



Town of Hilton Head Island

Planning Commission Meeting

Wednesday, May 15, 2024, 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 April 17, 2024
- 5. Appearance by Citizens**
- 6. Unfinished Business**
- 7. New Business**
 - a. Annual Traffic Monitoring and Evaluation Report - Section 16-2-103.J.10 of the Land Management Ordinance provides that this report will be prepared and submitted annually by the LMO Official to the Planning Commission - Jim Iwanicki, Transportation Engineer
- 8. Commission Business**
- 9. Chairman's Report**
- 10. Staff Reports**
 - a. DPR-000467-2024 - Development Plan Review for 430 William Hilton Parkway (Building F) Sea Turtle Marketplace - Brian Eber, Development Services Manager
- 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, April 17, 2024, 2:00 PM Minutes

1. Call to Order

Acting Chairman Henz called the meeting to order at 2:00 p.m. Those present were: Tom Henz, John Campbell, Ellen Whaley, Rick D'Arienzo, Albert Mealer and Chuck Lobaugh. Bruce Siebold and Mark O'Neil attended remotely. Joe DuBois was excused.

2. Pledge to the Flag

3. Adoption of the Agenda

Acting Chair Henz asked staff if they had any changes to the Agenda. Shea Farrar, Principal Planner, said that the Commission needed to elect an Acting Chair due to unforeseen circumstances as both the Chair and Vice-Chair were not present. Commissioner Campbell motioned to elect Tom Henz as Acting Chair. Commissioner D'Arienzo seconded. The motion passed unanimously.

4. Approval of the Minutes

a. Regular Meeting Minutes of March 20, 2024

Commissioner Whaley moved to approve the Minutes of March 20, 2024. Commissioner Lobaugh seconded. The Minutes of March 20, 2024 passed unanimously.

b. Special Meeting Minutes of April 3, 2024

Commissioner Whaley moved to approve the Special Meeting Minutes of April 3, 2024. Commissioner Lobaugh seconded. The Special Meeting Minutes of April 3, 2024 passed unanimously.

5. Appearance by Citizens

Public comments concerning agenda items were to be submitted electronically via the Open Town Hall Portal. No comments were received. Public comments concerning non-agenda items were solicited. A citizen spoke concerning the number of trolleys that are coming onto Bradley Beach Road and the safety of the people.

6. Unfinished Business

None

7. New Business

- a. Land Management Ordinance: Consideration of a Public Hearing to Amend Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to amend Floor Area Ratio Requirements from .55 to .45 within the Forest Beach Neighborhood Character Overlay District - Aaron Rucker, Community Planning Manager**

Acting Chair Henz introduced the item and declared the Public Hearing open. Aaron Rucker, Community Planning Manager, presented the item as included in the Agenda Packet and advised this is a Public Hearing to Amend Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to amend Floor Area Ratio Requirements from .55 to .45 within the Forest Beach Neighborhood Character Overlay District and is consistent with the existing FAR requirements in the other character overlay districts of Folly Field and Holiday Homes and advised staff is recommending approval. Mr. Rucker answered several questions from the Commission. No public comments were made by the audience and the Public Hearing was closed.

Commissioner Lobaugh moved to approve and Commissioner Mealer seconded. The motion passed unanimously.

- b. PPR-000479-2024: Consideration of a Public Hearing for a Public Project Review Application from the Town of Hilton Head Island to construct a 1,600 square foot classroom and training space - Alexis Cook, Principal Planner of Design**

Acting Chair Henz introduced the item, and declared the Public Hearing open. Alexis Cook, Principal Planner, presented the item as included in the Agenda Packet and advised we do this for public projects that meet our standard review procedure requirements under the LMO. This is a way to bring public notice and awareness to the Planning Commission of public projects that are happening throughout the Town, and advised that this item falls under the Fire Rescue Training Center Facility Upgrades under the CIP. This is one portion of a larger Master Plan upgrade. Ms. Cook also introduced Chris Savage, Captain for Safety and Professional Development for Fire Rescue. Ms. Cook advised staff recommended approval. No public comments were made by the audience, and the Public Hearing was closed. A concern was raised about the traffic backing up on Summit Drive. Ms. Cook advised that she will speak with the Town's Traffic Engineer.

Commissioner Whaley moved to approve Commissioner Campbell seconded. The motion passed unanimously.

- c. PPR-000478-2024: Consideration of a Public Hearing for a Public Project Review Application from the Town of Hilton Head Island to construct a 300 linear foot pathway that will connect an existing pathway system on Cordillo Parkway to Pope Avenue - Trey Lowe, Senior Planner**

Acting Chair Henz introduced the item and declared the Public Hearing open. Brian Eber, Development Services Manager, presented the item as included in the Agenda Packet and stated staff identified areas to improve access to public pathways and this one

section of the roadway into the back gate from Pope Avenue was sorely lacking. This project includes the design and construction of a 300 LF of asphalt pathway along the major corridor of Pope Avenue and Cordillo Parkway near one of the entrances for Shipyard. This currently grassed space is frequently used by pedestrians and bicycles.

The project will include a 10' wide, asphalt pathway and improvements to the ADA connection at Pope Avenue and Cordillo Parkway. The project will take into consideration existing utilities and will improve existing landscaping. The Town is currently working with a private commercial entity and Shipyard Property Owners Association to obtain the necessary easement to complete the project. The next steps will include submitting the required Development Plan reviews and permits, as required.

Mr. Eber answered several questions from the Commission. No public comments were made by the audience and the Public Hearing was closed.

Commissioner Lobaugh moved to approve and Commissioner Campbell seconded. The motion passed unanimously.

- d.** PPR-0000541-2024: Consideration of a Public Hearing for a Public Project Review Application from the Town of Hilton Head Island to construct an open-air structure and improvements for accessibility at Folly Field Beach Park - Alexis Cook, Principal Planner of Design

Alexis Cook, Principal Planner, introduced Ryan Williams, member of the 2024 Chamber Leadership Program. Mr. Williams detailed the mission of the project called "Wheels to Waves", which is meant to ensure beach access to mobility challenged individuals while simultaneously aiding in the promotion of Hilton Head's beaches by being ADA friendly. The first goal of the program is to have wheelchairs available for residents and visitors that need them, as well as a storage structure at the Folly Field Beach location which would hold up to three of the wheelchairs. The structure itself was designed by Zenos Morris, Built Environment Director for the Town of Hilton Head. Funds have been raised for this project, and the program is in line with the Town's strategic plan to enhance beaches.

Acting Chair Henz opened up the Public Hearing for any comments in which a few nearby residents expressed concerns about parking. Mr. Williams addressed these concerns. The Public Hearing was closed. A motion to approve this program as presented was made by Mr. Campbell and seconded by Mr. D'Arienzo. The motion passed unanimously.

- e.** STDV-000513-2024: Consideration of a Public Hearing for Nathan Sturre, of Sturre Engineering, proposing to name an access easement located off Thomas Cohen Drive. The affected parcels are R510 007 000 0818 0000, R510 007 000 0080 0000, R510 007 000 0472 0000, and R510 007 000 0459 0000 - Joheida Fister, Deputy Fire Chief

The Acting Chair introduced the item and declared the Public Hearing open. Deputy Fire Chief Joheida Fister presented the access easement name of Thomas Cohen Lane,

which is off of Thomas Cohen Drive. The proposed street name was chosen as a way to continue to pay homage to the late Thomas Cohen, a prominent member of the Hilton Head Island Community. Staff recommended approval based on the review criteria as outlined in the staff report and the LMO. No comments were made by the public. The Public Hearing was closed. A motion to approve the access easement name was made by Commissioner Campbell and seconded by Commissioner D'Arienzo. The motion passed by a unanimous vote.

- f. STVD-000441-2024: Consideration of a Public Hearing for Thomasina Cohen-Fields, owner of 59 and 61 Thomas Cohen Drive, proposing to name an access easement located at 59 Thomas Cohen Drive. The affected parcels are R510 007 000 0455 0000 and R510 007 000 0757 0000 - Joheida Fister, Deputy Fire Chief

The Acting Chair introduced the item, and declared the Public Hearing open. Deputy Fire Chief Joheida Fister presented the access easement name of Thomas Cohen Place, which is off of Thomas Cohen Drive. Staff recommended approval based on the review criteria outlined in the staff report and the LMO. No comments were made by the public. The Public Hearing was closed. A motion to approve the access easement name was made by Commissioner Lobaugh and seconded by Commissioner D'Arienzo. The motion passed unanimously.

- g. STDV-000496-2024: Consideration of a Public Hearing for Imani Johnson, owner of R510 007 000 0519 0000, proposing to name an access easement located off Cobia Court. The affected parcels are R510 007 000 0444 0000, R510 007 000 0303 0000 and R510 007 000 0519 0000 - Joheida Fister, Deputy Fire Chief

The Acting Chair introduced the item and declared the Public Hearing open. Deputy Fire Chief Joheida Fister presented the access easement name of Nardy Place. The proposed street name was chosen as the new street name as a way for family to pay homage to the late Charles Renard "Nardy" Miller. Staff recommended approval based on the view criteria as outlined in the staff report and the LMO. No comments were made by the public. The Public Hearing was closed. A motion to approve the access easement name was made by Commissioner Campbell and seconded by Commissioner Lobaugh. The motion passed unanimously.

8. Commission Business

None

9. Chairman's Report

None

10. Staff Reports

- a. DPR-000055-2024 - Major Development Plan at 27 New Orleans Road for a proposed Alljoy Donut and Bicycle Storage Facility - Brian Eber, Development Services Manager

Alexis Cook, Principal Planner, presented the plan for a major development plan, Alljoy Donuts, proposed for New Orleans Road. The board went into a brief discussion following the presentation and mentioned a few concerns regarding the parking agreement that would be shared with the neighboring business across the street, Crane's Tavern. Commissioner Mealer expressed the need for a crosswalk to keep pedestrians safe while utilizing the parking offered across the road. The applicant, along with Ms. Cook, stated that they would explore options for this.

11. Adjournment

The meeting was declared adjourned at 4:01 p.m.

The recording of this Meeting can be found on the Town's website at www.hiltonheadislandsc.gov



TOWN OF HILTON HEAD ISLAND

Community Development

TO: Planning Commission
FROM: Jim Iwanicki, P.E. Transportation Program Manager *JIM*
VIA: Shawn Colin, Asst. Town Manager – Community Development, LMO *SAE*
Official
Bryan McIlwee, P.E. Director of Public Projects, and Facilities *BDM*

DATE: May 15, 2024
SUBJECT: Annual Traffic Monitoring and Evaluation Report

RECOMMENDATION:

That the Planning Commission review and consider the subject Annual Traffic Monitoring and Evaluation Report (Attachment 1), discuss its findings and recommendations, and elicit public comments 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 the Town Council in accordance with Section 16-2-103.J.10.c.ii of the LMO.

BACKGROUND:

Section 16-2-103.J.10 of the LMO provides that this report will be prepared and submitted annually by the LMO Official to the Planning Commission for their review and discussion at a public meeting. The report is based on traffic counts that are collected annually by the Engineering Division in July on one or more typical weekdays, excluding Mondays and Fridays. (The LMO recently changed the time from June to July.) The 24-hour arterial counts reflected in the report were collected from Tuesday, July 11th through Thursday, July 13, 2023, and all the intersection turning movement counts were collected on Tuesday, July 11, 2023.

SUMMARY:

This report and recommendations 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. The report summarizes trends relating to traffic demand within the Town, including July weekday traffic demand on intersections and major arterials within the Town, and includes operational analyses for the weekday morning and afternoon peak volume hours recorded at all the Town's signalized intersections. As required by the LMO, the report includes mitigation recommendations for instances where intersections are found to be deficient relative to the dual operational goals outlined in LMO Section 16-5-106.C. The only intersection found deficient relative to the Town's goals in July 2023 was that of William Hilton Parkway with Squire Pope Road and Chamberlin Drive during the weekday afternoon peak volume hour.

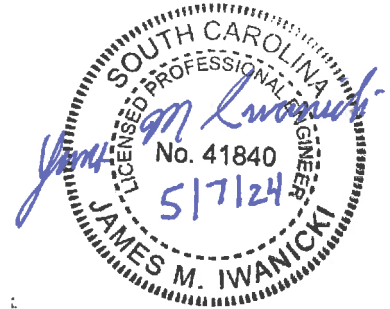
This year's report is unique with respect to the time the annual counts were taken. This year's counts were taken in July instead of June and this will have some minor effect on comparisons to the previous year's data. Another unique fact about this year's data is the Town collected thirteen-hour counts (6 AM to 7 PM) at our signalized intersections instead of taking an AM peak hour count from 7 AM to 9 AM and a PM peak hour count from 4 PM to 6 PM.

Continuous traffic counts taken on the Town's major arterials during a consecutive Tuesday, Wednesday, and Thursday in July 2023 verses June 2022 traffic counts indicated that demand increased by 2.5 percent. The highest June demand on record was in 2021 and the July 2023 count was 925 vehicles less than that count or 0.02 percent less. Traffic demand on the Town's major arterials has increased at an effective rate of approximately 0.4% per annum during the most recent five-year period from 2018 to 2023. Morning peak hour traffic increased 0.8 percent while the afternoon peak-hour demand decreased 4.5 percent on the Town's signalized intersections relative to the June 2022 counts.

Off-street pedestrian and bicycle activity at the Town's signalized intersections showed that there was a total of 10,232 cyclists and 10,112 pedestrians for a total of 20,344 users of the Town's signalized crosswalks during the July 11th 13-hour count period.

ATTACHMENTS:

1. 2023 Traffic Monitoring & Evaluation Report



To: Hilton Head Island Planning Commission

From: Jim Iwanicki P.E. *JMI*

Via: Bryan McIlwee, P.E. Director of Public Projects, and Facilities *BDM*
Shawn Colin, Assistant Town Manager – Community Development *SAC*
Marc Orlando, Town Manager

Cc: Town Council

Date: May 3, 2023

Re: 2023 TRAFFIC MONITORING AND EVALUATION REPORT

PART ONE – EXECUTIVE SUMMARY

The 2023 Traffic Monitoring and Evaluation Report (TM&E) differs from previous reports because this year's traffic counts were taken in July instead of June due to recent changes in the Land Management Ordinance (LMO). It should be noted that this year's TM&E will be comparing this year's 2023 July traffic counts to June traffic counts from previous TM&E reports. Another unique fact about this year's data is the Town collected thirteen-hour counts (6 AM to 7 PM) at our signalized intersections instead of taking an AM peak hour count from 7 AM to 9 AM and a PM peak hour count from 4 PM to 6 PM.

The Town collected three days of 24-hour bi-directional traffic counts at ten locations on designated major arterials from Tuesday July 11 to Thursday July 13, 2023. Based exclusively on these 24-hour counts, aggregate demand increased 2.5 percent over the comparable traffic counts collected in June 2022. The highest June demand on record was in 2021 and the 2023 July count was 925 vehicles less than that count or 0.02 percent less. Over the last 5 years traffic demand on the Town's major arterials has increased at an average growth rate of 0.4 percent per year.

South Carolina Department of Transportation (SCDOT) figures for 2023 calendar-year-average daily traffic demand on various roadway segments under their ownership and maintenance jurisdiction showed an overall decrease in traffic volume of 4.5 percent from 2022. An examination of the total traffic demand crossing Jenkins Island in both directions of US 278 in calendar year 2023 using the SCDOT's count station data reflected increase of 500 vehicles per day (0.9%) over 2022 for an average daily total of 57,900. Based on the SCDOT's official calendar year average demand figure for the bridges connecting Hilton Head Island to mainland southern Beaufort County, the effective rate of change has been an increase of 0.6% per year during the most-recent

five-year period from 2018-2023, and an increase of 0.7% per year during the most-recent ten-year period 2013-2023.

Based on traffic demand figures reported nationwide by the Federal Highway Administration (FHWA), total traffic demand nationwide was up 2.9% in calendar year 2023 compared with 2022, the total traffic demand in July 2023 was up 3.6% from that recorded in July 2022. The FHWA's South Atlantic region consists of all coastal states from Delaware to Florida and includes West Virginia. Volume demand recorded in this region by the FHWA in July 2023 was up 2.4% from that recorded in July 2022. Statewide in South Carolina, total traffic demand in vehicle-miles traveled increased 2.6% from the comparable July 2022 figure.

Based on the July figures reported in Table One in Appendix A – Page A1 traffic volumes at the ten count stations was up 2.5% over June of 2022. Prior to the cessation of the toll collection, approximately 68.5 percent of motorists entering or departing the island used William Hilton Parkway as their preferred travel route, while 31.5 percent used the Cross Island Parkway. Since the removal of the toll, the shift in demand away from William Hilton Parkway toward the Cross Island Parkway resulted in a 61.0 to 39.0 percentage split in July 2023.

The only intersection that was analyzed as being out-of-compliance with the Town's operational goals in July 2023 as outlined in the LMO was the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive, an intersection that has been identified as being deficient relative to operational goals on a recurring basis during the previous couple of decades. This intersection was found to be deficient based on a failure to satisfy both of the Town's operational goals during the afternoon peak hour in July 2023. However, both of the operational goals were satisfied by the intersection's operation during the morning peak volume hour in July 2023. The last time that any other signalized intersection within the Town was identified as operating out of compliance with the LMO's dual operational goals was in 2013. The intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is slated to be improved with the SCDOT's US 278 Gateway Corridor project. The Town is working closely with the SCDOT, Beaufort County, private consultants, and citizens to ensure that the operational deficiencies at this intersection are mitigated with the project in a manner that minimizes impacts to the surrounding communities. Numerous previous engineering analyses have demonstrated that widening of westbound US 278 to include three through lanes of travel through this intersection is necessary to bring this intersection into compliance with the Town's LMO operational goals.

The LMO requires that Sea Pines Circle be counted and analyzed in calendar years that are multiples of five. In recent years, staff has also counted and analyzed Sea Pines Circle in all even-numbered calendar years. As a result of this practice traffic counts and the rotary intersection analysis was not performed in 2023.

PART TWO – INTRODUCTION

As required by Section 16-2-103.J.10 of the Town's LMO, this report will summarize July 2023 traffic volume demand on the Town's major roadway network and recommend improvements to mitigate operating conditions identified as being non-compliant with the Town's adopted operational goals, which are outlined in Section 16-5-106.C of the LMO. The requirements for this report are also codified in Section 16-2-103.J.10 of the LMO as follows:

- 1) Summary of weekday morning and afternoon peak hour turning movement counts for all signalized intersections within the Town.
- 2) Summary of 24-hour volume demand on the Town's major arterial network.
- 3) Historical trends relative to the most-recent five-year period.
- 4) Description of existing operating conditions as compared with the adopted traffic goals by utilizing the analysis methodology outlined in the current (2016) edition of the Transportation Research Board's *Highway Capacity Manual* (HCM), and how these conditions have changed since the previous year's Traffic Monitoring and Evaluation Report.
- 5) Recommendations on improvements to mitigate any intersections found to be operating out of compliance with the Town's goals.

The Town's LMO requires that morning peak volume hour and afternoon peak volume hour be evaluated and analyzed annually for each signalized intersection. The Town's adopted traffic goals for signalized intersections as outlined in Section 16-5-106.C of the LMO states that each signalized intersection within the Town must operate at a volume-to-capacity ratio of 0.9 or lower and that motorists at each intersection must experience an average total delay-per-vehicle of 55.0 seconds or less during both the morning and afternoon peak hours of an average weekday in July. The LMO also outlines an operational goal for roundabout intersections and requires analysis of Sea Pines Circle in calendar years that are evenly divisible by five. Despite the codified requirement to count and analyze Sea Pines Circle every five years, the Town has typically counted and conducted analysis of Sea Pines Circle in all even years since 2016 because of the communities interest in this intersection and its performance.

This report will examine the morning and afternoon weekday peak hour turning movement demand at signalized intersections within the Town in accordance with the definition of "peak hour" offered in Section 16-10-105 of the LMO. The definition states the morning peak hour volume shall be between 7 AM and 9 AM and the PM Peak shall be between 4 PM and 6 PM. The LMO requires that this report be based on data collected on a typical July weekday. This enables the analyst to identify deficiencies

and base design decisions on traffic volume demand that approximates the 85th percentile.

The Town retained a traffic counting contractor to collect the data on three consecutive weekdays beginning on Tuesday, July 11, 2023. The traffic counts taken were over a 13-hour period from 6 AM to 7 PM. The morning and afternoon peak hour turning movement count data summarized in Appendix A was collected on the same calendar day, Tuesday, July 11, 2023. Bi-directional 24-hour counts were conducted at strategic locations on the Town's network of major arterials from midnight on July 10, through midnight on Thursday, July 13, 2023, to collect three representative weekdays of data, one Tuesday, one Wednesday, and one Thursday. The average demand for these three days is shown in Table One in Appendix A – Page A1 of this report. Town staff monitored traffic conditions on these dates to ensure that the collected data was not influenced by atypical events such as adverse weather, road construction, or unforeseen incidents such as traffic collisions. As required by the LMO, this report includes historical data for these 24-hour counts that enable the reader to draw conclusions based on trends recorded during the most recent five-year period. All the traffic counts collected in July 2023 were judged by staff to be consistent with expectations, and none of the collected data was found to be aberrant or unsuitable for analysis purposes.

The operational goals for all signalized intersections as outlined in Section 16-5-106.C of the LMO are based on the intersection's volume-to-capacity (v/c) ratio and the average total delay experienced by motorists because of operating conditions during the weekday morning and afternoon peak traffic-volume hour as defined by the LMO. 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 largely on the lanes available at the intersection, their availability to motorists for executing specific traffic movements, geometrics such as lane width, length, and turning radii, the signal's timing, and the frequency of conflicting bicycle and pedestrian movements. Other factors affecting capacity are more subtle, such as unequal distributions of traffic demand on multiple lanes that serve the same traffic movement, and the influence on operations from other nearby traffic signals. The numerator in the ratio ("v") is basically the intersection's hourly vehicular demand adjusted to account for a variety of factors such as variability in demand within the peak volume hour and the percentage of heavy vehicles in the traffic stream.

One of the Town's operational goals for signalized intersections is a v/c ratio that indicates that the demand on the intersection is not exceeding 90 percent of its calculated capacity during either the morning or afternoon peak volume hours. This percentage is expressed as a decimal fraction in Appendix A – Page A1 Tables Six and Seven on pages A6 and A7.

The other operational goal for signalized intersections is an average total delay of 55.0 seconds or less experienced by all motorists passing through the intersection during either the morning or afternoon peak volume hour. The 55.0-second average delay figure is the maximum average delay at the intersection that corresponds with 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 built-up, developed areas. It should be noted that total delay experienced by a motorist at an intersection includes, but is not limited to, the time that a motorist is physically stopped in traffic. Delay may also accrue when a motorist is moving forward, such as that which occurs during deceleration or subsequent acceleration to get back up to a "free-flow" speed. The total delay experienced by a motorist at a traffic signal is the actual time required to pass through the intersection, from the time that a motorist brakes in advance of queued traffic until free-flow speed is reestablished on the downstream side of the intersection, less the time that would've been required to traverse the roadway segment at free-flow speed if no intersection, traffic signal, or conflicting traffic were present to impede flow. Total delay is therefore experienced by motorists forced to slow for congestion in traversing an intersection, even if they can pass through the intersection without having to come to a complete stop. Total delay is generally not experienced by a motorist that arrives at an intersection on a green signal and passes through the intersection at free-flow running speed without slowing due to conflicting motor-vehicle traffic, bicyclists, or pedestrians. Each time that a traffic signal changes, one group of motorists must come to a stop while flow must be reestablished on a different group of traffic lanes. There are routinely a couple of seconds where no one is moving. Therefore, a signalized intersection's capacity can theoretically be increased by changing traffic signals less frequently (using longer cycle lengths), thereby keeping traffic flowing a larger percentage of the time and reducing the frequency of signal changes and their associated starts and stops.

Traffic signals within the Town change somewhat infrequently, every two to three minutes, during peak volume hours 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 are competing goals that require a balance in the way that the Town's traffic signals are operated, ensuring that capacity is not inordinately reduced by changing the signals too frequently, nor delay inordinately increased by changing the signals too infrequently.

PART THREE – TURNING MOVEMENT COUNTS AT SIGNALIZED INTERSECTIONS – JULY 2023 PEAK VOLUME HOURS

Turning movement counts for all twenty-six signalized intersections within the Town were conducted on Tuesday, July 11, 2023, from 6 AM to 7 PM. The AM and PM peak hour turning movement counts as defined by the LMO are summarized in Appendix B. Each turning movement diagram depicts the morning or afternoon peak hour intersection demand as identified by an evaluation of demand on the intersection recorded in 15-minute increments.

In each diagram, U-turn maneuvers are combined with left-turn maneuvers, consistent with their treatment for analysis purposes within the *Highway Capacity Manual* (HCM) methodology for signalized intersections. Separate counts of pedestrians and bicyclists crossing each intersection approach were also collected and are shown separately on the diagrams adjacent to the approach in question. The percentage change in the demand on the entire intersection from that measured in July 2023 is shown in the center of each diagram. This percentage change in demand on the entire intersection from the previous year is also summarized in Appendix A –Table Three on Page A3. Where pedestrian or bicycle crossing activity was observed, these demands are shown adjacent to the vehicular volume data for the street approach that was crossed. The bicycle and pedestrian volume data shows the total number of crossings but does not indicate the direction of the crossing. A breakdown of crossing direction is available upon request. The pedestrian and bicycle crossing demands shown in the diagrams are for street crossings by off-street users only. The Town also counts movements by on-street bicyclists, but these are typically negligible demands, typically six or fewer bicyclists per hour, that are combined with the motor vehicle demand numbers in the diagrams and for subsequent operational analyses.

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

Table One in Appendix A – Page A1 summarizes average 24-hour traffic demand at strategic locations on major arterials within the Town as counted on Tuesday, July 11 through Thursday, July 13, 2023, along with June data from the past five years. The average annual rate of change for the 2018-2023 five-year period for each location is shown in the far-right column. When reviewing Table One, the words “east” or “south” refer to the on-island side of the referenced intersection, and the word “west” refers to the off-island side of the referenced intersection. A map showing the location of each count location shown in Appendix A – Page A1-1.

Table Two in Appendix A – Page A2 shows calendar-year-average data supplied by the South Carolina Department of Transportation (SCDOT) for the daily traffic demand on

US 278 crossing Jenkins Island for each year from 2018 through 2023. The Town's July 24-hour counts typically generate figures that are approximately ten percent higher than the SCDOT's calendar year averages due to July demand exceeding the calendar-year-average. The average annual rate-of-change for the 10-year period between 2013-2023 is an increase of 1.0 percent and the 5-year rate from 2016-2021 is 0.6 percent. The total 24-hour traffic volume counted by the Town in July 2023 as shown in Table One was 2.5 percent more than that counted in June 2022. The total demand measured in July 2023 was 2 percent greater than that counted five years ago, resulting in an average increase of 0.4 percent per year. The reader should be cautioned that the numbers shown in Table One collected during a few days in June or July is a small sample size and do not reflect a good yearly average as compared with the SCDOT calendar-year-average data as shown in Table Two. The spreadsheet that is included in Appendix C to this report reflects total bi-directional demand crossing Jenkins Island on William Hilton Parkway for calendar year 2023. The average daily demand of 56,102 vehicles per day in the table considers all traffic crossing Jenkins Island in total during calendar year 2023, and this figure declined 2.21 percent from the average of 57,368 vehicles per day recorded in calendar year 2022. This annual average demand has increased 3.1 percent from the average recorded in 2018, equating to an average annual rate-of-change of 0.6 percent during the most recent five-year period.

The information in Appendix D is a report released by the Federal Highway Administration (FHWA) in August 2023 that summarizes trends in volume demand on the nation's roadways nationwide, regionally, and within the state of South Carolina as updated through July 2023. The report indicates that total vehicle-miles traveled in the United States was up 2.9 percent in July 2023 versus July 2022, but is 1.3 percent less than the comparable July 2018 figure. The FHWA's report indicates that total vehicle-miles traveled within the state of South Carolina in July 2023 was up 2.9 percent from 2022. This data somewhat mirrors the July numbers summarized in Table One. Similarly, the South Atlantic region of the United States, comprised of all states on the Atlantic seaboard from Delaware south to Florida and including West Virginia, experienced an increase in total vehicle-miles traveled of 2.4 percent in June 2023 compared with July 2022.

On June 30, 2021, shortly after the Town's June 2021 traffic counts were conducted, the SCDOT's toll collection operation on the Sol Blatt Jr. Cross Island Parkway terminated permanently in accordance with the requirements outlined in the bonding documents used to fund the tollway's construction. Based exclusively on the data in Table One for June 2022 and June 2021, traffic demand on the former toll road increased 17.9 percent, while demand on William Hilton Parkway just east of the Cross Island Parkway decreased 7.7 percent. Based on counts taken in June 2021 prior to the end of toll collections, traffic demand entering and departing the island was split approximately 68.5 percent to 31.5 percent in favor of William Hilton Parkway over the

Cross Island Parkway. Based on the July 2023 counts taken nearly a year after toll collections ended, this split in demand has changed to 61.0 percent to 39.0 percent in favor of William Hilton Parkway.

Table Three in Appendix A – Page A3 shows the total peak hour demand on each of the Town's twenty-six signalized intersections in July 2023, and the percentage change from the comparable June 2022 figure. The peak hour was based on the definitions in the LMO that require the AM peak hour to be from 7 AM to (AM and the PM peak hour be from 4 PM to 6 PM. Our 2023 traffic counts recorded information at the intersections from 6 AM to 7 PM and there are many locations where the daily intersection peak hour volume falls outside the LMO peak hours. Another fact of interest is that traffic volumes steadily increase in the morning to the 11 AM hour and then seem to be constantly heavy through the 6 PM hour. See Appendix A – Pages A5 -1 and A5-2 showing intersection hourly volume for the William Hilton Parkway - Mathews Drive Intersection and the Pope Avenue - New Orleans Road Intersection. Based exclusively on the data contained in Appendix A – Page A3 Table Three, the aggregate volume demand at signalized intersections within the Town increased 0.8 percent during the morning peak hour and decreased 4.5 percent for the afternoon peak hour from June 2022 to July 2023.

In recent years, there has been a significant interest in the Town's efforts to record bicycle and pedestrian demands. In previous years we only counted bicycle and pedestrian crossing demands at signalized intersections during the LMO defined 4-hour peak hour period between 7 AM to 9 AM and 4 PM to 6 PM. This year we took counts from 6 AM to 7 PM. This thirteen-hour count will be the base line for future bike and pedestrian crosswalk volume comparisons. Table Four in Appendix A – Page A4 shows individual bike and pedestrian counts at each signalized intersection as well as a total for both bikes and pedestrians. The counts showed 20,344 bike and pedestrian users island wide at our signalized intersections with the split between bikes and pedestrians being just about 50 percent each. It should be noted that the bike and pedestrian traffic at the pedestrian signal at South Forest Beach Drive and the Forrest Beach Public Parking accounts for 38.0 percent of the total island wide bike and pedestrian traffic counted. The second highest ranked intersection by bike and pedestrian traffic volume is the Pope Avenue and Lagoon Road intersection with 18.5 percent of the total volume counted followed by Pope Avenue and Cordillo Parkway intersection with 9.9 percent.

The HCM methodology requires separate counts of pedestrian and bicycle crossing activity on immediate approaches to signalized intersections for analysis purposes, which raises the question of how far away a crossing must occur from the effective boundary of an intersection before it no longer influences intersection operations and performance. The Town typically attempts to count only those crossings that occur within approximately 50 feet of the intersection's boundaries. Crossings that occur at a

greater distance from the intersection, including those within crosswalks that are set back a significant distance from the intersection as with many crossings near the entrances to private gated communities are not tabulated or enumerated in Table Four. Neither is pedestrian/bicycle activity that is immediately adjacent to an intersection but doesn't entail the crossing of a street, such as that parallel to the major street on the side of a "T" intersection opposite the side street. Specific movements by all on-street bicyclists are counted by the Town and are typically negligible, numbering six or less during peak volume hours. They are counted and combined with the motor vehicle counts for each turning movement within this report and for analysis purposes. The Town retains records on the precise number of on-street bicyclists making each traffic movement at each signalized intersection.

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

Analyses of the Town's signalized intersections are based on the traffic volume data collected during the morning and afternoon peak volume hours counted on Tuesday, July 11, 2023. The analyses were conducted in accordance with the current (2016) edition of the Transportation Research Board's *Highway Capacity Manual* (HCM) as required by the LMO. It is important to note that the HCM methodology isolates the peak 15-minute volume period within the peak hour being analyzed and bases the analysis results on modeled conditions within this peak quarter-hour period, not the average condition experienced during the peak volume hour. Hence, the analysis results shown in Tables Six and Seven in Appendix A – Page A6 and A7 are based on the highest-demand 15-minute period recorded within the peak volume hours that are summarized in the count diagrams in Appendix B.

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 2023 is shown in Table Six in Appendix A – Page A6. Table Six also includes comparable results for June 2022, June 2018, and June 2013 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 in Appendix A – Page A7. Values that are non-compliant with the Town's operational goals are shown italicized and in parentheses (*1.25*). 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.

The HCM software outputs and the volume to capacity calculations used to develop the analysis results summarized in Tables Six and Seven are not included in this report but

are available for review in the Engineering office. The software outputs the average delay-per-vehicle in seconds at the intersection, but it does not compute the intersection's volume-to-capacity ratio, which must be calculated by hand using instructions included in the HCM.

As shown italicized and in parentheses in Table Seven, the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive was the only signalized intersection identified as failing to meet the Town's operational goals in June 2023, based on an intersection volume-to-capacity ratio of 1.25 and an average total delay of 230.9 seconds per vehicle during the afternoon peak hour. The intersection was operating in compliance with the Town's goals during the morning peak hour, based on the analysis results in Table Six indicating a 0.76 volume-to-capacity ratio and average total delay per vehicle of 20.5 seconds. The analyses indicate that all other signalized intersections within the Town are fully compliant with the Town's goals during both the morning and afternoon peak volume hours. Analysis results indicating non-compliance with one or more of the Town's operational goals at the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive, while all other signalized intersections' analyses indicate compliance with the Town's dual operational goals. 2013 was the last time there were other signalized intersections other than this one that were out of compliance. That year the two other intersections out of compliance were:

1. William Hilton Parkway with Wilborn Road and Jarvis Park Road
2. William Hilton Parkway with Queens Folly Road and King Neptune Drive

PART SIX – INTERSECTIONS OPERATING OUT OF COMPLIANCE WITH TOWN OPERATIONAL GOALS IN JULY 2023

WILLIAM HILTON PARKWAY WITH SQUIRE POPE ROAD/CHAMBERLIN DRIVE

As shown in Tables Six and Seven, the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is the only signalized intersection that was found to be failing to meet the Town's operational goals in July 2023, based on a volume-to-capacity ratio of 1.25 and an average delay-per-vehicle of 230.9 seconds calculated for the afternoon peak volume hour. Both the volume-to-capacity ratio and average delay-per-vehicle based goals were satisfied during the morning peak hour.

The deficiency at this intersection during the afternoon peak volume hour is due primarily to the high-volume demand on westbound William Hilton Parkway that is served by only two through lanes and exceeds their effective capacity. A third westbound approach lane terminates at the intersection as an exclusive right-turn lane serving motorists turning onto Squire Pope Road. Previous analyses of the intersection have indicated that the mere extension of a third lane through the intersection to serve westbound through motorists may not be sufficient to achieve the intersection's compliance with the LMO goals, and that improvements to the approach of Squire Pope

Road may be required as well. An acceleration lane to serve the high volume of right-turning motorists originating from Squire Pope Road has been previously considered, but largely abandoned due to the significant impact to properties on the north side of William Hilton Parkway west of Squire Pope Road to meet current design standards. Significant improvements to the intersection, including three through lanes through the intersection in both directions of travel, auxiliary lane improvements, and improvements to Squire Pope Road, along with signal modifications to maximize the new intersection geometry should be sufficient to bring this intersection into compliance with the LMO goals. The design of these improvements is currently being assessed as part of the US 278 Gateway Corridor project. The Town is working closely with the SCDOT, Beaufort County, private consultants, and citizens to ensure that the operational deficiencies at this intersection are mitigated with the project in a manner that minimizes impacts to the surrounding communities. Numerous previous engineering analyses have demonstrated that widening of westbound US 278 to include three through lanes of travel through this intersection is necessary to bring this intersection into compliance with the Town's LMO operational goals.

APPENDIX A

TABLES CHARTS AND GRAPHS

JULY 2023

TABLE ONE
24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND (2018 - 2023)

Map Reference #	Location	2018	2019	2020	2021	2022	2023*	5 Year % Change/Year
1	Wm. Hilton Pkwy. at J. Wilton Graves Br	62,620	61,434	58,973	63,304	61,628	63,434	0.3%
2	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	56,601	55,691	49,660	56,270	56,492	57,287	0.2%
3	Wm. Hilton Pkwy. east of Whooping Crane	46,449	45,626	42,120	46,901	41,679	40,913	-2.4%
4	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	34,095	33,215	30,665	34,758	29,282	28,146	-3.5%
5	Wm. Hilton Pkwy. west of Queens Folly Rd	40,603	39,794	39,361	43,806	36,678	37,202	-1.7%
6	Wm. Hilton Pkwy. west of Arrow Road	29,046	28,097	26,347	29,682	26,310	26,336	-1.9%
7	Pope Avenue south of New Orleans Rd.	33,137	31,085	31,709	34,156	32,569	34,514	0.8%
8	Palmetto Bay Rd. south of Pt. Comfort Rd.	26,959	26,476	26,029	27,661	32,634	34,564	5.6%
9	Sol Blatt Jr. XIP south of W.Hilton Pkwy	17,929	17,064	16,593	17,734	20,905	22,326	4.9%
10	Sol Blatt Jr. Cross-Is. at Toll Plaza	27,578	27,024	26,421	29,256	34,990	37,881	7.5%
Total All Ten Stations		375,017	365,506	347,878	383,528	373,167	382,603	0.4%

Composite Rate of Change - 2022-2023

2.5%

Composite Rate of Change - 2021-2022

-2.7%

Effective Composite Annual Rate of Change - 2018 - 2023

0.4%



Town of Hilton Head Island
24-Hour Traffic Count Locations
July 2023

PAGE A1- 1

TOWN OF HILTON HEAD ISLAND
 ONE TOWN CENTER COURT
 HILTON HEAD ISLAND, S.C. 29928
 PHONE (843) 341-4600
 Data Created:
 PROJECT: 24HR-2023

1,800 0 1,800 3,600 5,700 Feet
 1 inch = 3,804 feet



The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island disclaims any liability for its accuracy or status of completion.
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July 2023 Average Daily Traffic Counts

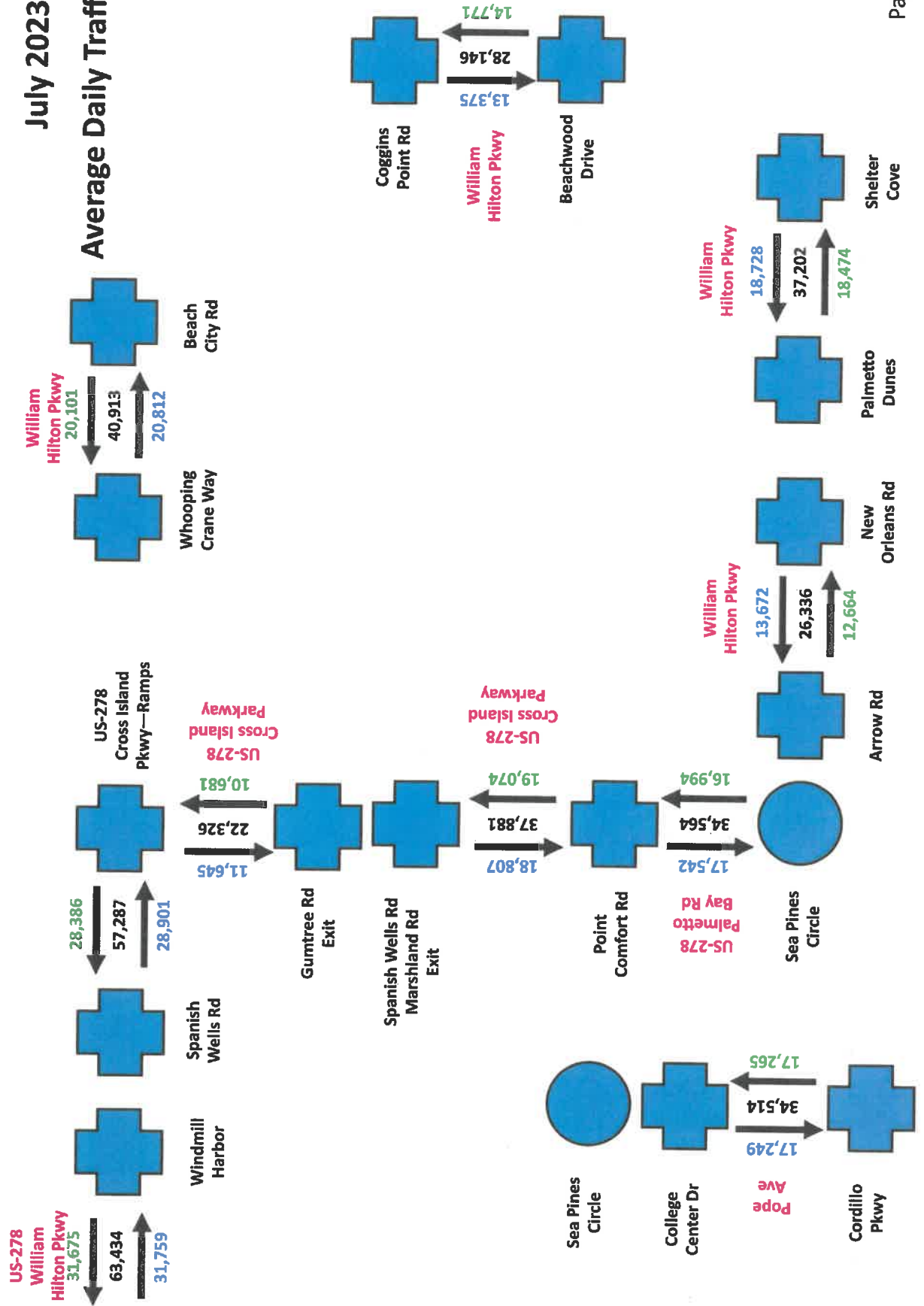


TABLE TWO
SCDOT 24-HOUR AVERAGE BI-DIRECTIONAL DEMAND ON JENKINS ISLAND
2013-2023 (calendar year average – AADT)

Year	Volume		
2013	52200		
2014	53200		
2015	54700		
2016	54700	Percent Change 2023 vs 2022	0.9%
2017	56300	Percent Change 2022 vs 2021	0.0%
2018	56100	Percent Change 2018 – 2023	3.1%
2019	57100	Average % Rate of Change 2018 – 2023	0.6%
2020	51400	Percent Change 2013 – 2023	9.8%
2021	57400	Average % Rate of Change 2013 – 2023	1.0%
2022	57400		
2023	57900		

TABLE THREE

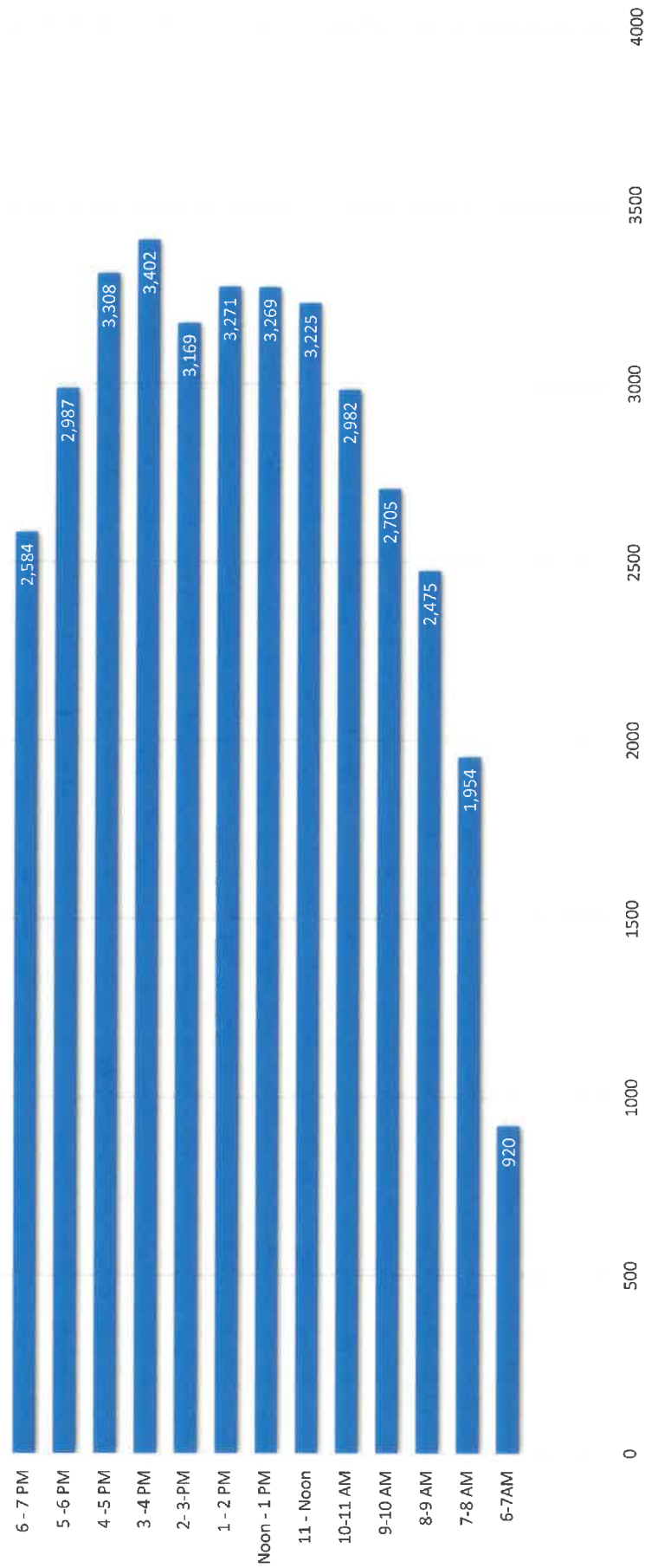
PEAK HOUR SIGNALIZED INTERSECTION VOLUME - June 22 vs July 2023

Signal Number	Intersection		AM PEAK			PM PEAK		
	Main Line	Cross Street	2022 Volume	2023 Volume	Percent Change	2022 Volume	2023 Volume	Percent Change
100	US-278 William Hilton Pkwy	Squire Pope Road	4104	4188	2.0%	5081	4932	-3.0%
101	US-278 William Hilton Pkwy	Spanish Wells Road	4069	4115	1.1%	4902	4050	-21.0%
102	Business 278 William Hilton Pkwy	Gumtree Road	3122	3125	0.1%	4330	3871	-11.9%
103	Business 278 William Hilton Pkwy	Wilborn Road	2783	2703	-3.0%	3593	3026	-18.7%
104	Business 278 William Hilton Pkwy	Pembroke Drive	2720	2673	-1.8%	3480	2694	-29.2%
105	Business 278 William Hilton Pkwy	Whooping Crane Way	2850	2901	1.8%	3720	3119	-19.3%
106	Business 278 William Hilton Pkwy	Beach City Road	2707	2724	0.6%	3466	3199	-8.3%
201	Business 278 William Hilton Pkwy	Mathews Drive (North)	2551	2475	-3.1%	3341	3308	-1.0%
202	Business 278 William Hilton Pkwy	Dilon Road	2179	1979	-10.1%	2918	2664	-9.5%
203	Business 278 William Hilton Pkwy	Coggins Point Road	1988	1907	-4.2%	2587	2669	3.1%
204	Business 278 William Hilton Pkwy	Beachwood Drive	1653	1571	-5.2%	2253	2274	0.9%
205	Business 278 William Hilton Pkwy	Mathews/ Folly Field Road	2350	2473	5.0%	3306	3543	6.7%
206	Business 278 William Hilton Pkwy	Singleton Beach Road	2063	1934	-6.7%	2860	2955	3.2%
300	Business 278 William Hilton Pkwy	Shelter Cove Lane (Off Island)	1978	1887	-4.8%	2804	2949	4.9%
301	Business 278 William Hilton Pkwy	Shelter Cove Lane (Central)	1937	1864	-3.9%	2932	3095	5.3%
302	Business 278 William Hilton Pkwy	Queens Folly Road	2343	2277	-2.9%	3479	3702	6.0%
303	Business 278 William Hilton Pkwy	Queens Way	1681	1651	-1.8%	2683	2726	1.6%
401	Business 278 William Hilton Pkwy	Shipyard / Wexford	1815	1973	8.0%	2848	2969	4.1%
402	Business 278 William Hilton Pkwy	New Orleans Road	1625	1666	2.5%	2617	2578	-1.5%
403	Business 278 William Hilton Pkwy	Arrow Road	1637	1703	3.9%	2528	2346	-7.8%
501	Pope Ave	New Orleans/Office Park	1712	1940	11.8%	3082	3098	0.5%
502	Pope Ave	Cordillo Parkway	1645	1758	6.4%	2628	2665	1.4%
503	Pope Ave	Lagoon Road	1076	900	-19.6%	1903	1656	-14.9%
243	S. Forest Beach Drive Ped Signal	Forest Beach Public Parking	656	718	8.6%	1373	1054	-30.3%
161	US-278 Palmetto Bay Road	Target Road	2253	2520	10.6%	2994	3064	2.3%
162	US-278 Palmetto Bay Road	Arrow/ Point Comfort	2417	2742	11.9%	3350	3387	1.1%
Total			57914	58367	0.8%	81058	77593	-4.5%

TABLE FOUR
13 HOUR COUNT (6AM -7PM) PEDESTRIAN / BICYCLE
CROSSING DEMAND AT SIGNALIZED INTERSECTIONS – JULY 2023

Signal Number	Intersection		2023 Bike	2023 Pedestrian	2023 Total
	Main Line	Cross Street			
100	US-278 William Hilton Pkwy	Squire Pope Road	11	5	16
101	US-278 William Hilton Pkwy	Spanish Wells Road	180	83	263
102	Business 278 William Hilton Pkwy	Gumtree Road	31	32	63
103	Business 278 William Hilton Pkwy	Wilborn Road	38	16	54
104	Business 278 William Hilton Pkwy	Pembroke Drive	67	87	154
105	Business 278 William Hilton Pkwy	Whooping Crane Way	1	2	3
106	Business 278 William Hilton Pkwy	Beach City Road	128	31	159
201	Business 278 William Hilton Pkwy	Mathews Drive (North)	238	44	282
202	Business 278 William Hilton Pkwy	Dilon Road	180	83	263
203	Business 278 William Hilton Pkwy	Coggins Point Road	-	-	-
204	Business 278 William Hilton Pkwy	Beachwood Drive	222	107	329
205	Business 278 William Hilton Pkwy	Mathews/ Folly Field Road	393	64	457
206	Business 278 William Hilton Pkwy	Singleton Beach Road	477	124	601
300	Business 278 William Hilton Pkwy	Shelter Cove Lane (Off Island)	155	42	197
301	Business 278 William Hilton Pkwy	Shelter Cove Lane (Central)	457	92	549
302	Business 278 William Hilton Pkwy	Queens Folly Road	4	5	9
303	Business 278 William Hilton Pkwy	Queens Way	769	24	793
401	Business 278 William Hilton Pkwy	Shipyard / Wexford	117	15	132
402	Business 278 William Hilton Pkwy	New Orleans Road	455	55	510
403	Business 278 William Hilton Pkwy	Arrow Road	688	94	782
501	Pope Ave	New Orleans/Office Park	641	190	831
502	Pope Ave	Cordillo Parkway	1,515	490	2,005
503	Pope Ave	Lagoon Road	1,829	1,927	3,756
243	S. Forest Beach Drive Ped Signal	Forest Beach Public Parking	1,412	6,318	7,730
161	US-278 Palmetto Bay Road	Target Road	165	134	299
162	US-278 Palmetto Bay Road	Arrow/ Point Comfort	59	48	107
		Total	10,232.00	10,112.00	20,344.00

William Hilton Parkway - Mathews Drive / Folly Field Road Tuesday July 11, 2023 Traffic Count



Pope Avenue - New Orleans Road / Office Park Road
Tuesday July 11, 2023 Traffic Count

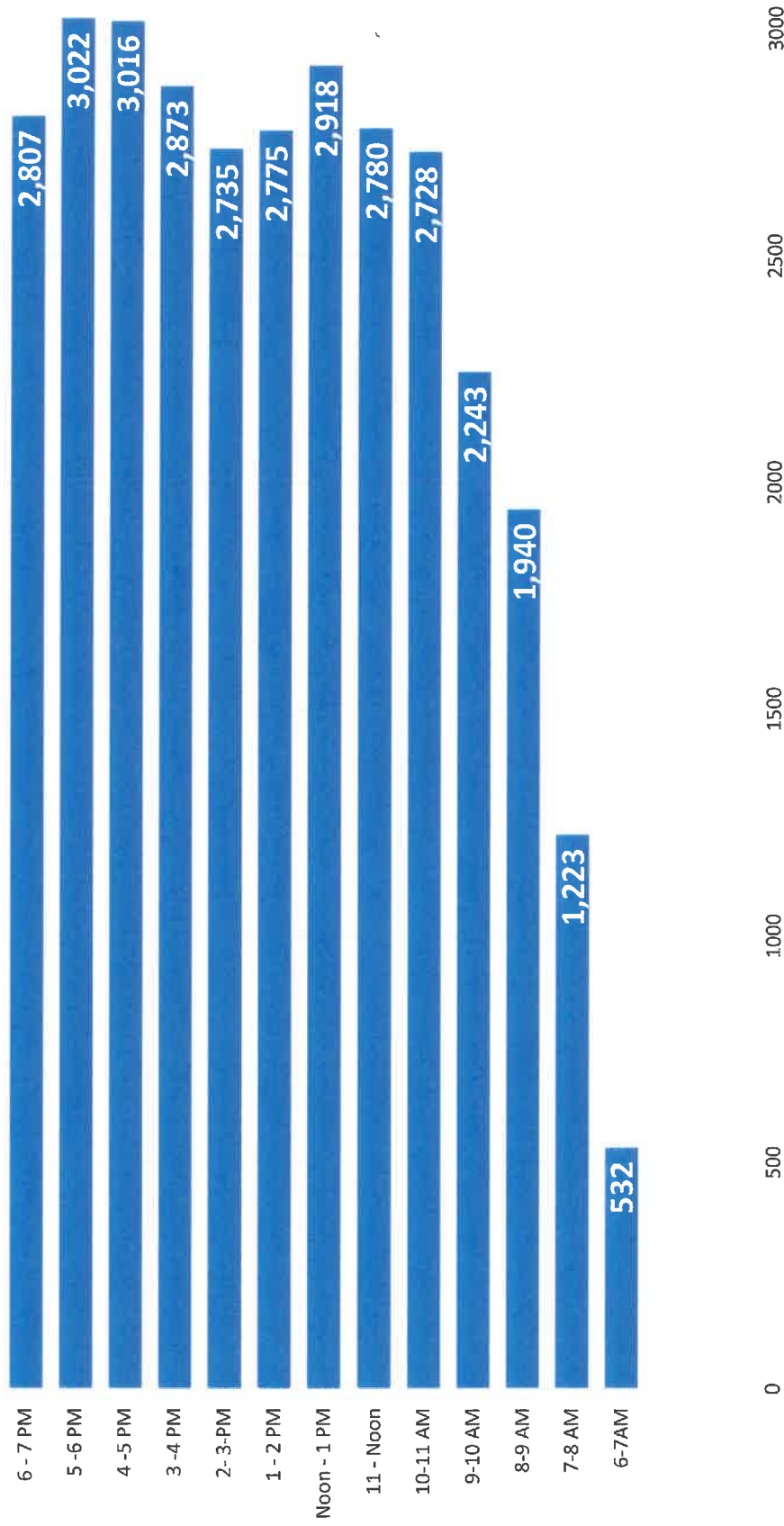


TABLE SIX - MORNING PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE
JULY 2023 AND COMPARABLE 2022, 2018 AND 2013 FIGURES

Signal Number	Intersection		2023		2022		2018		2013	
	Main Line	Cross Street	V/C	dpv	V/C	dpv	V/C	dpv	V/C	dpv
100	US-278 William Hilton Pkwy	Squire Pope Road	0.76	20.5	0.76	19.3	0.85	18.3	1.06	44.6
101	US-278 William Hilton Pkwy	Spanish Wells Road	0.61	14	0.60	14.0	0.64	13.7	0.68	12.2
102	Business 278 William Hilton Pkwy	Gumtree Road	0.67	36.7	0.72	35.3	0.78	31.5	0.89	39.2
103	Business 278 William Hilton Pkwy	Wilborn Road	0.55	4.5	0.60	5.1	0.77	5.7	1.22	71.2
104	Business 278 William Hilton Pkwy	Pembroke Drive	0.52	14.4	0.67	12.4	0.62	8.6	0.77	22.5
105	Business 278 William Hilton Pkwy	Whooping Crane Way	0.56	22.1	0.55	20.7	0.80	24.8	0.73	22.6
106	Business 278 William Hilton Pkwy	Beach City Road	0.44	16.2	0.46	16.1	0.72	15.7	0.66	17.4
201	Business 278 William Hilton Pkwy	Mathews Drive (North)	0.39	23.6	0.43	23.1	0.55	21.6	0.56	21.8
202	Business 278 William Hilton Pkwy	Dillon Road	0.41	13.6	0.43	15.2	0.55	14.2	0.51	11.8
203	Business 278 William Hilton Pkwy	Coggins Point Road	0.36	14.2	0.38	14.8	0.44	15.1	0.4	26.8
204	Business 278 William Hilton Pkwy	Beachwood Drive	0.31	2.0	0.30	2.0	0.40	1.6	0.35	1.6
205	Business 278 William Hilton Pkwy	Mathews/ Folly Field Road	0.44	22.0	0.39	20.0	0.49	21.6	0.39	19
206	Business 278 William Hilton Pkwy	Singleton Beach Road	0.41	2.6	0.40	3.2	0.53	2.8	0.43	1.9
300	Business 278 William Hilton Pkwy	Shelter Cove Lane (Off Island)	0.41	4.3	0.40	3.5	Not Signalized		Not Signalized	
301	Business 278 William Hilton Pkwy	Shelter Cove Lane (Central)	0.4	5.8	0.39	4.4	0.57	8.0	0.43	1.7
302	Business 278 William Hilton Pkwy	Queens Folly Road	0.37	21.3	0.38	21.7	0.66	19.6	0.67	38.8
303	Business 278 William Hilton Pkwy	Queens Way	0.34	5.7	0.31	4.4	0.42	4.5	Not Signalized	
401	Business 278 William Hilton Pkwy	Shipyard / Wexford	0.43	16.1	0.36	14.9	0.49	15.2	0.43	10.5
402	Business 278 William Hilton Pkwy	New Orleans Road	0.38	8.3	0.34	7.5	0.47	11.3	0.42	13.5
403	Business 278 William Hilton Pkwy	Arrow Road	0.34	20.0	0.36	17.8	0.42	17.1	0.45	13.1
501	Pope Ave	New Orleans/Office Park	0.46	22.4	0.34	18.2	0.43	22.5	0.46	29.4
502	Pope Ave	Cordillo Parkway	0.32	25.0	0.35	19.5	0.51	24.4	0.54	28.2
503	Pope Ave	Lagoon Road	0.16	11.9	0.23	11.7	Not Signalized		Not Signalized	
161	US-278 Palmetto Bay Road	Target Road	0.56	13.7	0.55	13.5	0.48	12.2	0.49	13.4
162	US-278 Palmetto Bay Road	Arrow/ Point Comfort	0.54	18.9	0.49	17.5	0.61	20	0.54	15.5

Notes:

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

(1.25) - Value Italicized and in parentheses is outside acceptable range.

TABLE SEVEN - AFTERNOON PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE
JULY 2023 AND COMPARABLE 2022, 2018 AND 2013 FIGURES

Signal Number	Intersection		2023		2022		2018		2013	
	Main Line	Cross Street	V/C	dpv	V/C	dpv	V/C	dpv	V/C	dpv
100	US-278 William Hilton Pkwy	Squire Pope Road	(1.25)	(230.9)	1.09	82.2	1.10	65.8	1.04	38.8
101	US-278 William Hilton Pkwy	Spanish Wells Road	0.63	22.5	0.70	19.4	0.74	20	0.76	14.9
102	Business 278 William Hilton Pkwy	Gumtree Road	0.68	48.8	0.71	43.8	0.76	34.2	0.83	40.7
103	Business 278 William Hilton Pkwy	Wilborn Road	0.65	15.9	0.70	12.0	0.77	7.9	0.84	10.2
104	Business 278 William Hilton Pkwy	Pembroke Drive	0.53	32.6	0.70	22.5	0.70	18.6	0.81	37.2
105	Business 278 William Hilton Pkwy	Whooping Crane Way	0.54	27.2	0.71	18.8	0.78	26.5	0.76	21.0
106	Business 278 William Hilton Pkwy	Beach City Road	0.47	22.0	0.65	21.3	0.70	19.6	0.64	12.5
201	Business 278 William Hilton Pkwy	Mathews Drive (North)	0.55	26.2	0.58	22.8	0.67	25.2	0.71	29.3
202	Business 278 William Hilton Pkwy	Dillon Road	0.54	12.5	0.61	13.4	0.70	14.2	0.57	12.7
203	Business 278 William Hilton Pkwy	Coggins Point Road	0.57	10.9	0.56	10.5	0.66	10	0.67	16.9
204	Business 278 William Hilton Pkwy	Beachwood Drive	0.45	1.7	0.43	2.6	0.46	1.9	0.36	2.3
205	Business 278 William Hilton Pkwy	Mathews/ Folly Field Road	0.67	29.5	0.58	27.1	0.72	27.8	0.65	25.2
206	Business 278 William Hilton Pkwy	Singleton Beach Road	0.51	4.5	0.48	3.7	0.55	3.7	0.55	5.8
300	Business 278 William Hilton Pkwy	Shelter Cove Lane (Off Island)	0.56	4.6	0.48	4.2	Not Signalized		Not Signalized	
301	Business 278 William Hilton Pkwy	Shelter Cove Lane (Central)	0.56	10.4	0.54	10.0	0.60	16.6	0.53	12.4
302	Business 278 William Hilton Pkwy	Queens Folly Road	0.62	28.3	0.58	26.5	0.69	28.5	0.85	77.6
303	Business 278 William Hilton Pkwy	Queens Way	0.48	7.4	0.44	4.9	0.53	6.6	Not Signalized	
401	Business 278 William Hilton Pkwy	Shipyard / Wexford	0.57	18.4	0.57	19.7	0.58	15.5	0.54	12.4
402	Business 278 William Hilton Pkwy	New Orleans Road	0.68	17.5	0.54	15.2	0.70	19.7	0.61	20.2
403	Business 278 William Hilton Pkwy	Arrow Road	0.63	38.5	0.56	40.5	0.53	28.2	0.62	23.0
501	Pope Ave	New Orleans/Office Park	0.59	25.8	0.63	26.5	0.58	21.5	0.89	80.5
502	Pope Ave	Cordillo Parkway	0.53	27.2	0.52	23.5	0.55	33.0	0.70	40.8
503	Pope Ave	Lagoon Road	0.50	29.9	0.42	34.8	Not Signalized		Not Signalized	
161	US-278 Palmetto Bay Road	Target Road	0.54	23.8	0.53	21.3	0.56	22.2	0.56	18.7
162	US-278 Palmetto Bay Road	Arrow/ Point Comfort	0.79	26.4	0.80	28.0	0.67	22.9	0.58	19.1

Notes:

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

(1.25) - Value italicized and in parentheses is outside acceptable range.

APPENDIX B

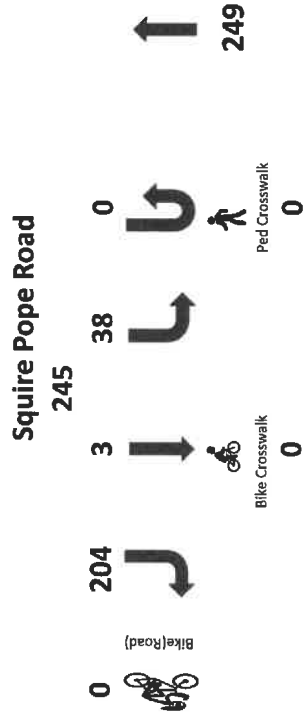
PEAK HOUR TURNING MOVEMENT DIAGRAMS FOR EACH SIGNALIZED INTERSECTION WITHIN THE TOWN

JULY 2023

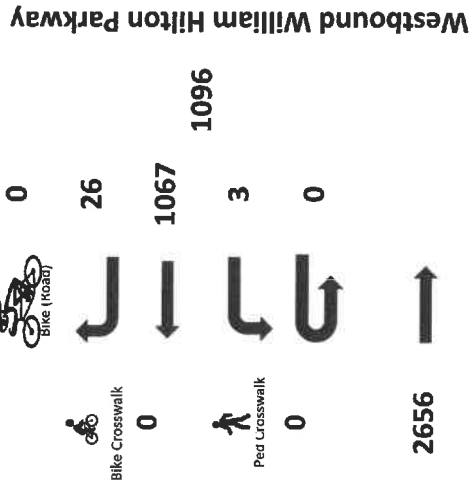
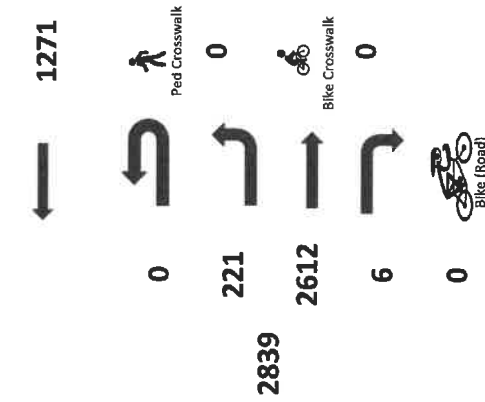
William Hilton Parkway - Squire Pope Road/Chamberlin Drive

Tuesday July 11, 2023

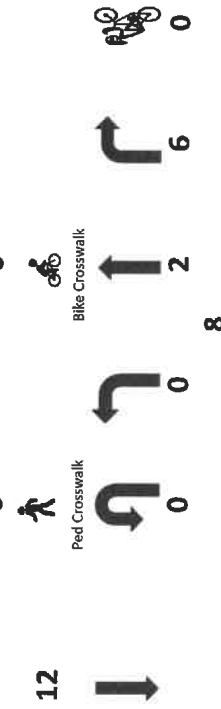
AM Peak Hour 7:00 AM to 8:00 AM



Eastbound William Hilton Parkway



Intersection Total		
2023 Total	4188	
2022 Total	4104	
Percent Change	2.0%	



Chamberlin Drive

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

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

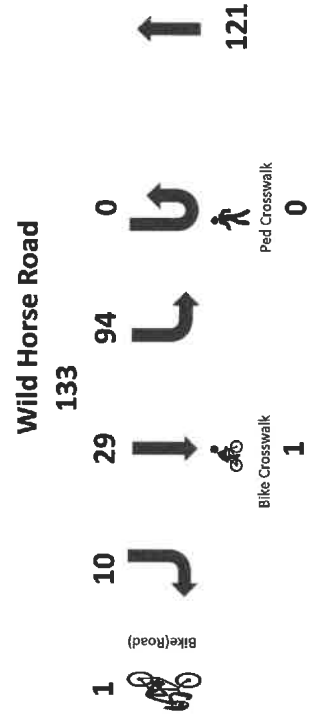


Page B-2

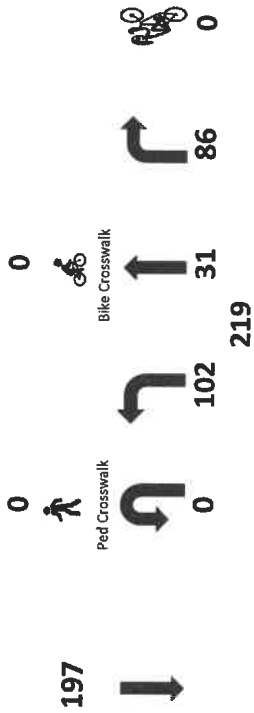
William Hilton Parkway - Wild Horse Road/Spanish Wells Road

Tuesday July 11, 2023

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



Intersection Total		
2023 Total	4115	
2022 Total	4069	
Percent Change	1.1%	



Spanish Wells Road

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



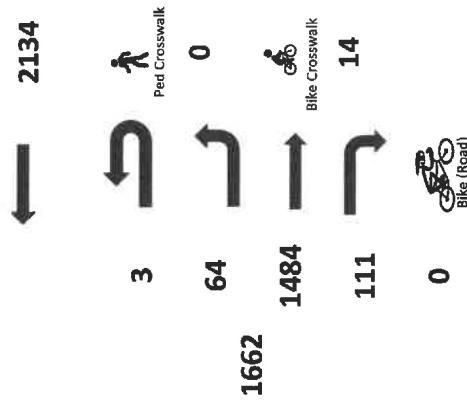
William Hilton Parkway - Wild Horse Road/Spanish Wells Road

Tuesday July 11, 2023

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



Eastbound William Hilton Parkway

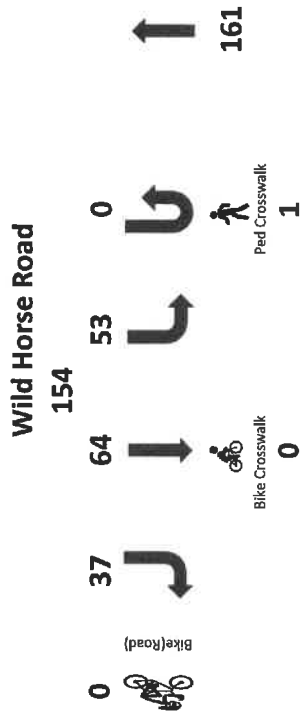


Highest 15 Min. Volume

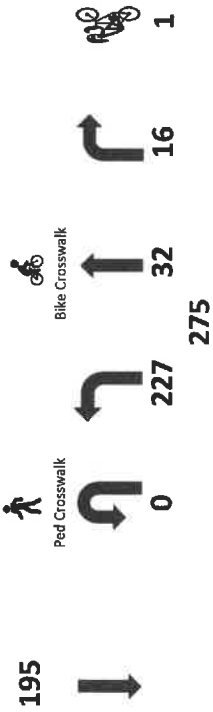
1072

Peak Hour Factor

0.94



Intersection Total		
2023 Total	4050	
2022 Total	4902	
Percent Change	-21.0%	

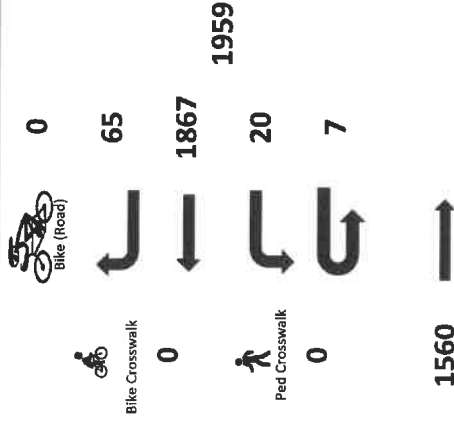


Spanish Wells Road

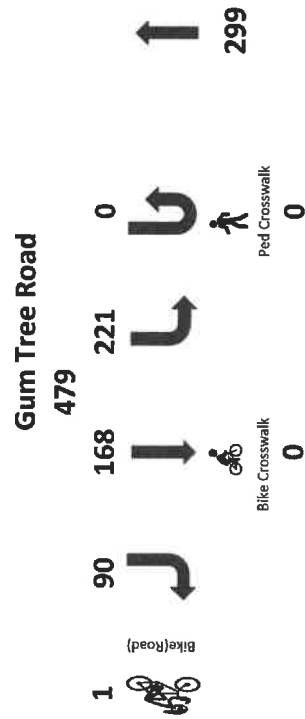
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM



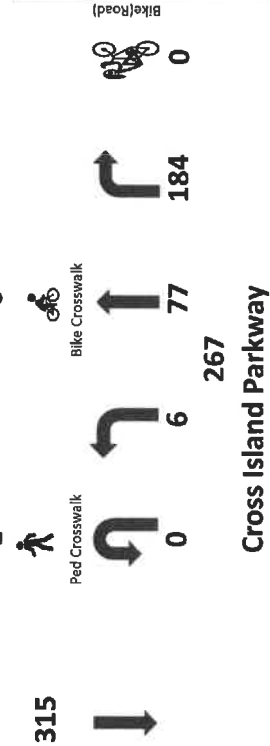
Westbound William Hilton Parkway



AM Peak Hour 7:30 AM to 8:30 AM



Mode	Count	Percentage
Bike (Hear)	0	0%
Bike Crosswalk	122	12.2%
Ped Crosswalk	662	66.2%
Other	125	12.5%
Other	0	0%
Other	1747	174.7%

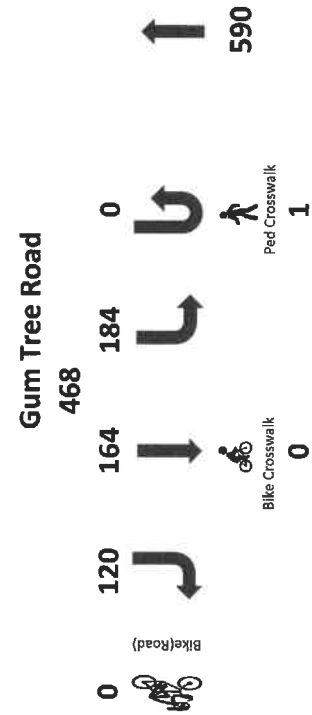


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William Hilton Parkway - Gum Tree Road/Cross Island Parkway

Tuesday July 11, 2023

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



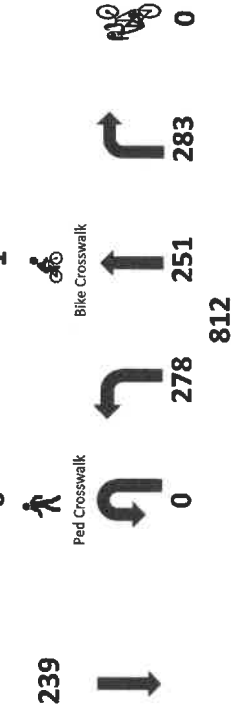
Eastbound William Hilton Parkway

0	1797	Ped Crosswalk	0
67			0
778		Bike Crosswalk	0
7			0
0		Bike (Road)	0

Intersection Total	
2023 Total	3871
2022 Total	4330
Percent Change	-11.9%

0	1245		0
272		Bike Crosswalk	1
1399			0
68		Ped Crosswalk	0
0			0
1739		Bike (Road)	0

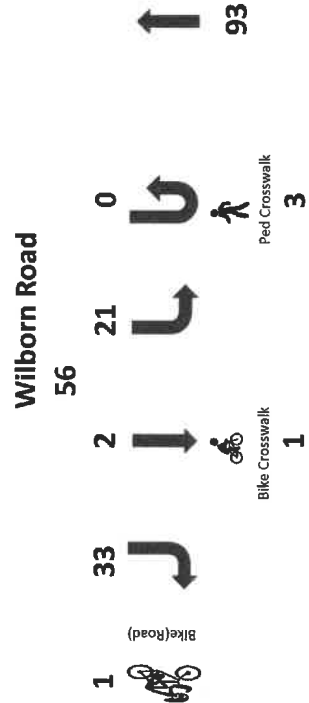
Highest 15 Min. Volume	991	Peak Hour Factor	0.98
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Cross Island Parkway

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

William Hilton Parkway - Wilborn Road/Jarvis Park Road
 Tuesday July 11, 2023
 AM Peak Hour 7:30 AM to 8:30 AM



Eastbound William Hilton Parkway

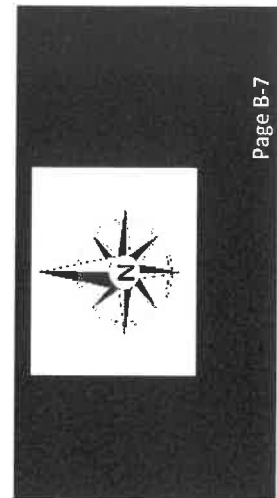
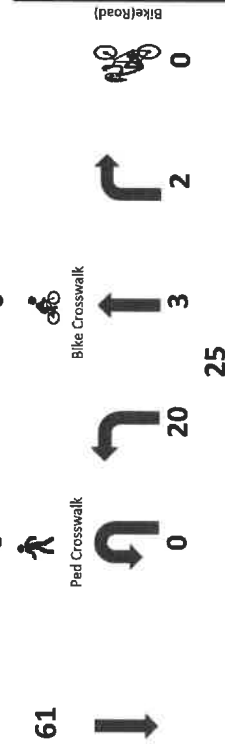
1715	4	938
	Ped Crosswalk	
64	0	
	Bike Crosswalk	
1588	0	
	Bike (Road)	
59		
0		

Westbound William Hilton Parkway

1611	0	2
	Ped Crosswalk	
1	0	26
	Bike Crosswalk	
0	0	881
	Bike (Road)	
907		

Intersection Total	
2023 Total	2703
2022 Total	2783
Percent Change	-3.0%

Highest 15 Min. Volume	700	Peak Hour Factor	0.97
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Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

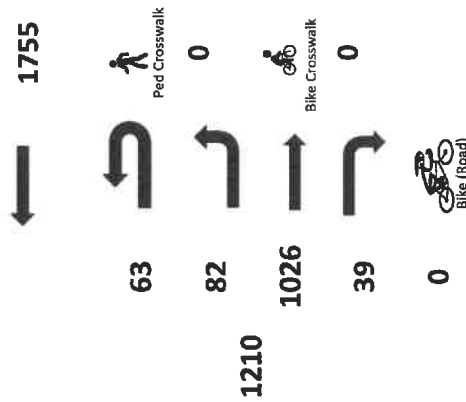
William Hilton Parkway - Wilborn Road/Jarvis Park Road

Tuesday July 11, 2023

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

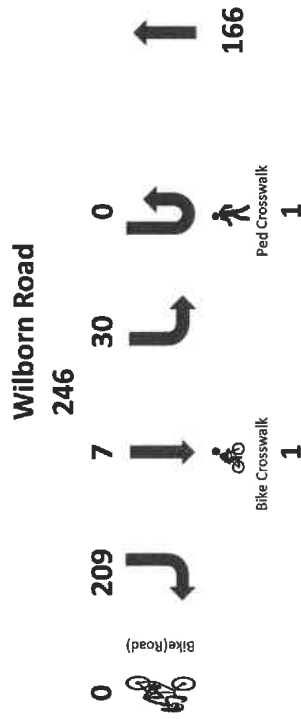


Eastbound William Hilton Parkway

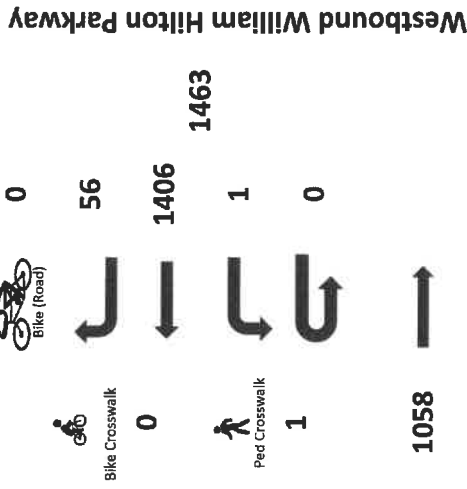


Highest 15 Min. Volume 816

Peak Hour Factor 0.93



Intersection Total		
2023 Total	3026	3593
2022 Total	3593	
Percent Change	-18.7%	



Highest 15 Min. Volume 816

Peak Hour Factor 0.93

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

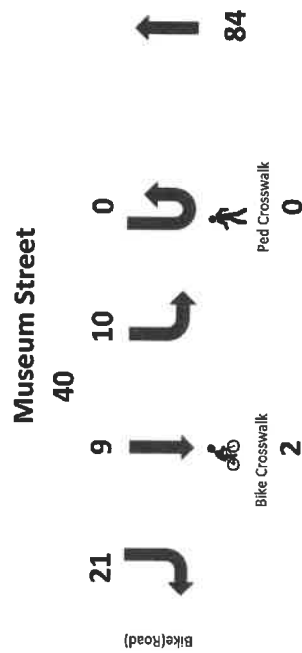
William Hilton Parkway -Museum Street/Pembroke Drive

Tuesday July 11, 2023

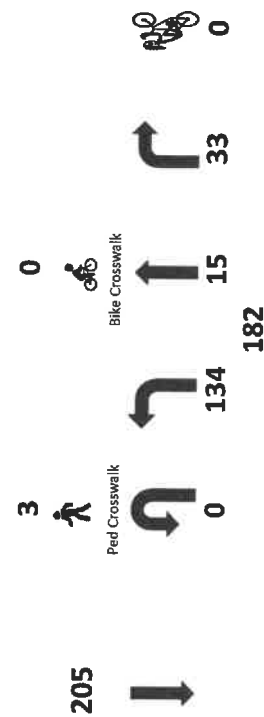
AM Peak Hour 8:00 AM to 9:00 AM



Highest 15 Min. Volume	683	Peak Hour Factor	0.98
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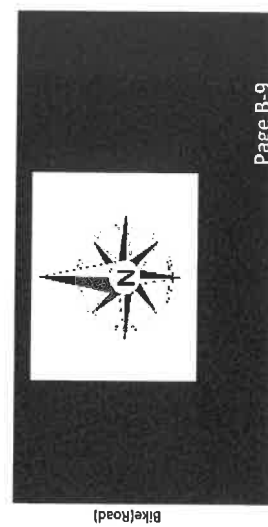


Intersection Total	
2023 Total	2673
2022 Total	2720
Percent Change	-1.8%



182

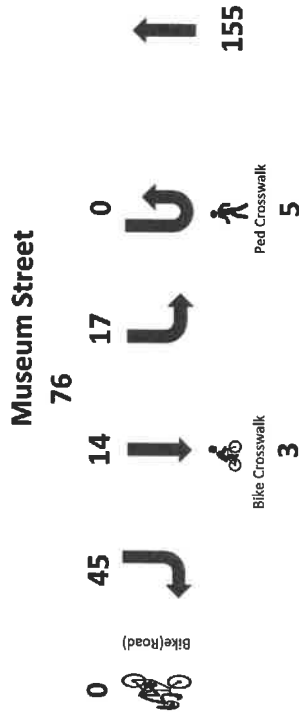
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM



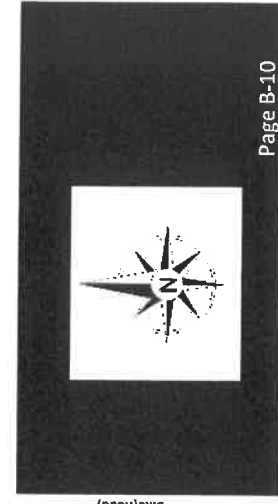
William Hilton Parkway -Museum Street/Pembroke Drive

Tuesday July 11, 2023

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



Intersection Total	
2023 Total	2694
2022 Total	3480
Percent Change	-29.2%

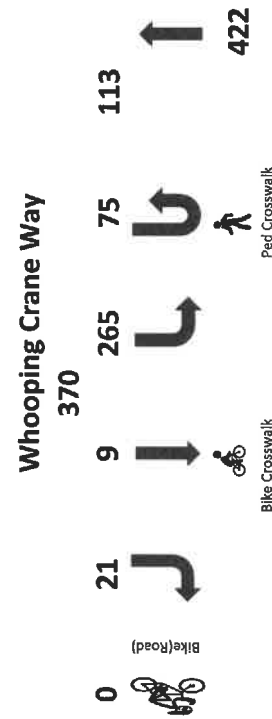


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

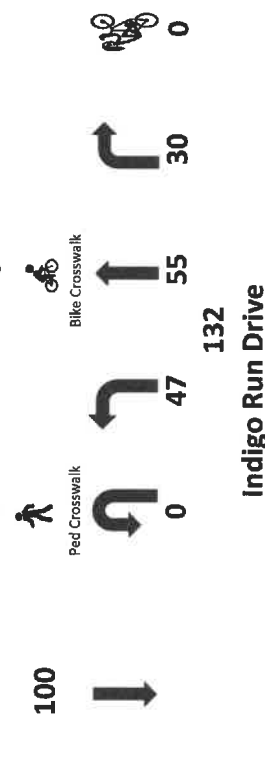
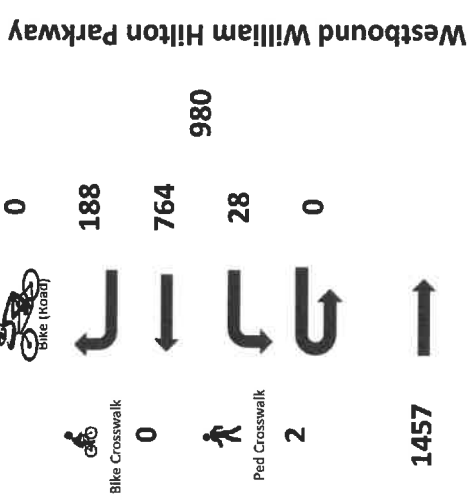
William Hilton Parkway - Indigo Run Drive/Whooping Crane Way

Tuesday July 11, 2023

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



Intersection Total		
2023 Total	2901	
2022 Total	2850	
Percent Change	1.8%	



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

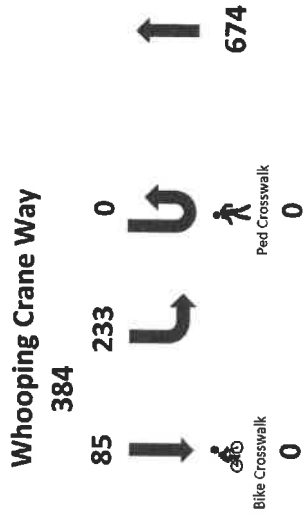
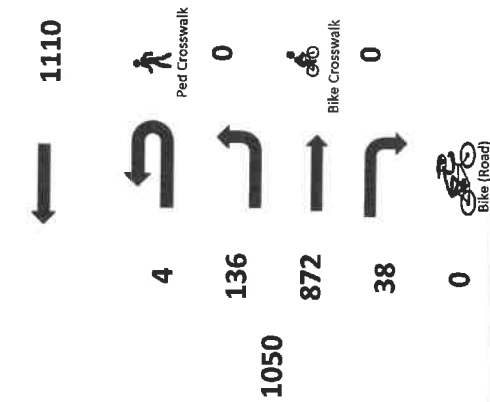
William Hilton Parkway -Museum Street/Pembroke Drive

Tuesday July 11, 2023

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



Eastbound William Hilton Parkway



Intersection Total		
2023 Total	3119	
2022 Total	3720	
Percent Change	-19.3%	

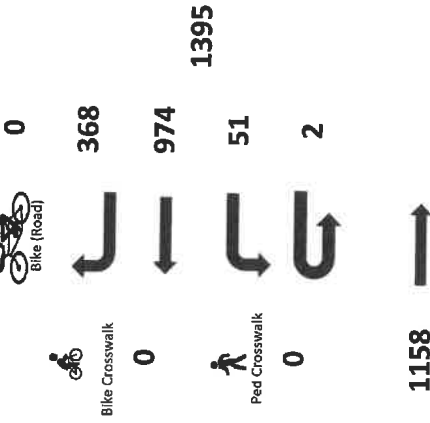


Indigo Run Drive

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



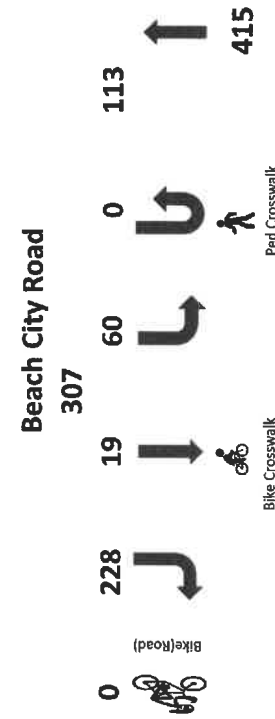
Westbound William Hilton Parkway



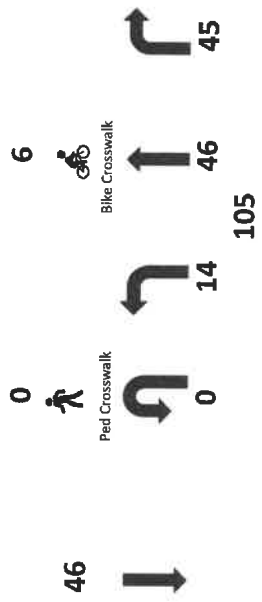
William Hilton Parkway - Gardner Drive/Beach City Road

Tuesday July 11, 2023

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

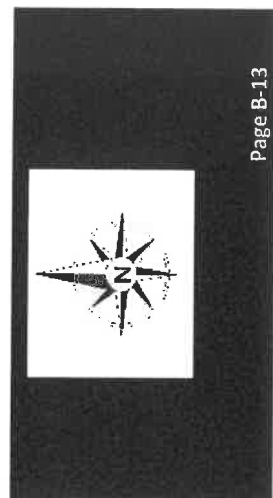
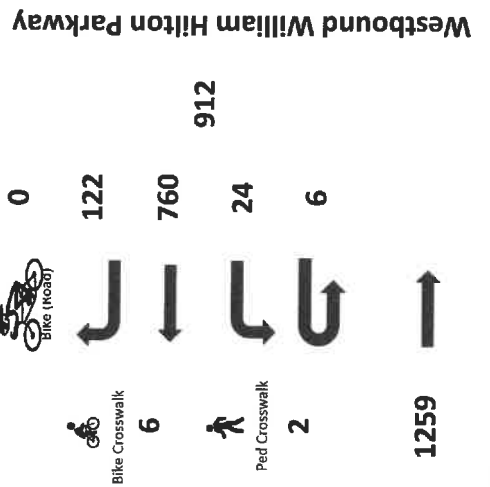


Intersection Total	
2023 Total	2724
2022 Total	2707
Percent Change	0.6%



Gardner Drive

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



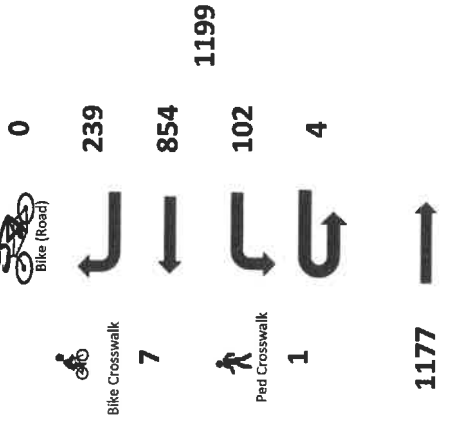
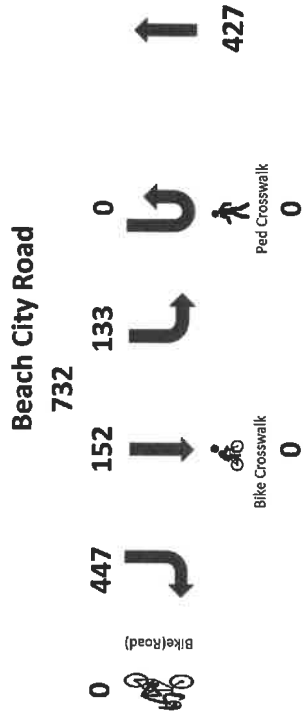
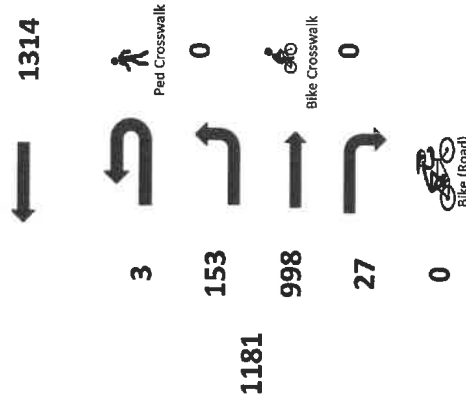
William Hilton Parkway - Gardner Drive/Beach City Road

Tuesday July 11, 2023

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

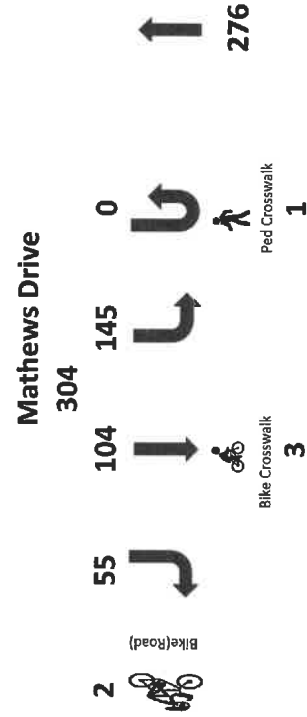


Eastbound William Hilton Parkway

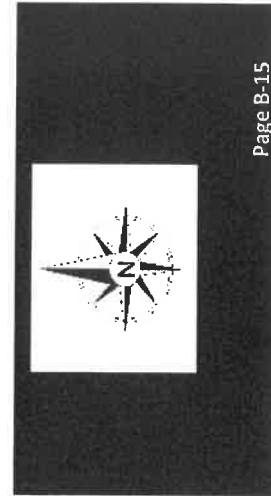


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Mathews Drive
Tuesday July 11, 2023
AM Peak Hour 8:00 AM to 9:00 AM

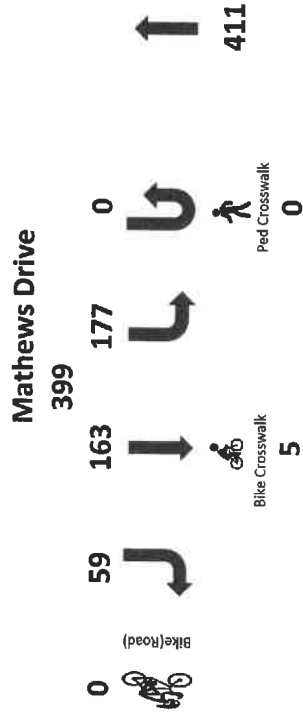


Intersection Total		
2023 Total	2475	
2022 Total	2551	
Percent Change	-3.1%	



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

William Hilton Parkway - Mathews Drive
 Tuesday July 11, 2023
 PM Peak Hour 4:00 PM to 5:00 PM



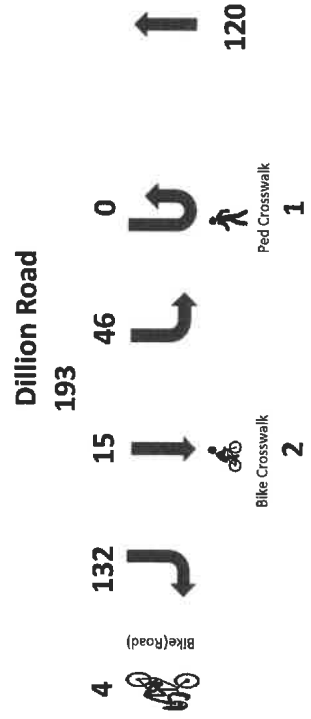
Intersection Total		
2023 Total	3308	
2022 Total	3341	
Percent Change	-1.0%	

Highest 15 Min. Volume	861	Peak Hour Factor	0.96
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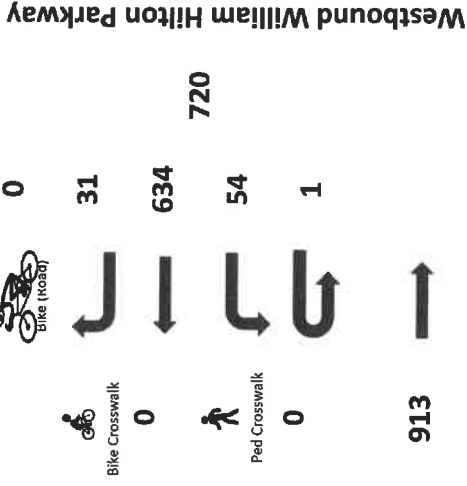


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Dillon Road/Plaza Drive
 Tuesday July 11, 2023
 AM Peak Hour 8:00 AM to 9:00 AM



Intersection Total	
2023 Total	1979
2022 Total	2179
Percent Change	-10.1%



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

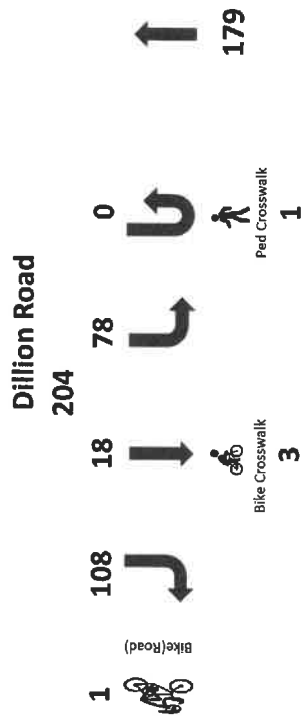
William Hilton Parkway - Dillon Road/Plaza Drive

Tuesday July 11, 2023

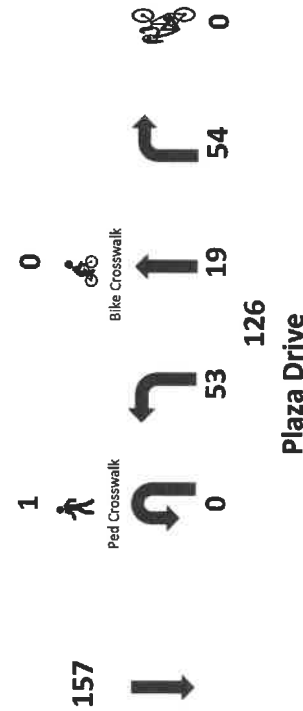
PM Peak Hour 4:15 PM to 5:15 PM



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



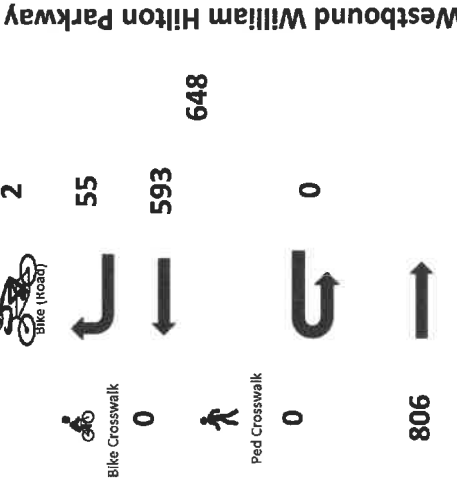
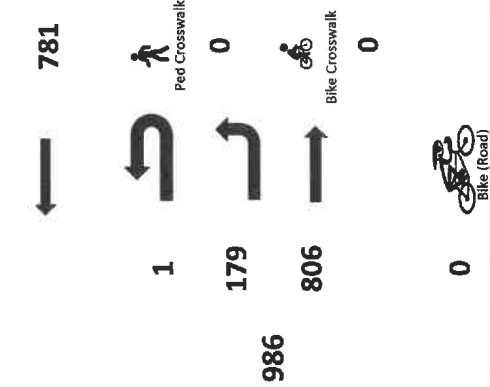
Intersection Total		
2023 Total	2664	2918
2022 Total	2918	
Percent Change	-9.5%	



William Hilton Parkway - Coggins Point Road
 Tuesday July 11, 2023
 AM Peak Hour 8:00 AM to 9:00 AM



Eastbound William Hilton Parkway



Intersection Total		
2023 Total	1907	
2022 Total	1988	
Percent Change	-4.2%	

Highest 15 Min. Volume

514

Peak Hour Factor

0.93

Signal Number 203

Off Island

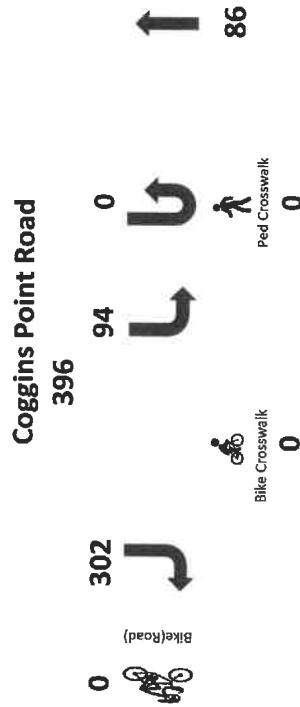
On Island

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

William Hilton Parkway - Coggins Point Road
Tuesday July 11, 2023
PM Peak Hour 4:15 PM to 5:15 PM



Eastbound William Hilton Parkway



Intersection Total		
2023 Total	2669	
2022 Total	2587	
Percent Change	3.1%	



Westbound William Hilton Parkway

Highest
15 Min.
Volume

719

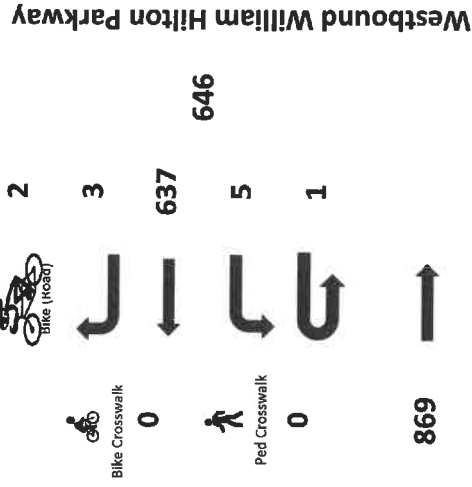
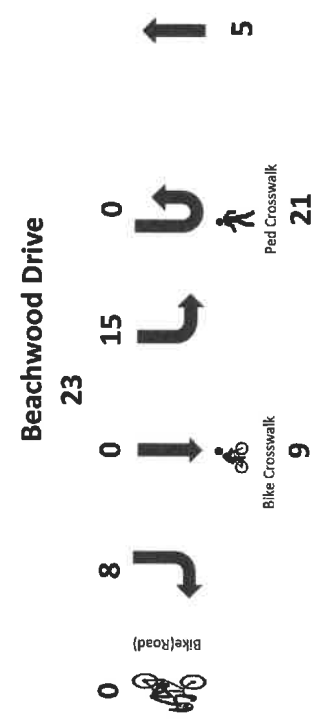
Peak Hour
Factor

0.93

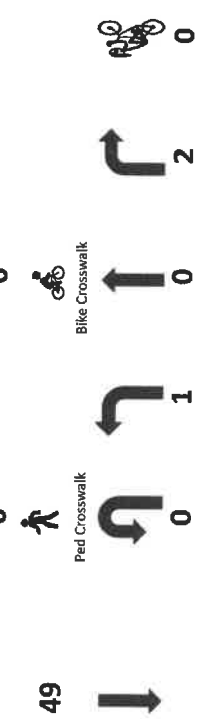


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Beachwood Drive
 Tuesday July 11, 2023
 AM Peak Hour 8:00 AM to 9:00 AM



Intersection Total		
2023 Total	1571	
2022 Total	1653	
Percent Change	-5.2%	



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

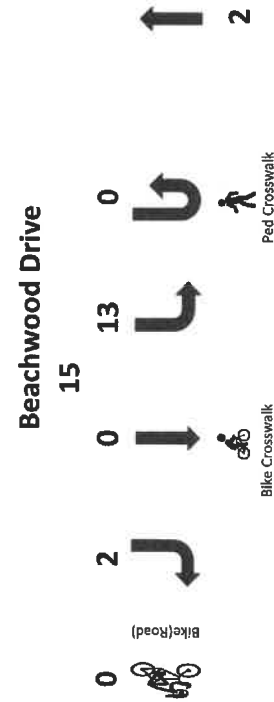
William Hilton Parkway - Beachwood Drive
 Tuesday July 11, 2023
 PM Peak Hour 4:30 PM to 5:30 PM



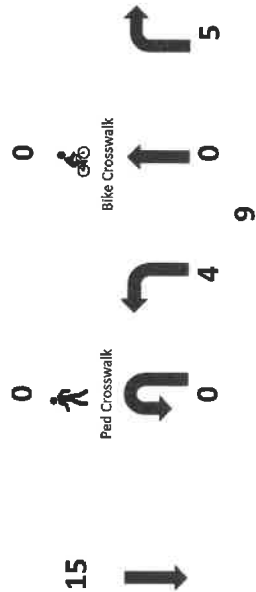
Highest
15 Min.
Volume

Peak Hour
Factor

0.90

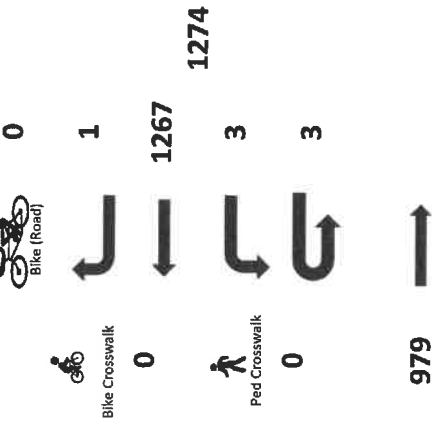


Intersection Total	
2023 Total	2274
2022 Total	2253
Percent Change	0.9%



Beachwood Drive

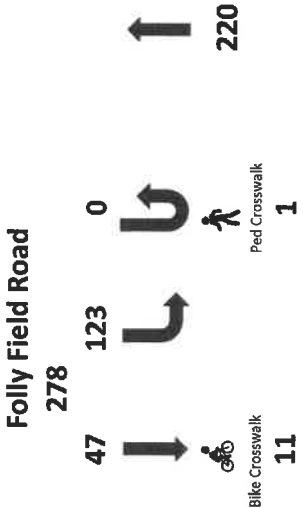
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM



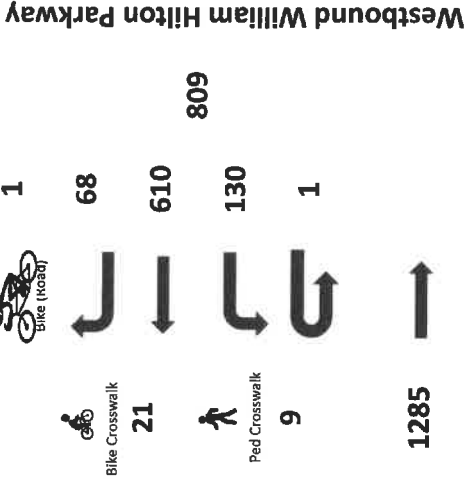
William Hilton Parkway - Folly Field Road / Mathews Drive

Tuesday July 11, 2023

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



Intersection Total		
2023 Total	2473	
2022 Total	2350	
Percent Change	5.0%	



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

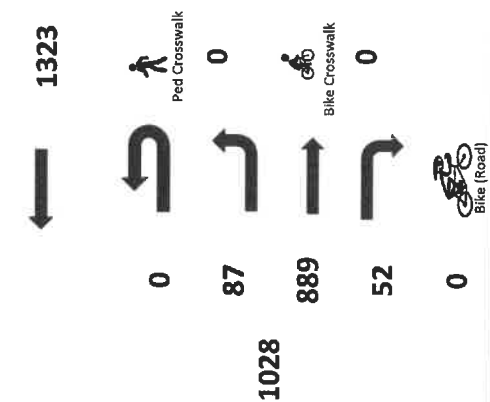
William Hilton Parkway - Folly Field Road / Mathews Drive

Tuesday July 11, 2023

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



Eastbound William Hilton Parkway

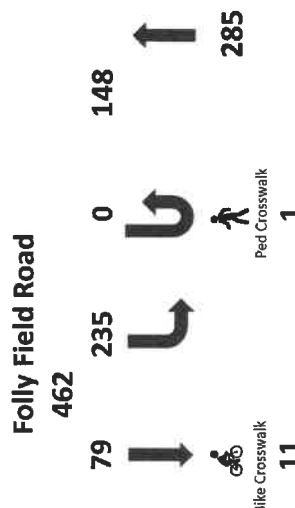


Highest 15 Min. Volume

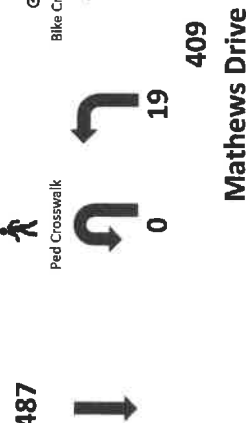
932

Peak Hour Factor

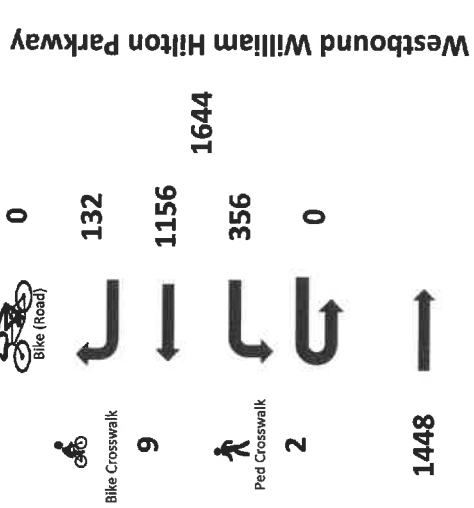
0.95



Intersection Total	
2023 Total	3543
2022 Total	3306
Percent Change	6.7%



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



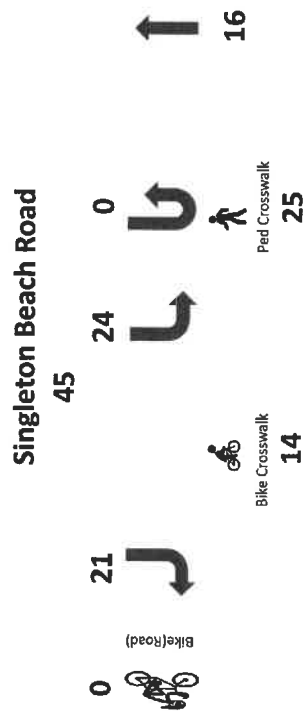
Highest 15 Min. Volume

1448

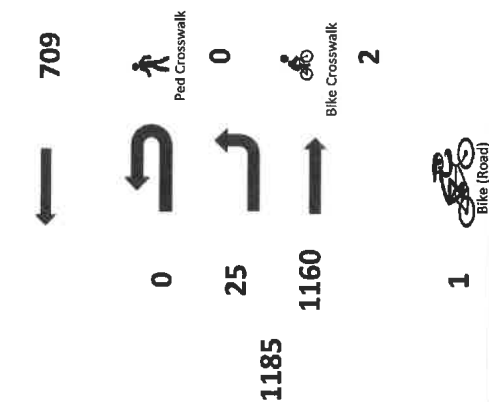
Peak Hour Factor

0.95

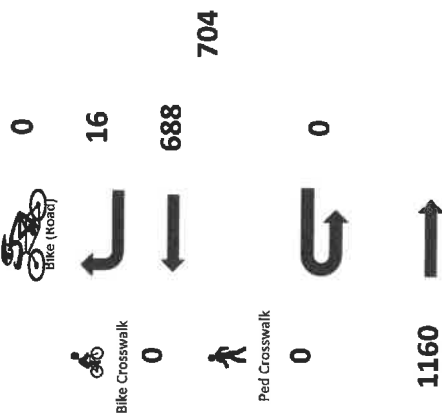
William Hilton Parkway - Singleton Beach Road
Tuesday July 11, 2023
AM Peak Hour 8:00 AM to 9:00 AM



Eastbound William Hilton Parkway



Westbound William Hilton Parkway



Intersection Total		
2023 Total	1934	
2022 Total	2063	
Percent Change	-6.7%	

Highest
15 Min.
Volume

539

Peak Hour
Factor

0.90

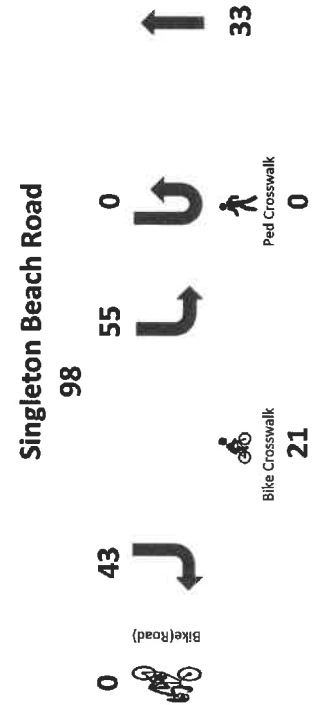


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Singleton Beach Road
 Tuesday July 11, 2023
 PM Peak Hour 4:30 PM to 5:30 PM



Eastbound William Hilton Parkway



Westbound William Hilton Parkway

Intersection Total		
2023 Total	2955	
2022 Total	2860	
Percent Change	3.2%	



Highest
 15 Min.
 Volume

779

Peak Hour
 Factor

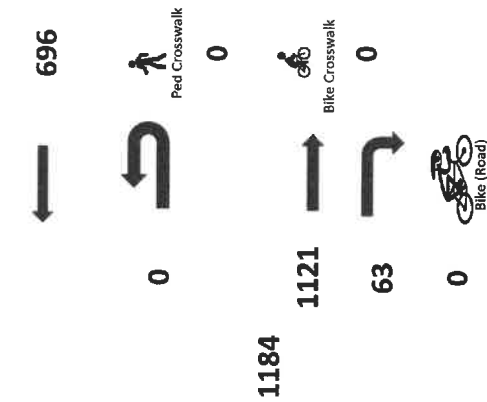
0.95

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

William Hilton Parkway - Shelter Cove Lane (Near BCSO)
 Tuesday July 11, 2023
 AM Peak Hour 8:00 AM to 9:00 AM

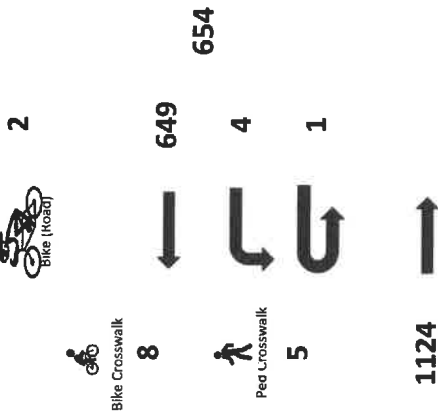


Eastbound William Hilton Parkway

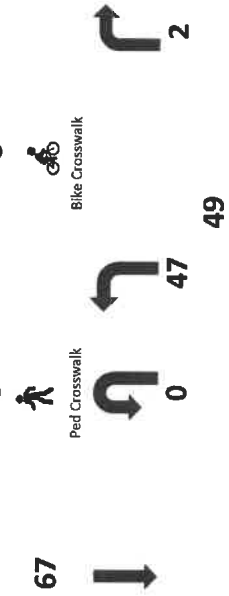


Intersection Total	
2023 Total	1887
2022 Total	1978
Percent Change	-4.8%

Westbound William Hilton Parkway



Highest 15 Min. Volume	531	Peak Hour Factor	0.89
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Shelter Cove Lane

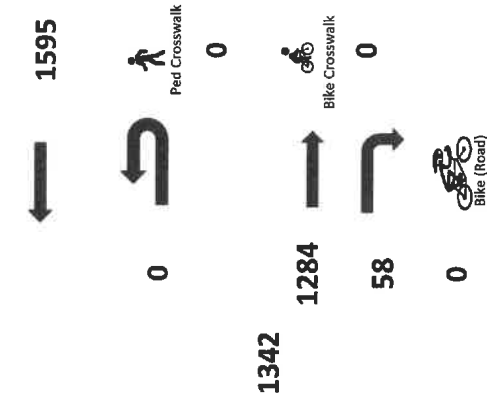
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM



William Hilton Parkway - Shelter Cove Lane (Near BCSO)
 Tuesday July 11, 2023
 PM Peak Hour 4:00 PM to 5:00 PM



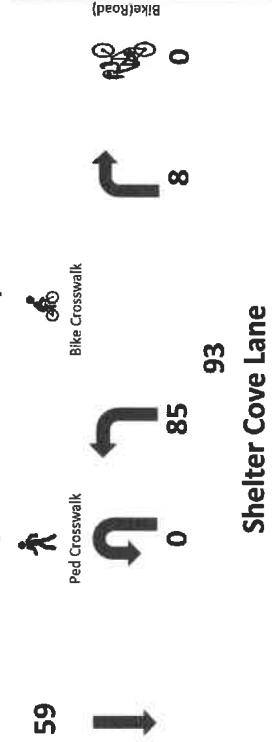
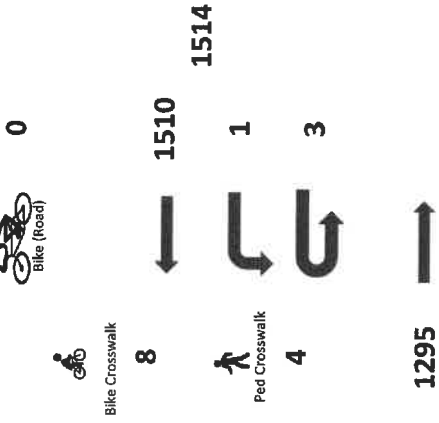
Eastbound William Hilton Parkway



Highest 15 Min. Volume	778	Peak Hour Factor	0.95
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Intersection Total			
2023 Total	2949		
2022 Total	2804		
Percent Change	4.9%		

Westbound William Hilton Parkway



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

William Hilton Parkway - Shelter Cove Lane (Middle - Near Hickory Tavern)

Tuesday July 11, 2023

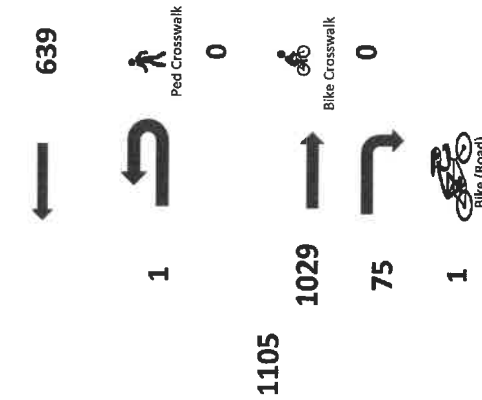
AM Peak Hour 8:00 AM to 9:00 AM

Signal Number 301

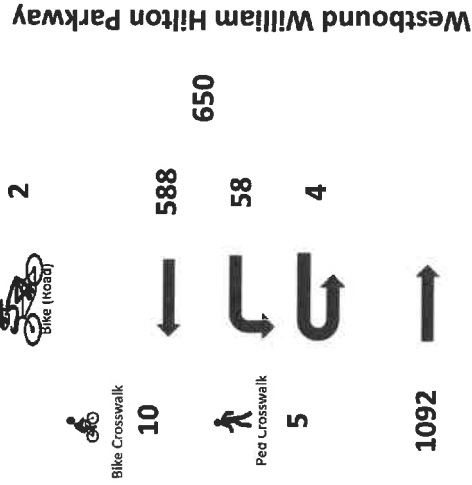
On Island →

← Off Island

Eastbound William Hilton Parkway



Intersection Total		
2023 Total	1864	
2022 Total	1937	
Percent Change	-3.9%	



Highest 15 Min. Volume 513

Peak Hour Factor 0.91



Shelter Cove Lane

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

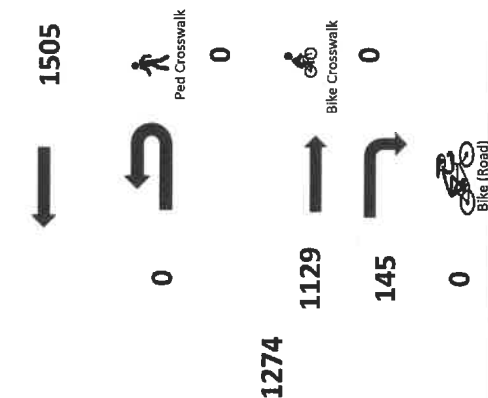
William Hilton Parkway - Shelter Cove Lane (Middle - Near Hickory Tavern)

Tuesday July 11, 2023

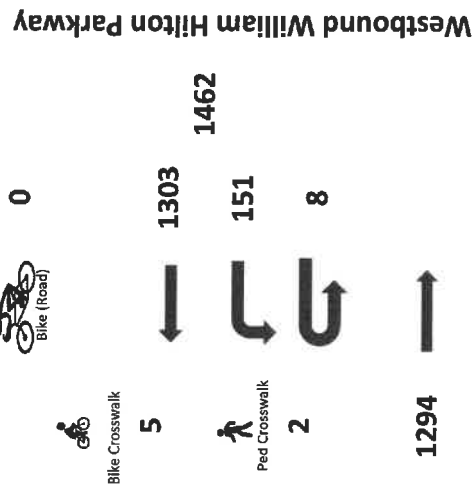
PM Peak Hour 4:30 PM to 5:30 PM



Eastbound William Hilton Parkway



Intersection Total		
2023 Total	3095	
2022 Total	2932	
Percent Change	5.3%	

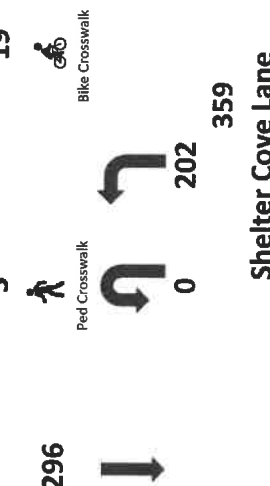


Highest 15 Min. Volume

830

Peak Hour Factor

0.93

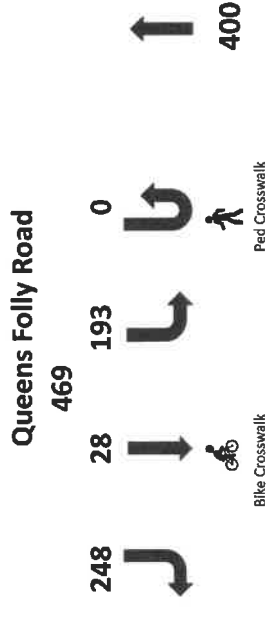


North Arrow

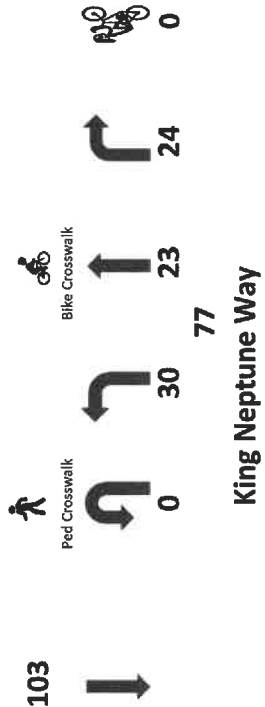
Page B-30

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

William Hilton Parkway - Queens Folly Road / King Neptune Way
 Tuesday July 11, 2023
 AM Peak Hour 8:00 AM to 9:00 AM



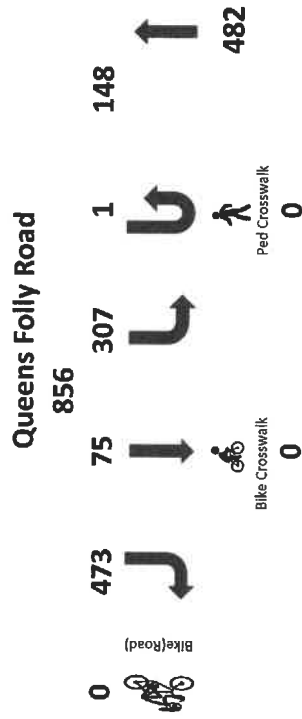
Intersection Total	
2023 Total	2277
2022 Total	2343
Percent Change	-2.9%



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

Tuesday July 11, 2023

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



Intersection Total	
2023 Total	3702
2022 Total	3479
Percent Change	6.0%



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

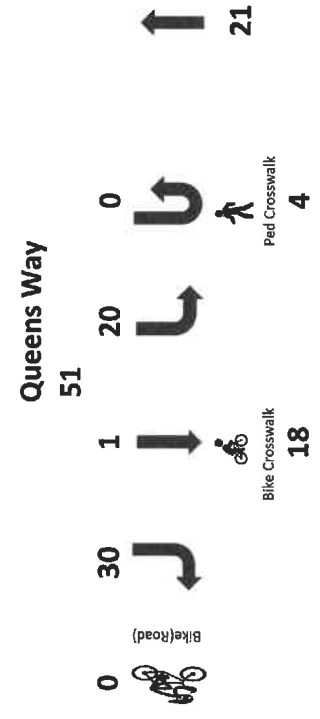


Page B-32

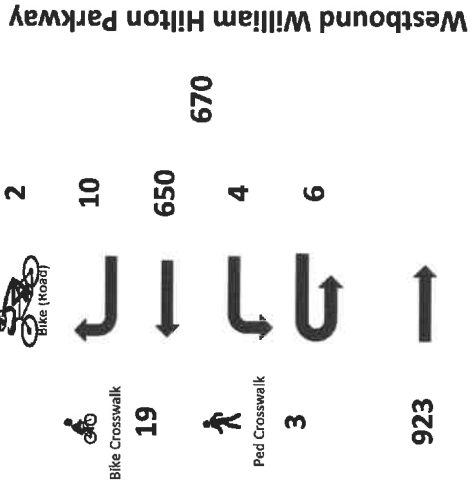
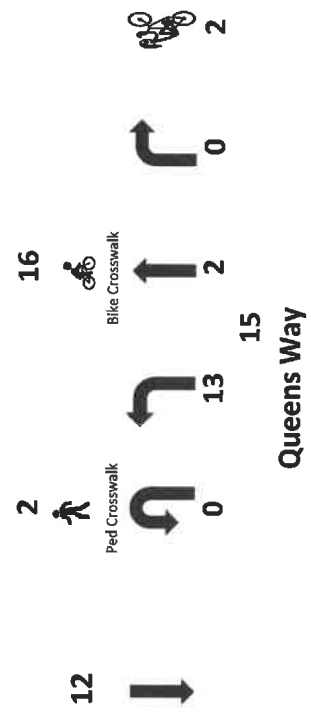
William Hilton Parkway - Queens Way
Tuesday July 11, 2023
AM Peak Hour 8:00 AM to 9:00 AM



Highest 15 Min. Volume	459	Peak Hour Factor	0.90
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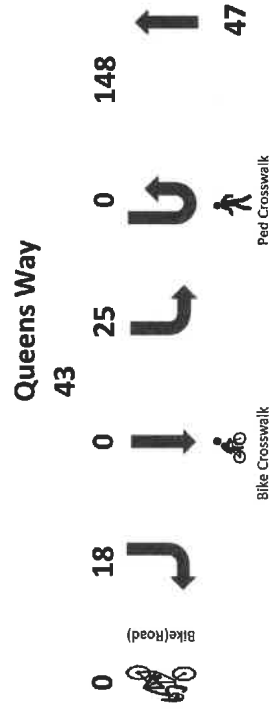


Intersection Total		
2023 Total	1651	
2022 Total	1681	
Percent Change	-1.8%	

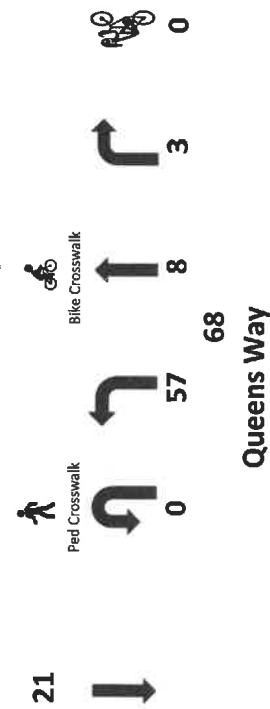


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Queens Way
 Tuesday July 11, 2023
 PM Peak Hour 4:30 PM to 5:30 PM



Intersection Total	
2023 Total	2726
2022 Total	2683
Percent Change	1.6%

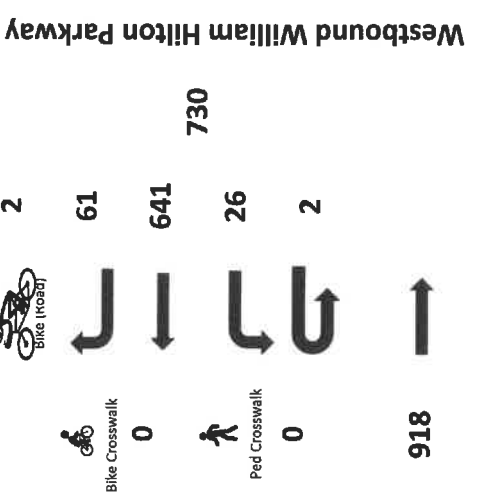
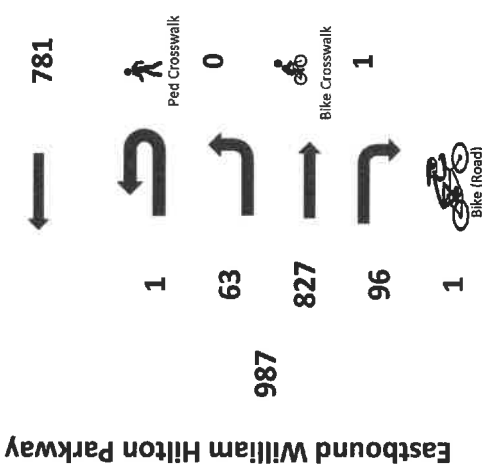
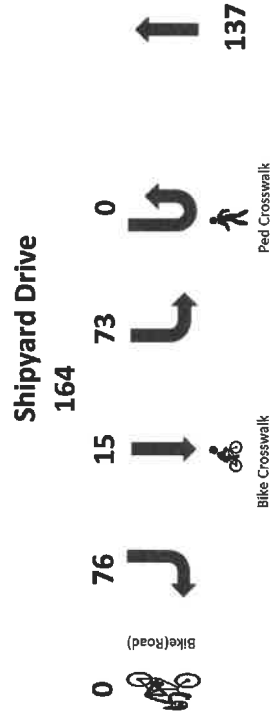


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

William Hilton Parkway - Shipyard Drive / Wexford Drive

Tuesday July 11, 2023

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



Intersection Total	
2023 Total	1973
2022 Total	1815
Percent Change	8.0%

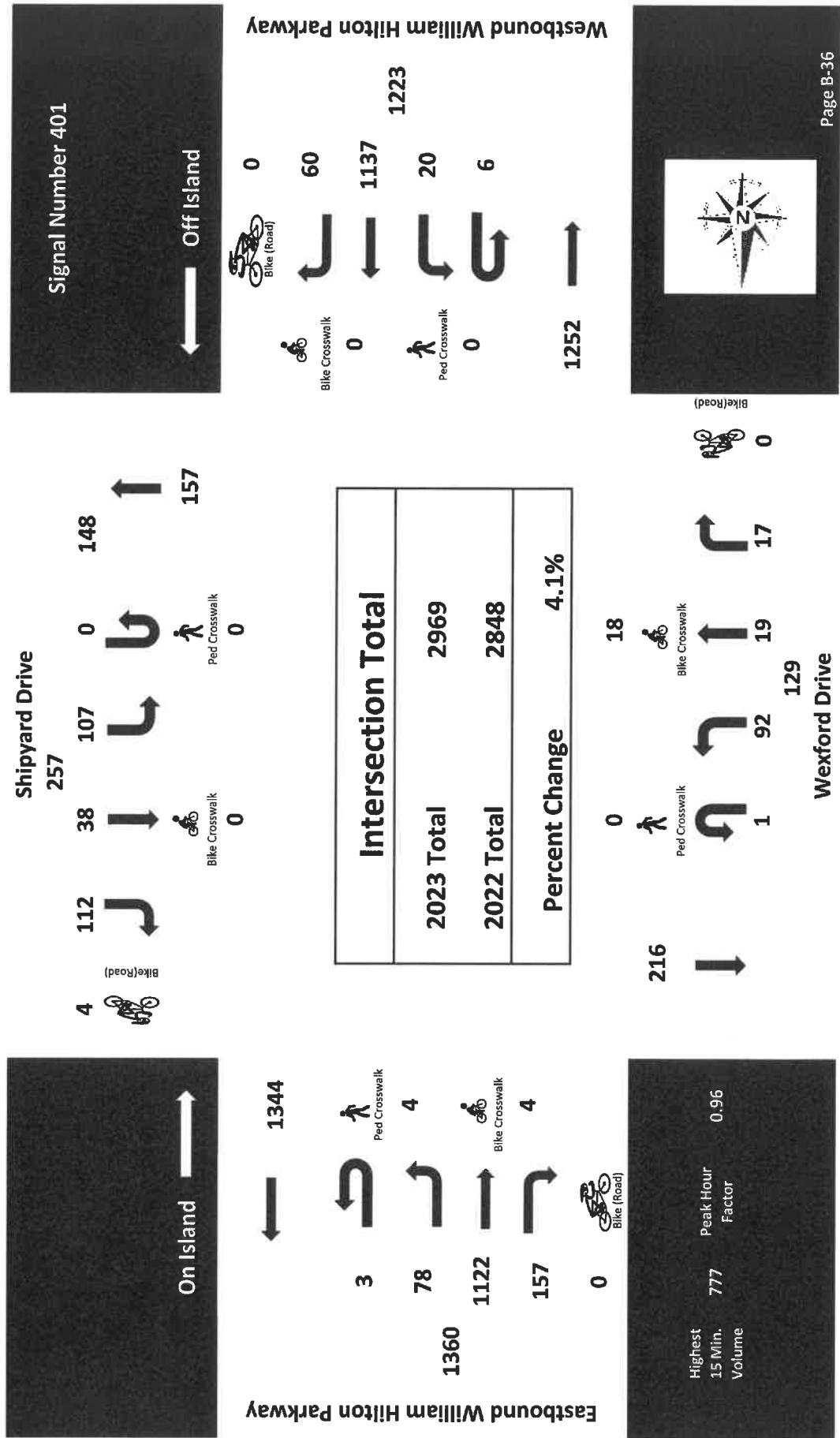


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

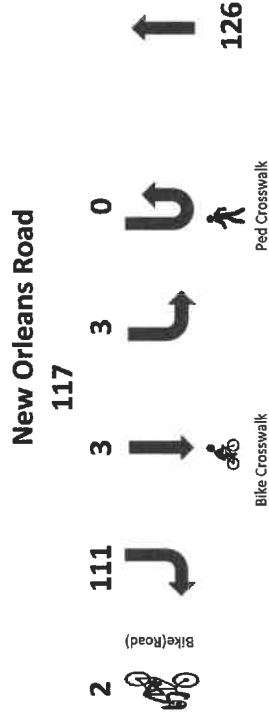
William Hilton Parkway - Shipyard Drive / Wexford Drive

Tuesday July 11, 2023

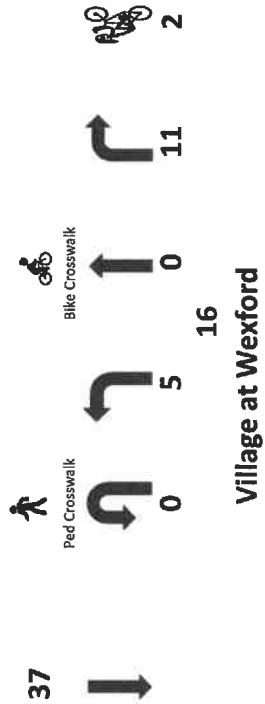
PM Peak Hour 4:30 PM to 5:30 PM



William Hilton Parkway - New Orleans Road / Village at Wexford
 Tuesday July 11, 2023
 AM Peak Hour 8:00 AM to 9:00 AM

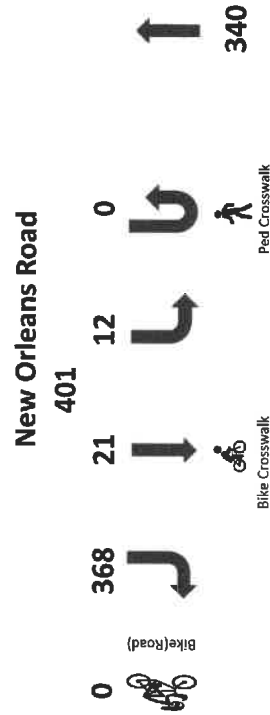


Intersection Total		
2023 Total	1666	
2022 Total	1625	
Percent Change	2.5%	



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

William Hilton Parkway - New Orleans Road / Village at Wexford
 Tuesday July 11, 2023
 PM Peak Hour 4:30 PM to 5:30 PM

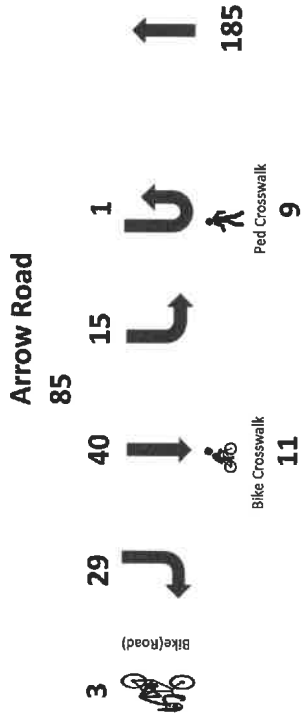


Intersection Total	
2023 Total	2578
2022 Total	2617
Percent Change	-1.5%



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

William Hilton Parkway - Arrow Road
Tuesday July 11, 2023
AM Peak Hour 8:00 AM to 9:00 AM

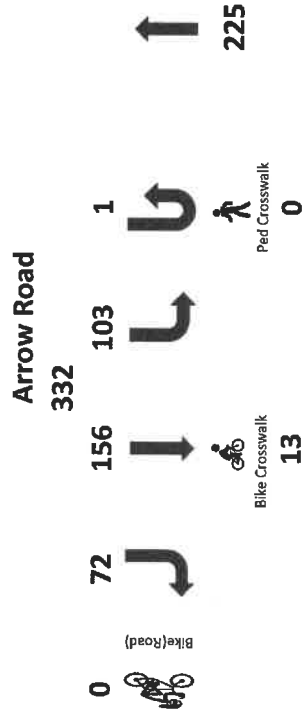


Intersection Total		
2023 Total	1703	
2022 Total	1637	
Percent Change	3.9%	

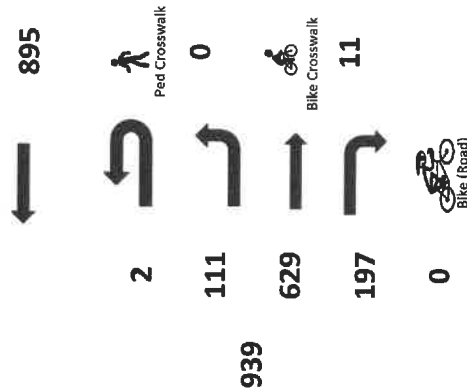


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

William Hilton Parkway - Arrow Road
Tuesday July 11, 2023
PM Peak Hour 4:15 PM to 5:15 PM



Eastbound William Hilton Parkway



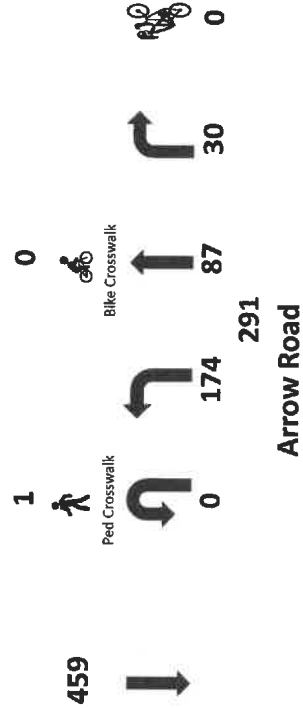
Highest
15 Min.
Volume

602

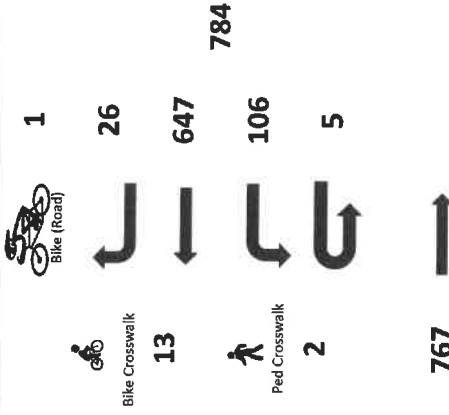
Peak Hour
Factor

0.97

Intersection Total		
2023 Total	2346	
2022 Total	2528	
Percent Change	-7.8%	



Westbound William Hilton Parkway



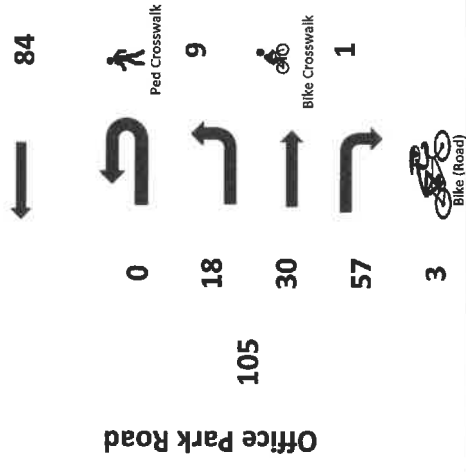
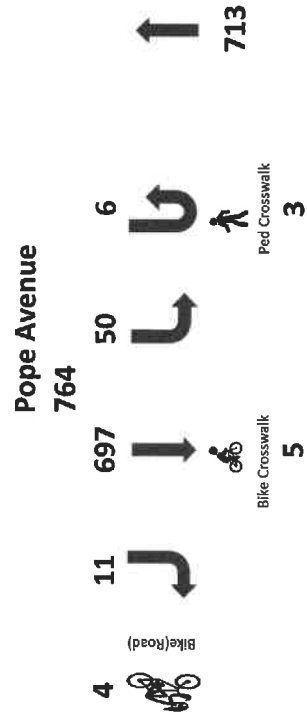
Bike (Road)



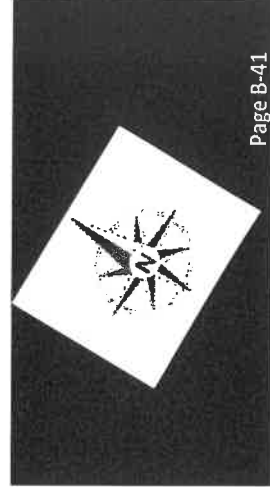
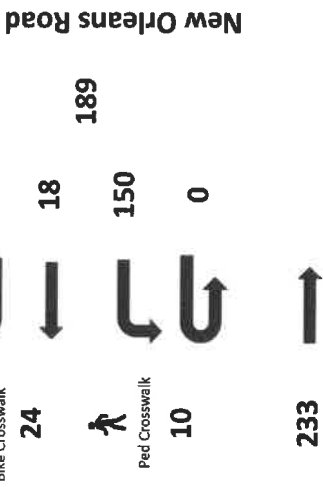
Page B-40

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

Pope Avenue - New Orleans Road / Office Park Road Tuesday July 11, 2023 AM Peak Hour 8:00 AM to 9:00 AM



Intersection Total		
2023 Total	1940	
2022 Total	1712	
Percent Change	11.8%	

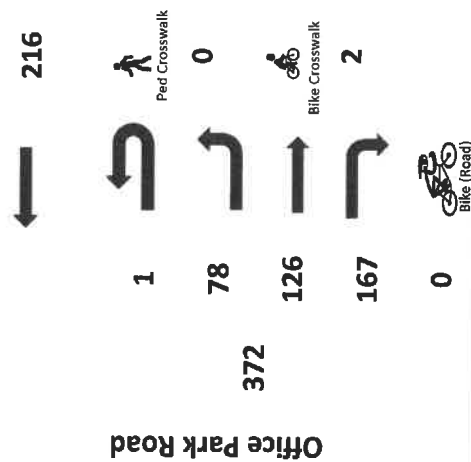


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Pope Avenue - New Orleans Road / Office Park Road

Tuesday July 11, 2023

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



Intersection Total		
2023 Total	3098	
2022 Total	3082	
Percent Change	0.5%	

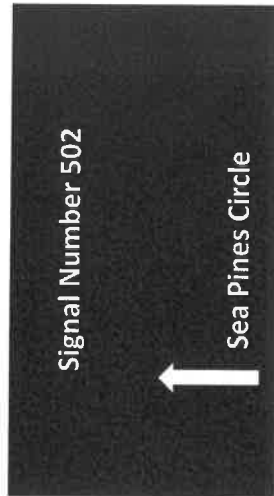
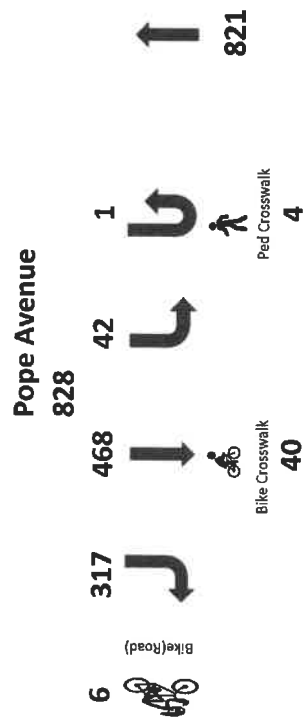


Pope Avenue

Page B-42

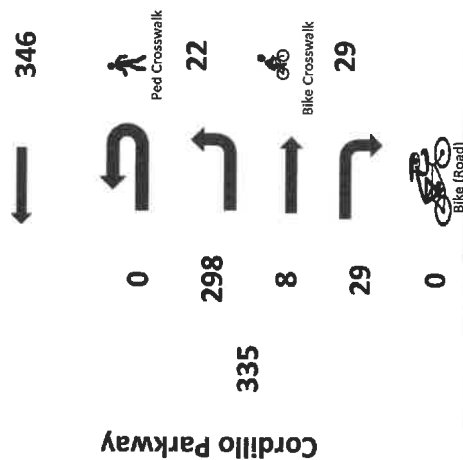
Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

Pope Avenue - Cordillo Parkway
Tuesday July 11, 2023
AM Peak Hour 8:00 AM to 9:00 AM



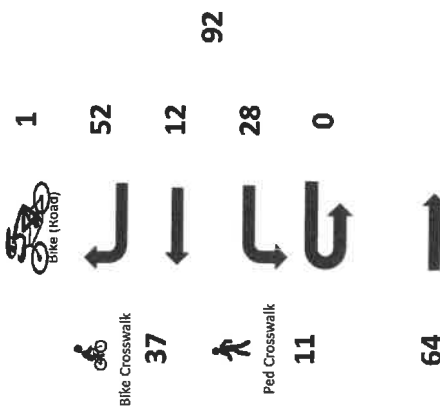
Signal Number 502

Sea Pines Circle

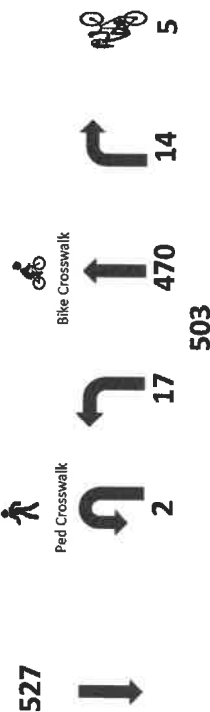


Cordillo Parkway

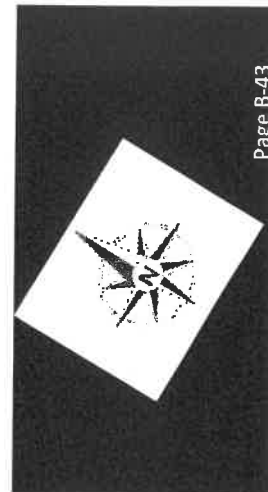
Intersection Total		
2023 Total	1758	
2022 Total	1645	
Percent Change	6.4%	



Cordillo Parkway



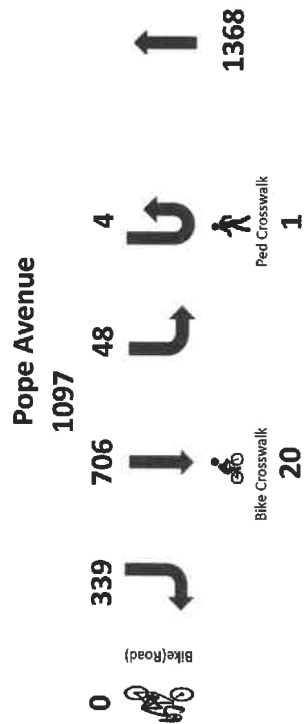
Pope Avenue



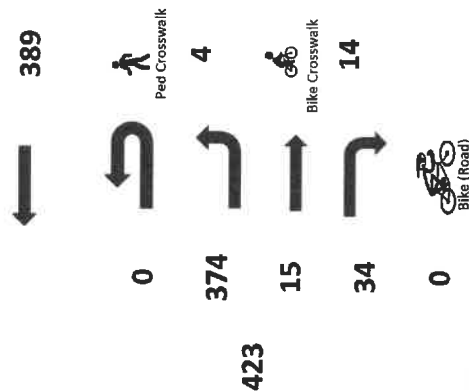
Page B-43

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

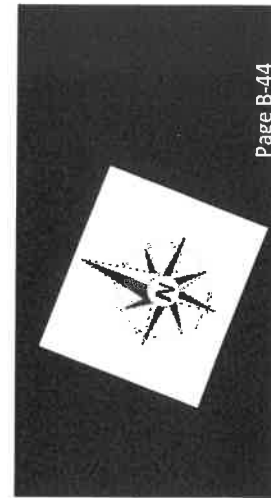
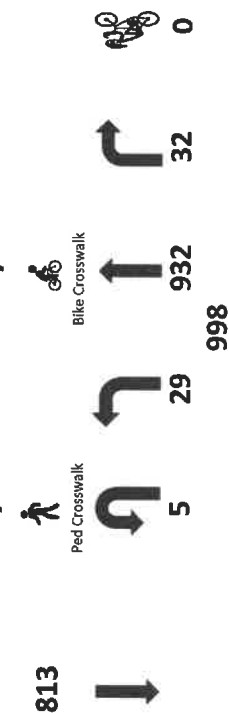
Pope Avenue - Cordillo Parkway
Tuesday July 11, 2023
PM Peak Hour 4:30 PM to 5:30 PM



Cordillo Parkway



Intersection Total		
2023 Total	2665	
2022 Total	2628	
Percent Change	1.4%	



Pope Avenue

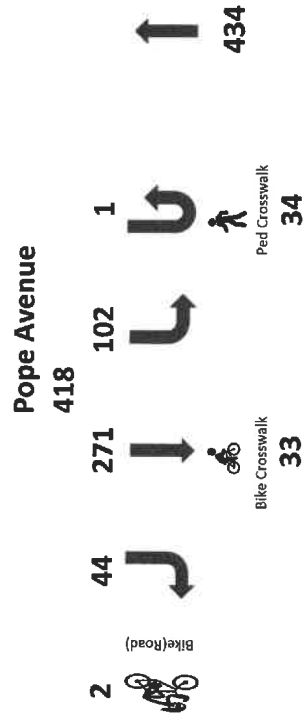
Page B-44

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

Pope Avenue - Lagoon Road / Beach - Park Parking

Tuesday July 11, 2023

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



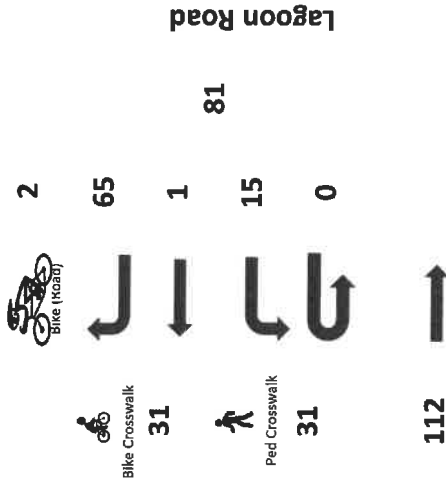
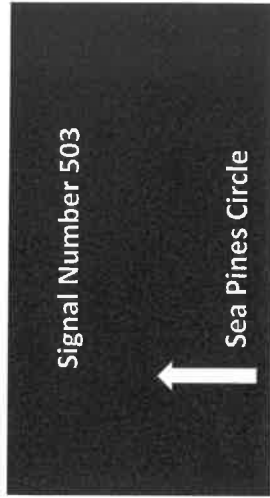
Beach - Park Parking



Intersection Total		
2023 Total	900	
2022 Total	1076	
Percent Change	-19.6%	



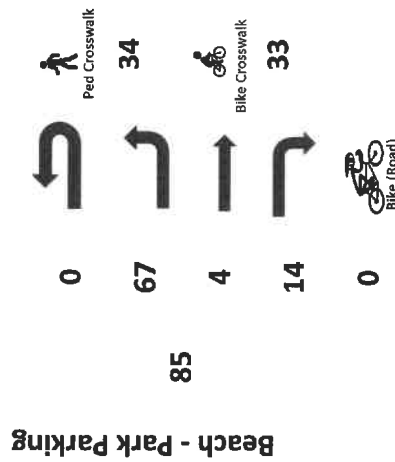
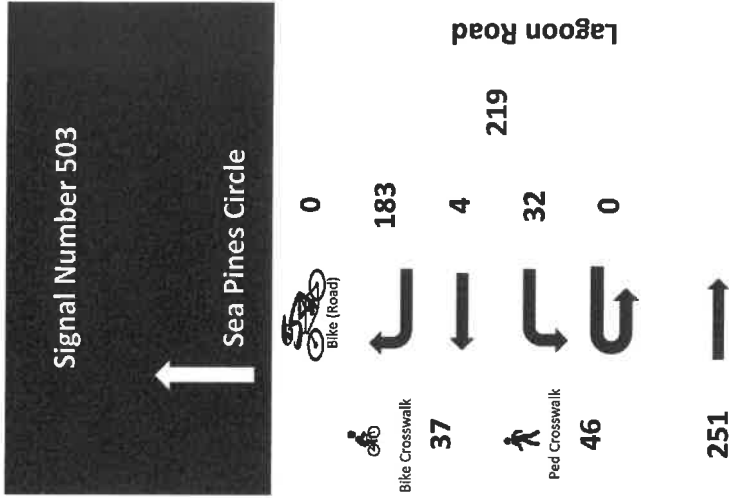
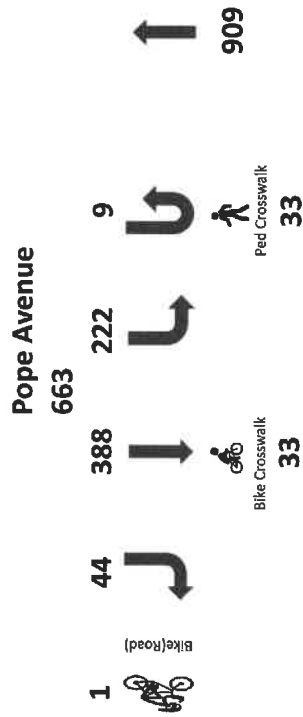
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM



Pope Avenue - Lagoon Road / Beach - Park Parking

Tuesday July 11, 2023

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



Intersection Total		
2023 Total	1656	
2022 Total	1903	
Percent Change	-14.9%	

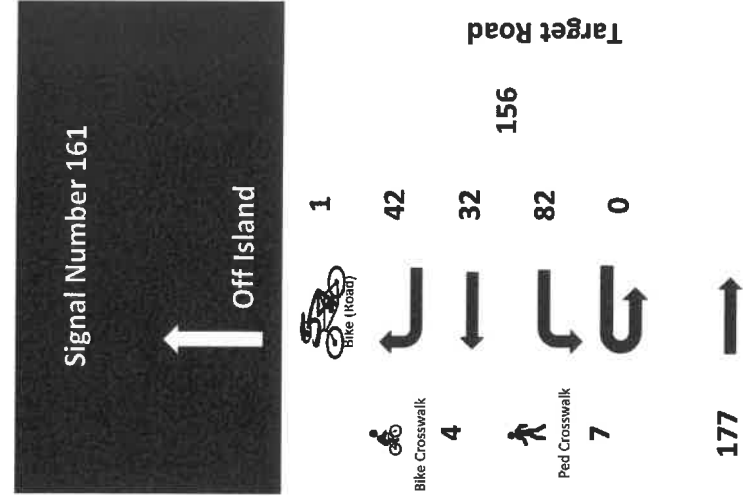
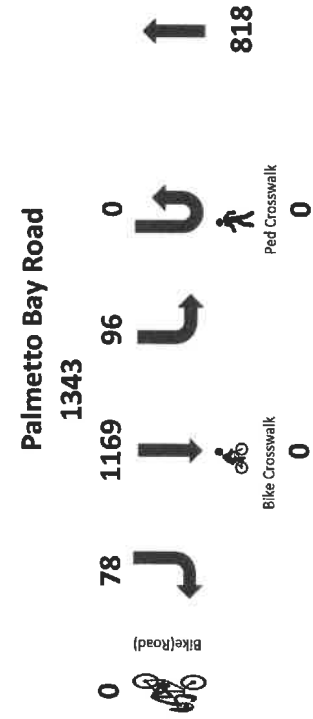


Note: LMO States PM Peak Hour Will Be Between 4 PM - 6 PM

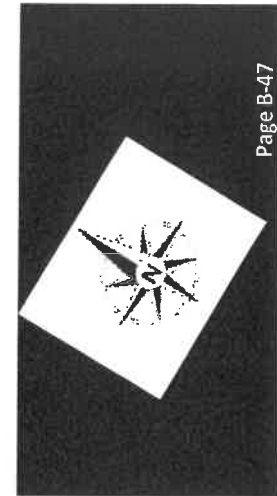
Palmetto Bay Road - Target Road / Island Crossings Shopping Center

Tuesday July 11, 2023

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



Intersection Total		
2023 Total	2520	
2022 Total	2253	
Percent Change	10.6%	

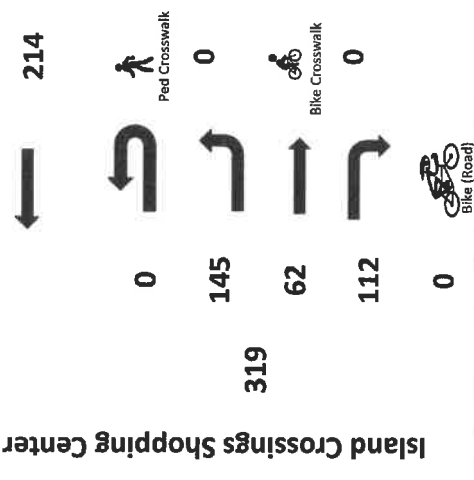
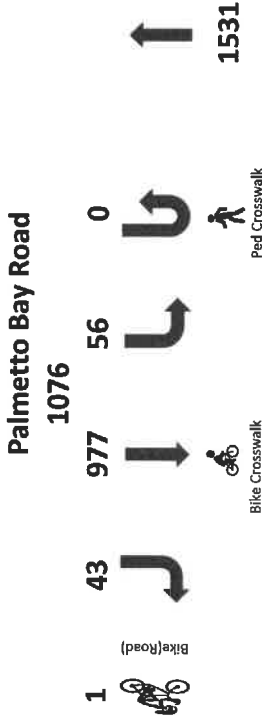


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

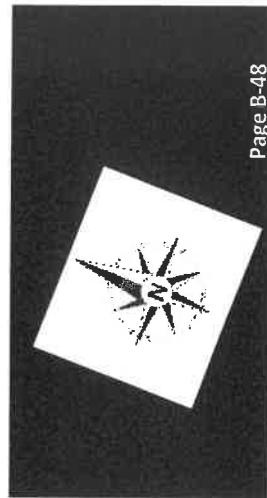
Palmetto Bay Road - Target Road / Island Crossings Shopping Center

Tuesday July 11, 2023

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



Intersection Total			
2023 Total	3064	2994	
2022 Total			
Percent Change	2.3%		



Palmetto Bay Road

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

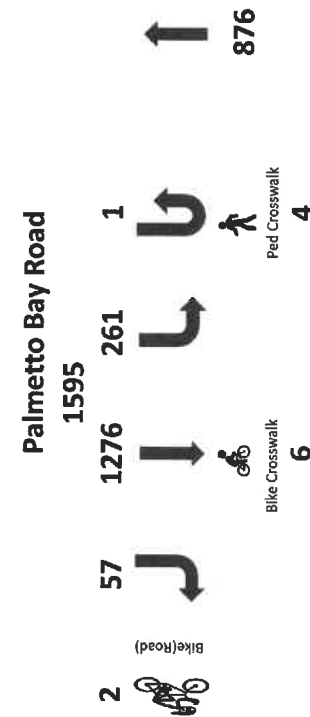
Palmetto Bay Road - Arrow Road / Point Comfort Road Tuesday July 11, 2023 AM Peak Hour 8:00 AM to 9:00 AM



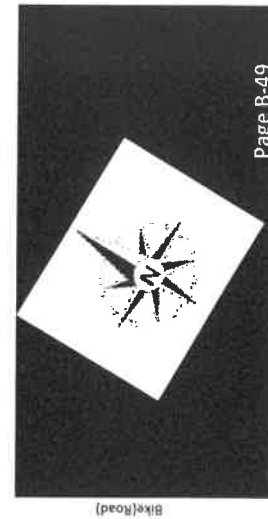
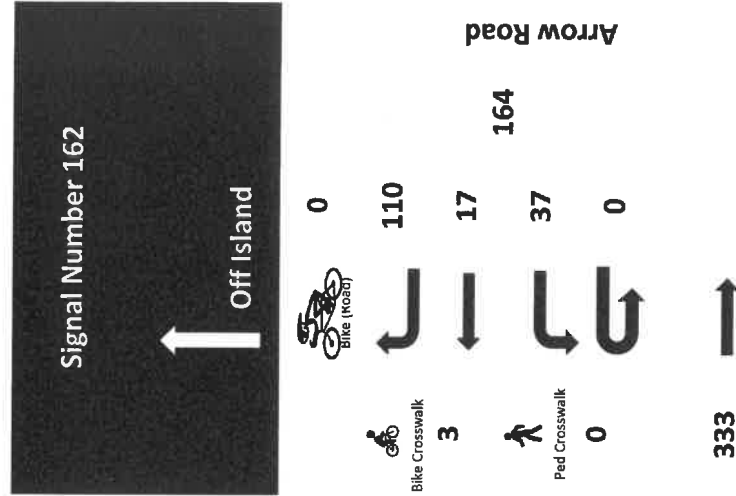
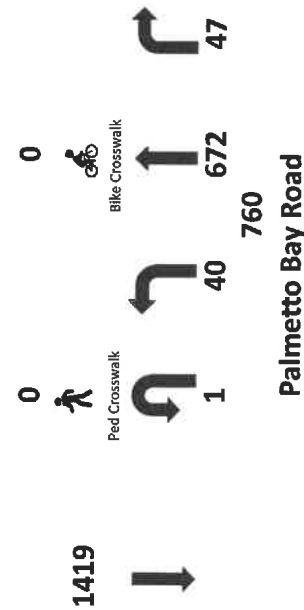
Point Comfort Road

0	114	Ped Crosswalk
93	0	
25	0	Bike Crosswalk
105	0	
0		Bike (Road)

Highest 15 Min. Volume	772	Peak Hour Factor	0.89
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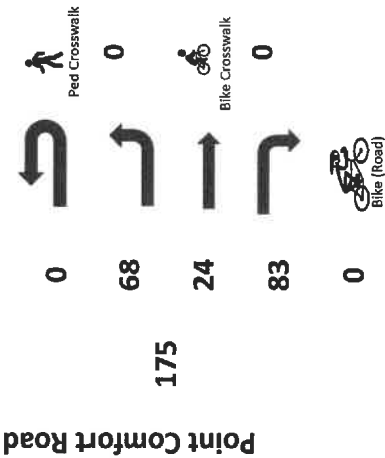
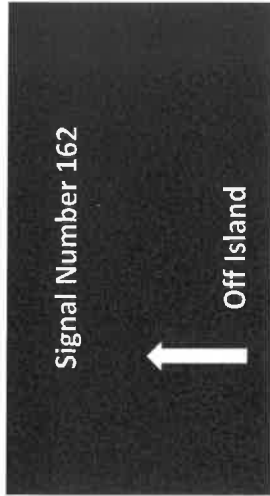
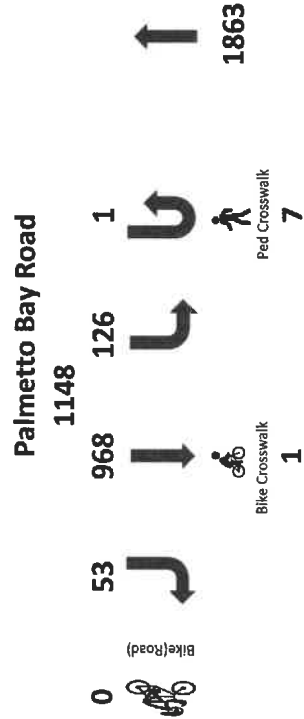


Intersection Total	
2023 Total	2742
2022 Total	2417
Percent Change	11.9%

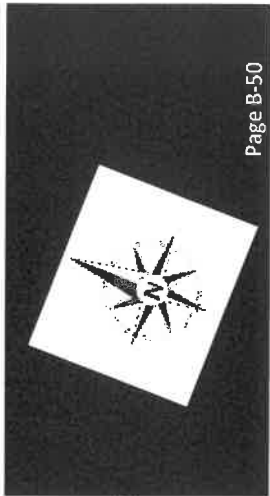


Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM

Palmetto Bay Road - Arrow Road / Point Comfort Road Tuesday July 11, 2023 PM Peak Hour 4:15 PM to 5:15 PM

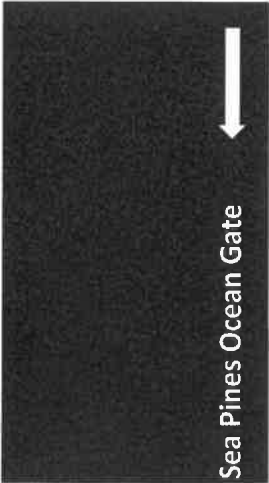


Intersection Total		
2023 Total	3387	
2022 Total	3350	
Percent Change	1.1%	



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

South Forest Beach Drive - Coligny Beach Park Pedestrian Crossing Tuesday July 11, 2023 AM Peak Hour 8:00 AM to 9:00 AM



South Forest Beach Drive

278

278

1
Bike (Road)

Highest
15 Min.
Volume

210

Peak Hour
Factor

0.85



Intersection Total		
2023 Total	718	
2022 Total	656	
Percent Change	8.6%	

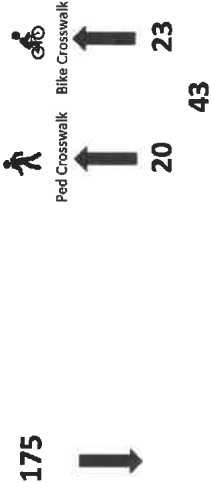
South Forest Beach Drive

278

278

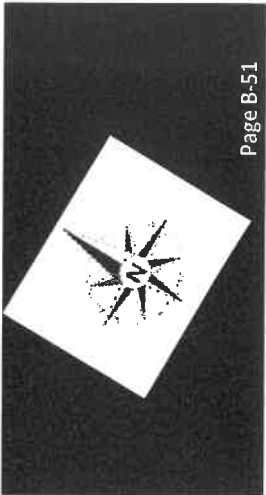
1
Bike (Road)

0
Bike(Road)



Beach Side

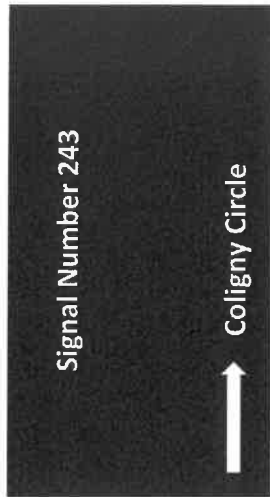
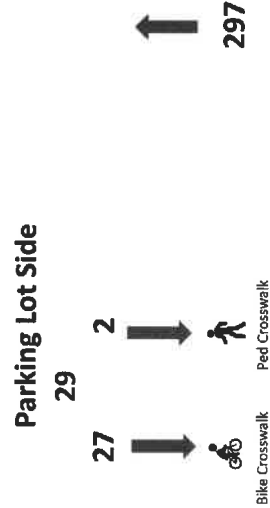
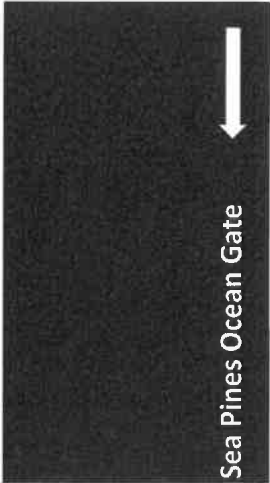
Note: LMO States AM Peak Hour Will Be Between 7 AM - 9 AM



South Forest Beach Drive - Coligny Beach Park Pedestrian Crossing

Tuesday July 11, 2023

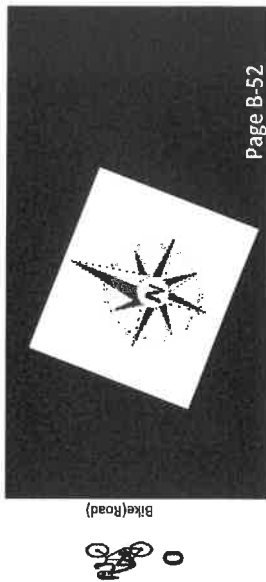
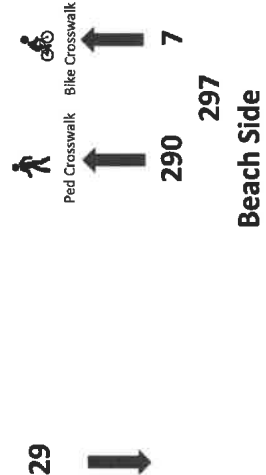
PM Peak Hour 4:15 PM to 5:15 PM



South Forest Beach Drive



Intersection Total		
2023 Total	1054	
2022 Total	1373	
Percent Change	-30.3%	



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

APPENDIX C

DAILY BI-DIRECTIONAL TRAFFIC DEMAND
CROSSING JENKINS ISLAND
FOR EACH DAY
IN CALENDAR YEAR 2023

January Volume	February Volume	March Volume	April Volume	May Volume	June Volume	July Volume	August Volume	September Volume	October Volume	November Volume	December Volume
1 35739	1 58148	1 68826	1 62977	1 60351	1 65528	1 64116	1 62803	1 65131	1 65131	1 58510	1 58629
2 47507	2 57736	2 61883	2 51481	2 61566	2 61123	2 64116	2 63579	2 56018	2 57416	2 60664	2 43003
3 56013	3 56509	3 63575	3 65566	3 61566	3 61123	3 64116	3 64116	3 64116	3 64116	3 64116	3 36178
4 51802	4 48867	4 53952	4 64886	4 53952	4 53952	4 53952	4 53952	4 53952	4 53952	4 53952	4 53904
5 56486	5 47383	5 47383	5 47383	5 47383	5 47383	5 47383	5 47383	5 47383	5 47383	5 47383	5 56579
6 57580	6 56392	6 60040	6 57580	6 56392	6 57580	6 56392	6 57580	6 56392	6 57580	6 56392	6 57650
7 49268	7 58071	7 58311	7 58311	7 58311	7 58311	7 58311	7 58311	7 58311	7 58311	7 58311	7 58191
8 59699	8 59583	8 62715	8 62715	8 62715	8 62715	8 62715	8 62715	8 62715	8 62715	8 62715	8 58958
9 51844	9 61631	9 63689	9 63689	9 63689	9 63689	9 63689	9 63689	9 63689	9 63689	9 63689	9 48017
10 53571	10 59679	10 61931	10 61931	10 61931	10 61931	10 61931	10 61931	10 61931	10 61931	10 61931	10 36030
11 56391	11 44488	11 56841	11 56841	11 56841	11 56841	11 56841	11 56841	11 56841	11 56841	11 56841	11 54032
12 57596	12 37374	12 42895	12 42895	12 42895	12 42895	12 42895	12 42895	12 42895	12 42895	12 42895	12 56208
13 59437	13 37374	13 61746	13 61746	13 61746	13 61746	13 61746	13 61746	13 61746	13 61746	13 61746	13 56619
14 46277	14 61558	14 64618	14 64618	14 64618	14 64618	14 64618	14 64618	14 64618	14 64618	14 64618	14 57857
15 37571	15 61371	15 66462	15 66462	15 66462	15 66462	15 66462	15 66462	15 66462	15 66462	15 66462	15 59151
16 52571	16 62911	16 66157	16 66157	16 66157	16 66157	16 66157	16 66157	16 66157	16 66157	16 66157	16 44346
17 56619	17 62757	17 66023	17 66023	17 66023	17 66023	17 66023	17 66023	17 66023	17 66023	17 66023	17 27740
18 56632	18 54759	18 53483	18 53483	18 53483	18 53483	18 53483	18 53483	18 53483	18 53483	18 53483	18 55777
19 58210	19 45324	19 46056	19 46056	19 46056	19 46056	19 46056	19 46056	19 46056	19 46056	19 46056	19 57166
20 58492	20 59571	20 60307	20 60307	20 60307	20 60307	20 60307	20 60307	20 60307	20 60307	20 60307	20 57656
21 45650	21 61855	21 62093	21 62093	21 62093	21 62093	21 62093	21 62093	21 62093	21 62093	21 62093	21 58811
22 31961	22 63001	22 64042	22 64042	22 64042	22 64042	22 64042	22 64042	22 64042	22 64042	22 64042	22 58323
23 54286	23 63001	23 65831	23 65831	23 65831	23 65831	23 65831	23 65831	23 65831	23 65831	23 65831	23 48915
24 56303	24 64125	24 59029	24 59029	24 59029	24 59029	24 59029	24 59029	24 59029	24 59029	24 59029	24 37219
25 54595	25 55009	25 59029	25 59029	25 59029	25 59029	25 59029	25 59029	25 59029	25 59029	25 59029	25 20883
26 58246	26 46950	26 47472	26 47472	26 47472	26 47472	26 47472	26 47472	26 47472	26 47472	26 47472	26 48120
27 59067	27 59748	27 59857	27 59857	27 59857	27 59857	27 59857	27 59857	27 59857	27 59857	27 59857	27 57021
28 48369	28 57748	28 61352	28 61352	28 61352	28 61352	28 61352	28 61352	28 61352	28 61352	28 61352	28 59816
29 52557	29 52557	29 64423	29 64423	29 64423	29 64423	29 64423	29 64423	29 64423	29 64423	29 64423	29 59748
30 52571	30 52571	30 65143	30 65143	30 65143	30 65143	30 65143	30 65143	30 65143	30 65143	30 65143	30 49213
31 56441	31 56441	31 65143	31 65143	31 65143	31 65143	31 65143	31 65143	31 65143	31 65143	31 65143	31 39331
Average	51221	60336	61868	60433	62884	62328	57839	57329	57434	54883	50661
Departure	0.38%	7.55%	10.28%	7.72%	12.27%	11.10%	3.10%	2.19%	2.37%	-3.06%	-9.70%

Budget Days of Week-Average	Budget Months-Avg.	Cig. From '22	Budget Days	Year Average	Change from 2022
Fri 63974	62584	62584	1 6-Apr	56102	-2.21%
Thu 63974	62228 +1	62228 +1	2 30-Jun		
Wed 60721	61868 -1	61868 -1	3 7-Apr		
Mon 59615	60433	60433	4 7-Jul		
Tue 59604	60336	60336	5 5-Apr		
Sat 55770	57839	57839	6 31-Mar		
Sun 50614	57434	57434	7 15-Jun		
	57329 +1	57329 +1	8 21-Apr		
	56316 -1	56316 -1	9 1-Jul		
	54883	54883	10 1-Jul		
	51221 +1	51221 +1	11 6-Jul		
	50661 -1	50661 -1	12 26-May		
			13 24-May		
			14 9-Jun		
			15 29-Jun		
			16 14-Jul		
			17 14-Apr		
			18 1-Sep		
			19 2-Jun		
			20 5-Jul		
			21 8-Jul		
			22 19-May		
			23 17-Jun		
			24 28-Jul		
			25 28-Jun		
			26 15-Mar		
			27 4-Aug		
			28 23-Jun		
			29 27-Jul		
			30 24-Jun		
			31 25-May		
			32 20-Jul		

APPENDIX D

FEDERAL HIGHWAY ADMINISTRATION REPORT

“TRAFFIC VOLUME TRENDS”

JULY 2023



U. S. Department
of Transportation

**Federal Highway
Administration**

Office of Highway
Policy Information

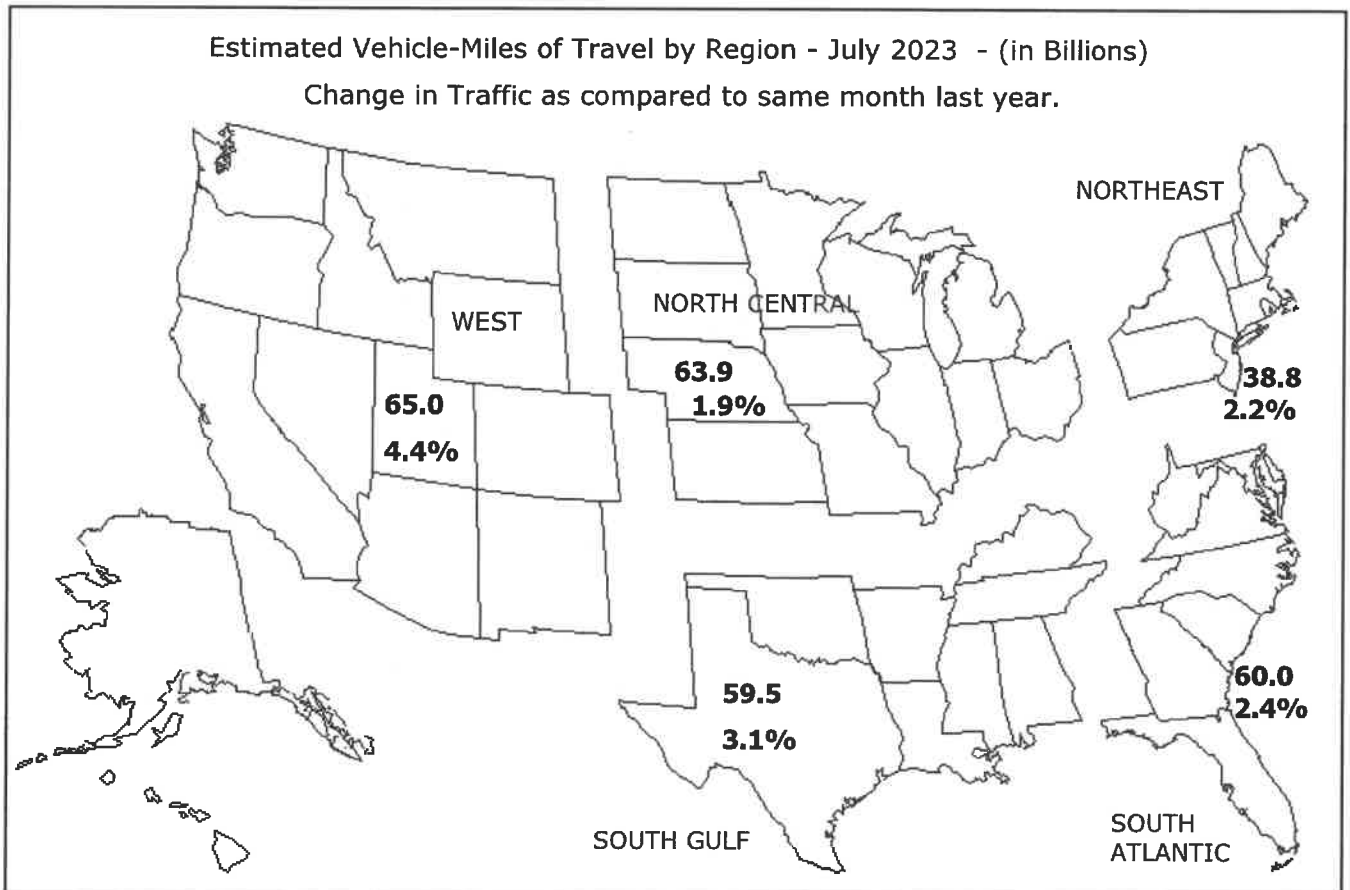
TRAFFIC VOLUME TRENDS

July 2023

Travel on all roads and streets changed by **+2.9%** (+8.0 billion vehicle miles) for July 2023 as compared with July 2022. Travel for the month is estimated to be 287.3 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for July 2023 is 270.1 billion miles, a **+3.6%** (+9.3 billion vehicle miles) change over July 2022. It also represents a **+0.4%** change (+1.1 billion vehicle miles) compared with June 2023.

Cumulative Travel for 2023 changed by **+2.4%** (+43.1 billion vehicle miles). The cumulative estimate for the year is 1,866.2 billion vehicle miles of travel.



Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2.

All vehicle-miles of travel computed with Highway Statistics 2021 Table VM-2 as a base.

Compiled with data on hand as of September 05, 2023.

Some historical data were revised based on HPMS and amended TVT data as of December 2021.

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.

Traffic Volume Trends - July 2023

Page 2

Based on preliminary reports from the State Highway Agencies, travel during July 2023 on all roads and streets in the nation changed by **+2.9%** (+8.0 billion vehicle miles) resulting in estimated travel for the month at **287.3**** billion vehicle-miles.

This total includes **94.2** billion vehicle-miles on rural roads and **193.1** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+2.4%** (+43.1 billion vehicle miles).

The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2010 census. Travel estimates for 2014 and beyond will also reflect this adjustment.

Travel for the current month, the cumulative yearly total, as well as the moving 12-month total on all roads and streets is shown below. Similar totals for each year since 1998 are also included.

Travel in Millions of Vehicle Miles

All Roads and Streets

Year	July	Year to Date	Moving 12-Month
1998	239,944	1,512,756	2,590,760
1999	243,116	1,536,698	2,649,305
2000	245,140	1,593,494	2,736,255
2001	250,363	1,614,880	2,768,312
2002	256,392	1,652,755	2,833,486
2003	262,105	1,665,799	2,868,554
2004	265,969	1,719,117	2,943,540
2005	267,025	1,741,605	2,987,277
2006	263,421	1,751,833	2,999,658
2007	267,106	1,765,140	3,027,424
2008	261,600	1,739,238	3,003,919
2009	264,472	1,725,431	2,959,702
2010	265,315	1,721,972	2,953,305
2011	260,175	1,712,564	2,957,858
2012	260,244	1,732,679	2,970,517
2013	263,946	1,737,644	2,973,535
2014	270,053	1,750,270	3,000,906
2015	278,372	1,791,338	3,066,723
2016	285,160	1,837,614	3,141,649
2017	288,566	1,859,571	3,196,366
2018	290,989	1,875,678	3,228,454
2019	291,520	1,889,100	3,253,748
2020	265,550	1,634,683	3,007,355
2021	288,443	1,790,693	3,059,632
2022	279,314	1,823,102	3,172,497
2023	287,303	1,866,220	3,212,535

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

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

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

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2022 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	18.7	18.0	22.3	20.6	23.6	23.7	24.9	23.8	22.6	23.3	21.9	21.6
Rural Other Arterial	27.6	27.0	32.1	30.6	33.9	33.8	34.9	34.7	33.6	34.0	30.8	30.3
Other Rural	24.4	23.9	28.2	27.5	30.9	30.4	31.7	31.4	30.3	30.5	27.5	26.6
Urban Interstate	41.4	40.7	48.3	45.1	48.6	48.2	48.4	48.3	47.4	48.6	45.4	45.4
Urban Other Arterial	82.8	81.6	94.2	89.3	96.6	94.4	95.2	98.4	94.3	96.7	89.2	89.8
Other Urban	39.3	38.2	44.5	42.8	46.6	44.1	44.2	45.0	45.0	45.0	42.2	42.7
All Systems	234.1	229.3	269.6	255.9	280.2	274.6	279.3	281.6	273.1	278.1	257.0	256.5
2023 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	19.7	18.2	22.4	20.6	24.0	24.6	25.5					
Rural Other Arterial	29.1	27.6	32.3	30.7	34.9	35.1	36.1					
Other Rural	25.8	24.4	28.4	27.6	31.8	31.4	32.6					
Urban Interstate	44.0	41.6	48.9	45.1	49.6	49.3	49.7					
Urban Other Arterial	87.6	83.2	94.6	89.4	99.0	97.1	98.0					
Other Urban	41.2	38.9	44.9	42.7	47.8	45.4	45.4					
All Systems	247.4	233.8	271.4	256.1	287.2	283.0	287.3					
* Percent Change In Individual Monthly Travel 2022 vs. 2023												
Rural Interstate	5.3	1.2	0.5	0.2	1.9	3.9	2.3					
Rural Other Arterial	5.7	2.1	0.7	0.2	2.9	4.1	3.4					
Other Rural	5.8	2.0	0.6	0.6	2.8	3.2	2.9					
Urban Interstate	6.3	2.1	1.2	-0.1	2.0	2.3	2.7					
Urban Other Arterial	5.8	2.0	0.4	0.1	2.5	2.9	2.9					
Other Urban	4.8	1.9	0.7	-0.1	2.6	2.8	2.7					
All Systems	5.7	2.0	0.7	0.1	2.5	3.0	2.9					

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

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2022 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	18.7	36.7	59.0	79.6	103.2	126.9	151.8	175.6	198.2	221.5	243.4	265.0
Rural Other Arterial	27.6	54.6	86.6	117.2	151.2	184.9	219.9	254.6	288.2	322.1	353.0	383.3
Other Rural	24.4	48.3	76.6	104.0	135.0	165.4	197.1	228.5	258.8	289.2	316.7	343.3
Urban Interstate	41.4	82.1	130.4	175.5	224.1	272.4	320.7	369.1	416.4	465.0	510.4	555.8
Urban Other Arterial	82.8	164.3	258.5	347.8	444.3	538.7	633.9	732.3	826.5	923.2	1012.4	1102.2
Other Urban	39.3	77.4	122.0	164.7	211.4	255.5	299.7	344.8	389.8	434.8	477.1	519.8
All Systems	234.1	463.4	733.1	988.9	1269.2	1543.8	1823.1	2104.7	2377.9	2655.9	2912.9	3169.4
2023 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	19.7	37.9	60.3	80.9	105.0	129.6	155.1					
Rural Other Arterial	29.1	56.7	89.0	119.7	154.5	189.7	225.8					
Other Rural	25.8	50.2	78.6	106.2	138.0	169.4	202.0					
Urban Interstate	44.0	85.6	134.4	179.5	229.1	278.5	328.2					
Urban Other Arterial	87.6	170.8	265.3	354.7	453.8	550.8	648.8					
Other Urban	41.2	80.1	124.9	167.6	215.5	260.9	306.3					
All Systems	247.4	481.3	752.7	1008.8	1295.9	1578.9	1866.2					
* Percent Change In Cumulative Monthly Travel 2022 vs. 2023												
Rural Interstate	5.3	3.3	2.2	1.7	1.8	2.2	2.2					
Rural Other Arterial	5.7	3.9	2.7	2.1	2.2	2.6	2.7					
Other Rural	5.8	3.9	2.7	2.1	2.3	2.4	2.5					
Urban Interstate	6.3	4.3	3.1	2.3	2.2	2.2	2.3					
Urban Other Arterial	5.8	3.9	2.7	2.0	2.1	2.3	2.4					
Other Urban	4.8	3.4	2.4	1.8	1.9	2.1	2.2					
All Systems	5.7	3.8	2.7	2.0	2.1	2.3	2.4					

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

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

Region and State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2023 (Preliminary)	2022			2023 (Revised)	2022	
Northeast								
Connecticut	2	152	153	-0.3	2	143	142	0.5
Maine	72	600	586	2.3	72	550	537	2.5
Massachusetts	15	162	161	0.5	14	150	147	1.9
New Hampshire	81	353	351	0.7	80	328	320	2.4
New Jersey	5	287	277	3.6	16	268	266	0.8
New York	41	1,361	1,320	3.1	42	1,219	1,164	4.7
Pennsylvania	47	2,257	2,187	3.2	47	2,194	2,079	5.5
Rhode Island	4	68	65	4.2	1	62	62	0.1
Vermont	20	283	273	3.8	17	255	243	5.1
Subtotal		5,523	5,373	2.8		5,169	4,960	4.2
South Atlantic								
Delaware	1	119	120	-0.4	2	154	153	0.6
District of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	98	2,413	2,374	1.7	99	2,360	2,273	3.9
Georgia	60	1,764	1,731	1.9	60	1,728	1,689	2.3
Maryland	7	618	621	-0.5	7	574	574	-0.1
North Carolina	57	2,047	1,959	4.5	57	1,982	1,900	4.3
South Carolina	55	1,656	1,614	2.6	56	1,634	1,573	3.9
Virginia	326	2,089	2,020	3.4	327	2,051	1,976	3.8
West Virginia	15	463	445	4.2	18	469	448	4.7
Subtotal		11,169	10,884	2.6		10,952	10,586	3.5
North Central								
Illinois	36	1,590	1,594	-0.3	31	1,653	1,609	2.8
Indiana	24	1,575	1,509	4.4	23	1,622	1,521	6.6
Iowa	66	1,317	1,284	2.6	67	1,327	1,274	4.1
Kansas	67	1,053	1,023	3.0	68	988	957	3.1
Michigan	61	1,939	1,902	1.9	60	1,835	1,758	4.4
Minnesota	24	1,634	1,603	1.9	26	1,641	1,616	1.5
Missouri	85	1,844	1,804	2.2	84	1,823	1,772	2.9
Nebraska	30	835	811	3.0	29	793	770	3.0
North Dakota	49	430	408	5.4	48	421	394	7.0
Ohio	50	1,822	1,773	2.8	50	1,786	1,714	4.2
South Dakota	36	529	509	4.0	37	498	477	4.3
Wisconsin	124	1,965	1,902	3.3	118	1,801	1,704	5.7
Subtotal		16,533	16,122	2.5		16,188	15,566	4.0
South Gulf								
Alabama	76	1,594	1,540	3.5	77	1,567	1,509	3.9
Arkansas	9	1,137	1,096	3.8	10	1,124	1,069	5.1
Kentucky	26	1,609	1,568	2.6	26	1,618	1,544	4.8
Louisiana	22	1,148	1,151	-0.2	22	1,155	1,133	2.0
Mississippi	47	1,234	1,212	1.8	48	1,212	1,167	3.9
Oklahoma	38	1,263	1,231	2.6	38	1,275	1,226	4.0
Tennessee	28	1,798	1,717	4.8	32	1,755	1,682	4.3
Texas	149	5,390	5,190	3.8	144	5,336	5,074	5.2
Subtotal		15,173	14,705	3.2		15,042	14,404	4.4
West								
Alaska	35	149	142	5.1	35	127	126	0.8
Arizona	73	1,292	1,254	3.0	68	1,256	1,184	6.1
California	30	3,980	3,839	3.7	26	3,811	3,708	2.8
Colorado	73	1,278	1,233	3.7	73	1,161	1,128	3.0
Hawaii	13	74	74	-0.2	13	69	68	1.9
Idaho	121	721	690	4.5	117	681	657	3.7
Montana	58	796	765	4.0	58	694	665	4.3
Nevada	40	451	446	1.2	41	446	435	2.6
New Mexico	23	934	893	4.6	16	912	859	6.1
Oregon	101	1,045	1,029	1.5	99	1,004	963	4.2
Utah	28	754	727	3.8	25	669	640	4.4
Washington	72	1,170	1,130	3.5	76	1,046	995	5.1
Wyoming	89	600	571	5.2	91	542	528	2.8
Subtotal		13,244	12,793	3.5		12,418	11,956	3.9
TOTALS	2,709	61,644	59,873	3.0	2,693	59,773	57,472	4.0

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

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

Region and State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2023 (Preliminary)	2022			2023 (Revised)	2022	
Northeast								
Connecticut	10	1,959	1,941	0.9	12	1,940	1,904	1.9
Maine	24	299	293	2.0	24	289	283	2.2
Massachusetts	213	3,945	3,899	1.2	209	3,960	3,878	2.1
New Hampshire	67	609	600	1.4	68	573	565	1.3
New Jersey	68	5,190	5,008	3.6	121	5,040	4,932	2.2
New York	57	5,808	5,656	2.7	56	5,911	5,783	2.2
Pennsylvania	47	4,682	4,611	1.6	47	4,668	4,626	0.9
Rhode Island	24	480	485	-1.1	19	497	502	-0.8
Vermont	18	127	123	2.8	16	124	124	0.6
Subtotal		23,099	22,616	2.1		23,002	22,597	1.8
South Atlantic								
Delaware	14	414	411	0.8	17	469	482	-2.6
District of Columbia	11	190	187	1.6	13	185	186	-0.7
Florida	161	10,301	10,125	1.7	160	10,173	9,868	3.1
Georgia	109	5,480	5,358	2.3	110	5,417	5,329	1.6
Maryland	35	3,345	3,306	1.2	35	3,314	3,277	1.1
North Carolina	51	4,827	4,661	3.5	51	4,706	4,615	2.0
South Carolina	42	2,222	2,179	2.0	42	2,187	2,150	1.7
Virginia	355	3,741	3,675	1.8	352	3,762	3,690	1.9
West Virginia	10	552	535	3.1	10	588	575	2.3
Subtotal		31,072	30,437	2.1		30,801	30,172	2.1
North Central								
Illinois	47	4,986	4,959	0.5	50	4,864	4,802	1.3
Indiana	31	2,725	2,625	3.8	33	2,657	2,627	1.1
Iowa	30	931	920	1.3	28	941	914	3.1
Kansas	17	992	981	1.1	17	1,008	997	1.1
Michigan	49	4,899	4,901	0.0	50	4,965	4,910	1.1
Minnesota	17	2,304	2,215	4.0	19	2,375	2,290	3.7
Missouri	63	2,775	2,732	1.6	63	2,787	2,752	1.3
Nebraska	20	653	622	5.0	18	676	640	5.6
North Dakota	8	172	168	2.4	8	174	170	2.4
Ohio	98	5,098	4,991	2.1	96	5,108	5,008	2.0
South Dakota	4	199	197	0.8	4	205	198	3.2
Wisconsin	132	2,413	2,415	-0.1	135	2,407	2,380	1.2
Subtotal		28,147	27,726	1.5		28,167	27,688	1.7
South Gulf								
Alabama	146	2,321	2,272	2.2	148	2,302	2,253	2.2
Arkansas	1	1,303	1,259	3.5	1	1,320	1,249	5.7
Kentucky	21	1,506	1,450	3.9	22	1,501	1,457	3.0
Louisiana	20	2,299	2,231	3.1	19	2,195	2,167	1.3
Mississippi	28	1,043	1,014	2.8	31	1,020	999	2.1
Oklahoma	29	1,595	1,583	0.7	29	1,608	1,577	2.0
Tennessee	29	3,409	3,375	1.0	26	3,597	3,541	1.6
Texas	78	14,727	14,121	4.3	74	14,585	14,094	3.5
Subtotal		28,203	27,305	3.3		28,128	27,337	2.9
West								
Alaska	46	201	199	1.3	48	201	201	0.0
Arizona	139	3,582	3,508	2.1	144	3,589	3,435	4.5
California	44	20,668	19,352	6.8	43	20,039	19,056	5.2
Colorado	38	2,747	2,712	1.3	39	2,786	2,720	2.4
Hawaii	48	450	452	-0.4	50	443	438	1.1
Idaho	64	563	551	2.2	68	568	544	4.3
Montana	14	237	233	1.9	13	235	227	3.3
Nevada	35	1,298	1,268	2.4	36	1,284	1,257	2.2
New Mexico	9	811	785	3.3	6	794	747	6.3
Oregon	40	1,588	1,556	2.1	41	1,543	1,493	3.3
Utah	68	1,553	1,493	4.0	68	1,561	1,504	3.8
Washington	89	3,246	3,177	2.2	89	3,118	2,996	4.1
Wyoming	28	180	172	4.2	28	171	167	2.4
Subtotal		37,124	35,458	4.7		36,332	34,785	4.4
TOTALS	2,846	147,644	143,541	2.9	2,906	146,430	142,580	2.7

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

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

Region and State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2023 (Preliminary)	2022			2023 (Revised)	2022	
Northeast								
Connecticut	12	2,675	2,653	0.8	14	2,651	2,605	1.8
Maine	126	1,435	1,405	2.1	126	1,387	1,356	2.3
Massachusetts	240	5,335	5,265	1.3	235	5,319	5,212	2.0
New Hampshire	160	1,303	1,291	0.9	160	1,233	1,214	1.6
New Jersey	77	7,115	6,877	3.5	142	6,964	6,806	2.3
New York	112	10,360	10,004	3.6	112	10,204	9,868	3.4
Pennsylvania	110	9,266	9,153	1.2	111	9,154	9,056	1.1
Rhode Island	28	688	692	-0.5	20	688	693	-0.7
Vermont	49	649	637	1.8	45	610	594	2.7
Subtotal		38,826	37,977	2.2		38,210	37,404	2.2
South Atlantic								
Delaware	16	760	756	0.5	20	914	934	-2.2
District of Columbia	11	273	269	1.6	13	269	270	-0.6
Florida	266	18,984	18,586	2.1	266	18,975	18,319	3.6
Georgia	196	10,469	10,237	2.3	198	10,450	10,276	1.7
Maryland	52	5,060	4,998	1.2	51	4,886	4,836	1.1
North Carolina	126	10,707	10,330	3.6	125	10,372	10,092	2.8
South Carolina	116	5,116	4,973	2.9	116	5,027	4,890	2.8
Virginia	694	7,249	7,098	2.1	692	7,108	6,938	2.5
West Virginia	29	1,417	1,377	2.9	32	1,470	1,433	2.6
Subtotal		60,035	58,624	2.4		59,471	57,988	2.6
North Central								
Illinois	87	8,587	8,506	1.0	86	8,735	8,603	1.5
Indiana	63	7,186	6,969	3.1	65	7,153	6,936	3.1
Iowa	118	3,027	2,960	2.3	117	3,029	2,927	3.5
Kansas	95	2,889	2,847	1.5	95	2,803	2,762	1.5
Michigan	110	9,147	9,099	0.5	110	9,078	8,900	2.0
Minnesota	45	5,514	5,406	2.0	49	5,672	5,507	3.0
Missouri	162	7,360	7,207	2.1	161	7,225	6,996	3.3
Nebraska	61	1,913	1,840	4.0	58	1,889	1,811	4.3
North Dakota	66	885	860	2.9	64	882	843	4.6
Ohio	161	10,025	9,805	2.2	159	10,047	9,804	2.5
South Dakota	42	916	903	1.5	43	898	876	2.5
Wisconsin	267	6,457	6,294	2.6	264	6,171	5,937	3.9
Subtotal		63,906	62,696	1.9		63,582	61,902	2.7
South Gulf								
Alabama	231	6,819	6,700	1.8	234	6,874	6,716	2.4
Arkansas	13	3,446	3,326	3.6	15	3,399	3,228	5.3
Kentucky	64	4,320	4,177	3.4	66	4,330	4,174	3.7
Louisiana	45	4,788	4,676	2.4	45	4,571	4,493	1.7
Mississippi	86	3,520	3,453	1.9	92	3,427	3,368	1.7
Oklahoma	76	3,825	3,762	1.7	75	3,886	3,779	2.8
Tennessee	66	7,221	7,081	2.0	65	7,306	7,103	2.9
Texas	260	25,586	24,550	4.2	249	25,323	24,410	3.7
Subtotal		59,525	57,725	3.1		59,116	57,271	3.2
West								
Alaska	97	598	574	4.1	99	569	564	0.8
Arizona	237	6,794	6,596	3.0	236	6,651	6,347	4.8
California	74	29,805	28,038	6.3	69	28,684	27,373	4.8
Colorado	114	5,034	4,928	2.2	115	4,931	4,795	2.8
Hawaii	70	866	869	-0.3	72	844	833	1.3
Idaho	196	1,845	1,782	3.6	196	1,809	1,743	3.8
Montana	82	1,426	1,375	3.6	80	1,311	1,261	3.9
Nevada	88	2,424	2,370	2.3	90	2,387	2,329	2.5
New Mexico	35	2,470	2,376	4.0	25	2,438	2,301	6.0
Oregon	149	3,549	3,482	1.9	148	3,407	3,275	4.0
Utah	98	3,119	3,002	3.9	95	2,975	2,889	3.0
Washington	164	5,945	5,801	2.5	168	5,537	5,302	4.4
Wyoming	139	1,138	1,097	3.7	140	1,055	1,049	0.5
Subtotal		65,013	62,290	4.4		62,598	60,061	4.2
TOTALS	6,081	287,303	279,314	2.9	6,123	282,979	274,627	3.0

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

* All Estimated roads include travel from Table 3 and 4 plus remaining roads.

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

Year - 2022																		
Rural Interstate			%	Rural Other Arter			%	Other Rural			%	Total Rural		%	All Systems		%	
Jan	18,706	4.1		Jan	27,568	2.2		Jan	24,431	1.1		Jan	70,705	2.3		Jan	234,126	4.1
Feb	18,005	12.2		Feb	26,997	10.3		Feb	23,877	9.5		Feb	68,879	10.5		Feb	229,314	10.7
Mar	22,332	3.8		Mar	32,069	0.5		Mar	28,247	0.2		Mar	82,648	1.3		Mar	269,622	2.9
Q1	59,043	6.3		Q1	86,634	3.9		Q1	76,555	3.2		Q1	222,232	4.3		Q1	733,062	5.6
Apr	20,550	0.8		Apr	30,614	-1.0		Apr	27,467	-1.0		Apr	78,631	-0.5		Apr	255,852	1.4
May	23,581	0.3		May	33,920	-0.4		May	30,940	0.3		May	88,441	0.0		May	280,247	1.3
Jun	23,697	-2.2		Jun	33,775	-3.0		Jun	30,441	-2.3		Jun	87,913	-2.5		Jun	274,627	-1.6
Q2	67,828	-0.4		Q2	98,309	-1.5		Q2	88,848	-1.0		Q2	254,985	-1.0		Q2	810,726	0.3
1st Half	126,871	2.6		1st Half	184,943	1.0		1st Half	165,403	0.9		1st Half	477,217	1.4		1st Half	1,543,788	2.8
Jul	24,944	-4.0		Jul	34,929	-3.8		Jul	31,685	-3.5		Jul	91,558	-3.7		Jul	279,314	-3.2
Aug	23,755	-1.2		Aug	34,703	-0.2		Aug	31,394	0.4		Aug	89,852	-0.3		Aug	281,617	0.7
Sep	22,635	0.7		Sep	33,575	0.6		Sep	30,278	0.9		Sep	86,489	0.7		Sep	273,136	1.0
Q3	71,334	-1.6		Q3	103,207	-1.2		Q3	93,357	-0.8		Q3	267,899	-1.2		Q3	834,067	-0.5
Oct	23,305	0.3		Oct	33,990	-0.3		Oct	30,469	-0.1		Oct	87,764	-0.1		Oct	278,058	0.1
Nov	21,880	-1.9		Nov	30,842	-2.2		Nov	27,459	-1.8		Nov	80,180	-2.0		Nov	257,016	-1.3
Dec	21,571	-2.0		Dec	30,347	-2.5		Dec	26,593	-2.8		Dec	78,511	-2.5		Dec	256,488	-1.7
Q4	66,756	-1.2		Q4	95,178	-1.7		Q4	84,521	-1.5		Q4	246,455	-1.5		Q4	791,562	-1.0
2nd Half	138,090	-1.4		2nd Half	198,386	-1.4		2nd Half	177,878	-1.2		2nd Half	514,354	-1.3		2nd Half	1,625,629	-0.7
Year	264,961	0.5		Year	383,329	-0.3		Year	343,281	-0.2		Year	991,571	0.0		Year	3,169,417	0.9

Year - 2023														
Rural Interstate			Rural Other Arter			Other Rural			Total Rural			All Systems		
		%			%			%			%			%
Jan	19,693	5.3	Jan	29,144	5.7	Jan	25,837	5.8	Jan	74,673	5.6	Jan	247,439	5.7
Feb	18,217	1.2	Feb	27,560	2.1	Feb	24,360	2.0	Feb	70,136	1.8	Feb	233,817	2.0
Mar	22,433	0.5	Mar	32,289	0.7	Mar	28,416	0.6	Mar	83,138	0.6	Mar	271,410	0.7
Q1	60,343	2.2	Q1	88,992	2.7	Q1	78,612	2.7	Q1	227,948	2.6	Q1	752,666	2.7
Apr	20,599	0.2	Apr	30,665	0.2	Apr	27,625	0.6	Apr	78,890	0.3	Apr	256,084	0.1
May	24,039	1.9	May	34,890	2.9	May	31,799	2.8	May	90,729	2.6	May	287,188	2.5
Jun	24,623	3.9	Jun	35,150	4.1	Jun	31,410	3.2	Jun	91,183	3.7	Jun	282,979	3.0
Q2	69,262	2.1	Q2	100,705	2.4	Q2	90,834	2.2	Q2	260,801	2.3	Q2	826,251	1.9
1st Half	129,605	2.2	1st Half	189,697	2.6	1st Half	169,447	2.4	1st Half	488,749	2.4	1st Half	1,578,917	2.3
Jul	25,515	2.3	Jul	36,129	3.4	Jul	32,600	2.9	Jul	94,244	2.9	Jul	287,303	2.9
Aug			Aug			Aug			Aug			Aug		
Sep			Sep			Sep			Sep			Sep		
Q3	25,515	2.3	Q3	36,129	3.4	Q3	32,600	2.9	Q3	94,244	2.9	Q3	287,303	2.9
Oct			Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec			Dec		
Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0
2nd Half	25,515	2.3	2nd Half	36,129	3.4	2nd Half	32,600	2.9	2nd Half	94,244	2.9	2nd Half	287,303	2.9
Year	155,120	2.2	Year	225,826	2.7	Year	202,046	2.5	Year	582,992	2.5	Year	1,866,220	2.4

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

Year - 2022														
<u>Urban Interstate</u> %			<u>Urban Other Arte</u> %			<u>Other Urban</u> %			<u>Total Urban</u> %			<u>All Systems</u> %		
Jan	41,389	5.1	Jan	82,755	4.3	Jan	39,277	6.0	Jan	163,421	4.9	Jan	234,126	4.1
Feb	40,700	11.8	Feb	81,563	10.0	Feb	38,172	11.3	Feb	160,435	10.8	Feb	229,314	10.7
Mar	48,290	4.7	Mar	94,158	2.9	Mar	44,526	4.0	Mar	186,974	3.6	Mar	269,622	2.9
Q1	130,379	7.0	Q1	258,476	5.5	Q1	121,975	6.9	Q1	510,830	6.2	Q1	733,062	5.6
Apr	45,150	3.2	Apr	89,305	2.0	Apr	42,766	2.2	Apr	177,221	2.3	Apr	255,852	1.4
May	48,612	2.2	May	96,554	1.3	May	46,640	2.9	May	191,806	1.9	May	280,247	1.3
Jun	48,210	-0.5	Jun	94,370	-1.1	Jun	44,133	-2.3	Jun	186,714	-1.2	Jun	274,627	-1.6
Q2	141,972	1.6	Q2	280,230	0.7	Q2	133,539	0.9	Q2	555,741	1.0	Q2	810,726	0.3
1st Half	272,352	4.1	1st Half	538,705	2.9	1st Half	255,514	3.7	1st Half	1,066,571	3.4	1st Half	1,543,788	2.8
Jul	48,380	-2.5	Jul	95,161	-2.7	Jul	44,215	-3.7	Jul	187,756	-2.9	Jul	279,314	-3.2
Aug	48,321	0.9	Aug	98,401	1.6	Aug	45,043	0.7	Aug	191,765	1.2	Aug	281,617	0.7
Sep	47,377	1.1	Sep	94,270	0.7	Sep	45,001	2.1	Sep	186,647	1.1	Sep	273,136	1.0
Q3	144,077	-0.2	Q3	287,832	-0.2	Q3	134,258	-0.4	Q3	566,168	-0.2	Q3	834,067	-0.5
Oct	48,571	0.2	Oct	96,674	0.2	Oct	45,049	-0.1	Oct	190,294	0.1	Oct	278,058	0.1
Nov	45,408	-1.5	Nov	89,179	-1.3	Nov	42,249	0.1	Nov	176,836	-1.0	Nov	257,016	-1.3
Dec	45,435	-0.9	Dec	89,832	-1.5	Dec	42,709	-1.8	Dec	177,977	-1.4	Dec	256,488	-1.7
Q4	139,415	-0.7	Q4	275,685	-0.8	Q4	130,007	-0.6	Q4	545,107	-0.7	Q4	791,562	-1.0
2nd Half	283,492	-0.5	2nd Half	563,517	-0.5	2nd Half	264,266	-0.5	2nd Half	1,111,275	-0.5	2nd Half	1,625,629	-0.7
Year	555,844	1.7	Year	1,102,222	1.2	Year	519,779	1.5	Year	2,177,846	1.4	Year	3,169,417	0.9

Year - 2023														
<u>Urban Interstate</u> %			<u>Urban Other Arte</u> %			<u>Other Urban</u> %			<u>Total Urban</u> %			<u>All Systems</u> %		
Jan	44,010	6.3	Jan	87,585	5.8	Jan	41,171	4.8	Jan	172,766	5.7	Jan	247,439	5.7
Feb	41,570	2.1	Feb	83,197	2.0	Feb	38,914	1.9	Feb	163,681	2.0	Feb	233,817	2.0
Mar	48,860	1.2	Mar	94,554	0.4	Mar	44,858	0.7	Mar	188,272	0.7	Mar	271,410	0.7
Q1	134,440	3.1	Q1	265,336	2.7	Q1	124,943	2.4	Q1	524,719	2.7	Q1	752,666	2.7
Apr	45,085	-0.1	Apr	89,406	0.1	Apr	42,703	-0.1	Apr	177,194	0.0	Apr	256,084	0.1
May	49,599	2.0	May	99,011	2.5	May	47,850	2.6	May	196,460	2.4	May	287,188	2.5
Jun	49,339	2.3	Jun	97,091	2.9	Jun	45,366	2.8	Jun	191,796	2.7	Jun	282,979	3.0
Q2	144,023	1.4	Q2	285,508	1.9	Q2	135,918	1.8	Q2	565,450	1.7	Q2	826,251	1.9
1st Half	278,464	2.2	1st Half	550,844	2.3	1st Half	260,861	2.1	1st Half	1,090,168	2.2	1st Half	1,578,917	2.3
Jul	49,694	2.7	Jul	97,951	2.9	Jul	45,415	2.7	Jul	193,059	2.8	Jul	287,303	2.9
Aug			Aug			Aug			Aug			Aug		
Sep			Sep			Sep			Sep			Sep		
Q3	49,694	2.7	Q3	97,951	2.9	Q3	45,415	2.7	Q3	193,059	2.8	Q3	287,303	2.9
Oct			Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec			Dec		
Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0
2nd Half	49,694	2.7	2nd Half	97,951	2.9	2nd Half	45,415	2.7	2nd Half	193,059	2.8	2nd Half	287,303	2.9
Year	328,157	2.3	Year	648,794	2.4	Year	306,276	2.2	Year	1,283,228	2.3	Year	1,866,220	2.4

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

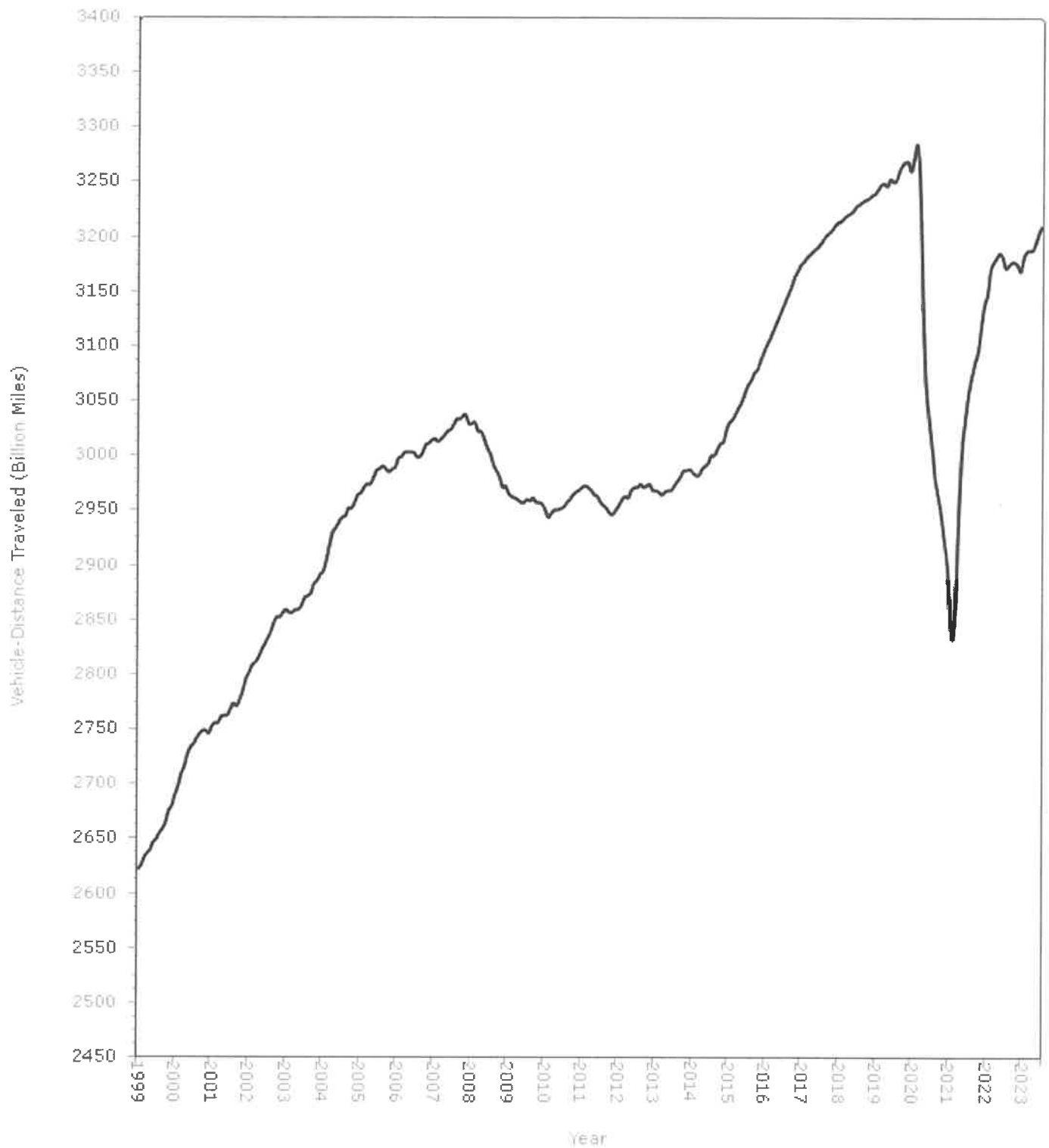
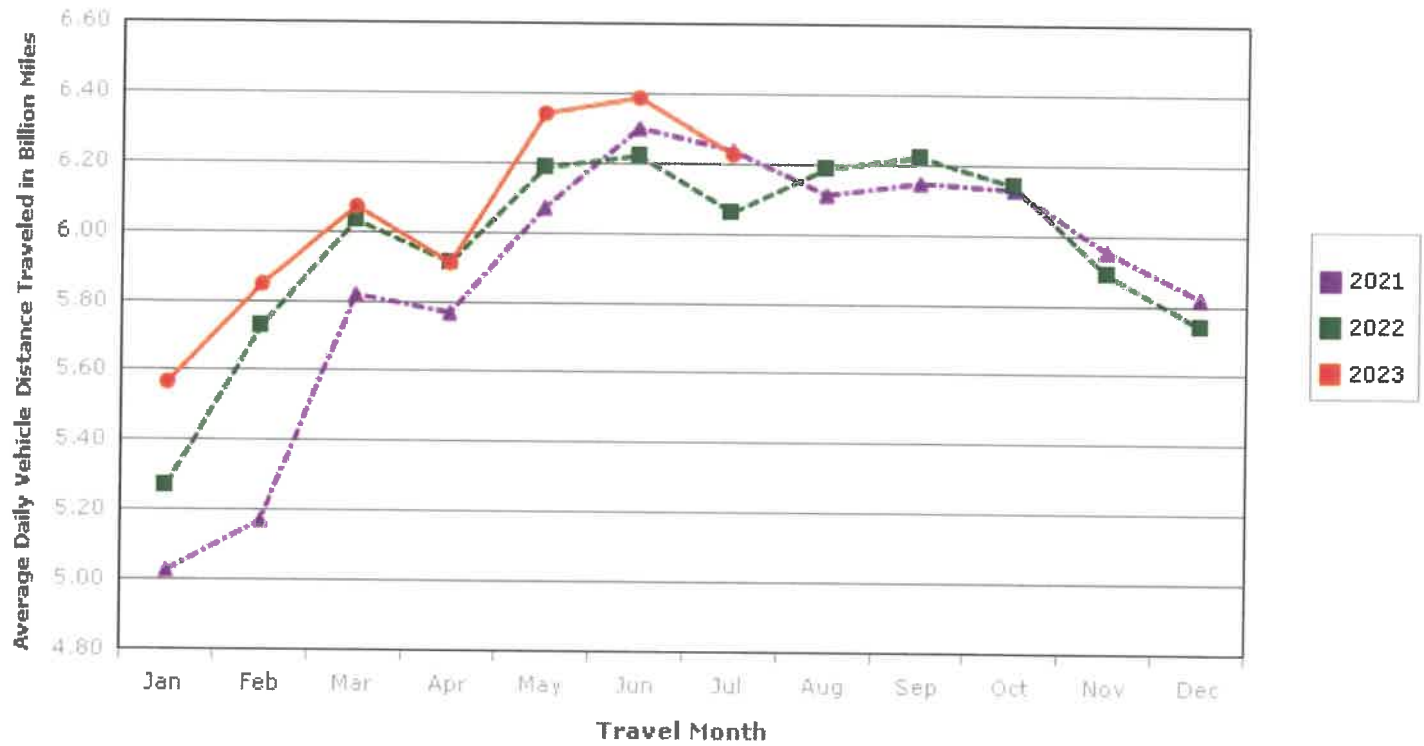


Figure - 2. Average Daily Travel on U.S. Highways by Month

Urban Highways



Rural Highways

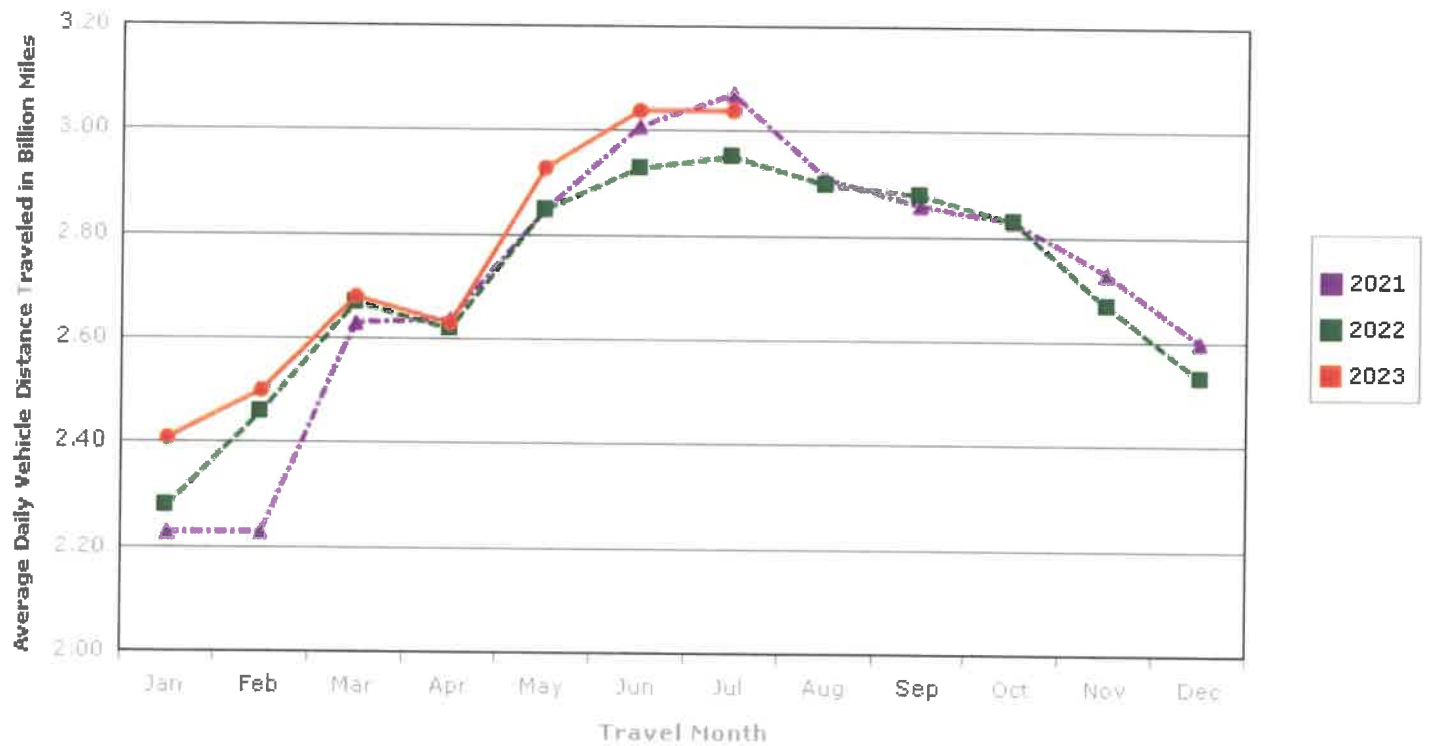
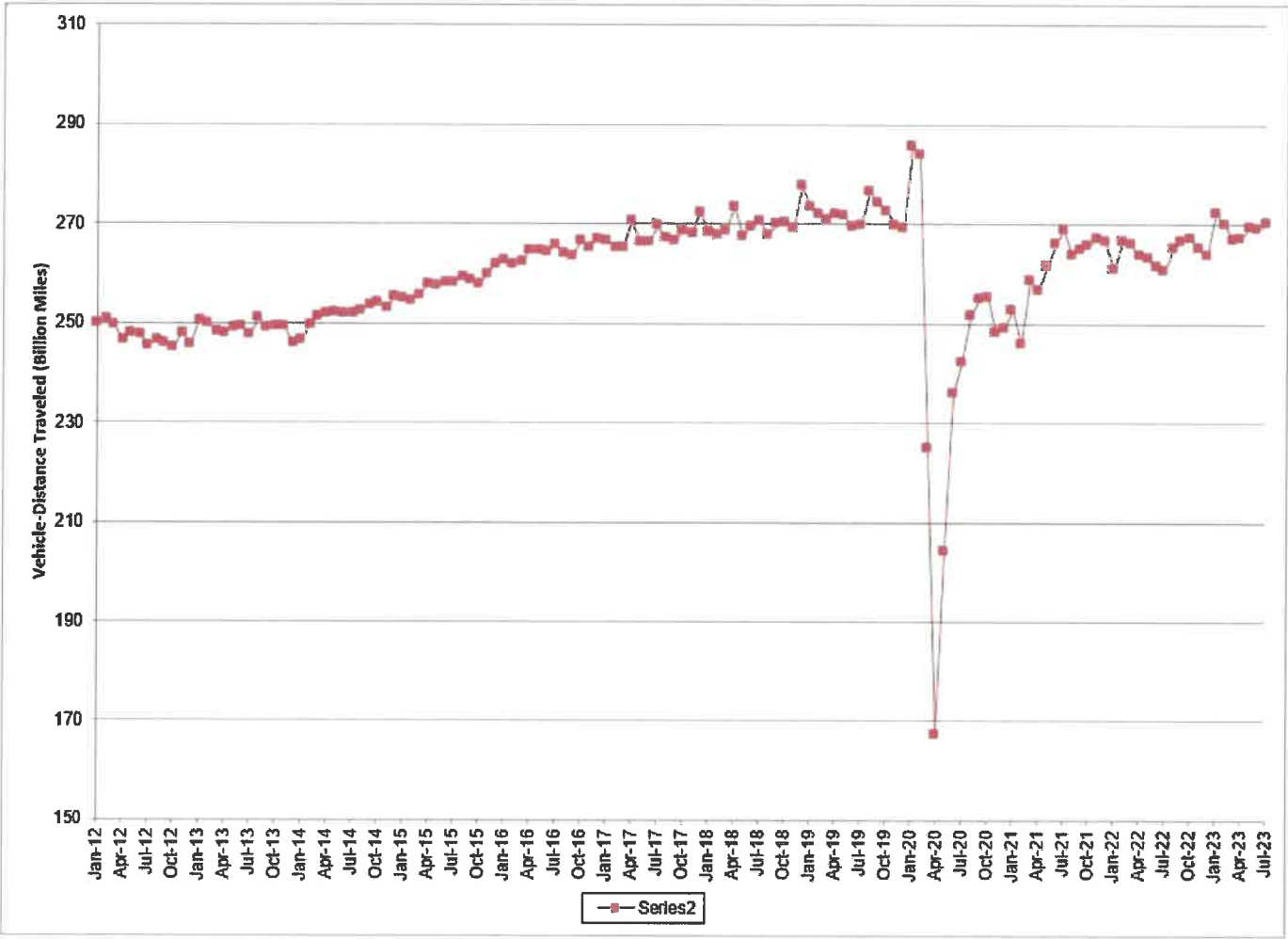


Figure - 3. Seasonally Adjusted Vehicle Miles Traveled by Month



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

Town of Hilton Head Island Planning Commission May 15, 2024

2023 Traffic Monitoring & Evaluation Report



Jim Iwanicki, P.E.
Transportation Program Manager

Codified Requirements for Traffic Monitoring & Evaluation Report LMO Section 16-2-103(J)10

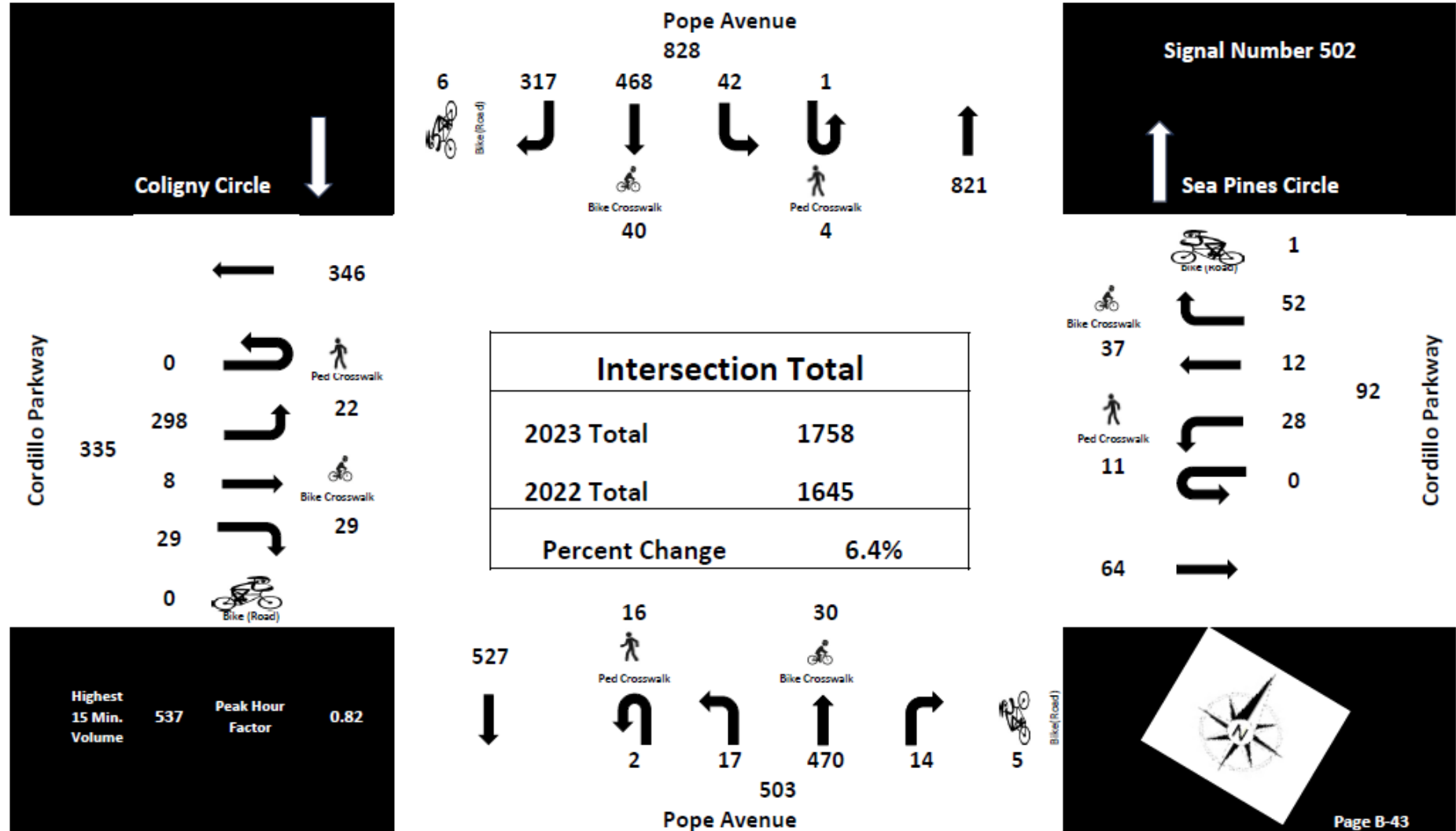
- Summary of weekday morning and afternoon turning movement counts for each signalized intersection within the Town (7 AM – 9 AM and 4 PM – 6 PM)
- Summary of 24-hour bi-directional demand on the Town's major arterial network
- Historical trends relative to the previous 5-year period
- Description of 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
- Dual operational performance goals for signalized intersections based on delay/vehicle and intersection volume-to-capacity ratio are outlined in LMO Section 16-5-106.C.
- A single performance goal for roundabouts is also outlined, delay/vehicle specific to each approach rather than the intersection as a whole.

Annual Traffic Count Collection

- LMO requires that all signalized intersections be counted annually in July to identify the morning and afternoon peak-volume hour
- Counts are taken on a Tuesday, Wednesday, or Thursday that is anticipated to have typical traffic demands and is free from conditions that could skew the counts.
- Sea Pines Circle is counted every other year and in years that end in "5." A midday peak-volume hour is identified here as well.
- Volume counts are made at strategic locations on major arterials (Wm. Hilton Pkwy., Cross Island Pkwy., Pope Avenue, and Palmetto Bay Road) for 24-hours on a typical Tuesday, Wednesday, and Thursday. The average daily demand is shown in Appendix A - Page A1.

Appendix B

Turning Movement Counts



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

Pope Avenue - Cordillo Parkway

24-hour Count Locations

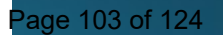


TABLE ONE - APPENDIX A (Page A1)

24-Hour Bi-Directional Average Demand

July 2023

TABLE ONE
24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND (2018 - 2023)

Map Reference #	Location	2018	2019	2020	2021	2022	2023*	5 Year % Change/Year
1	Wm. Hilton Pkwy. at J. Wilton Graves Br	62,620	61,434	58,973	63,304	61,628	63,434	0.3%
2	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	56,601	55,691	49,660	56,270	56,492	57,287	0.2%
3	Wm. Hilton Pkwy. east of Whooping Crane	46,449	45,626	42,120	46,901	41,679	40,913	-2.4%
4	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	34,095	33,215	30,665	34,758	29,282	28,146	-3.5%
5	Wm. Hilton Pkwy. west of Queens Folly Rd	40,603	39,794	39,361	43,806	36,678	37,202	-1.7%
6	Wm. Hilton Pkwy. west of Arrow Road	29,046	28,097	26,347	29,682	26,310	26,336	-1.9%
7	Pope Avenue south of New Orleans Rd.	33,137	31,085	31,709	34,156	32,569	34,514	0.8%
8	Palmetto Bay Rd. south of Pt. Comfort Rd.	26,959	26,476	26,029	27,661	32,634	34,564	5.6%
9	Sol Blatt Jr. XIP south of W.Hilton Pkwy	17,929	17,064	16,593	17,734	20,905	22,326	4.9%
10	Sol Blatt Jr. Cross-Is. at Toll Plaza	27,578	27,024	26,421	29,256	34,990	37,881	7.5%
Total All Ten Stations		375,017	365,506	347,878	383,528	373,167	382,603	0.4%
Composite Rate of Change - 2022-2023							2.5%	
Composite Rate of Change - 2021-2022							-2.7%	
Effective Composite Annual Rate of Change - 2018 - 2023							0.4%	

TABLE TWO

Appendix A

(Page A2)

SCDOT

Calendar-

Year

Average 24-

Hour Volume

2013 – 2023

TABLE TWO			
SCDOT 24-HOUR AVERAGE BI-DIRECTIONAL DEMAND ON JENKINS ISLAND			
2013-2023 (calendar year average – AADT)			
Year	Volume		
2013	52200		
2014	53200	Percent Change 2023 vs 2022	0.9%
2015	54700		
2016	54700	Percent Change 2022 vs 2021	0.0%
2017	56300		
2018	56100	Percent Change 2018 – 2023	3.1%
2019	57100	Average % Rate of Change 2018 – 2023	0.6%
2020	51400	Percent Change 2013 – 2023	9.8%
2021	57400	Average % Rate of Change 2013 – 2023	1.0%
2022	57400		
2023	57900		

TABLE THREE

Appendix A

(Page A3)

Signalized

Intersection

Demand

2023 vs. 2022

TABLE THREE
PEAK HOUR SIGNALIZED INTERSECTION VOLUME - June 22 vs July 2023

Signal Number	Intersection		AM PEAK			PM PEAK		
	Main Line	Cross Street	2022 Volume	2023 Volume	Percent Change	2022 Volume	2023 Volume	Percent Change
100	US-278 William Hilton Pkwy	Squire Pope Road	4104	4188	2.0%	5081	4932	-3.0%
101	US-278 William Hilton Pkwy	Spanish Wells Road	4069	4115	1.1%	4902	4050	-21.0%
102	Business 278 William Hilton Pkwy	Gumtree Road	3122	3125	0.1%	4330	3871	-11.9%
103	Business 278 William Hilton Pkwy	Wilborn Road	2783	2703	-3.0%	3593	3026	-18.7%
104	Business 278 William Hilton Pkwy	Pembroke Drive	2720	2673	-1.8%	3480	2694	-29.2%
105	Business 278 William Hilton Pkwy	Whooping Crane Way	2850	2901	1.8%	3720	3119	-19.3%
106	Business 278 William Hilton Pkwy	Beach City Road	2707	2724	0.6%	3466	3199	-8.3%
201	Business 278 William Hilton Pkwy	Mathews Drive (North)	2551	2475	-3.1%	3341	3308	-1.0%
202	Business 278 William Hilton Pkwy	Dilon Road	2179	1979	-10.1%	2918	2664	-9.5%
203	Business 278 William Hilton Pkwy	Coggins Point Road	1988	1907	-4.2%	2587	2669	3.1%
204	Business 278 William Hilton Pkwy	Beachwood Drive	1653	1571	-5.2%	2253	2274	0.9%
205	Business 278 William Hilton Pkwy	Mathews/ Folly Field Road	2350	2473	5.0%	3306	3543	6.7%
206	Business 278 William Hilton Pkwy	Singleton Beach Road	2063	1934	-6.7%	2860	2955	3.2%
300	Business 278 William Hilton Pkwy	Shelter Cove Lane (Off Island)	1978	1887	-4.8%	2804	2949	4.9%
301	Business 278 William Hilton Pkwy	Shelter Cove Lane (Central)	1937	1864	-3.9%	2932	3095	5.3%
302	Business 278 William Hilton Pkwy	Queens Folly Road	2343	2277	-2.9%	3479	3702	6.0%
303	Business 278 William Hilton Pkwy	Queens Way	1681	1651	-1.8%	2683	2726	1.6%
401	Business 278 William Hilton Pkwy	Shipyard / Wexford	1815	1973	8.0%	2848	2969	4.1%
402	Business 278 William Hilton Pkwy	New Orleans Road	1625	1666	2.5%	2617	2578	-1.5%
403	Business 278 William Hilton Pkwy	Arrow Road	1637	1703	3.9%	2528	2346	-7.8%
501	Pope Ave	New Orleans/Office Park	1712	1940	11.8%	3082	3098	0.5%
502	Pope Ave	Cordillo Parkway	1645	1758	6.4%	2628	2665	1.4%
503	Pope Ave	Lagoon Road	1076	900	-19.6%	1903	1656	-14.9%
243	S. Forest Beach Drive Ped Signal	Forest Beach Public Parking	656	718	8.6%	1373	1054	-30.3%
161	US-278 Palmetto Bay Road	Target Road	2253	2520	10.6%	2994	3064	2.3%
162	US-278 Palmetto Bay Road	Arrow/ Point Comfort	2417	2742	11.9%	3350	3387	1.1%
Total			57914	58367	0.8%	81058	77593	-4.5%

TABLE FOUR

Appendix A

(Page A4)

Bike/Ped

Demand at

Signalized

Intersections

(13 Hour Count)

TABLE FOUR
13 HOUR COUNT (6AM -7PM) PEDESTRIAN / BICYCLE
CROSSING DEMAND AT SIGNALIZED INTERSECTIONS – JULY 2023

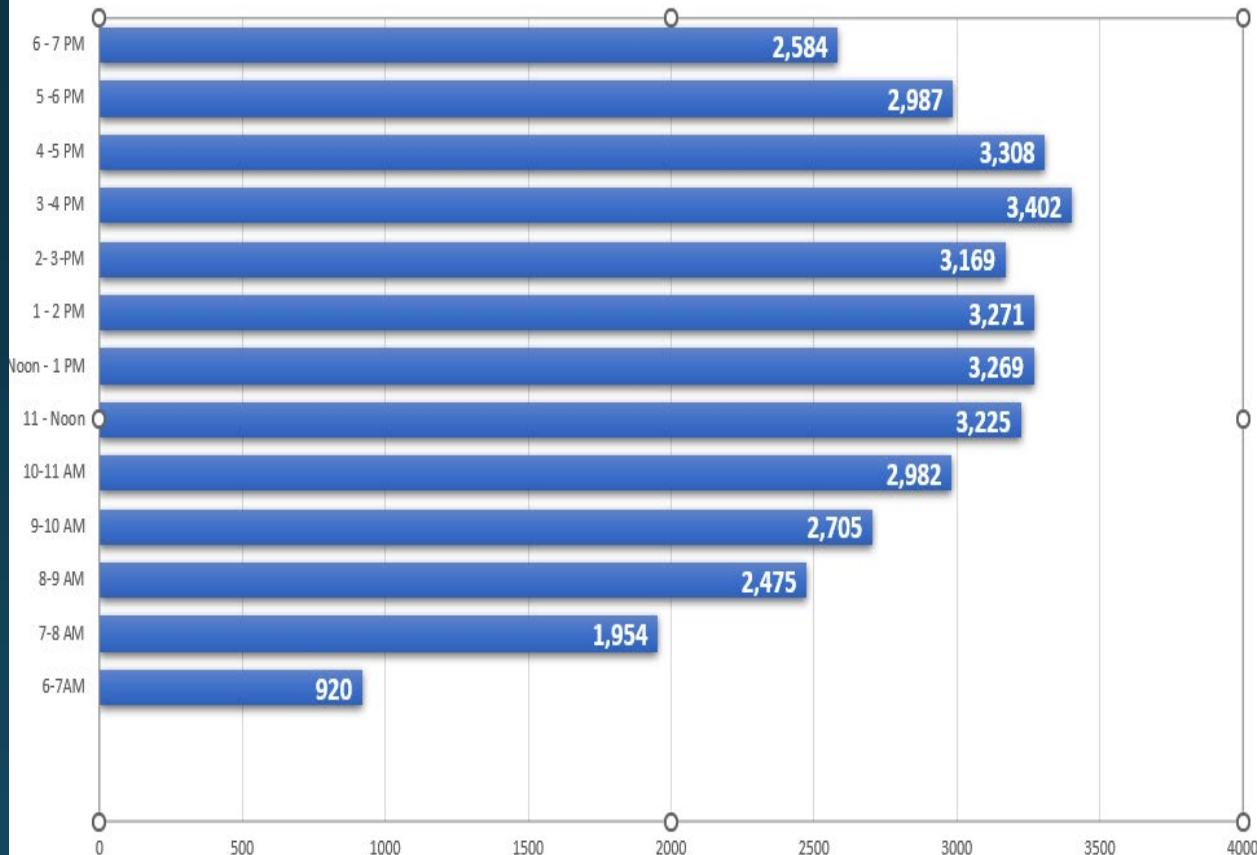
Signal Number	Intersection		2023 Bike	2023 Pedestrian	2023 Total
	Main Line	Cross Street			
100	US-278 William Hilton Pkwy	Squire Pope Road	11	5	16
101	US-278 William Hilton Pkwy	Spanish Wells Road	180	83	263
102	Business 278 William Hilton Pkwy	Gumtree Road	31	32	63
103	Business 278 William Hilton Pkwy	Wilhom Road	38	16	54
104	Business 278 William Hilton Pkwy	Pembroke Drive	67	87	154
105	Business 278 William Hilton Pkwy	Whooping Crane Way	1	2	3
106	Business 278 William Hilton Pkwy	Beach City Road	128	31	159
201	Business 278 William Hilton Pkwy	Mathews Drive (North)	238	44	282
202	Business 278 William Hilton Pkwy	Dilon Road	180	83	263
203	Business 278 William Hilton Pkwy	Coggins Point Road	-	-	-
204	Business 278 William Hilton Pkwy	Beachwood Drive	222	107	329
205	Business 278 William Hilton Pkwy	Mathews/ Folly Field Road	393	64	457
206	Business 278 William Hilton Pkwy	Singleton Beach Road	477	124	601
300	Business 278 William Hilton Pkwy	Shelter Cove Lane (Off Island)	155	42	197
301	Business 278 William Hilton Pkwy	Shelter Cove Lane (Central)	457	92	549
302	Business 278 William Hilton Pkwy	Queens Folly Road	4	5	9
303	Business 278 William Hilton Pkwy	Queens Way	769	24	793
401	Business 278 William Hilton Pkwy	Shipyard / Wexford	117	15	132
402	Business 278 William Hilton Pkwy	New Orleans Road	455	55	510
403	Business 278 William Hilton Pkwy	Arrow Road	688	94	782
501	Pope Ave	New Orleans/Office Park	641	190	831
502	Pope Ave	Cordillo Parkway	1,515	490	2,005
503	Pope Ave	Lagoon Road	1,829	1,927	3,756
243	S. Forest Beach Drive Ped Signal	Forest Beach Public Parking	1,412	6,318	7,730
161	US-278 Palmetto Bay Road	Target Road	165	134	299
162	US-278 Palmetto Bay Road	Arrow/ Point Comfort	59	48	107
Total			10,232.00	10,112.00	20,344.00

Intersection Thirteen - Hour Count

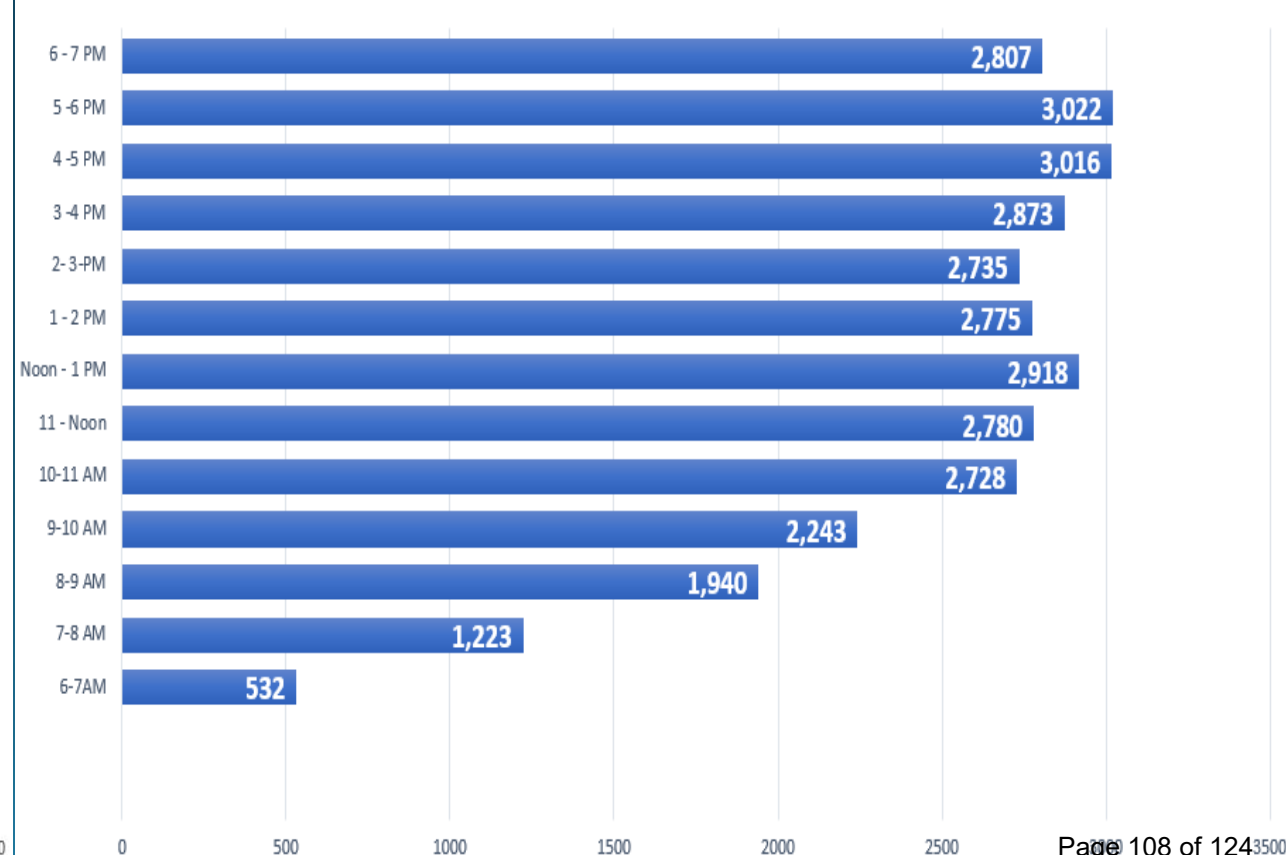
Hourly Volumes

Appendix A – (Pages A5-1 & 2)

William Hilton Parkway - Mathews Drive / Folly Field Road
Tuesday July 11, 2023 Traffic Count



Pope Avenue - New Orleans Road / Office Park Road
Tuesday July 11, 2023 Traffic Count



Signalized
Intersection
Analysis

Highway
Capacity
Manual
Method

TABLE SIX &
SEVEN
Information

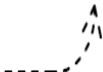
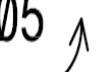
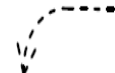
HCS Signalized Intersection Results Summary																			
General Information						Intersection Information													
Agency		Town of Hilton Head Island, SC				Duration, h		0.250											
Analyst		Jim Iwanicki, P.E.		Analysis Date		Jul 11, 2023		Area Type					Other						
Jurisdiction		SCDOT		Time Period		a.m. peak hour		PHF					0.96						
Urban Street		Wm. Hilton Pkwy.		Analysis Year		2023		Analysis Period					1> 8:00						
Intersection		Mathews Drive (north)		File Name		23201amex.xus													
Project Description		existing conditions - a.m. peak hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				53	770	209	53	649	130	158	93	57	145	104	55				
Signal Information																			
Cycle, s		160.0														Reference Phase		2	
Offset, s		0														Reference Point		End	
Uncoordinated		No														Simult. Gap E/W		On	
Force Mode		Float														Simult. Gap N/S		On	
				Green	5.5	100.0	10.0	0.7	18.4	0.0									
				Yellow	3.5	4.5	3.5	0.0	3.5	0.0									
				Red	2.5	2.5	2.5	0.0	3.0	0.0									
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT								
Assigned Phase				5	2	1	6	3	8	7	4								
Case Number				1.1	3.0	1.1	3.0	2.0	3.0	2.0	3.0								
Phase Duration, s				11.5	107.0	11.5	107.0	16.7	25.5	16.0	24.9								
Change Period, (Y+R), s				6.0	7.0	6.0	7.0	6.0	6.5	6.0	6.5								
Max Allow Headway (MAH), s				3.6	0.0	3.6	0.0	3.7	4.2	3.7	4.2								
Queue Clearance Time (g s), s				3.9		3.9		10.4	9.9	9.7	10.9								
Green Extension Time (g e), s				0.1	0.0	0.1	0.0	0.3	1.1	0.3	1.1								
Phase Call Probability				1.00		0.91		1.00	1.00	1.00	1.00								
Max Out Probability				0.00		0.00		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	R	L	T	R				
Assigned Movement				5	2	12	1	6	16	3	8	18	7	4	14				
Adjusted Flow Rate (v), veh/h				55	802	218	55	676	135	165	97	59	151	108	57				
Adjusted Saturation Flow Rate (s), veh/h/ln				1675	1662	1685	1675	1664	1569	1553	1826		1546	1826	1670				
Queue Service Time (g s), s				1.9	9.5	3.4	1.9	15.3	4.7	8.4	7.9		7.7	8.9	5.0				
Cycle Queue Clearance Time (g c), s				1.9	9.5	3.4	1.9	15.3	4.7	8.4	7.9		7.7	8.9	5.0				
Green Ratio (g/C)				0.66	0.62	0.69	0.66	0.62	0.69	0.07	0.12		0.06	0.11	0.11				
Capacity (c), veh/h				487	2077	1166	469	2080	1079	207	217		194	659	192				
Volume-to-Capacity Ratio (X)				0.113	0.386	0.187	0.118	0.325	0.126	0.794	0.446		0.78	0.517	0.299				
Back of Queue (Q), ft/ln (50 th percentile)				17	72	30	17	148	42	91	99		53	112	57				
Back of Queue (Q), veh/ln (50 th percentile)				0.7	2.8	1.1	0.7	5.7	1.6	3.5	3.8		3.2	4.3	2.2				
Queue Storage Ratio (RQ) (50 th percentile)				0.10	0.03	0.13	0.09	0.21	0.24	0.34	0.31		0.34	0.04	0.18				
Uniform Delay (d s), s/veh				10.5	5.8	3.6	10.1	14.1	8.6	73.6	67.6		73.9	66.7	64.9				
Incremental Delay (d z), s/veh				0.1	0.5	0.3	0.1	0.4	0.2	5.1	1.4		5.0	2.0	0.9				
Initial Queue Delay (d s), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0				
Control Delay (d), s/veh				10.6	6.3	3.9	10.1	14.5	8.8	78.7	67.0	6.0	79.0	68.6	65.8				
Level of Service (LOS)				B	A	A	B	B	A	E	E	A	E	E	E				
Approach Delay, s/veh / LOS				6.0		A	13.3		B	61.7		E		73.0		E			
Intersection Delay, s/veh / LOS				23.6									C						
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.59		C	2.61		C	2.92		C	2.93		C				
Bicycle LOS Score / LOS				3.43		C	3.35		C	3.91		D	3.90		D				

Intersection
Delay
Per
Vehicle
dpv = 23.6

Signalized Intersection Analysis

Volume-to-Capacity Ratio Hand Calculation (X_c)

TABLE SIX & SEVEN Information

 01 0.020	 02 0.241	 05 0.015	 03 0.053	 04 0.059
 05 0.018	 06 0.203	 01 0.013	 07 0.049	 08 0.053

$$0.020 + 0.241 = 0.261$$

$$0.018 + 0.203 = 0.221 + 0.053 + 0.059 = 0.373 \times (160/152) = 0.394$$

$$0.020 + 0.013 = 0.033$$

Intersection Volume/Capacity Ratio
 X_c - Rounded to hundredth (0.39)

TABLE SIX Appendix A (Page A6)

Intersection Volume to Capacity and Total Delay Morning Peak Hour Analysis Results

**TABLE SIX - MORNING PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE
JULY 2023 AND COMPARABLE 2022, 2018 AND 2013 FIGURES**

Signal Number	Intersection		2023		2022		2018		2013	
	Main Line	Cross Street	V/C	dpv	V/C	dpv	V/C	dpv	V/C	dpv
100	US-278 William Hilton Pkwy	Squire Pope Road	0.76	20.5	0.76	19.3	0.85	18.3	1.06	44.6
101	US-278 William Hilton Pkwy	Spanish Wells Road	0.61	14	0.60	14.0	0.64	13.7	0.68	12.2
102	Business 278 William Hilton Pkwy	Gumtree Road	0.67	36.7	0.72	35.3	0.78	31.5	0.89	39.2
103	Business 278 William Hilton Pkwy	Wilborn Road	0.55	4.5	0.60	5.1	0.77	5.7	1.22	71.2
104	Business 278 William Hilton Pkwy	Pembroke Drive	0.52	14.4	0.67	12.4	0.62	8.6	0.77	22.5
105	Business 278 William Hilton Pkwy	Whooping Crane Way	0.56	22.1	0.55	20.7	0.80	24.8	0.73	22.6
106	Business 278 William Hilton Pkwy	Beach City Road	0.44	16.2	0.46	16.1	0.72	15.7	0.66	17.4
201	Business 278 William Hilton Pkwy	Mathews Drive (North)	0.39	23.6	0.43	23.1	0.55	21.6	0.56	21.8
202	Business 278 William Hilton Pkwy	Dilon Road	0.41	13.6	0.43	15.2	0.55	14.2	0.51	11.8
203	Business 278 William Hilton Pkwy	Coggins Point Road	0.36	14.2	0.38	14.8	0.44	15.1	0.4	26.8
204	Business 278 William Hilton Pkwy	Beachwood Drive	0.31	2.0	0.30	2.0	0.40	1.6	0.35	1.6
205	Business 278 William Hilton Pkwy	Mathews/ Folly Field Road	0.44	22.0	0.39	20.0	0.49	21.6	0.39	19
206	Business 278 William Hilton Pkwy	Singleton Beach Road	0.41	2.6	0.40	3.2	0.53	2.8	0.43	1.9
300	Business 278 William Hilton Pkwy	Shelter Cove Lane (Off Island)	0.41	4.3	0.40	3.5	Not Signalized		Not Signalized	
301	Business 278 William Hilton Pkwy	Shelter Cove Lane (Central)	0.4	5.8	0.39	4.4	0.57	8.0	0.43	1.7
302	Business 278 William Hilton Pkwy	Queens Folly Road	0.37	21.3	0.38	21.7	0.66	19.6	0.67	38.8
303	Business 278 William Hilton Pkwy	Queens Way	0.34	5.7	0.31	4.4	0.42	4.5	Not Signalized	
401	Business 278 William Hilton Pkwy	Shipyard / Wexford	0.43	16.1	0.36	14.9	0.49	15.2	0.43	10.5
402	Business 278 William Hilton Pkwy	New Orleans Road	0.38	8.3	0.34	7.5	0.47	11.3	0.42	13.5
403	Business 278 William Hilton Pkwy	Arrow Road	0.34	20.0	0.36	17.8	0.42	17.1	0.45	13.1
501	Pope Ave	New Orleans/Office Park	0.46	22.4	0.34	18.2	0.43	22.5	0.46	29.4
502	Pope Ave	Cordillo Parkway	0.32	25.0	0.35	19.5	0.51	24.4	0.54	28.2
503	Pope Ave	Lagoon Road	0.16	11.9	0.23	11.7	Not Signalized		Not Signalized	
161	US-278 Palmetto Bay Road	Target Road	0.56	13.7	0.55	13.5	0.48	12.2	0.49	13.4
162	US-278 Palmetto Bay Road	Arrow/ Point Comfort	0.54	18.9	0.49	17.5	0.61	20	0.54	15.5

Notes:

v/c - volume-to-capacity ratio

dpv - average total delay per vehicle in seconds

(1.25) - Value italicized and in parentheses is outside acceptable range.

TABLE SEVEN

Appendix A

(Page A7)

Intersection Volume to Capacity and Total Delay Afternoon Peak Hour Analysis Results

TABLE SEVEN - AFTERNOON PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE
JULY 2023 AND COMPARABLE 2022, 2018 AND 2013 FIGURES

Signal Number	Intersection		2023		2022		2018		2013	
	Main Line	Cross Street	V/C	dpv	V/C	dpv	V/C	dpv	V/C	dpv
100	US-278 William Hilton Pkwy	Squire Pope Road	<i>(1.25)</i>	<i>(230.9)</i>	1.09	82.2	1.10	65.8	1.04	38.8
101	US-278 William Hilton Pkwy	Spanish Wells Road	0.63	22.5	0.70	19.4	0.74	20	0.76	14.9
102	Business 278 William Hilton Pkwy	Gumtree Road	0.68	48.8	0.71	43.8	0.76	34.2	0.83	40.7
103	Business 278 William Hilton Pkwy	Wilborn Road	0.65	15.9	0.70	12.0	0.77	7.9	0.84	10.2
104	Business 278 William Hilton Pkwy	Pembroke Drive	0.53	32.6	0.70	22.5	0.70	18.6	0.81	37.2
105	Business 278 William Hilton Pkwy	Whooping Crane Way	0.54	27.2	0.71	18.8	0.78	26.5	0.76	21.0
106	Business 278 William Hilton Pkwy	Beach City Road	0.47	22.0	0.65	21.3	0.70	19.6	0.64	12.5
201	Business 278 William Hilton Pkwy	Mathews Drive (North)	0.55	26.2	0.58	22.8	0.67	25.2	0.71	29.3
202	Business 278 William Hilton Pkwy	Dilon Road	0.54	12.5	0.61	13.4	0.70	14.2	0.57	12.7
203	Business 278 William Hilton Pkwy	Coggins Point Road	0.57	10.9	0.56	10.5	0.66	10	0.67	16.9
204	Business 278 William Hilton Pkwy	Beachwood Drive	0.45	1.7	0.43	2.6	0.46	1.9	0.36	2.3
205	Business 278 William Hilton Pkwy	Mathews/ Folly Field Road	0.67	29.5	0.58	27.1	0.72	27.8	0.65	25.2
206	Business 278 William Hilton Pkwy	Singleton Beach Road	0.51	4.5	0.48	3.7	0.55	3.7	0.55	5.8
300	Business 278 William Hilton Pkwy	Shelter Cove Lane (Off Island)	0.56	4.6	0.48	4.2	Not Signalized		Not Signalized	
301	Business 278 William Hilton Pkwy	Shelter Cove Lane (Central)	0.56	10.4	0.54	10.0	0.60	16.6	0.53	12.4
302	Business 278 William Hilton Pkwy	Queens Folly Road	0.62	28.3	0.58	26.5	0.69	28.5	0.85	77.6
303	Business 278 William Hilton Pkwy	Queens Way	0.48	7.4	0.44	4.9	0.53	6.6	Not Signalized	
401	Business 278 William Hilton Pkwy	Shipyard / Wexford	0.57	18.4	0.57	19.7	0.58	15.5	0.54	12.4
402	Business 278 William Hilton Pkwy	New Orleans Road	0.68	17.5	0.54	15.2	0.70	19.7	0.61	20.2
403	Business 278 William Hilton Pkwy	Arrow Road	0.63	38.5	0.56	40.5	0.53	28.2	0.62	23.0
501	Pope Ave	New Orleans/Office Park	0.59	25.8	0.63	26.5	0.58	21.5	0.89	80.5
502	Pope Ave	Cordillo Parkway	0.53	27.2	0.52	23.5	0.55	33.0	0.70	40.8
503	Pope Ave	Lagoon Road	0.50	29.9	0.42	34.8	Not Signalized		Not Signalized	
161	US-278 Palmetto Bay Road	Target Road	0.54	23.8	0.53	21.3	0.56	22.2	0.56	18.7
162	US-278 Palmetto Bay Road	Arrow/ Point Comfort	0.79	26.4	0.80	28.0	0.67	22.9	0.58	19.1

Notes:

v/c - volume-to-capacity ratio

dpv - average total delay per vehicle in seconds

(1.25) - Value italicized and in parentheses is outside acceptable range.

Non-Compliant Intersection

Wm. Hilton
Parkway with
Squire Pope Rd

PM Peak Hour



Appendix D

Traffic Volume Trends

FHWA
July 2023



U. S. Department
of Transportation
**Federal Highway
Administration**

Office of Highway
Policy Information

Page 1

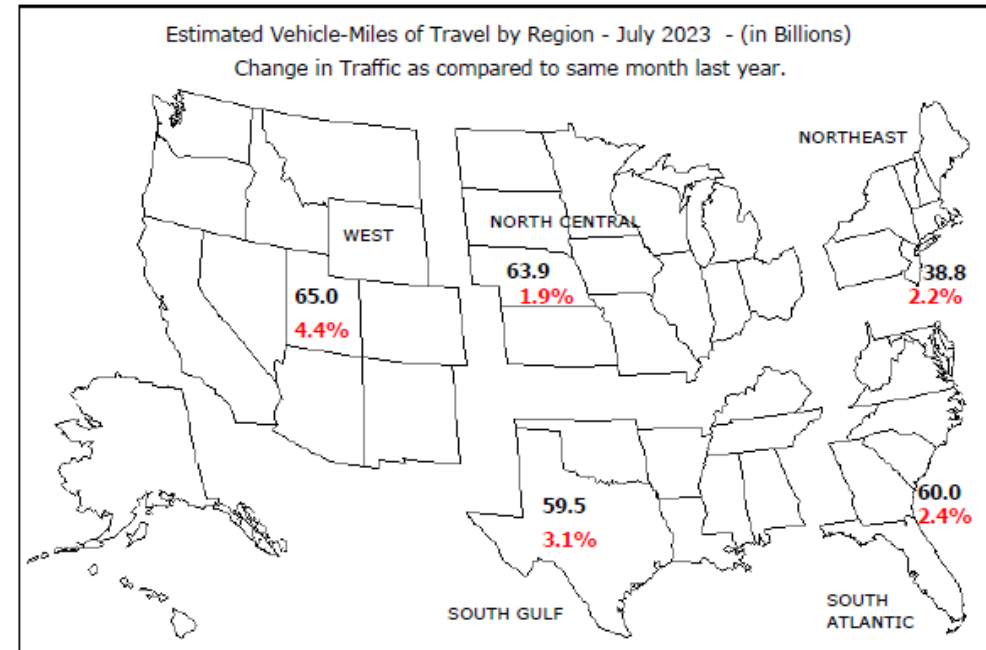
TRAFFIC VOLUME TRENDS

July 2023

Travel on all roads and streets changed by **+2.9%** (+8.0 billion vehicle miles) for July 2023 as compared with July 2022. Travel for the month is estimated to be 287.3 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for July 2023 is 270.1 billion miles, a **+3.6%** (+9.3 billion vehicle miles) change over July 2022. It also represents a **+0.4%** change (+1.1 billion vehicle miles) compared with June 2023.

Cumulative Travel for 2023 changed by **+2.4%** (+43.1 billion vehicle miles). The cumulative estimate for the year is 1,866.2 billion vehicle miles of travel.



Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2.

All vehicle-miles of travel computed with Highway Statistics 2021 Table VM-2 as a base.

Compiled with data on hand as of September 05, 2023.

Some historical data were revised based on HPMS and amended TVT data as of December 2021.

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.

Planning Commission Action on Report Detailed in 16-5-102(J)10

c. Planning Commission Action

- i. The Traffic Monitoring and Evaluation Report prepared by the *Official* as described above shall be forwarded to the *Planning Commission* and simultaneously conveyed to the *Town Council*. Upon receipt of the Report and recommendations from the *Official*, the *Planning Commission* shall give notice and hold a public meeting for the purpose of discussing the Report and recommendations and eliciting public comments.
- ii. Following its review, the *Planning Commission* shall forward the Traffic Monitoring and Evaluation Report and recommendations, and may forward its own supplemental report and recommendations, to the *Town Council*.

QUESTIONS?



TOWN OF HILTON HEAD ISLAND

Staff Report Memo

TO: Planning Commission
FROM: Brian Eber, CFM, CSPR, CEPSCI, *Development Services Manager*
VIA: Missy Luick, *Director of Planning*
DATE: May 15, 2024
SUBJECT: Development Plan Review

Town Staff continuously looks for ways to improve its processes. One change implemented by Staff for the Development Review Program is to require all Development Plan Review applications for new commercial development and Major Subdivision applications be shared with the Planning Commission. The applications will be presented by Staff for information purposes only. This will provide a way for the Planning Commission and the general public to be made aware of all new development being proposed on Hilton Head Island.

There is a new Development Plan Review application ready to be shared with the Planning Commission – DPR-000467-2024 – 430 William Hilton Parkway Building F (Sea Turtle Marketplace).

Attachment:

- A. DPR-000055-2024 – Narrative
- B. DPR-000055-2024 - Site Plan

Sea Turtle Marketplace Building F Alterations

Hilton Head Island, South Carolina

PARCEL NUMBER R511 008 000 0676 0000

Project Narrative

March 11, 2024

The owners of Sea Turtle Marketplace are proposing a $\pm 1,125$ SF addition on the east elevation of existing "Building F", Suite 305. The proposed addition will be over an existing concrete slab, resulting in no change in impervious surface for the development. The proposed construction laydown area will utilize (5) parking spaces in front of the building. Proposed tree removals include (2) palms that were planted as a part of the shopping center redevelopment ± 5 years ago. The palms were field measured as 12" and 13" palms, and will be mitigated with (2) new palms. The existing 278 buffer will remain undisturbed, and new landscaping will blend with existing material on site. The original FAA approval (dated 02/26/2016) has been included in this submittal and the proposed building addition will not increase the building height. The existing number of parking spaces will satisfy the LMO's parking requirements for the proposed addition (refer to parking summary on the site plan for additional information).

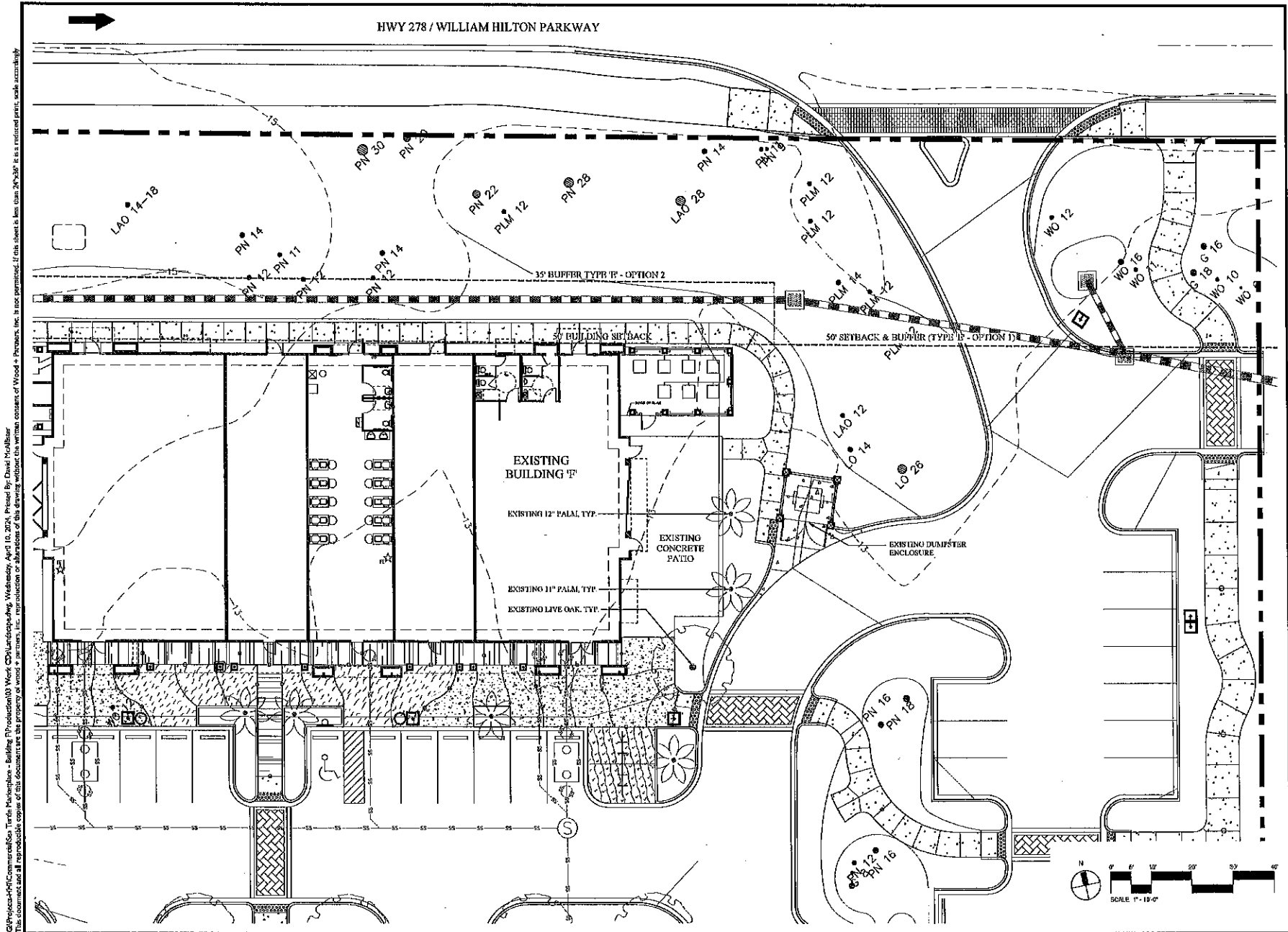
Applicant:

David McAllister

Wood+Partners

DMcAllister@woodandprnrs.com

843-681-6618, Ext 240



G:\Projects\HRC\Commercial\Turtle Marketplace - Building F\Production\03 Work CD\Landscaping.dwg, Wednesday, April 10, 2024, Plotted By: David Hochhalter
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7 Ladyship Place | Hilton Head Island, SC 29926
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**SEA TURTLE MARKETPLACE
BUILDING F ALTERATIONS**

430 William Hilton Parkway
Hilton Head Island, SC 29926

PROFESSIONAL SEAL:

DESIGNED BY:
DHI

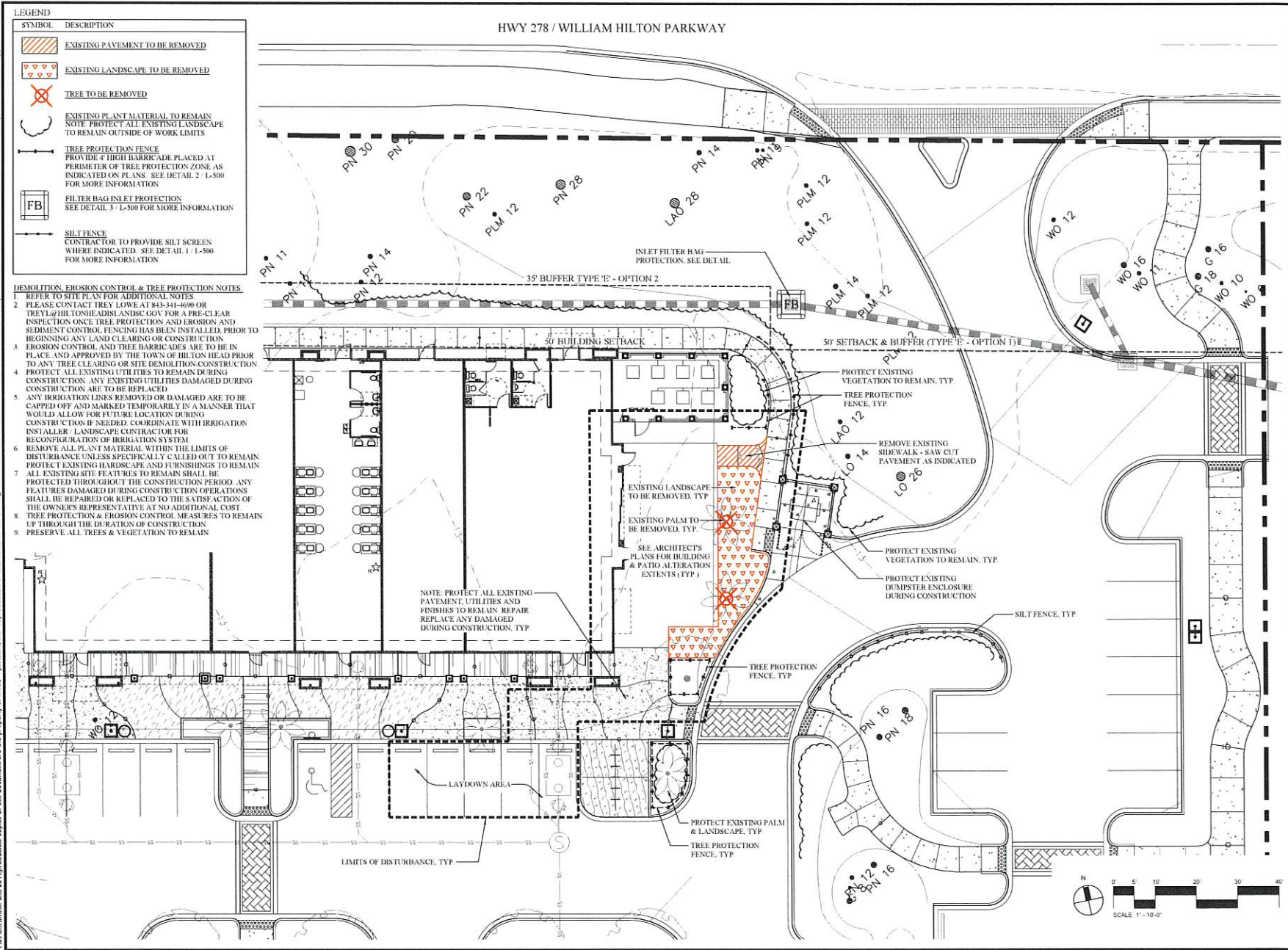
CHECKED BY:
DHI/DHI

DATE: 04/10/2024
PROJECT NUMBER: 01-23034
SHEET TITLE: Existing Conditions

DATE: 04/10/2024
PROJECT NUMBER: 01-23034
SHEET TITLE: Existing Conditions

SHEET NUMBER: L-100

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SHEET
NUMBER
L-300



**SEA TURTLE MARKETPLACE
BUILDING F ALTERATIONS**
430 William Hinton Parkway
Hilton Head Island, SC 29926

PROFESSIONAL SEAL:

DRAWN BY:
DM

CHECKED BY:
EW / DM

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N	REVISION	DATE

DATE
04-10-2024
PROJECT NUMBER
01-23034
SHEET TITLE

Planting Plan

SHEET
NUMBER
L-400

Q:\Projects\Hill\Comments\Sea Turtle Marketplace - Building F Alterations.dwg, April 10, 2024, Plotted By: David Trullinger
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PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	HEIGHT	REMARKS
TREES							
SAFA	2	Sabal palmetto	Cabbage Palmetto	B & B		12' - 14' CT	Smooth Clear Trunk, Hurricane Cut, Match Ht.
SHRUBS							
LOCP	7	Loropetalum chinense 'Purple Diamond'	Purple Diamond Loropetalum	3 Gal.	18" - 24"	18" - 24"	Full in pot
POMA	4	Podocarpus macrophyllus	Japanese Yew	3 Gal.	18" - 24"	18" - 24"	Full in pot
GROUND COVERS							
DIVE	10	Diets vegeta	African Iris	1 Gal.	12" - 18"	12" - 18"	Full in pot
MUCA	11	Muhlenbergia capillaris	Pink Muhly Grass	1 Gal.	12" - 18"	12" - 18"	Full in pot

TREES TO BE REMOVED

CATEGORY	SPICES	SIZE	TOTAL INCHES
CATEGORY 1 TREES REMOVED	22" PALM	13"	13"
	PALM	11"	11"

TREE REPLACEMENT SUMMARY

TREE REPLACEMENT 1 PER 1" REMOVED FOR EACH CATEGORY			
TREE CATEGORY	INCHES REMOVED	# REPLACEMENT TREES REQUIRED	# REPLACEMENT TREES PROVIDED
III	22" PALM	2 (2" CAL. MIN.)	(2) PALMS

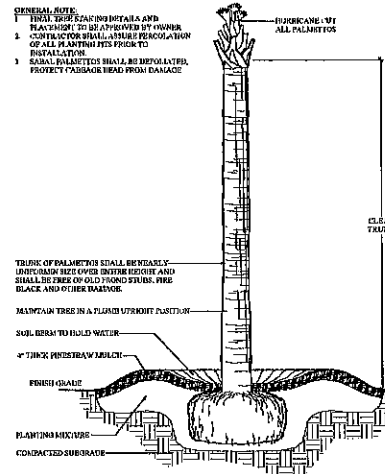
GENERAL PLANTING & IRRIGATION NOTES:

LANDSCAPE NOTES:

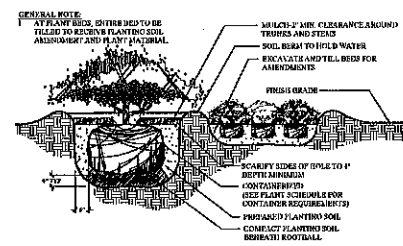
- THE OWNER'S REP. SHALL APPROVE ALL PLANT SUBSTITUTIONS PRIOR TO PURCHASE OR INSTALLATION.
- PLANT SCHEDULE WAS PREPARED FOR ESTIMATING PURPOSES FOR THE CONTRACTOR'S CONVENIENCE ONLY. ITS ACCURACY IS NOT GUARANTEED. CONTRACTOR SHALL MAKE OWN QUANTITY TAKEOFF USING DRAWINGS TO DETERMINE QUANTITIES TO HIS SATISFACTION, REPORTING PROMPTLY ANY DISCREPANCIES WHICH MAY AFFECT BIDDING.
- WARRANTY EXTENDS FOR ONE YEAR FROM DATE OF SUBSTANTIAL COMPLETION, AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM LACK OF ADEQUATE MAINTENANCE, NEGLECT, OR ABUSE BY OWNER, OR INCIDENTS THAT ARE BEYOND CONTRACTOR'S CONTROL.
- CONTRACTOR VERIFIES THAT ALL PLANT MATERIAL IS DETERMINED AVAILABLE AS SPECIFIED WHEN BID/PROPOSAL IS SUBMITTED. DO NOT MAKE SUBSTITUTIONS. IF THERE ARE DIFFICULTIES LOCATING PLANT MATERIAL AS SPECIFIED, CONTACT LANDSCAPE ARCHITECT OR OWNER'S REP. PRIOR TO BIDDING.
- THE CONTRACTOR SHALL COORDINATE WITH OWNER/OWNER'S REPRESENTATIVE TO ESTABLISH A PLANTING SCHEDULE THAT PRIORITIZES THE PLANTING OF ALL TREES AND LAWN AREAS.
- ALL PLANT MATERIAL SHALL HAVE A WELL FORGED HEAD WITH THE MINIMUM CALIPER, HEIGHT, SPREAD AS SHOWN IN THE PLANT SCHEDULE. TRUNKS SHALL BE UNDamaged AND SHAPE SHALL BE TYPICAL OF THE SPECIES.
- ALL PLANT MATERIAL SHALL BE SUBJECT TO APPROVAL BY THE OWNER'S REPRESENTATIVE BEFORE, DURING AND AFTER INSTALLATION.
- ALL PLANTING TECHNIQUES SHALL CONFORM TO APPROVED INDUSTRY STANDARDS.
- PLANTS TO BE PLANTED SHALL BE FINE GRADES, CONSIST OF HAND RAISED SMOOTH FREE OF ROCKS, ROOTS, AND OTHER DEBRIS. ALL AREAS TO RECEIVE LANDSCAPE PLANTING, INCLUDING LAWN AREAS IF APPLICABLE, AND/OR FINE STRAW MULCH.
- ALL PLANT BEDS SHALL BE MULCHED WITH PINE STRAW MULCH TO A DEPTH OF 4" UNLESS NOTED OTHERWISE.
- ALL PLANT BEDS TO RECEIVE PRE-IRRIGATION TREATMENT PRIOR TO MULCHING (PREEN OR APPROVED EQUIV.)
- NOTIFY OWNER'S REP. OF ANY SITE CONDITIONS WHICH MAY NECESSITATE MODIFICATION TO THE PLAN. OWNER'S REP. SHALL, IF NECESSARY, MAKE "IN-FIELD" MODIFICATIONS.
- REPLACE ANY PLANT MATERIAL INTENDED TO REMAIN THAT IS DAMAGED DURING CONSTRUCTION.
- MAINTAIN PLANT BEDS FREE OF WEEDS & DEBRIS DURING THE CONSTRUCTION PERIOD.

IRRIGATION NOTES:

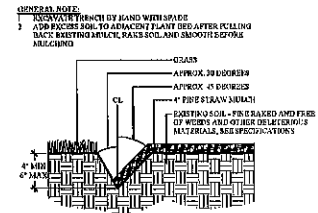
- CONTRACTOR TO PROVIDE 100% IRRIGATION COVERAGE FOR THE IMPROVEMENT AREA. CONTRACTOR TO TIE INTO THE EXISTING IRRIGATION SYSTEM. COORDINATE WITH OWNER'S REPRESENTATIVE FOR TYPING INFO & LOCATING EXISTING IRRIGATION SYSTEM.
- CONTRACTOR TO REPLACE ANY DAMAGES THAT MAY OCCUR TO EXISTING IRRIGATION SYSTEM DURING CONSTRUCTION.
- ANY DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY OWNER'S REPRESENTATIVE.
- IRRIGATION CONTRACTOR RESPONSIBLE FOR COORDINATING WITH PAVING CONTRACTOR FOR COMPLET SERVING UNDER PAYMENT (IF REQUIRED).



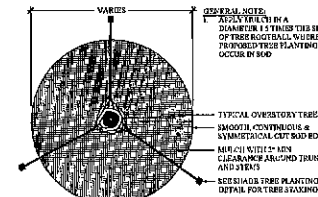
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L-401 SCALE: NTS



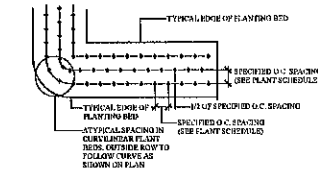
2 SHRUB PLANTING
L-401 SCALE: NTS



3 LANDSCAPE BED EDGE
L-401 SCALE: NTS



4 TYPICAL TREE PLANTING
L-401 SCALE: NTS



5 TYPICAL SPACING
L-401 SCALE: NTS

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HILTON HEAD ISLAND, SC 29926
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SEA TURTLE MARKETPLACE
BUILDING F ALTERATIONS

PROFESSIONAL SEAL:

DRAWN BY:	DN
CHECKED BY:	BN/DN
DATE:	04-10-2024
PROJECT NUMBER:	01-23034
SHEET TITLE:	Plant Schedule, Notes & Details
SHEET NUMBER:	L-401