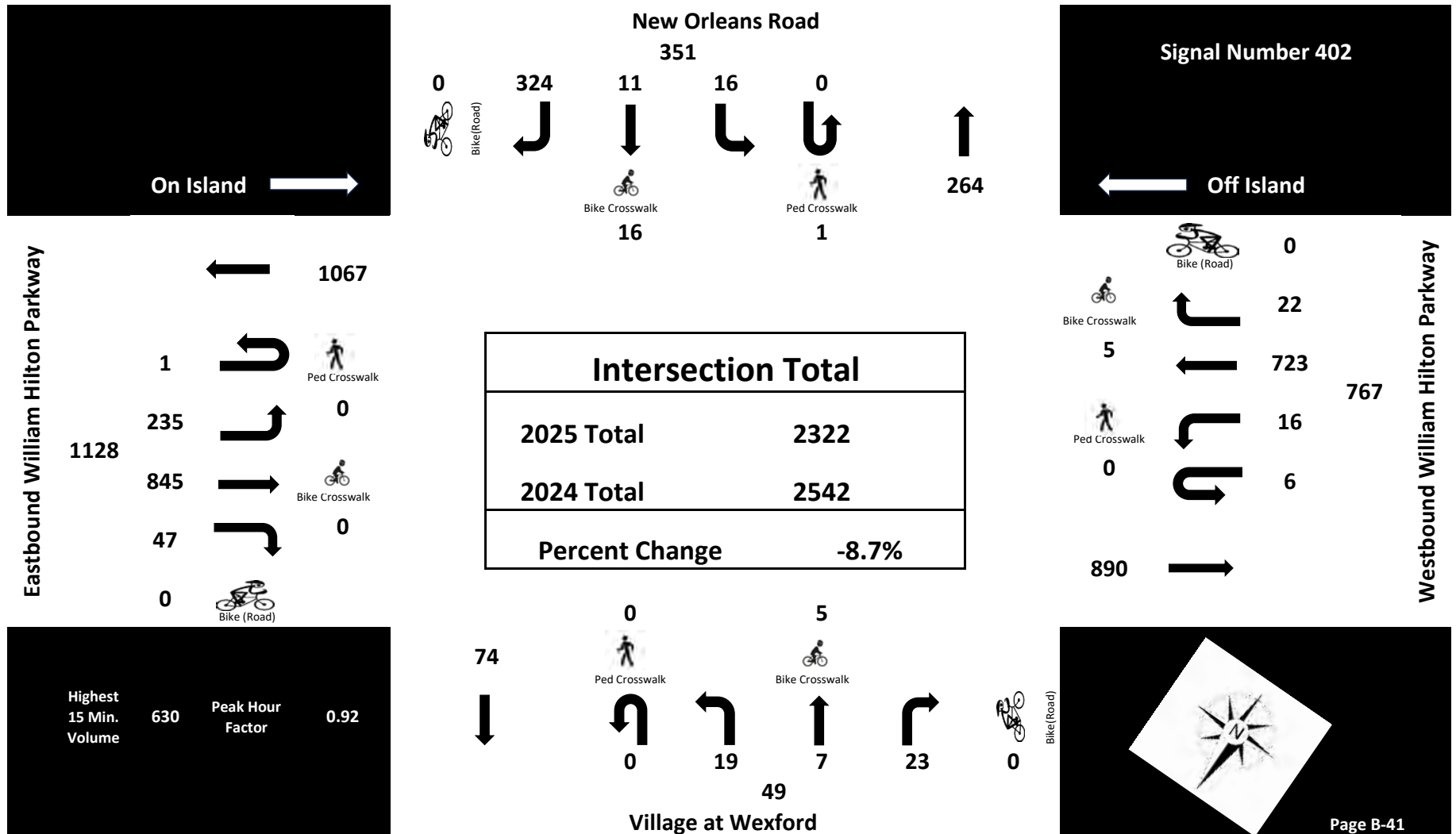


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - New Orleans Road/Village at Wexford

Tuesday July 8, 2025

PM Peak Hour 4:30 PM to 5:30 PM



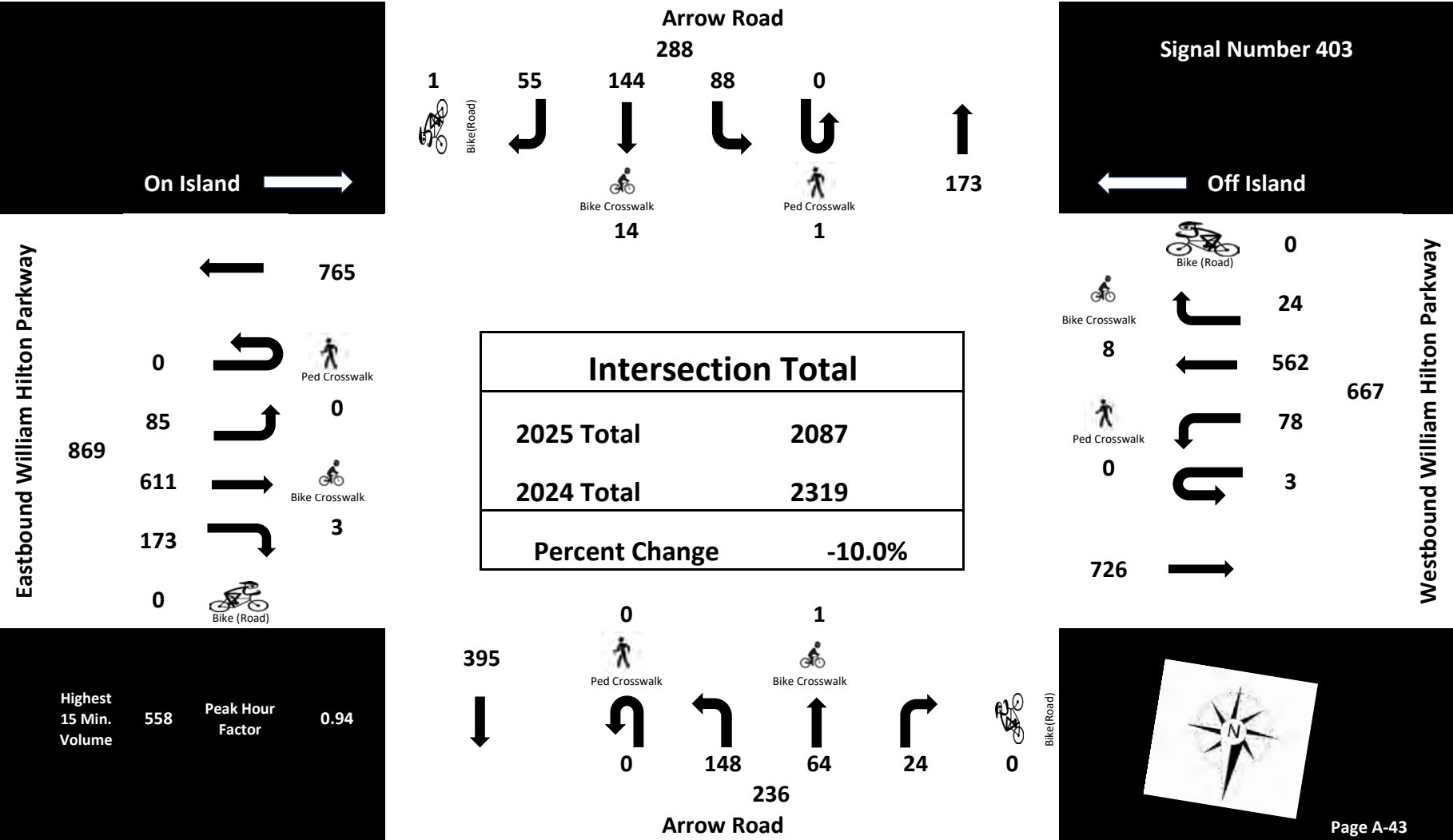
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

AM Peak Hour 8:00 AM to 9:00 AM



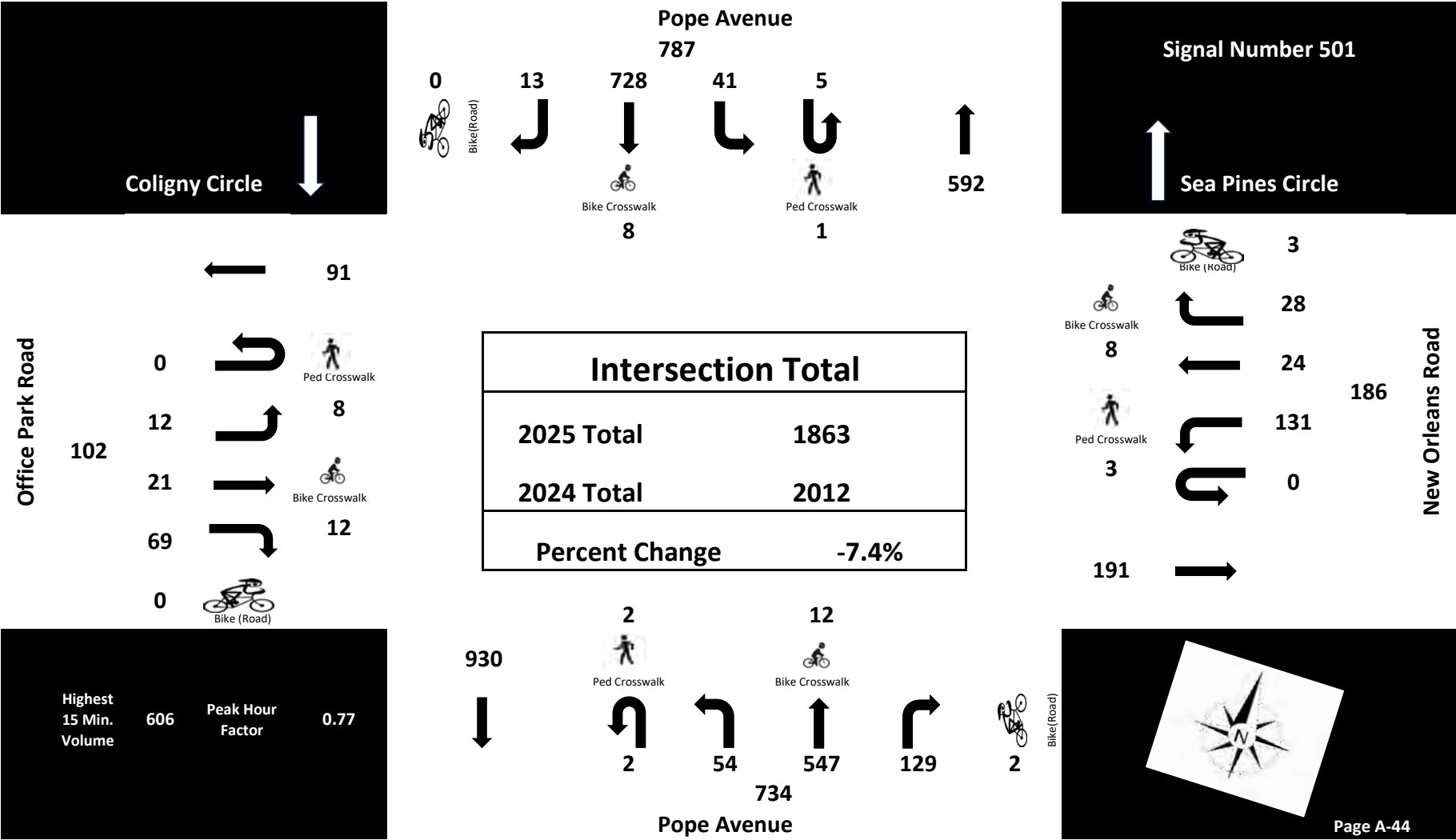
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Arrow Road
Tuesday July 8, 2025
PM Peak Hour 4:30 PM to 5:30 PM



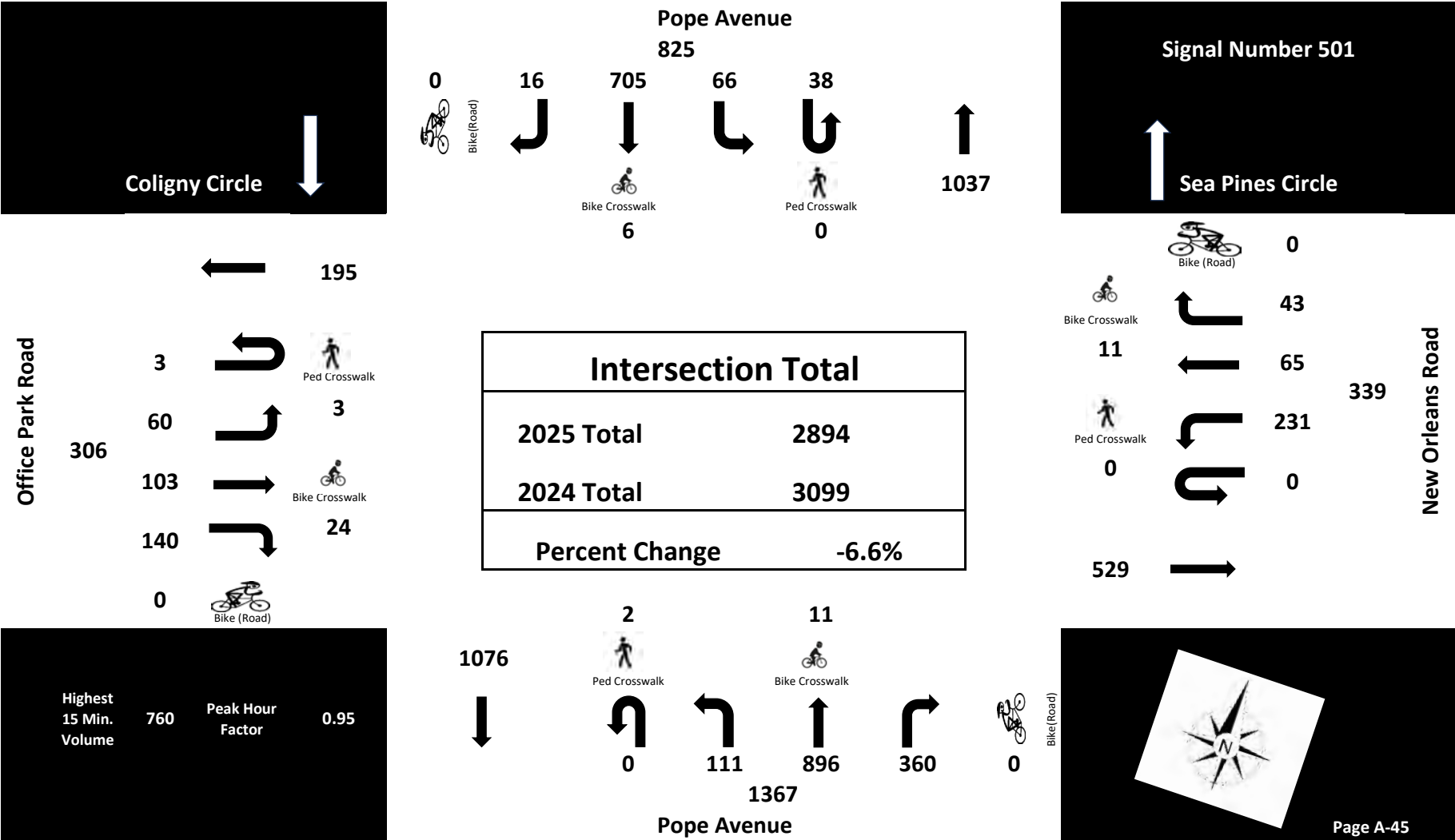
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

Pope Avenue - New Orleans Road/Office Park Road
Tuesday July 8, 2025
AM Peak Hour 8:00 AM to 9:00 AM



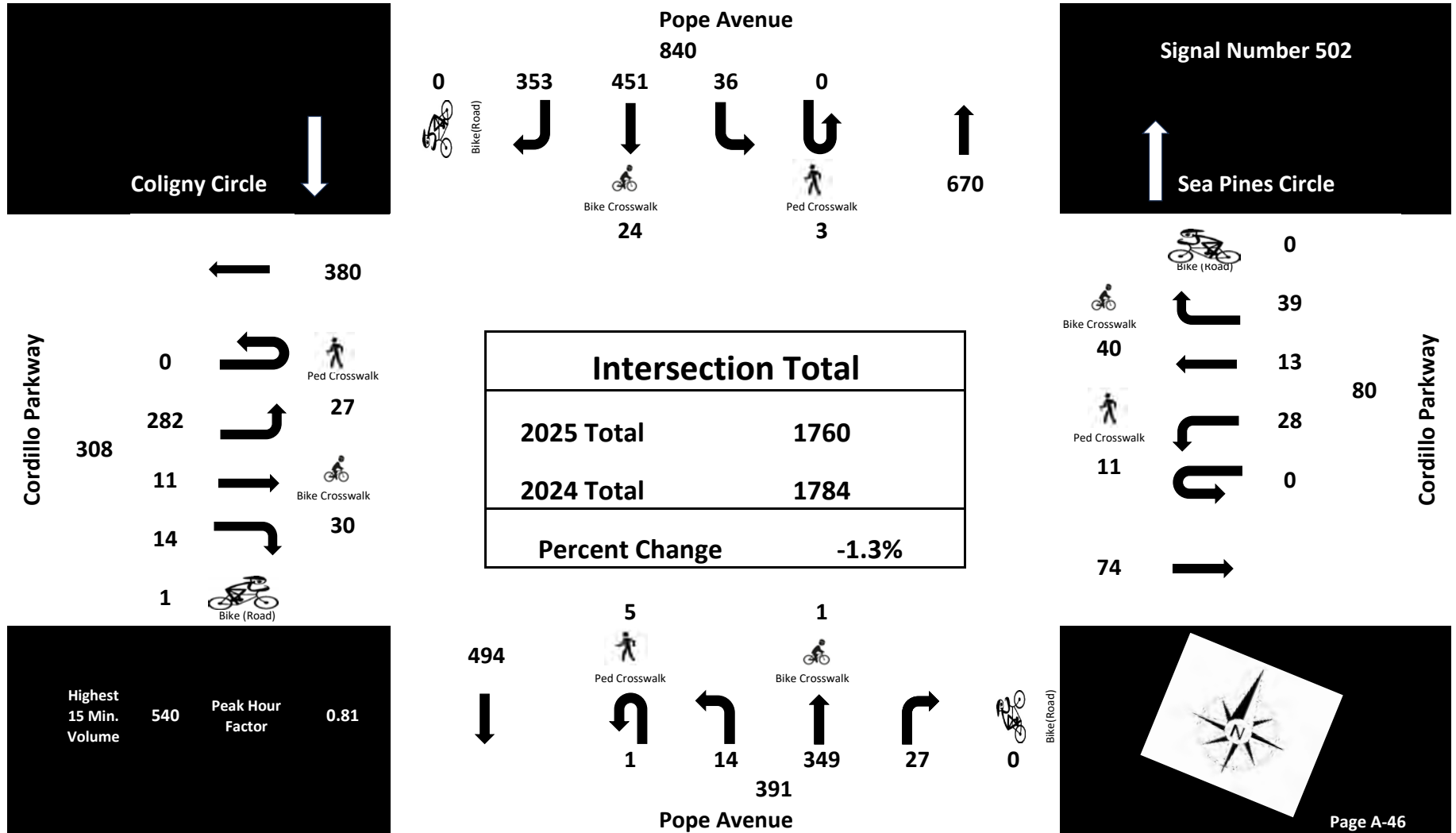
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Pope Avenue - New Orleans Road/Office Park Road
Tuesday July 8, 2025
PM Peak Hour 4:30 PM to 5:30 PM



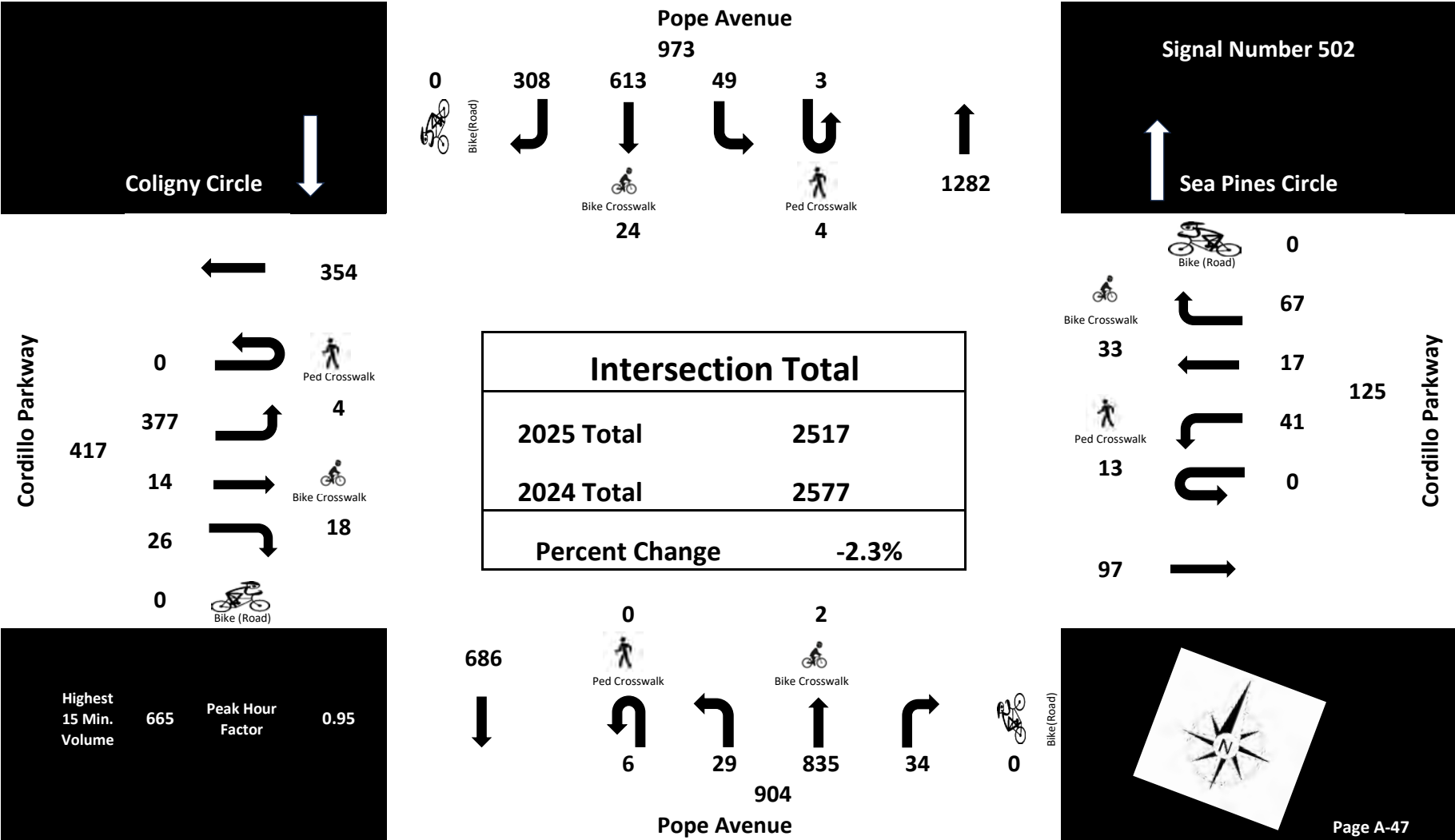
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

Pope Avenue - Cordillo Parkway
Tuesday July 8, 2025
AM Peak Hour 8:00 AM to 9:00 AM



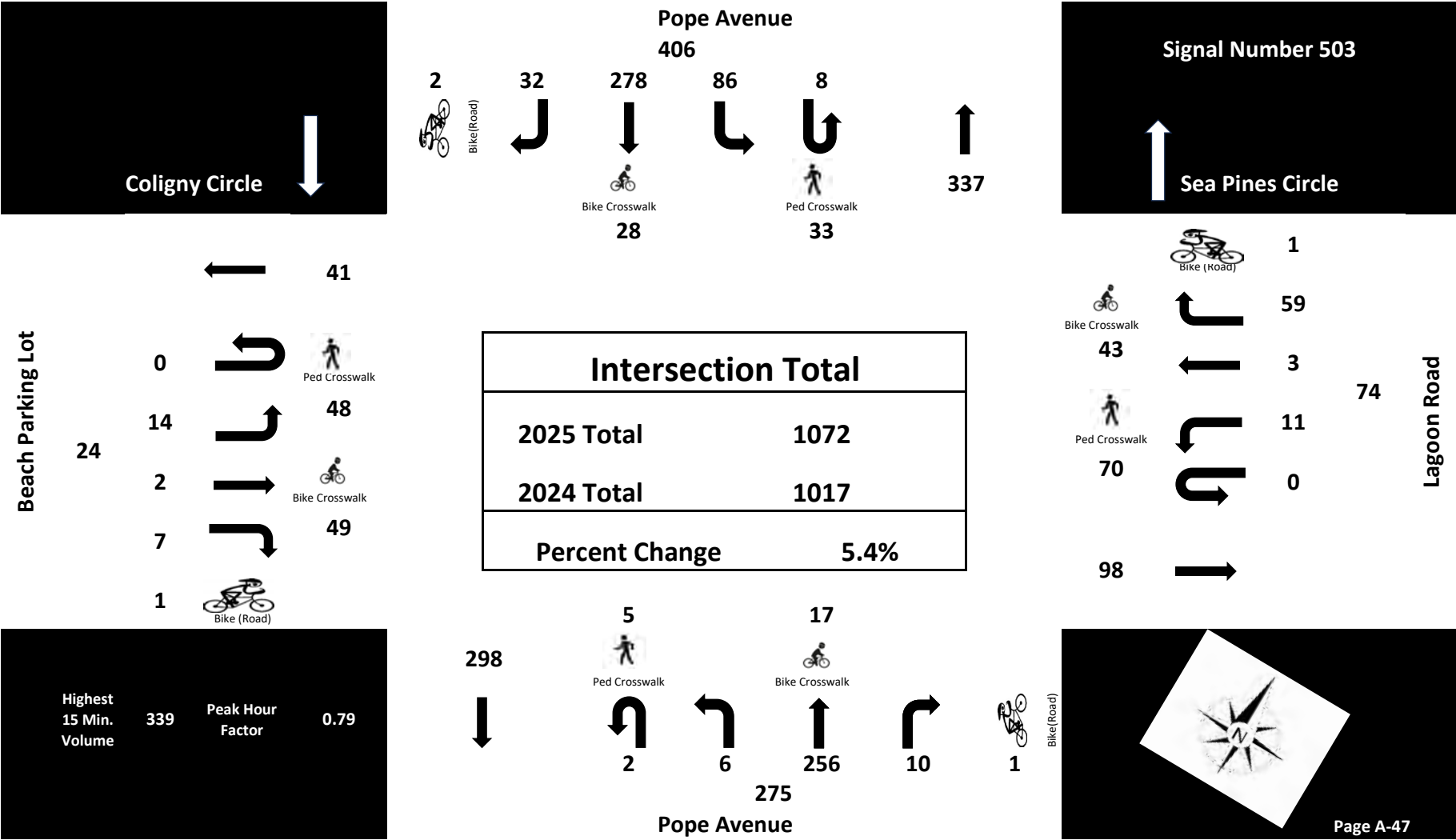
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Pope Avenue - Cordillo Parkway
Tuesday July 8, 2025
PM Peak Hour 4:30 PM to 5:30 PM



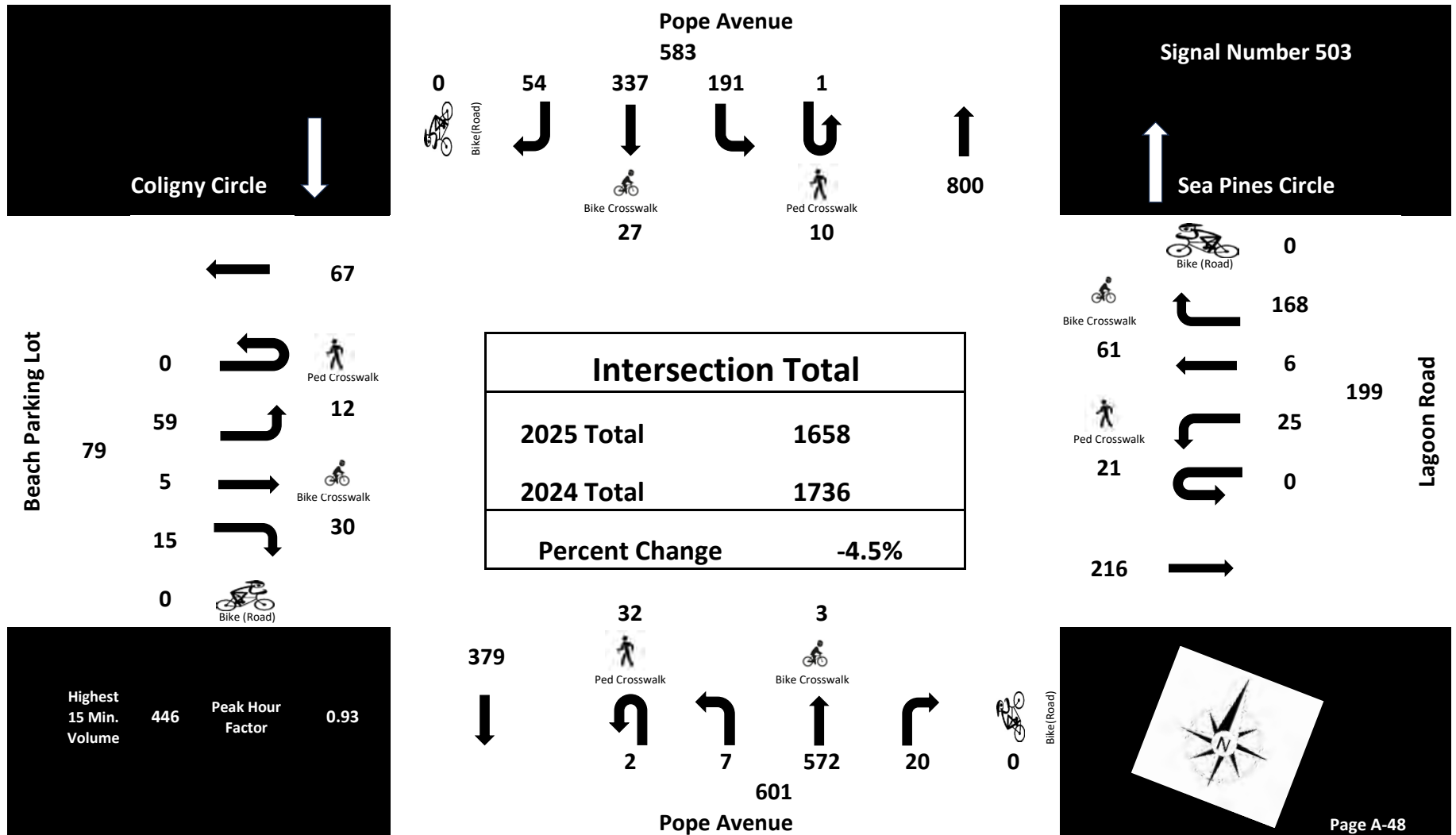
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

Pope Avenue - Lagoon Road/Beach Parking Lot
Tuesday July 8, 2025
AM Peak Hour 8:00 AM to 9:00 AM



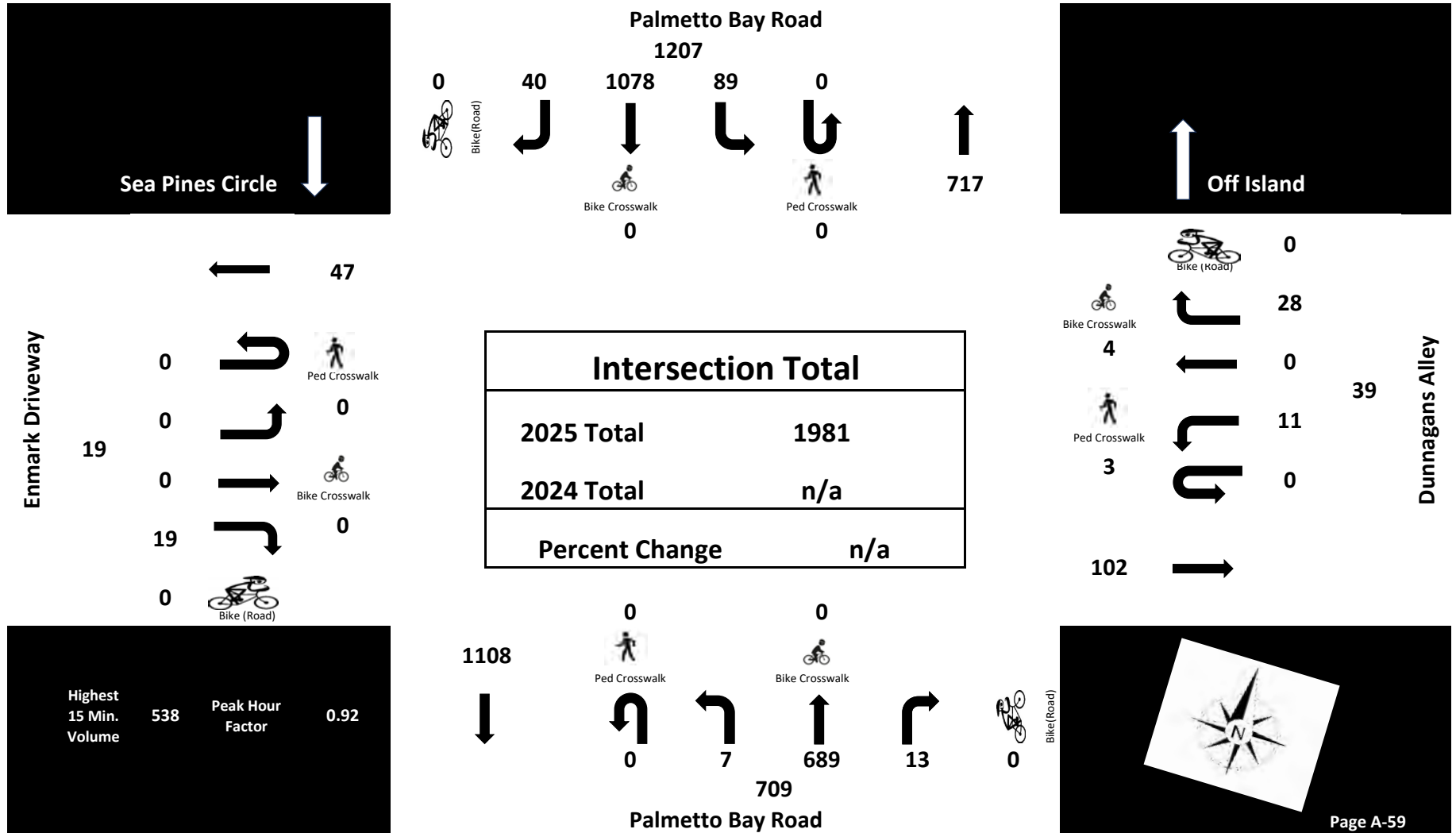
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Pope Avenue - Lagoon Road / Beach Parking Lot
Tuesday July 8, 2025
PM Peak Hour 4:30 PM to 5:30 PM



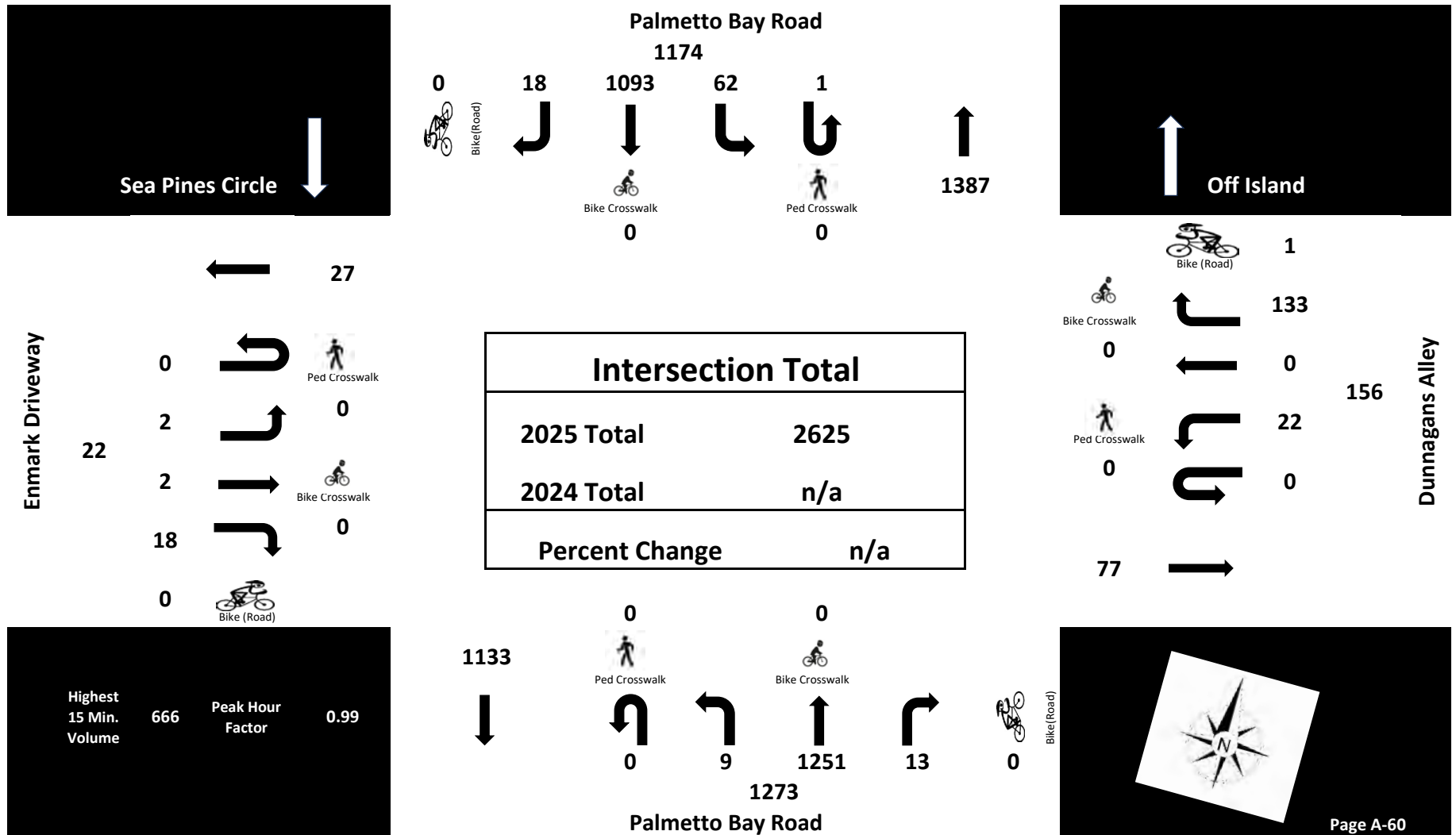
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

Palmetto Bay Road - Dunnagans Alley/Enmark Driveway
Wednesday July 9, 2025
AM Peak Hour 8:00 AM to 9:00 AM



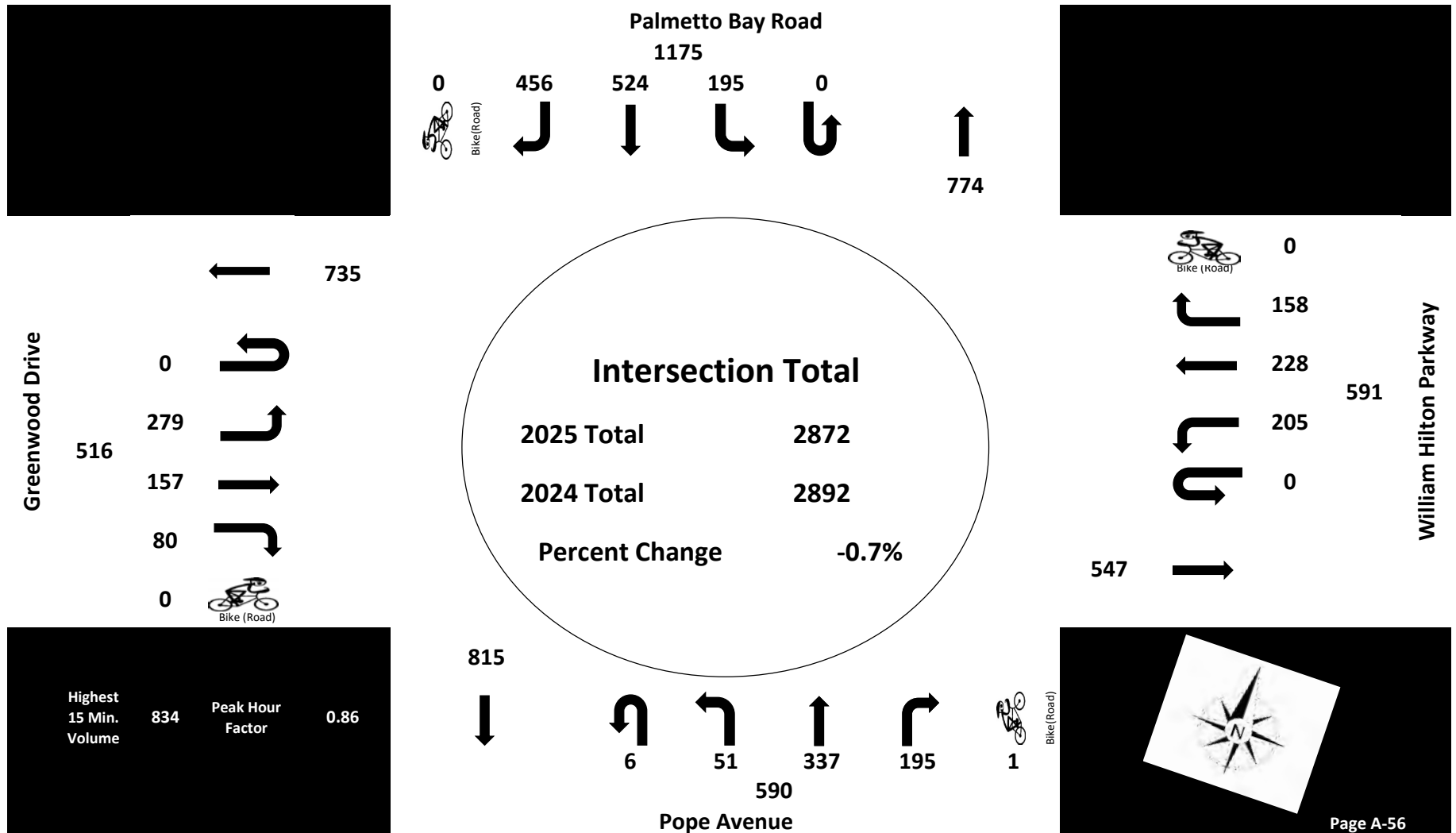
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Palmetto Bay Road - Dunnagans Alley/Enmark Driveway
Wednesday July 9, 2025
PM Peak Hour 4:00 PM to 5:00 PM



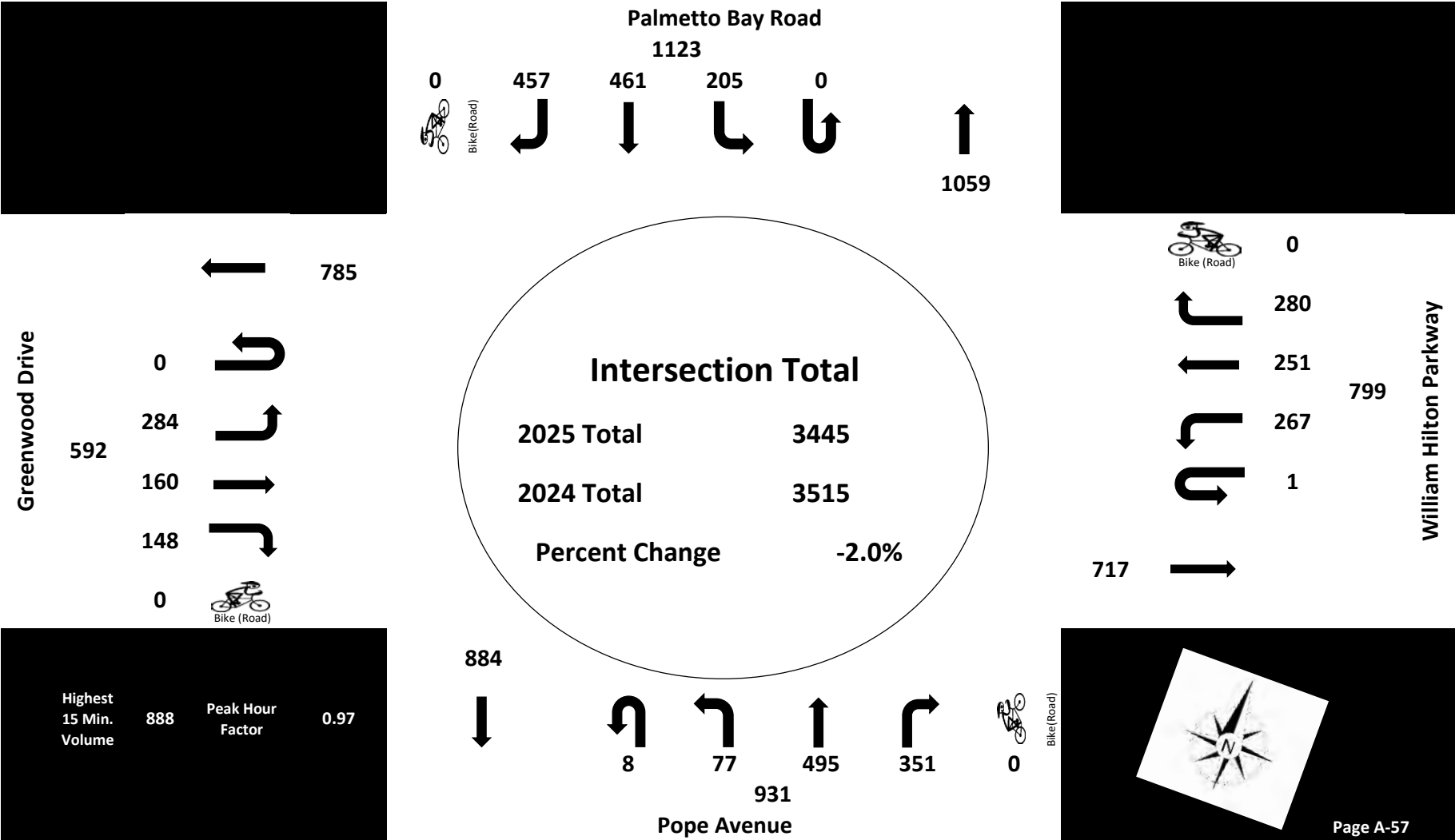
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

Sea Pines Circle
Tuesday July 8, 2025
AM Peak Hour 8:00 AM to 9:00 AM



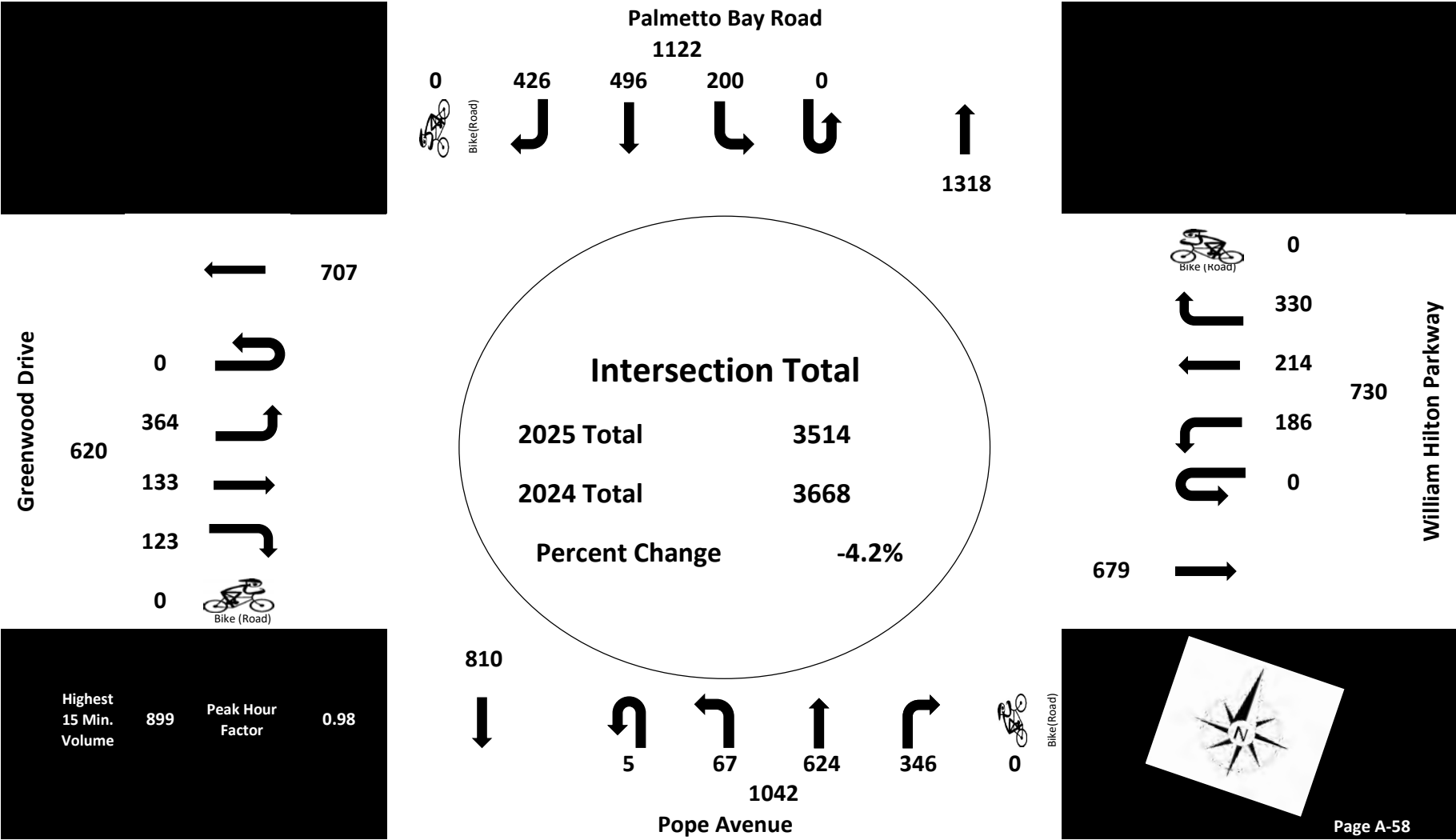
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Sea Pines Circle
Tuesday July 8, 2025
Midday Peak Hour 11:30 AM to 12:30 PM



Note: LMO Does Not Cite Midday Peak Hour. It is included for information.

Sea Pines Circle
Tuesday July 8, 2025
PM Peak Hour 4:00 PM to 5:00 PM



Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM



Planning Commission Meeting – July 15th, 2026

Town of Hilton Head Island

2025 Traffic Monitoring & Evaluation Report

Codified Requirements for This Report



Summary of weekday morning and afternoon peak hour turning movement counts for each signalized intersection within the Town



Morning, midday, and afternoon peak hour turning movement counts for Sea Pines Circle in calendar years that are multiples of five



Summary of 24-hour bi-directional demand on the Town's major arterial network



Historical trends relative to the previous 5-year period



Description of operating conditions at each signalized intersection relative to the dual LMO-described operational goals



Recommendations to successfully mitigate any identified deficiencies in operations relative to the LMO goals

Turning Movement Counts – Appendix A

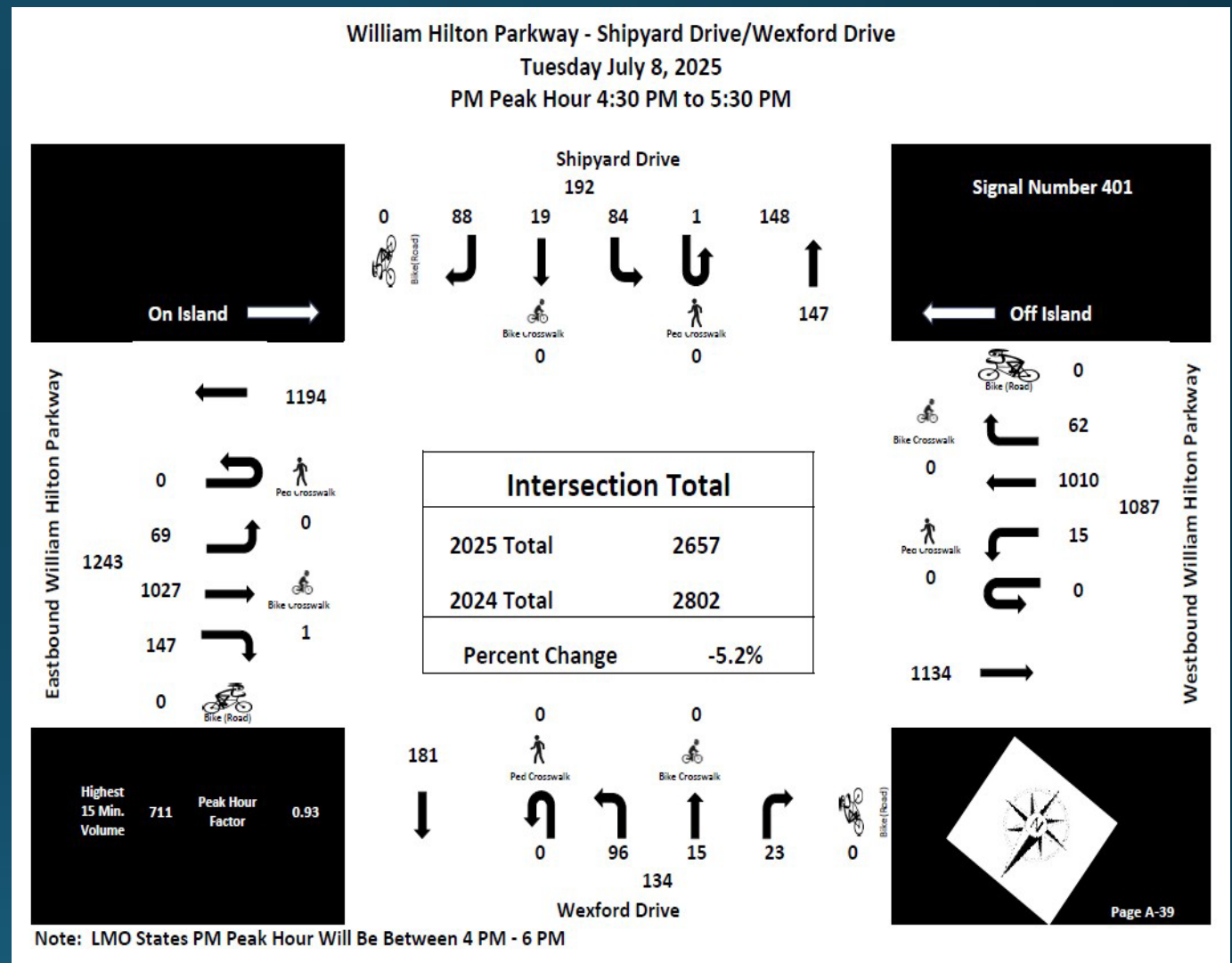


TABLE ONE

**24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND – JUNE 2020-2022*
JULY 2023-2025***

Map Ref.	Location	2020	2021	2022	2023	2024	2025	5-year %change/yr.
1) <u>Wm.</u>	Hilton Pkwy. at J. Wilton Graves Br.	58,973	63,304	61,628	63,434	63,861	62,444	+1.2
2) <u>Wm.</u>	Hilton Pkwy. west of Cross Is. Pkwy.	49,660	56,270	56,492	57,287	59,513	57,475	+3.0
3) <u>Wm.</u>	Hilton Pkwy. east of Whooping Crane	42,120	46,901	41,679	40,913	43,321	40,878	-0.6
4) <u>Wm.</u>	Hilton Pkwy. east of Coggins Pt. Rd.	30,655	34,758	29,282	28,146	29,260	27,713	-2.0
5) <u>Wm.</u>	Hilton Pkwy. west of Queens Folly Rd	39,361	43,806	36,678	37,202	36,886	35,263	-2.2
6) <u>Wm.</u>	Hilton Pkwy. west of Arrow Road	26,347	29,682	26,310	26,336	26,131	24,020	-1.8
7) <u>Pope</u>	Avenue south of New Orleans Rd.	31,709	34,156	32,569	34,514	33,373	32,102	+0.2
8) <u>Palmetto</u>	Bay Rd. south of Pt. Comfort Rd.	26,029	27,661	32,634	34,564	34,060	32,785	+4.7
9) <u>Cross</u>	Island Pkwy. south of W. Hilton Pkwy.	16,593	17,734	20,905	22,326	22,910	22,022	+5.8
10) <u>Cross</u>	Island Pkwy. at Chas. Fraser Bridge	26,421	29,256	34,990	37,881	37,362	36,526	+6.7
TOTAL OF ALL TEN STATIONS		347,868	383,528	373,167	382,603	386,677	371,228	+1.3

Composite Rate of Change – 2024-2025 = **-4.0%****

Composite Rate of Change – 2023-2024 = **+1.1% ****

Effective Composite *Annual* Rate of Change – 2020-2025 = **+1.3%****

*The Town began taking its annual traffic counts in July instead of June in 2023 due to a Land Management Ordinance (LMO) revision.

**All three rates based exclusively on the data presented in Table One

Table One – Average Bi-Directional 24-Hour Demand July 2025

- Page 9

June 2021 - Toll Still Being Collected

Wm. Hilton Pkwy. - 68.5%

Cross-Island Pkwy. - 31.5%

July 2025 – 4 Yrs. Following

End of Toll Collections

Wm. Hilton Pkwy. - 62%

Cross-Island Pkwy. - 38%*

Shift in Traffic Demand
From William Hilton
Parkway to the Cross-
Island Parkway.
Following End of Toll
Collection on Cross-
Island Parkway

- Page 9

TABLE TWO			
SCDOT 24-HOUR AVERAGE BI-DIRECTIONAL DEMAND ON JENKINS ISLAND			
2015 – 2025 (CALENDAR YEAR AVERAGE – AADT)			
YEAR	AADT		
2015	54700		
2020	51400		
2021	57400	% CHANGE 2024 – 2025:	-0.5%
2022	57400	% CHANGE 2023 – 2024:	-4.1%
2023	57900	AVG. ANNUAL RATE OF CHANGE 2020 – 2025:	+2.0%
2024	57100	AVG. ANNUAL RATE OF CHANGE 2015 – 2025:	+0.4%
2025	56800		

Table Two – SCDOT 24-Hour Average Bi-Directional Demand on Jenkins Island
2015 – 2025 Calendar Year Average (AADT)

TABLE THREE
PEAK HOUR SIGNALIZED INTERSECTION VOLUME – JULY 2024-2025

	AM			PM		
	2025 Vol.	2024 Vol.	%Chg.	2025 Vol.	2024 Vol.	%Chg.
William Hilton Pkwy. / Crosstree Drive	4103	--	--	4887	--	--
William Hilton Pkwy. / Squire Pope Rd.	4224	4310	-2.0	4904	5047	-2.8
William Hilton Pkwy. / Spanish Wells Rd.	3955	4243	-6.8	4385	4693	-6.6
William Hilton Pkwy. / Gumtree Rd.	3356	3379	-0.7	4377	4251	+3.0
William Hilton Pkwy. / Wilborn Rd.	2865	2956	-3.1	3595	3570	+0.7
William Hilton Pkwy. / Pembroke Dr.	2756	2894	-4.8	3421	3430	-0.3
William Hilton Pkwy. / Whooping Crane Way	3175	3058	+3.8	3450	3845	-10.3
William Hilton Pkwy. / Beach City Rd.	2780	2963	-6.2	3357	3512	-4.4
William Hilton Pkwy. / Mathews Dr. (north)	2577	2550	+1.1	3351	3473	-3.5
William Hilton Pkwy. / Dillon Rd.	2253	2161	+4.3	2853	2959	-3.6
William Hilton Pkwy. / Coggins Point Rd.	1901	1831	+3.8	2534	2603	-2.7
William Hilton Pkwy. / Beachwood Dr.	1507	1621	-7.0	2112	2229	-5.2
William Hilton Pkwy. / Mathews / Folly Field	2371	2413	-1.7	3144	3314	-7.1
William Hilton Pkwy. / Singleton Beach Rd.	2048	2016	+1.6	2805	2863	-2.0
William Hilton Pkwy. / Sh. Cove Ln. (off-is.)	1958	1940	+0.9	2721	2776	-2.0
William Hilton Pkwy. / Sh. Cove Ln. (central)	1977	1952	+1.3	2831	2936	-3.6
William Hilton Pkwy. / Queens Folly Rd.	2265	2304	-1.8	3240	3407	-4.9
William Hilton Pkwy. / Queens Way	1694	1711	-1.0	2236	2517	-11.2
William Hilton Pkwy. / Shipyard / Wexford	1830	1843	-0.7	2657	2802	-5.2
William Hilton Pkwy. / New Orleans Rd.	1555	1687	-7.8	2322	2542	-8.7
William Hilton Pkwy. / Arrow Rd.	1583	1598	-0.9	2087	2319	-10.0
Pope Ave. / New Orleans / Office Park	1863	2012	-7.4	2894	3099	-6.6
Pope Ave. / Cordillo Pkwy.	1760	1784	-1.3	2517	2577	-2.3
Pope Ave. / Lagoon Road	1072	1017	+5.4	1658	1736	-4.5
South Forest Beach Drive Pedestrian Signal	600	645	-7.0	1119	1107	+1.1
Palmetto Bay Rd. / Target Rd.	2315	2380	-2.7	2964	2964	0.0
Palmetto Bay Rd. / Arrow / Point Comfort	2555	2711	-5.8	3273	3327	-1.6
Sea Pines Circle	2872	2892	-0.7	3514	3668	-4.2
TOTAL*	61667	62871	-1.9	80321	83566	-3.9

	2025 Vol.	2024 Vol.	%Chg.
Sea Pines Circle Midday Peak Hour	3445	3515	-2.0%

*Total does not include the intersection of Wm. Hilton Pkwy./Crosstree Drive due to no comparable 2024 counts being taken at this location.

Table Three – Signalized Intersection Demand 2025 vs. 2024

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Table Four – Bike & Pedestrian Demand at Signalized Intersections

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TABLE FOUR
OFF-STREET* FOUR-HOUR PEDESTRIAN / BICYCLE CROSSING DEMAND AT
SIGNALIZED INTERSECTIONS – JUNE/JULY 2020-2025

	July 2025	July 2024	June 2020	5-yr. % Chg. 2020-2025
William Hilton Pkwy. / Crosstree Drive	0	NOT COUNTED	--	--
William Hilton Pkwy. / Squire Pope Rd.	3	1	0	--
William Hilton Pkwy. / Spanish Wells Rd.	5	22	12	-58
William Hilton Pkwy. / Gumtree Rd.	23	12	13	+77
William Hilton Pkwy. / Wilborn Rd.	21	18	20	+5
William Hilton Pkwy. / Pembroke Dr.	29	25	32	-9
William Hilton Pkwy. / Whooping Crane Way	0	2	3	-100
William Hilton Pkwy. / Beach City Rd.	39	66	29	+34
William Hilton Pkwy. / Mathews Dr. (north)	90	73	80	+12
William Hilton Pkwy. / Dillon Rd.	72	102	85	-15
William Hilton Pkwy. / Coggins Point Rd.	0	2	0	--
William Hilton Pkwy. / Beachwood Dr.	75	99	157	-52
William Hilton Pkwy. / Mathews / Folly Field	132	155	194	-32
William Hilton Pkwy. / Singleton Beach Rd.	166	191	180	-9
William Hilton Pkwy. / Shelter Cove Lane (off-island)	48	69	64	-25
William Hilton Pkwy. / Shelter Cove Lane (central)	28	69	64	-56
William Hilton Pkwy. / Queens Folly Rd.	3	0	0	--
William Hilton Pkwy. / Queens Way	140	171	279	-50
William Hilton Pkwy. / Shipyard / Wexford	26	44	35	-26
William Hilton Pkwy. / New Orleans Rd.	82	83	267	-69
William Hilton Pkwy. / Arrow Rd.	102	136	242	-58
Pope Ave. / New Orleans / Office Park	189	231	403	-53
Pope Ave. / Cordillo Pkwy.	461	532	509	-9
Pope Ave. / Lagoon Road	907	851	914	-1
South Forest Beach Pedestrian Signal	1226	1157	915	+34
Palmetto Bay Rd. / Target Rd.	75	84	74	+1
Palmetto Bay Rd. / Arrow / Point Comfort	37	35	56	-34
TOTAL	3979	4233	4627	-14

*Off-street refers to pedestrians and bicyclists using sidewalks, pathways, or shoulders, not the roadway. Only crossings occurring between 7:00 and 9:00 a.m. and 4:00 and 6:00 p.m. are included.



Signalized Intersection Analysis Software Sample Output -

HCS Signalized Intersection Results Summary													
General Information						Intersection Information							
Agency	Town of Hilton Head Island, SC					Duration, h	0.250						
Analyst	Darrin A. Shoemaker, P.E.		Analysis Date	Jul 9, 2024		Area Type	Other						
Jurisdiction	SCDOT		Time Period	pm peak hour - existing conditions		PHF	0.96						
Urban Street	Pope Avenue		Analysis Year	2024		Analysis Period	1> 17:00						
Intersection	New Orleans Road / Off...		File Name	24501pmex.xus									
Project Description	pm peak hour - existing conditions												
Demand Information			EB			WB			NB			SB	
Approach Movement			L	T	R	L	T	R	L	T	R	L	T
Demand (v), veh/h			88	158	184	270	72	29	128	952	324	112	708
Signal Information													
Cycle, s	160.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	Off										
Force Mode	Fixed	Simult. Gap N/S	On	Green	7.5	0.6	82.0	10.4	0.3	22.8			
				Yellow	3.0	0.0	3.6	3.2	3.2	3.2			
				Red	4.4	0.0	3.0	4.3	4.4	4.3			
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SE		
Assigned Phase				3	8	7	4	1	6	5	2		
Case Number				2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0		
Phase Duration, s				17.9	30.3	25.7	38.2	15.4	89.1	14.9	88		
Change Period, (Y+R c), s				7.5	7.6	7.6	7.6	7.3	6.6	7.4	6.6		
Max Allow Headway (MAH), s				3.1	3.2	3.1	3.2	3.1	0.0	3.1	0.0		
Queue Clearance Time (g s), s				10.4	21.1	17.6	7.5	8.0		7.4			
Green Extension Time (g e), s				0.1	0.7	0.6	0.9	0.2	0.0	0.2	0.0		
Phase Call Probability				0.98	1.00	1.00	0.99	1.00		0.99			
Max Out Probability				0.00	0.02	0.00	0.00	0.00		0.00			
Movement Group Results				EB		WB		NB		SB			
Approach Movement				L	T	R	L	T	R	L	T		
Assigned Movement				3	8	18	7	4	14	1	6		
Adjusted Flow Rate (v), veh/h				92	165	192	281	75	30	133	992		
Adjusted Saturation Flow Rate (s), veh/h/ln				1723	1826	1567	1422	1826	1620	1706	1522		
Queue Service Time (g s), s				8.4	13.6	19.1	15.6	5.5	2.5	6.0	28.8		
Cycle Queue Clearance Time (g c), s				8.4	13.6	19.1	15.6	5.5	2.5	6.0	28.8		
Green Ratio (g/C)				0.06	0.14	0.14	0.11	0.19	0.19	0.56	0.52		
Capacity (c), veh/h				112	259	222	322	349	309	382	1570		
Volume-to-Capacity Ratio (X)				0.822	0.636	0.863	0.872	0.215	0.098	0.349	0.632		
Back of Queue (Q), ft/ln (95 th percentile)				191	278	351	259	122	48	109	327		
Back of Queue (Q), veh/ln (95 th percentile)				7.3	10.7	13.5	9.9	4.7	1.8	4.2	12.6		
Queue Storage Ratio (RQ) (95 th percentile)				0.76	0.19	1.25	1.26	0.08	0.27	0.61	0.22		
Uniform Delay (d 1), s/veh				73.9	64.8	67.1	69.8	54.6	53.4	18.6	16.6		
Incremental Delay (d 2), s/veh				10.5	1.9	15.9	5.6	0.2	0.1	0.2	1.2		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				84.4	66.7	83.0	75.4	54.8	53.5	18.9	17.8		
Level of Service (LOS)				F	E	F	E	D	D	B	B		
Approach Delay, s/veh / LOS				77.3		E	69.7		E	15.8			
Intersection Delay, s/veh / LOS				33.6					C				
Multimodal Results				EB		WB		NB		SB			
Pedestrian LOS Score / LOS				2.99		C	2.86		C	2.56			
Bicycle LOS Score / LOS				3.81		D	3.74		D	3.91			

INTERSECTION v/c RATIO CALCULATION

501 Pope Avenue w/ New Orleans/Office Park Rds 2025 PM Peak Hour - Existing Conditions

01 0.048	02 0.244	05 0.016	03 0.037	04 0.037
05 0.050	06 0.310	01 0.021	07 0.086	08 0.093

$$X_c = \frac{0.048 + 0.244 = 0.292}{0.048 + 0.021 = 0.069} + \frac{0.037 + 0.037 = 0.074}{0.086 + 0.093 = 0.179} = 0.539 \times (170/162) = 0.566$$

Signalized Intersection Analysis Intersection Volume-to-Capacity Calculation

Table Six – Morning Peak Hour Analysis Results

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TABLE SIX - MORNING PEAK HOUR INTERSECTION VOLUME-TO-CAPACITY RATIOS
AND AVERAGE TOTAL DELAY IN SECONDS PER VEHICLE
JULY 2025 AND COMPARABLE 2024, 2020, AND 2015 FIGURES

Intersection	2025		2024		2020		2015	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
Wm. Hilton Parkway with Crosstree Drive/C Heinrichs Circle	0.83	13.7	NOT COUNTED		NOT SIGNALIZED			
Wm. Hilton Parkway with Squire Pope Road/Chamberlin Drive	0.69	21.9	0.71	20.0	0.73	16.8	0.92	19.1
Wm. Hilton Parkway with Spanish Wells/Wild Horse Roads	0.59	14.5	0.61	16.3	0.69	14.3	0.67	14.1
Wm. Hilton Parkway with Gum Tree Road/Cross-Island Parkway Ramps	0.72	53.3	0.70	46.8	0.71	31.4	0.80	23.7
Wm. Hilton Parkway with Wilborn Road/Jarvis Park Drive	0.59	4.1	0.59	5.6	0.59	4.6	0.73	4.2
Wm. Hilton Parkway with Pembroke Drive/Museum Street	0.57	10.6	0.60	10.6	0.61	12.8	0.61	11.2
Wm. Hilton Parkway with Whooping Crane Way/Indigo Run Drive	0.54	22.4	0.61	21.3	0.59	19.5	0.64	18.7
Wm. Hilton Parkway with Beach City Road/Gardner Drive	0.46	16.8	0.51	18.2	0.52	15.7	0.61	19.2
Wm. Hilton Parkway with Mathews Drive (northern intersection)	0.43	26.2	0.46	28.5	0.49	20.0	0.50	19.7
Wm. Hilton Parkway with Dillon Road/Plaza Drive	0.48	17.0	0.45	17.6	0.49	15.3	0.46	12.7
Wm. Hilton Parkway with Coggins Point Road	0.38	17.9	0.38	15.2	0.45	14.3	0.36	12.9
Wm. Hilton Parkway with Beachwood Drive	0.30	1.8	0.29	1.4	0.34	1.9	0.32	1.4
Wm. Hilton Parkway with Folly Field Road/Mathews Drive	0.45	22.1	0.40	21.9	0.47	22.1	0.39	22.5
Wm. Hilton Parkway with Singleton Beach Road	0.43	3.3	0.40	4.4	0.50	3.6	0.46	2.7
Wm. Hilton Parkway with Shelter Cove Lane (off-island intersection)	0.43	2.6	0.38	3.1	0.46	3.5	NOT SIGNALIZED	
Wm. Hilton Parkway with Shelter Cove Lane (center intersection)	0.41	6.0	0.41	5.8	0.48	4.7	0.48	6.5
Wm. Hilton Parkway with Queens Folly Road/King Neptune Way	0.37	26.5	0.37	23.9	0.47	23.3	0.54	20.0
Wm. Hilton Parkway with Queens Way	0.36	4.7	0.36	4.9	0.40	5.6	0.36	4.3
Wm. Hilton Parkway with Shipyard/Wexford Drives	0.42	19.7	0.40	16.7	0.43	15.2	0.37	10.2
Wm. Hilton Parkway with New Orleans Road/Village at Wexford	0.33	8.8	0.35	9.1	0.36	7.2	0.30	13.8
Wm. Hilton Parkway with Arrow Road	0.41	23.2	0.37	23.2	0.31	16.0	0.30	17.7
Pope Avenue with New Orleans/Office Park Roads	0.44	25.0	0.45	25.8	0.34	17.8	0.36	18.2
Pope Avenue with Cordillo Parkway	0.46	26.3	0.44	27.5	0.37	19.8	0.30	19.6
Pope Avenue with Lagoon Road/Beach Parking Lot	0.21	12.7	0.18	9.9	0.20	10.9	NOT SIGNALIZED	
Palmetto Bay Road with Target Road/Island Crossings Shopping Ctr.	0.52	12.7	0.53	13.2	0.55	13.4	0.49	14.3
Palmetto Bay Road with Arrow/Point Comfort Roads	0.50	19.9	0.49	17.5	0.48	19.0	0.49	16.6

v/c - Intersection Volume-to-Capacity Ratio

dpv - Average Total Delay-per-Vehicle in seconds

NOTE: Operational conditions failing to comply with goals set forth in the LMO are shown in

TABLE SEVEN - AFTERNOON PEAK HOUR INTERSECTION VOLUME-TO-CAPACITY RATIOS

AND AVERAGE TOTAL DELAY IN SECONDS PER VEHICLE

JULY 2025 AND COMPARABLE 2024, 2020, AND 2015 FIGURES

Intersection	2025		2024		2020		2015	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
Wm. Hilton Parkway with Crosstree Drive/C Heinrichs Circle	0.89	9.1	NOT COUNTED		NOT SIGNALIZED			
Wm. Hilton Parkway with Squire Pope Road/Chamberlin Drive	1.01	62.6	0.99	47.6	1.13	79.9	1.10	58.5
Wm. Hilton Parkway with Spanish Wells/Wild Horse Roads	0.66	27.6	0.65	22.9	0.75	23.4	0.79	25.2
Wm. Hilton Parkway with Gum Tree Road/Cross-Island Parkway Ramps	0.72	48.0	0.69	53.4	0.72	34.7	0.88	26.1
Wm. Hilton Parkway with Wilborn Road/Jarvis Park Drive	0.71	14.8	0.70	12.5	0.70	10.3	0.75	6.4
Wm. Hilton Parkway with Pembroke Drive/Museum Street	0.66	24.5	0.65	21.7	0.67	20.0	0.73	26.2
Wm. Hilton Parkway with Whooping Crane Way/Indigo Run Drive	0.70	21.3	0.70	19.8	0.75	18.6	0.82	19.4
Wm. Hilton Parkway with Beach City Road/Gardner Drive	0.62	16.8	0.63	23.9	0.72	24.2	0.71	12.2
Wm. Hilton Parkway with Mathews Drive (northern intersection)	0.58	28.9	0.63	33.9	0.66	20.6	0.68	28.8
Wm. Hilton Parkway with Dillon Road/Plaza Drive	0.63	19.1	0.62	20.7	0.66	12.7	0.67	14.1
Wm. Hilton Parkway with Coggins Point Road	0.56	14.3	0.56	14.5	0.61	10.4	0.59	16.7
Wm. Hilton Parkway with Beachwood Drive	0.42	2.2	0.41	1.8	0.50	1.8	0.48	1.8
Wm. Hilton Parkway with Folly Field Road/Mathews Drive	0.57	33.1	0.63	33.1	0.65	26.9	0.65	26.3
Wm. Hilton Parkway with Singleton Beach Road	0.46	3.6	0.50	4.3	0.55	3.8	0.46	4.0
Wm. Hilton Parkway with Shelter Cove Lane (off-island intersection)	0.46	3.8	0.50	4.7	0.54	4.6	NOT SIGNALIZED	
Wm. Hilton Parkway with Shelter Cove Lane (center intersection)	0.45	14.6	0.49	15.9	0.55	12.3	0.64	16.0
Wm. Hilton Parkway with Queens Folly Road/King Neptune Way	0.51	30.4	0.55	31.7	0.67	28.7	0.81	44.7
Wm. Hilton Parkway with Queens Way	0.40	4.8	0.47	6.0	0.66	7.2	0.56	7.7
Wm. Hilton Parkway with Shipyard/Wexford Drives	0.50	20.2	0.55	23.0	0.64	21.4	0.56	15.4
Wm. Hilton Parkway with New Orleans Road/Village at Wexford	0.59	22.6	0.65	22.8	0.64	17.0	0.57	27.8
Wm. Hilton Parkway with Arrow Road	0.49	34.3	0.56	43.6	0.46	28.8	0.48	22.3
Pope Avenue with New Orleans/Office Park Roads	0.57	30.9	0.63	33.6	0.57	23.8	0.62	29.6
Pope Avenue with Cordillo Parkway	0.50	30.9	0.49	33.1	0.53	24.9	0.61	24.1
Pope Avenue with Lagoon Road/Beach Parking Lot	0.40	23.1	0.39	23.4	0.50	31.8	NOT SIGNALIZED	
Palmetto Bay Road with Target Road/Island Crossings Shopping Ctr.	0.54	23.9	0.58	24.9	0.51	22.4	0.59	23.5
Palmetto Bay Road with Arrow/Point Comfort Roads	0.74	25.7	0.76	28.4	0.66	26.7	0.72	26.1

v/c - Intersection Volume-to-Capacity Ratio

dpv - Average Total Delay-per-Vehicle in seconds

NOTE: Operational conditions failing to comply with goals set forth in the LMO are shown in

Table Seven – Afternoon Peak Hour Analysis Results

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Change
From June
2024 to July
2025

Morning Peak Hour Demand -07%

Midday Peak Hour Demand -2.0%

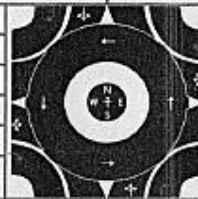
Afternoon Peak Hour Demand -4.2%

Sea Pines Circle
Demand

Decrease
from 2024
in all 3
peak hours

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Sea Pines Circle Sample Analysis

HCS Roundabouts Report																
General Information								Site Information								
Analyst	Darrin A. Shoemaker, P.E.								Intersection		Sea Pines Circle					
Agency or Co.	ICE								E/W Street Name		Greenwood Dr./Wm. Hilton...					
Date Performed	07/08/2025								N/S Street Name		Palmetto Bay Rd./Pope Ave.					
Analysis Year	2025								Analysis Time Period, hrs		0.25					
Time Analyzed	am peak hour - existing con...								Peak Hour Factor		0.86					
Project Description	2025 TM&E Report								Jurisdiction		SCDOT					
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				L+R				LTR			
Volume (V), veh/h	0	279	157	80	0	205	228	158	6	51	337	195	0	195	524	456
Percent Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Flow Rate (v _{or}), pc/h	0	341	192	98	0	250	278	193	7	62	411	238	0	238	640	557
Right-Turn Bypass	Non-Yielding				Non-Yielding				Non-Yielding				Non-Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															
Critical and Follow-Up Headway Adjustment																
Approach	EB			WB			NB			SB						
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Critical Headway, s		4.9763			4.9763			4.9763			4.9763					
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087					
Flow Computations, Capacity and v/c Ratios																
Approach	EB			WB			NB			SB						
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Entry Flow (v _e), pc/h		533	96		528	193		480	238		878	557				
Entry Volume, veh/h		508	92		503	184		457	227		836	530				
Circulating Flow (v _c), pc/h	1135			821			771			597						
Exiting Flow (v _e), pc/h	430			340			752			897						
Capacity (c _o), pc/h		434			597			629			751					
Capacity (c), veh/h		413			569			599			715					
v/c Ratio (x)		1.23			0.88			0.76			1.17					
Delay and Level of Service																
Approach	EB			WB			NB			SB						
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Lane Control Delay (d), s/veh		151.8			41.2			26.6			112.3					
Lane LOS		F	A		E	A		D	A		F	A				
95% Queue Length, Q ₉₅ (veh)		20.9			10.2			7.0			25.8					
95% Queue Length, Q ₉₅ (ft)		543.4			265.2			182.0			656.8					
Approach Delay, s/veh LOS	128.2		F	30.2		D	17.8		C	68.7		F				
Intersection Delay, s/veh LOS	61.1															

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Table Five - Sea Pines Circle Analysis Results

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TABLE FIVE – JULY 2025 HCM ANALYSIS TOTAL AVERAGE DELAY PER VEHICLE RESULTS ON APPROACHES TO SEA PINES CIRCLE (in seconds)

	<u>AM Peak Hour</u>		<u>Midday Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>2025</u>	<u>2024</u>	<u>2025</u>	<u>2024</u>	<u>2025</u>	<u>2024</u>
Greenwood Drive	<u>128.2</u>	(76.8)	<u>50.9</u>	(47.3)	<u>59.0</u>	(61.5)
Palmetto Bay Road	<u>68.7</u>	(49.2)	<u>38.0</u>	(27.1)	<u>22.2</u>	(19.2)
Pope Avenue	<u>17.8</u>	(13.4)	<u>28.6</u>	(23.4)	<u>74.9</u>	(52.2)
William Hilton Parkway	<u>30.2</u>	(17.0)	<u>54.9</u>	(34.8)	<u>40.1</u>	(37.0)



William Hilton Parkway & Squire Pope Road/ Chamberlin Drive Intersection

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William Hilton Parkway & Gum Tree Road Intersection

- Pages 19-20



Modified Operational Goals

Town Council modified the operational goals outlined in Section 16-5-106.C of the LMO by enacting ordinance 2025-18 last August. This ordinance added two additional goals to the longstanding capacity- and delay-based operational goals described in this section. The two operational goals added:

- 4. The Level of Service (LOS) for any vehicular traffic movement does not decline by more than one level per the requirements of the Highway Capacity Manual (HCM), nor to a Level of Service of "F"; and
- 5. The **development** causes safety issues or delays that require mitigation as determined by the Town Engineer.
- Pages 20-24

TABLE EIGHT – INDIVIDUAL TRAFFIC MOVEMENTS DECLINING BY MORE THAN ONE LEVEL OF SERVICE – JULY 2024 TO JULY 2025

Intersection	Movement	AM/PM Peak Hour	2024		2025	
			dpv	LOS	dpv	LOS
Wm. Hilton Pkwy. w/ Squire Pope Rd / Chamberlin Dr	Eastbound Left Turn from Wm. Hilton Pkwy.	PM	10.8	B	46.8	D
Wm. Hilton Pkwy. w/ Gum Tree Rd./XIP Ramps	Eastbound Wm. Hilton Pkwy. Through	PM	19.9	B	35.9	D
Pope Avenue w/ Cordillo Parkway	Southbound Right Turn onto Cordillo Pkwy.	PM	8.8	A	20.5	C
Sea Pines Circle	Wm. Hilton Pkwy. Entering Circulating Roadway	AM	24.2	C	41.2	E

dpv – Average Total Delay per Vehicle in seconds

TABLE NINE – INDIVIDUAL TRAFFIC MOVEMENTS DECLINING FROM LOS E TO LOS F – JULY 2024 TO JULY 2025

Intersection	Movement	AM/PM Peak Hour	2024		2025	
			dpv	LOS	dpv	LOS
Wm. Hilton Pkwy. w/ Squire Pope Rd / Chamberlin Dr	Northbound Left Turn from Chamberlin Dr.	AM	75.1	E	80.8	F
	Northbound Through from Chamberlin Dr.	AM	75.5	E	80.9	F
	Southbound Left Turn from Squire Pope Rd.	AM	78.8	E	83.9	F
Wm. Hilton Pkwy. w/ Spanish Wells / Wild Horse Rds.	Northbound Left Turn from Spanish Wells Rd.	AM	77.8	E	86.8	F
Wm. Hilton Pkwy. w/ Beach City Rd./Gardner Dr.	Eastbound Left Turn from Wm. Hilton Pkwy.	PM	79.2	E	87.4	F
Wm. Hilton Pkwy. w/ Dillon Rd./Plaza Dr.	Northbound Left Turn from Plaza Dr.	PM	78.5	E	80.3	F
Wm. Hilton Pkwy. w/ Arrow Rd.	Southbound Left Turn from Arrow Rd.	PM	75.3	E	88.4	F
Pope Ave. w/ New Orleans/Office Park Rds.	Westbound Left Turn from New Orleans Rd.	PM	75.4	E	81.4	F
Pope Ave. w/ Cordillo Pkwy.	Westbound Right Turn from Cordillo Pkwy.	PM	69.6	E	80.2	F
Sea Pines Circle	Southbound Palmetto Bay Road Approach	AM	49.2	E	68.7	F

dpv – Average Total Delay per Vehicle in seconds

Appendix B

24-hour count location map for Figures in Table One



Appendix C

Daily Volume Crossing Jenkins Island

Volume	February Volume		March Volume		April Volume		May Volume		June Volume		July Volume		August Volume		September Volume		October Volume		November Volume		December Volume	
35229	1	47215	1	55040	1	63155	1	64328	1	51001	1	64929	1	66806	1	50442	1	58505	1	49487	1	54736
54808	2	38241	2	43278	2	64106	2	66058	2	61797	2	68088	2	62378	2	59785	2	60042	2	42029	2	52977
56337	3	52790	3	57636	3	66181	3	57588	3	62361	3	68004	3	48520	3	59765	3	61971	3	56148	3	57071
44489	4	56080	4	59435	4	68239	4	48912	4	61835	4	50804	4	59154	4	59895	4	53296	4	58164	4	56838
34452	5	55721	5	51060	5	60875	5	61059	5	62827	5	65545	5	59133	5	52002	5	41352	5	58590	5	53173
50998	6	57312	6	62412	6	50361	6	61863	6	66860	6	52715	6	61765	6	54664	6	54922	6	60262	6	40623
53673	7	58674	7	63636	7	60066	7	62343	7	64384	7	62616	7	63483	7	42134	7	58592	7	60657	7	34519
54051	8	49855	8	56295	8	64517	8	61561	8	48206	8	63360	8	64410	8	57307	8	61047	8	50067	8	53201
54221	9	38391	9	40925	9	65477	9	65225	9	59476	9	62923	9	58670	9	58724	9	62084	9	42615	9	55211
53089	10	53938	10	56003	10	67041	10	53025	10	62291	10	62625	10	44439	10	58830	10	62022	10	56438	10	56351
40941	11	56625	11	61744	11	69526	11	44789	11	63216	11	66165	11	56536	11	50793	11	51058	11	55193	11	57779
33375	12	57240	12	64047	12	62189	12	53444	12	64815	12	64815	12	59614	12	52819	12	43770	12	57732	12	57651
50622	13	55641	13	65651	13	49842	13	60868	13	66387	13	50665	13	60654	13	54847	13	59203	13	60031	13	46351
54402	14	63500	14	67110	14	63415	14	62258	14	64466	14	60699	14	62486	14	44327	14	61625	14	60707	14	37516
55332	15	48779	15	59240	15	64110	15	64260	15	49571	15	62394	15	63369	15	57314	15	61660	15	48556	15	51839
56998	16	38249	16	38113	16	68725	16	66441	16	61525	16	64889	16	54952	16	59572	16	63732	16	40220	16	55211
58674	17	55025	17	60950	17	69657	17	61240	17	64378	17	66492	17	44841	17	59550	17	64434	17	55264	17	56934
42266	18	57072	18	64036	18	69976	18	50367	18	66447	18	66902	18	57859	18	52270	18	54847	18	57375	18	55145
36349	19	53900	19	64526	19	64158	19	59959	19	67860	19	66785	19	58936	19	53483	19	45268	19	58906	19	58022
50225	20	58216	20	65066	20	52865	20	62540	20	69212	20	50849	20	61167	20	55769	20	58852	20	59968	20	46759
44948	21	59895	21	66798	21	65752	21	64165	21	67865	21	61176	21	61061	21	46278	21	59814	21	61499	21	39988
4570	22	49276	22	59423	22	63379	22	67143	22	52982	22	61853	22	60190	22	57316	22	61282	22	52988	22	56569
13526	23	41242	23	49090	23	64667	23	70979	23	62181	23	67602	23	50503	23	58445	23	63104	23	43276	23	58802
32900	24	56254	24	61158	24	66460	24	64860	24	63373	24	65823	24	44290	24	60500	24	62757	24	59562	24	47215
38714	25	59773	25	62948	25	67890	25	48765	25	64932	25	67770	25	56124	25	61102	25	51728	25	63253	25	24515
32365	26	60647	26	63915	26	59801	26	50429	26	67116	26	67012	26	58576	26	61007	26	41612	26	60028	26	50329
50711	27	62087	27	65310	27	50190	27	64162	27	69651	27	52383	27	60070	27	50108	27	53502	27	31394	27	51671
54483	28	63030	28	68097	28	60747	28	63754	28	68178	28	60810	28	62519	28	40595	28	57656	28	53504	28	42101
54962			29	60073	29	61918	29	63761	29	52585	29	62153	29	66531	29	52755	29	58285	29	48766	29	57362
55835			30	45374	30	63189	30	66144	30	63380	30	63297	30	52296	30	55343	30	59695	30	40565	30	60260
58278			31	59002	31	64360	31	64360	31	64915	31	64915	31	48477	31		31	59736	31		31	53343
45543		53738		58626		62955		60543		62372		62280		57736		56258		57015		53441		50970
-17.40%		-2.53%		6.33%		14.18%		9.81%		13.13%		12.96%		4.72%		2.04%		3.41%		-3.07%		-7.55%
Week	Chg. From '24	Busiest Month i-Avg.		Chg. From '24	Busiest Days		More than 10% over calendar year average More than 15% over calendar year average More than 20% over calendar year average										YEAR AVERAGE		55134			
62334	--	April		62955	+3	1 23-May	70974															
60223	--	June		62372	-1	2 18-Apr	69975															
59636	+1	July		62280	-1	3 17-Apr	69667															
58894	-1	May		60543	-1	4 27-Jun	69651											Change from 2024		-0.35%		
57235	--	March		58626	--	5 11-Apr	69529															
55149	--	August		57736	+1	6 20-Jun	69212															
44332	--	October		57015	-1	7 16-Apr	68725															
		September		56258	+1	8 4-Apr	68239															
		February		53738	-1	9 28-Jun	68178															
		November		53441	--	10 28-Mar	68057															
		December		50970	+1	11 2-Jul	68089															
		January		45543	-1	12 3-Jul	68004															
						13 25-Apr	67850															
						14 21-Jun	67865															
						15 19-Jun	67860															
						16 25-Jul	67770															
						17 22-May	67146															
						18 26-Jun	67115															
						19 14-Mar	67110															
						20 10-Apr	67041															
						21 26-Jul	67012															
						22 18-Jul	66902															
						23 6-Jun	66860															
						24 1-Aug	66805															
						25 21-Mar	66758															
						26 19-Jul	66785															
						27 29-Aug	66531															
						28 17-Jul	66452															
						29 18-Jun	66447															
						30 16-May	66445															
						31 24-Apr	66440															
						32 13-Jun	66387															
45th Highest Volume Day -->																						



U. S. Department
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**Federal Highway
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Office of Highway
Policy Information

Page 1

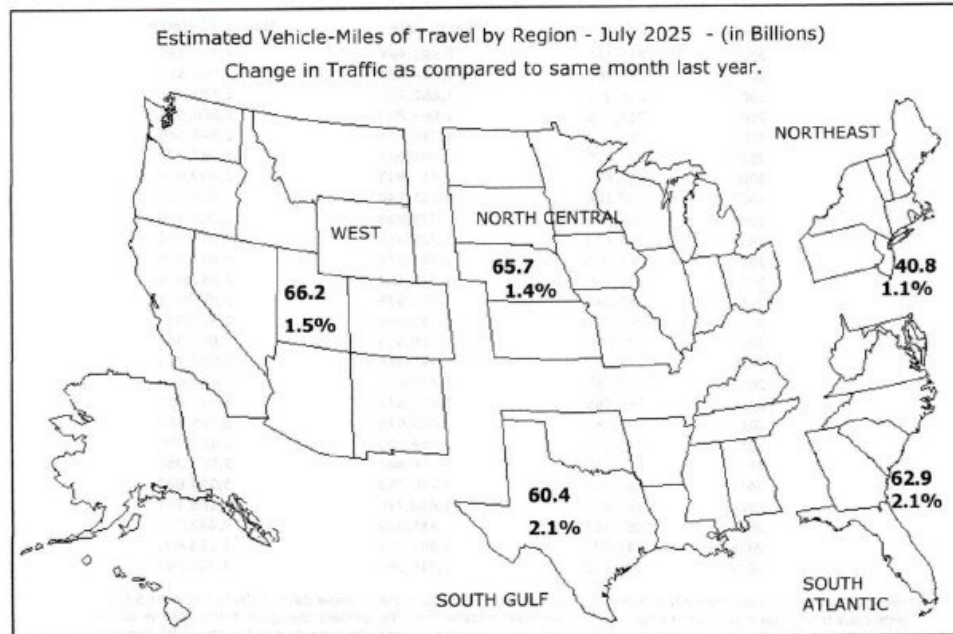
TRAFFIC VOLUME TRENDS

July 2025

Travel on all roads and streets changed by **+1.7%** (+4.9 billion vehicle miles) for July 2025 as compared with July 2024. Travel for the month is estimated to be 296.0 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for July 2025 is 276.6 billion miles, a **+1.6%** (+4.4 billion vehicle miles) change over July 2024. It also represents a **+0.5%** change (+1.5 billion vehicle miles) compared with June 2025.

Cumulative Travel for 2025 changed by **+0.9%** (+17.1 billion vehicle miles). The cumulative estimate for the year is 1,919.0 billion vehicle miles of travel.



Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2.
All vehicle-miles of travel computed with Highway Statistics 2023 Table VM-2 as a base.
Compiled with data on hand as of September 03, 2025.

Some historical data were revised based on HPMS and amended TVT data as of December 2023.
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).
To facilitate historic analysis, the VMT values for the seasonally adjusted series have been updated for the 12 months prior to the current month and in all other months, held at the value from last month's release.

Appendix D

FHWA Traffic Volume Trends July 2025

QUESTIONS

Theresa M. McVey
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