

# Tybee Island Traffic & Parking Study



Prepared for:  
*City of  
Tybee Island*

Prepared by:  
**HDR**  
January, 2005

# **TYBEE ISLAND TRAFFIC & PARKING STUDY**

*PREPARED FOR:*

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## TABLE OF CONTENTS

	<u>Page</u>
<b>Introduction .....</b>	<b>1</b>
<b>Data Collection .....</b>	<b>1</b>
72-Hour Machine Counts.....	1
Peak Period Intersection Turning Movement Counts .....	3
Field Review .....	3
Historical Accident Data.....	3
Parking Facility Inventory.....	3
<b>Traffic Analysis .....</b>	<b>4</b>
US 80 Traffic.....	4
Key Intersection Operations .....	5
Historical Accident Data.....	12
<b>Parking Evaluation.....</b>	<b>13</b>
Parking Inventory.....	13
North Beach Area .....	21
South Beach Area.....	24
Overall Parking Strategies .....	26
<b>Recommendations.....</b>	<b>28</b>
<b>Appendices.....</b>	<b>32</b>
Appendix A - 72-Hour Machine Traffic Counts	
Appendix B - Peak Period Turning Movement Counts	
Appendix C - Historical Accident Data (2003)	

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## LIST OF FIGURES

	<b><u>Page</u></b>
Figure 1	Project Study Area.....2
Figure 2-1	US 80 at Campbell Avenue Peak Hour TMC .....6
Figure 2-2	US 80 at Jones Avenue Peak Hour TMC .....6
Figure 2-3	US 80 at 14th Street Peak Hour TMC .....6
Figure 2-4	US 80 at 12 <sup>th</sup> Street Peak Hour TMC .....7
Figure 2-5	US 80 at Tybrisa Street Peak Hour TMC .....7
Figure 2-6	Tybrisa Street at Strand Avenue Peak Hour TMC.....7
Figure 2-7	Butler Avenue at 18 <sup>th</sup> Street Peak Hour TMC.....8
Figure 2-8	Meddin Drive at Gullick Street Peak Hour TMC .....8
Figure 3-1	Detail Sheet 1 ..... 14
Figure 3-2	Detail Sheet 2..... 15
Figure 3-3	Detail Sheet 3..... 16
Figure 3-4	Detail Sheet 4..... 17
Figure 3-5	Detail Sheet 5..... 18
Figure 4	Conceptual Parking Layout for North Beach Lot .....22
Figure 5	Conceptual Parking Layout for South Beach Lots.....25

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## LIST OF TABLES

	<b><u>Page</u></b>
Table 1	US 80/Butler Avenue - Daily Traffic Counts ..... 5
Table 2	Intersection Operational Analysis ..... 9
Table 3	Summary of Historical Accident Data – 2003 (Locations with More Than One Accident) ..... 12
Table 4	Study Area Parking Inventory ..... 19
Table 5	Summary of Issues and Recommendations ..... 29
Table 6	Prioritization of Recommendations and Further Study ..... 31

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## INTRODUCTION

The coastal community of Tybee Island, Georgia has a full-time population of about 3,500 residents. This can increase to over 30,000 on weekend days during the summer. The Tybee Island beaches, which stretch along the northern and eastern sides of the island, are essentially the only beach areas serving the surrounding three-county area for public access and day use. This influx of visitors impacts traffic conditions on the island and public parking facilities frequently reach capacity during peak times, leaving some visitors upset about not being able to find readily available parking.

The purpose of this study is to evaluate existing traffic and parking conditions in the City of Tybee Island, identify issues and constraints, and prepare recommendations to address the identified traffic and parking issues. The focus of the study is on the US 80/Butler Avenue corridor, the main thoroughfare in the City, and the North Beach and South Beach areas. Figure 1 provides an overview of the study area.

## DATA COLLECTION

In order to evaluate existing traffic conditions and parking characteristics, an extensive data collection effort was undertaken. Data collection for this study included the following: 72-hour machine traffic counts, peak period intersection turning movement counts, field review of general traffic and parking operations, historical accident data and an inventory of parking facilities in the project study area.

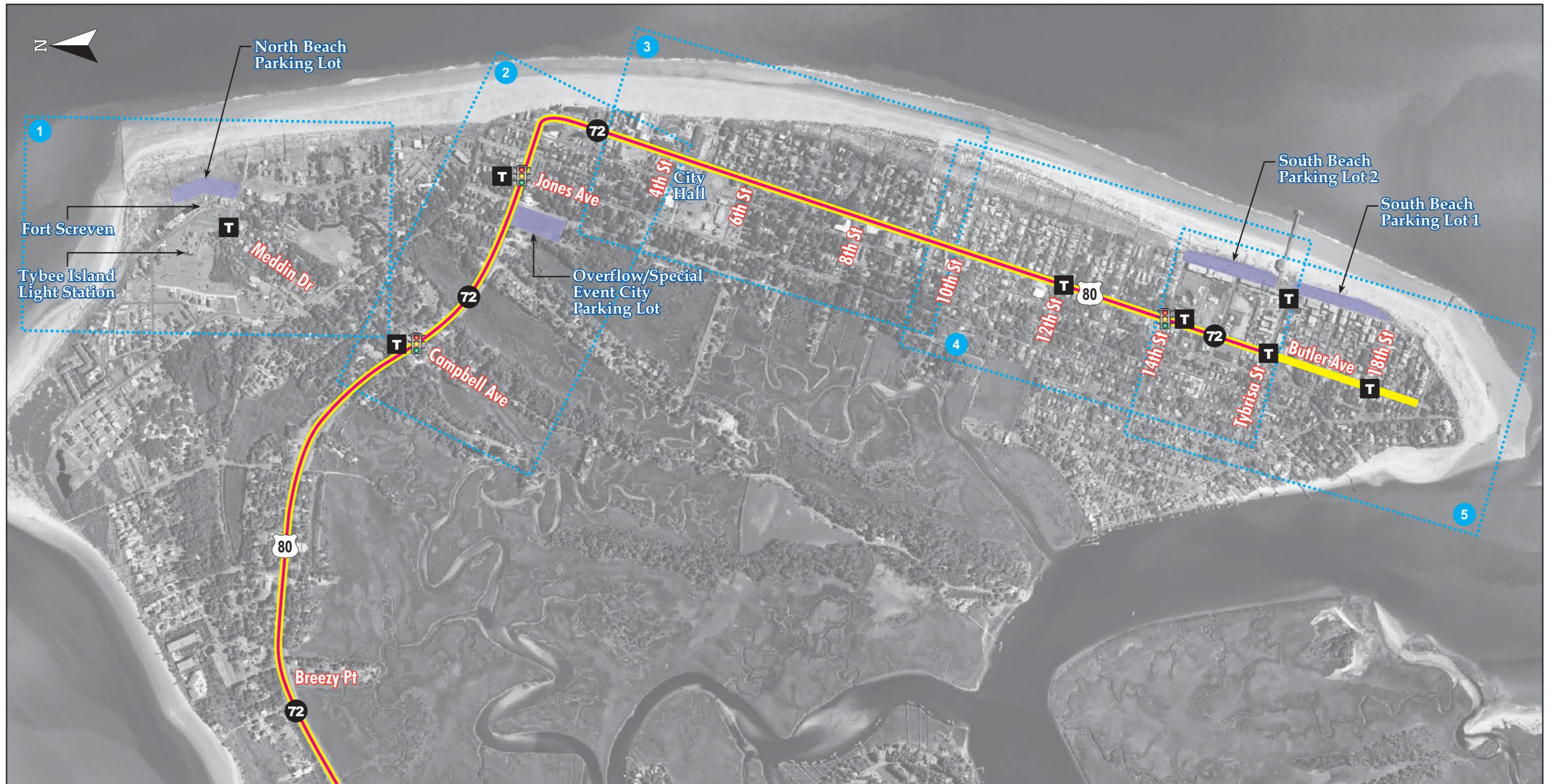
### 72-Hour Machine Counts

HDR collected 72-hour machine counts at four locations along the US 80 study corridor. The counts were collected on Thursday, Friday and Saturday in July (7/15/04 through 7/17/04) at the following locations:

- West of Breezy Point Lane
- East of Campbell Avenue
- North of 2<sup>nd</sup> Street
- South of 14<sup>th</sup> Street

The location of the machine counts is shown on Figure 1. The count locations were identified based on input from the City of Tybee Island Police Department regarding where traffic patterns may vary along US 80. Counts were collected Thursday through Saturday to quantify the increase of traffic due to weekend visitors in the summer months. Counts were collected in both travel directions and were summarized by hour, for each 24-hour period. The summary of hourly counts at each location is presented in Appendix A.

In addition to the 72-hour machine counts, HDR obtained historical daily traffic counts that had been collected by the City on Memorial Day weekend. These counts were collected in the eastbound direction at a location west of Breezy Point Lane very close to the 72-hour machine count station established by HDR.



Legend:

- Study Corridor - US 80 - 4 Lanes
- Study Corridor - Butler Ave - 2 Lanes
- Municipal Pay Parking Lots
- Location of Detail Sheets
- 1 Detail Sheet Number
- Traffic Signal
- T Peak Period Turning Movement Count Locations
- 72 72-Hour Machine Traffic Count Locations

**Project Study Area**  
*Traffic & Parking Study*  
 City of Tybee Island

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## Peak Period Intersection Turning Movement Counts

HDR collected peak period turning movement counts (TMCs) at eight key intersections in the project study area. The TMCs were conducted from 11:00 AM to 2:00 PM on Saturday, July 17, 2004. The purpose of the TMC is to identify the magnitude of traffic for each intersection movement and allow for an operational analysis to identify existing deficiencies. TMCs were collected at the following intersections:

- US 80 at Campbell Street
- US 80 at Jones Avenue
- US 80 at 14<sup>th</sup> Street
- US 80 at 12<sup>th</sup> Street
- US 80 at Tybrisa Street
- Tybrisa Street at Strand Avenue / Lot 2 Exit / Lot 1 Entrance
- Butler Avenue at 18<sup>th</sup> Street
- Meddin Drive at Gullick Street / North Beach Lot Entrance / Fort Screven Entrance

These locations were identified based on input from the City Police Department to represent key locations within the project study area. The location of the TMCs is shown on Figure 1. The detailed turning movement count data sheets are included in Appendix B.

## Field Review

An extensive field review of the US 80 corridor and the North Beach and South Beach areas was conducted to evaluate overall traffic operations and parking characteristics, and to identify specific issues related to the operation of the North Beach and South Beach parking lots and the vehicle access to these lots. This data collection effort included a field review of these locations during a peak weekend period, a photographic inventory and video of the US 80 corridor and parking lot areas.

## Historical Accident Data

The City of Tybee Island Police Department provided HDR with historical accident data for the year 2003. This data indicated the date, time and location of the accident. The purpose of reviewing the historical accident data is to identify repeated accident patterns at the same location; then evaluate that location to determine potential causes for the accident frequency. The historical accident data is presented in Appendix C.

## Parking Facility Inventory

HDR conducted an extensive inventory of parking facilities within the project study area. The inventory included: public pay lots, metered lots, private lots and on-street parking along the US 80/Butler Avenue corridor. The inventory included type of parking facility, cost (if applicable) and number of spaces. The detailed parking facility inventory is presented in the Parking Evaluation section of this report.

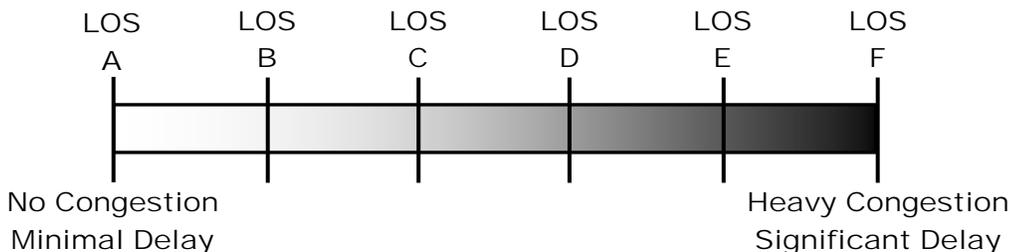
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## TRAFFIC ANALYSIS

A traffic analysis of key locations throughout Tybee was conducted in order to evaluate the impact of the significant influx of visitors during peak periods (weekends during the summer). The traffic analysis consisted of three main components:

- Daily traffic counts along US 80
- Peak period TMCs and subsequent operational analysis at key intersections
- Review of historical accident data

The daily traffic volumes on US 80 and the peak hour intersection TMCs were evaluated to determine the operating level of service (LOS). Traffic-related LOS is typically represented using a letter scale of “A” to “F”, with LOS “A” representing free-flow conditions with minimal vehicle delay and LOS “F” representing heavily congested conditions with significant delay. This LOS scale is represented by the figure below:



### US 80 Traffic

HDR collected 72-hour traffic counts at four locations along US 80 between Thursday, July 15 and Saturday, July 17, 2004. The purpose of conducting counts over this span was to evaluate the overall impact of traffic on the peak day of Saturday and also to quantify the increase in traffic from a normal week day during the summer (Thursday). Table 1 provides a summary of the 24-hour traffic count for each day, at each of the four count locations.

Table 1 indicates that, during the summer, traffic on the weekend (Saturday) represents an increase of between 38 and 60 percent over a typical weekday (Thursday). Weekday traffic volumes on US 80 during the summer result in an operating condition of LOS “B” for all study segments. Traffic volumes measured on Saturday, during the summer, result in an operating condition of LOS “C” west of Jones Avenue and LOS “B” east/south of Jones Avenue. Traffic counts collected by the City of Tybee Island during Memorial Day Weekend indicate that during special events (such as Memorial Day and the 4<sup>th</sup> of July) traffic on US 80 entering/leaving the island west of Breezy Point Lane becomes congested and operates below LOS “D.”

**Table 1**  
**US 80/Butler Avenue - Daily Traffic Counts**

Location	US 80/Butler Avenue - 24 Hour Traffic Count		
	Thursday 07/15/04	Friday 07/16/04	Saturday 07/17/04
West of Breezy Point Lane	15,658	19,916	21,854
East of Campbell Avenue	15,527	19,413	21,442
North of 2 <sup>nd</sup> Street	11,998	15,697	17,808
South of 14 <sup>th</sup> Street	8,586	11,153	13,662

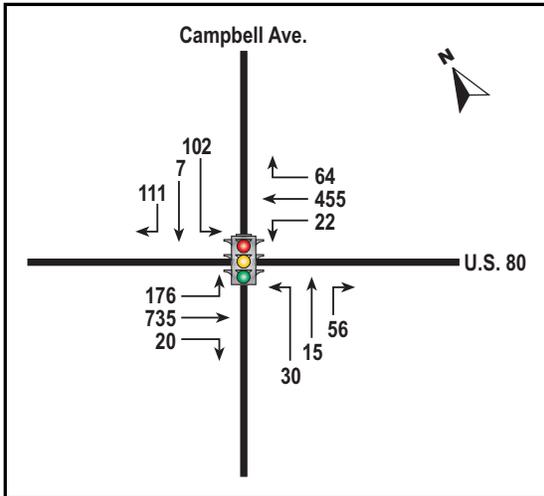
This traffic evaluation indicates that US 80 operates at an acceptable level during peak summer periods, except during special events and holidays. Periods during special events and holidays are not typically used to identify needed transportation improvements.

The Georgia Department of Transportation (GDOT) is planning to widen US 80 from two lanes to four lanes from west of Bull River to east of Lazaretto Creek, at the limits of Tybee Island. US 80 is already a four-lane facility in Tybee Island, from east of Lazaretto Creek to Tybrisa Street, where US 80 ends. This widening project is programmed for preconstruction activities to begin in 2008. This improvement to US 80 is forecast to increase traffic on US 80 in Tybee; however, the island itself is primarily built-out and is expected to see little growth in terms of development and, ultimately, visitor demand will be limited to the availability of parking spaces on the island. It is recommended that the City continue to monitor traffic on US 80 and when daily volumes consistently reach a threshold of 25,000 vehicles per day, improvements such as the addition of left-turn lanes or the potential for limiting access in certain segments (such as with a raised median) should be evaluated.

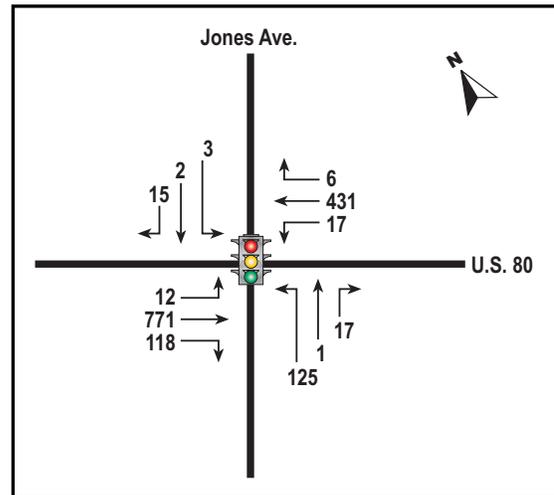
**Key Intersection Operations**

Based on input from the City of Tybee Police Department, HDR identified eight key intersections to conduct peak period TMCs and conduct operational analyses. Figures 2-1 through 2-8 present the peak hour turning movement volumes at the eight study intersections. The peak hour represents the highest 60-minute interval during the overall data collection period of 11:00 AM to 2:00 PM. Figures 2-1 through 2-8 also indicate the type of traffic control at each intersection (signalized or STOP sign controlled) and the presence of one-way roadways.

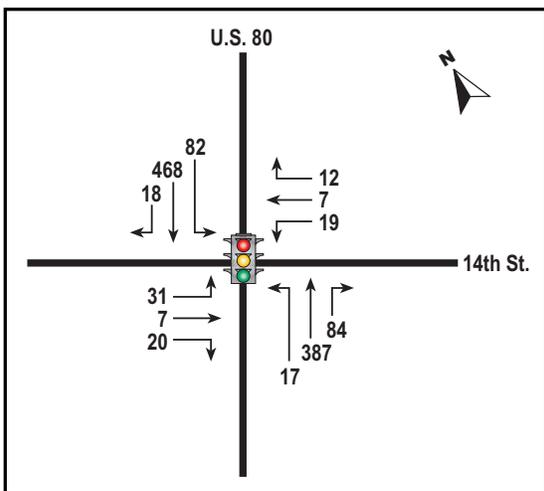
**Figure 2-1  
US 80 at Campbell Avenue  
Peak Hour TMC**



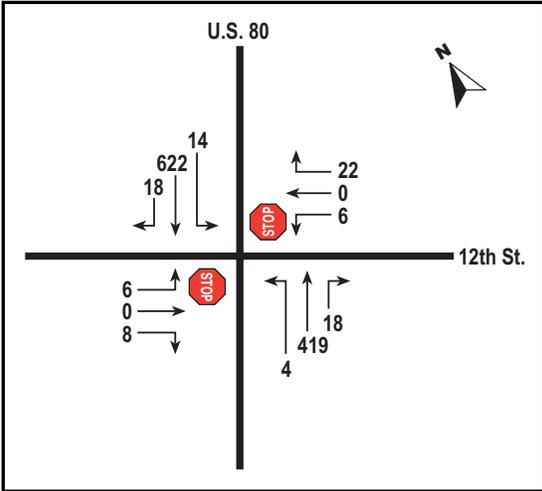
**Figure 2-2  
US 80 at Jones Avenue  
Peak Hour TMC**



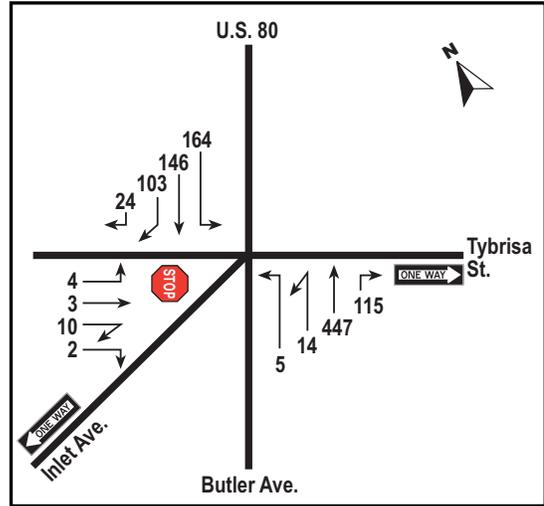
**Figure 2-3  
US 80 at 14th Street  
Peak Hour TMC**



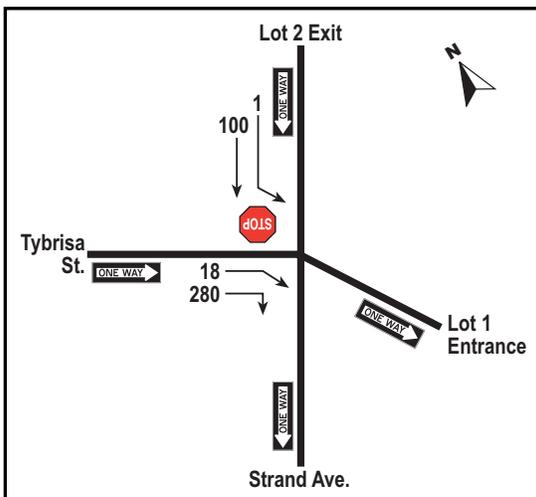
**Figure 2-4  
US 80 at 12<sup>th</sup> Street  
Peak Hour TMC**



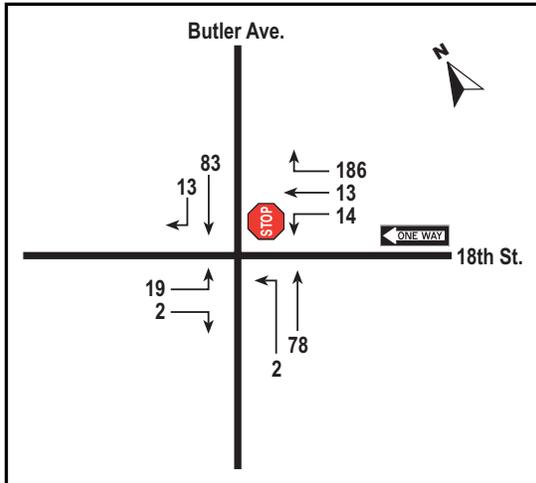
**Figure 2-5  
US 80 at Tybrisa Street  
Peak Hour TMC**



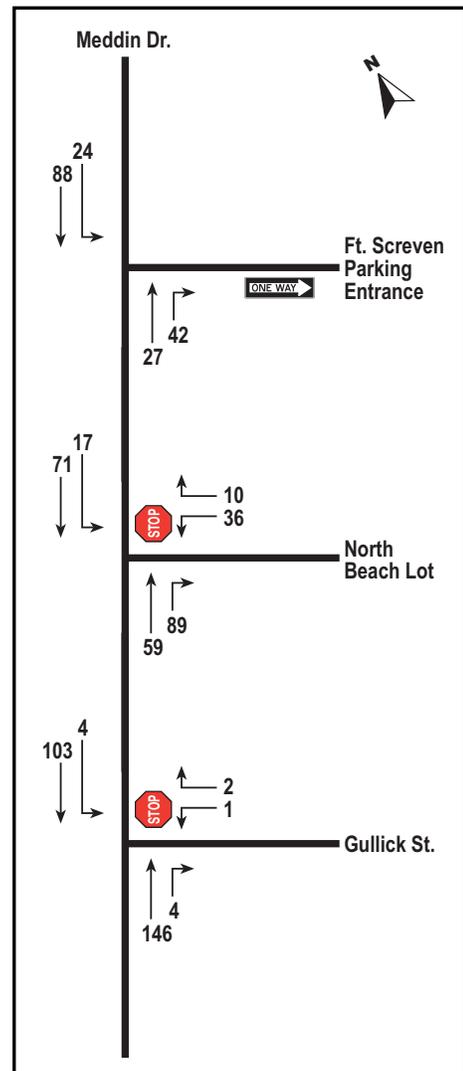
**Figure 2-6  
Tybrisa Street at Strand Avenue  
Peak Hour TMC**



**Figure 2-7**  
**Butler Avenue at 18<sup>th</sup> Street**  
**Peak Hour TMC**



**Figure 2-8**  
**Meddin Drive at Gullick Street**  
**Peak Hour TMC**



The peak hour intersection volumes presented in Figures 2-1 through 2-8 were used to conduct an operation analysis of each study intersection using the Synchro/SimTraffic 6 software. The results of the operational analysis are summarized Table 2.

**Table 2  
Intersection Operational Analysis**

Intersection		Approach	Movement	Delay (sec/veh)	LOS
Name	Control				
US 80 at Campbell St		US 80 EB	LT	18.2	B
			Thru+RT	11.1	B
		US 80 WB	LT	8.8	A
			Thru+RT	9.3	A
		Campbell NB	LT+Thru+RT	8.0	A
		Campbell SB	LT+Thru+RT	9.5	A
<b>Overall Intersection</b>				<b>10.9</b>	<b>B</b>
US 80 at Jones Ave		US 80 EB	LT	7.5	A
			Thru+RT	12.5	B
		US 80 WB	LT	8.5	A
			Thru+RT	9.0	A
		Jones NB	LT+Thru+RT	9.2	A
		Jones SB	LT+Thru+RT	7.3	A
<b>Overall Intersection</b>				<b>11.0</b>	<b>B</b>
Meddin Dr at Gullick St		Meddin NB	Thru+RT	0.0	A
		Meddin SB	LT+Thru	0.3	A
		Gullick WB	LT+RT	9.4	A
		<b>Overall Intersection</b>			
Meddin Dr at N. Beach Lot		Meddin NB	Thru+RT	0.0	A
		Meddin SB	LT+Thru	1.5	A
		N. Beach Lot WB	LT+RT	9.9	A
		<b>Overall Intersection</b>			

Notes: LT = Left Turn  
Thru = Thru Movement  
RT = Right Turn

**Table 2  
Intersection Operational Analysis (cont.)**

Intersection		Approach	Movement	Delay (sec/veh)	LOS
Name	Control				
US 80 at 12th St		US 80 NB	LT+Thru	0.2	A
			Thru+RT	0.0	A
		US 80 SB	LT+Thru	0.5	A
			Thru+RT	0.0	A
		12th EB	LT+Thru+RT	16.6	C
12th WB	LT+Thru+RT	12.3	B		
<b>Overall Intersection</b>				<b>0.7</b>	<b>B</b>
US 80 at 14th St		US 80 NB	LT+Thru	9.3	A
			Thru+RT	9.3	A
		US 80 SB	LT+Thru	10.7	B
			RT	7.3	A
		14th EB	LT+Thru+RT	7.7	A
14th WB	LT+Thru+RT	7.5	A		
<b>Overall Intersection</b>				<b>9.8</b>	<b>A</b>
US 80/Butler Ave at Tybrisa St		Butler Ave NB	LT+Thru+RT	0.5	A
		US 80 SB	LT+Thru	7.2	A
			Thru+RT	0.0	A
		Tybrisa EB		18.7	C
<b>Overall Intersection</b>				<b>2.2</b>	<b>B</b>
Butler Ave at 18th St		Butler Ave NB	Thru+LT	0.2	A
		Butler Ave SB	Thru+RT	0.0	A
		18th St EB	LT+Thru+RT	13.2	B
		18th St WB	LT+RT	10.1	B
		<b>Overall Intersection</b>			

Notes: LT = Left Turn  
Thru = Thru Movement  
RT = Right Turn

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Table 2 provides a summary of each intersection, broken down by approach (northbound, southbound, eastbound or westbound) and by individual movement (left turn, thru, right turn). Table 2 includes the delay, reported in seconds per vehicles, and LOS for each movement and for the intersection as a whole. The intersection of Tybrisa Street and Strand Avenue/Lot 2 Exit/Lot 1 Entrance was not able to be analyzed given the unique geometry and operational characteristics of this intersection. A qualitative evaluation of this intersection was conducted and is discussed in the Parking Evaluation section of this report.

The LOS summary in Table 2 indicates that each of the study intersections operates at LOS "B" or better during the peak hour. Furthermore, only two individual movements (US 80 at 12<sup>th</sup> Street eastbound and US 80 at Tybrisa Street eastbound) operate below LOS "B", both at LOS "C." This analysis indicates that each of the key study intersections operates at an acceptable level of service without significant vehicle delay. It is recommended that the City continue to annually monitor these key intersections in order to identify potential deficiencies if traffic continues to grow or travel patterns change.

The City has raised the issue of asking GDOT to install a left-turn signal/phase for the eastbound left-turn movement at the signalized intersection of US 80 and Campbell Street and for the southbound movement at the signalized intersection of US 80 and 14<sup>th</sup> Street. The eastbound left-turn movement from US 80 to Campbell Street serves as the primary access point to the North Beach area, including the Light Station and Fort Screven. The peak hour counts indicate a relatively high turning volume of 176 vehicles making this movement. A standard threshold to evaluate the need for a left-turn signal/phase is greater than 100 vehicles per hour for the eight highest hours of the day. The measured volumes exceeded this threshold for all 3 hours that counts were collected. An additional threshold used is four or more left-turn crashes per year per approach. There were a total of seven crashes at US 80 and Campbell Street in 2003. Additional data collection to count a full eight hour period and a more detailed examination of crash data at this location would be required to definitively evaluate whether this movement meets the established thresholds for installing a left-turn signal/phase. However, based on the limited data collected as part of this study, it is recommended that a five-head signal be installed for the eastbound approach to allow for a protected left-turn movement phase during peak periods. The eastbound left-turn movement already has a separate left-turn storage lane to accommodate the left-turn signal/phase.

The southbound left-turn movement at the signalized intersection of US 80 and 14<sup>th</sup> street serves as the entrance to South Beach Parking Lot 2. The southbound approach consists of two thru lanes and does not have a separate storage lane for left-turn movements. A separate storage lane would be required at this location to accommodate a left-turn signal/phase. The peak hour left-turn volume for this movement, as shown in Figure 2-3 does not warrant the construction of a separate southbound turn lane and left-turn signal/phase. However, in order to limit delay at this location and decrease the number of southbound left-turning vehicles blocking the southbound thru movement, it is

recommended that a five-head signal be installed for the southbound approach to allow for a overlap phase during peak periods that allows for the movement of only southbound left turn and thru vehicles. This will somewhat increase the delay for northbound movements at this location, but as shown in Table 2, the northbound approach at the intersection of US 80 and 14<sup>th</sup> Street currently operates at LOS “A” during peak periods.

The City has also raised the issue of a potential signal at the intersection of US 80/Butler Avenue and Tybrisa Street. The geometry at this location is unique in that it is a five-legged intersection with two of the legs being one-way streets (Inlet Avenue and Tybrisa Street on the east). Standard traffic signal warrants are contained in the *Manual on Uniform Traffic Control Devices* (MUTCD) prepared by the Federal Highway Administration. The side street volumes observed during the peak period do not meet the warrant thresholds for signalization in the MUTCD. It is recommended that the City continue to monitor volumes at this location if traffic volumes continue to grow or travel patterns shift.

### Historical Accident Data

HDR obtained historical accident data along the US 80 study corridor from the City of Tybee Island Police Department for the year 2003. A summary of the accident data is provided in Table 3, which provides the location and the number of accidents at that location in 2003.

**Table 3  
Summary of Historical Accident Data – 2003  
(Locations with More Than One Accident)**

Primary Street	Secondary Street	Number of Accidents
US 80	Jones Ave.	9
US 80	Campbell Ave.	7
Butler Ave.	Tybrisa St.	6
US 80	McKenzie St.	5
US 80	Polk Ave.	5
US 80	5th St.	5
US 80	8th St.	4
US 80	2nd Ave	3
US 80	14th St.	3
South Beach Lot 1		3
US 80	Spanish Hammock	2
US 80	3rd St.	2
South Beach Lot 2		2

The highest number of accidents occurred at Jones Avenue and Campbell, which are the two busiest, signalized intersections in the City. This is typical of signalized intersection with

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significant thru volumes, because they are prone to rear-end collisions. The only other location with more than five accidents during 2003 is the intersection of US 80/Butler Avenue and Tybrisa Street. The unique geometry of this five-legged intersection leads to driver confusion and the potential for accidents. All other locations had five or fewer accidents in the year 2003 which was determined not to raise any significant issues.

## **PARKING EVALUATION**

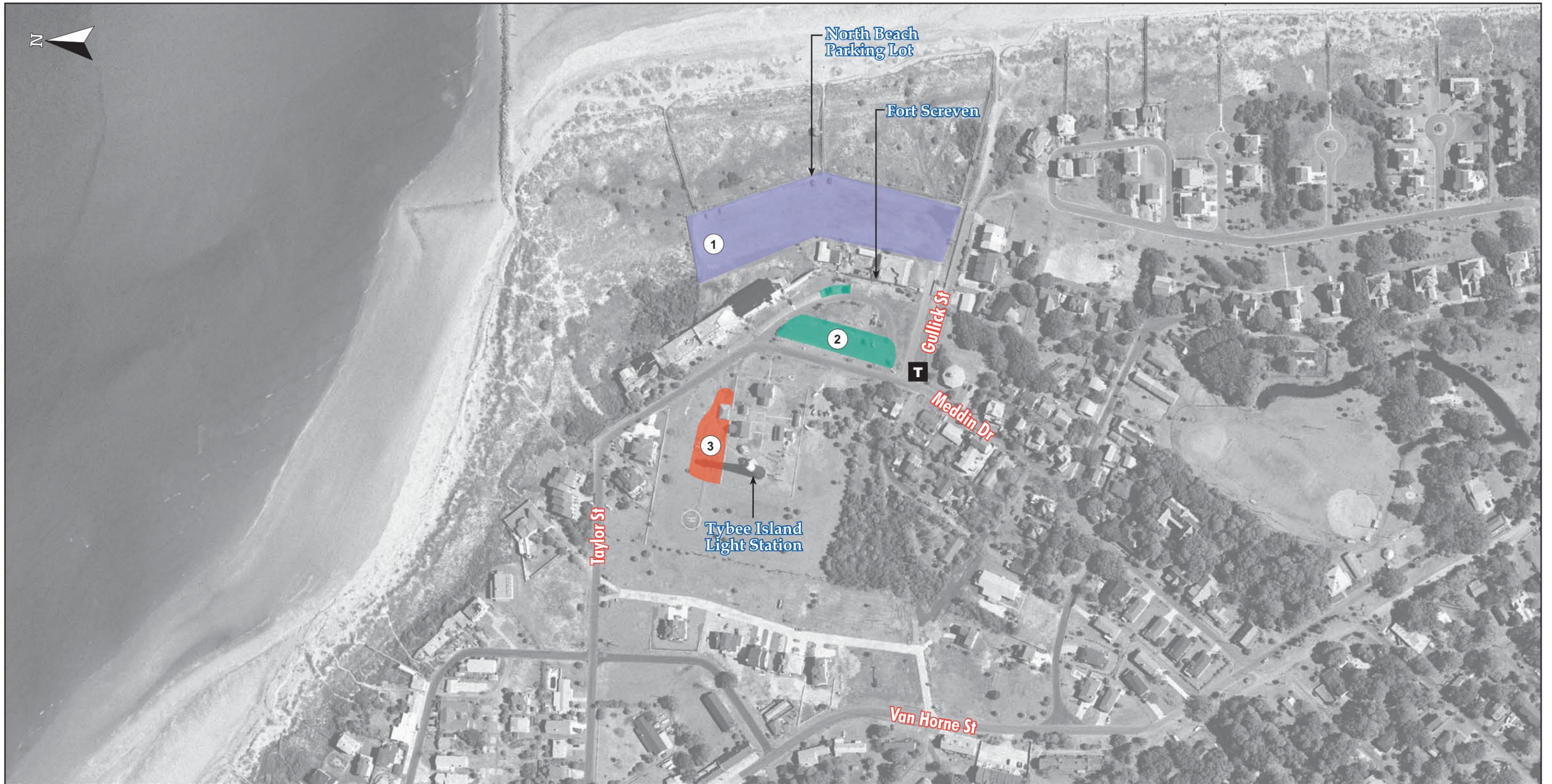
One of the most significant issues facing Tybee Island is the lack of readily available parking during peak periods in the summer. A parking evaluation was conducted in order to: quantify currently available parking; identify issues related to the North Beach and South Beach parking areas, including parking lot layout and access to the lots; and an evaluation of overall potential parking strategies for Tybee Island.

### **Parking Inventory**

A parking inventory was conducted for the study US 80/Butler Avenue corridor and the North Beach and South Beach areas. The inventory identified public pay lot, private pay lot, metered lot, on-street metered spaces and any available free parking. The location and classification of the parking available within the project study area is shown on the detailed plan sheets in Figures 3-1 through 3-5.

Each of the parking locations shown on Figures 3-1 through 3-5 have an associated parking inventory reference number. This number relates to the parking inventory summary presented in Table 4. For each parking location, details such as type of parking space, cost (if applicable), and number of spaces is presented.

The number of parking spaces presented in Table 4 should be used as a planning tool and represents an approximation of the actual number of parking spaces based on field work conducted for this study. For the North Beach Parking Lot there are no designated spaces so a count was made of the total number of vehicles parking in the lot during a peak weekend period and an estimation was made regarding the number of available parking spaces during that time. Overall, there are an estimated 1,654 public parking spaces available. This total does not include the City overflow/special event parking lot (#4) on US 80, west of Miller Avenue, which is currently a grass lot with undefined spaces that serves as a daily pay lot during special events. This total also does not include the private pay lot (#5) located west of US 80 and north of 3<sup>rd</sup> Street. This is also a grass lot with undefined spaces that charges a daily rate, however this parcel is planned to be developed and the lot eliminated. It should be noted that there are two locations that provide free parking; however, both are restricted to specific uses. The lot at the Light Station (#3) is restricted to lighthouse and museum visitors and the on-street parking in front of City Hall (#12) is restricted to City Hall visitors.



Legend:

**Parking Facilities:**

- Municipal Pay Parking Lots
- Metered Parking
- Free Parking
- Private Pay Parking Lot
- 1 Parking Inventory Reference Number

- T Traffic Signal
- T Peak Period Turning Movement Count Locations
- 72 72-Hour Machine Traffic Count Locations
- One Way Street

**Detail Sheet 1**  
*Traffic & Parking Study*  
*City of Tybee Island*



Legend:

**Parking Facilities:**

- Municipal Pay Parking Lots
- Metered Parking
- Free Parking
- Private Pay Parking Lot

① Parking Inventory Reference Number

Traffic Signal

Peak Period Turning Movement Count Locations

72-Hour Machine Traffic Count Locations

One Way Street

**Detail Sheet 2**  
*Traffic & Parking Study*  
*City of Tybee Island*



Legend:

**Parking Facilities:**

- Municipal Pay Parking Lots
- Metered Parking
- Free Parking
- Private Pay Parking Lot
- 1 Parking Inventory Reference Number

- T

 Traffic Signal
- T

 Peak Period Turning Movement Count Locations
- 72 72-Hour Machine Traffic Count Locations
- One Way Street

**Detail Sheet 3**  
*Traffic & Parking Study*  
*City of Tybee Island*



Legend:

**Parking Facilities:**

- Municipal Pay Parking Lots
- Metered Parking
- Free Parking
- Private Pay Parking Lot
- 1 Parking Inventory Reference Number

- T Traffic Signal
- T Peak Period Turning Movement Count Locations
- 72 72-Hour Machine Traffic Count Locations
- One Way Street

**Detail Sheet 4**  
*Traffic & Parking Study*  
*City of Tybee Island*



Legend:

**Parking Facilities:**

- Municipal Pay Parking Lots
- Metered Parking
- Free Parking
- Private Pay Parking Lot
- Parking Inventory Reference Number

- Traffic Signal
- Peak Period Turning Movement Count Locations
- 72-Hour Machine Traffic Count Locations
- One Way Street

**Detail Sheet 5**  
*Traffic & Parking Study*  
*City of Tybee Island*

**Table 4  
Study Area Parking Inventory**

Ref #	Location	Type	Cost	Notes	Total Spaces
1	North Beach Lot	City Pay Lot	\$3 1st hr - \$1/add'l hr	Undefined spaces - dirt lot	280
2	Fort Screven/Museum Lot	Metered Lot	\$0.50/hr - 8 am to 8 pm	Paved lot with meters	60
3	Tybee Island Light Station	Free Lot	Free	Parking for lighthouse only	30
4	City Overflow/Special Event Lot	City Pay Lot	\$7 per day	Only used for special events	NA
5	N. of 3rd Street on US 80	Private Pay Lot	\$8 per day	Grass lot - TO BE ELIMINATED	NA
6	2nd Ave - N. of US 80	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	34
7	2nd St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	6
8	3rd St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	13
9	4th St - W. of US 80	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	60
10	US 80 - W. Side 1st St to 6th St	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	41
11	US 80 - E. Side 1st St to 6th St	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	36
12	US 80 - W. Side at City Hall	Free On-street	Free	For City Hall visitors only	6
13	Center St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	21
14	5th St - W. of US 80	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	25
15	6th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	30
16	7th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	29
17	8th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	27
18	9th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	21
19	10th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	25
20	US 80 - W. Side 6th St to 12th St	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	65

**Table 4  
Study Area Parking Inventory (cont.)**

Ref #	Location	Type	Cost	Notes	Total Spaces
21	US 80 - E. Side 6th St to 12th St	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	73
22	11th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	13
23	12th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	7
24	13th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	23
25	14th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	31
26	15th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	41
27	Tybrisa St - E. of US 80	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	60
28	US 80 - W. Side 12th St to Tybrisa St	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	38
29	US 80 - E. Side 12th St to Izlar Ave	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	51
30	Inlet Ave - West Side	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	13
31	Strand Ave - W. Side, Tybrisa St to 18th St	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking, one-way road	20
32	South Beach Lot 2	City Pay Lot	\$3 1st hr - \$1/add'l hr	One-way circulation	185
33	South Beach Lot 1	City Pay Lot	\$3 1st hr - \$1/add'l hr	One-way circulation	177
34	17th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	10
35	18th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	12
36	19th St Beach Access	Metered	\$0.50/hr - 8 am to 8 pm	On-street parking	36
37	S. of Butler Ave	Metered Lot	\$0.50/hr - 8 am to 8 pm	Dirt lot	22
38	Chatham Ave Beach Access	Metered Lot	\$0.50/hr - 8 am to 8 pm	Dirt lot	23
39	Inlet Ave Beach Access	Metered Lot	\$0.50/hr - 8 am to 8 pm	Dirt lot	10
<b>Total Public Parking Spaces</b>					<b>1,654</b>

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As part of the parking inventory, observations were made regarding utilization of the available spaces. These observations were made during the peak mid-day period on Saturday, July 17, 2004.

- North Beach Pay Lot (#1) - by 2:00 pm the lot was full although, given the fact there are no designated spaces, additional cars may have been able to be parked in the lot. In the time since the observation period, the northwestern corner of this lot is no longer used, resulting in a loss of about 40 parking spaces.
- Fort Screven Metered Lot (#2) - there was constant turnover at this lot and spaces were typically available until 1:00 pm when the lot was full and turnover was not high enough to meet demand.
- Lighthouse/Museum Free Parking Area (#3) - this parking area consists of a gravel/grass lot with undefined spaces, by 2:00 pm this parking area was completely full.
- City Overflow/Special Event Parking (#4) - this lot was empty and was not being used during the observation period.
- Private Pay Lot (#5) – this lot was approximately 1/3 full at 2:00 pm.
- South Beach Pay Lot 2 (#32) - by 1:00 pm the lot was full, although “Lot Full” sign at entrance was not illuminated.
- South Beach Pay Lot 1 (#33) - by 12:00 pm the lot was full and the “Lot Full” sign was illuminated
- Beach Access On-Street Parking – the metered spaces located at the beach access points east of US 80 were predominantly utilized, but no single location was 100 percent utilized during the observation period of 1:00 pm to 2:00 pm, except for Tybrisa Street.
- On-Street Parking along US 80 – along the southern portion of US 80 (south of 12<sup>th</sup> Street), on-street parking was highly utilized, but there were significant numbers of available on-street spaces along the northern portion of US 80.

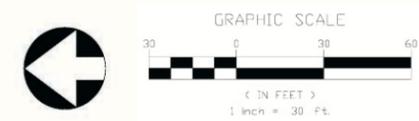
## **North Beach Area**

The primary parking facility in the North Beach area is the pay lot located along the beach behind the Tybee Museum. This is a dirt lot with no designated parking lot layout or defined circulation plan, which creates a potential for vehicle and pedestrian conflicts within the lot. The somewhat random pattern of vehicles that park without any designated stalls creates an inefficient use of the parking area. During the study observation period 320 vehicles were counted in the lot but, since that time, parking has been discontinued in the northwest corner of the lot, eliminating about 40 parking spaces. In order to more efficiently utilize this parking area and to reduce the potential for vehicle and pedestrian conflicts, HDR has prepared a conceptual parking layout for the North Beach lot. This improvement plan is shown in Figure 4.



Legend:

-  Proposed Road
-  Proposed Sidewalks
-  Proposed Pedestrian Crossing
-  Proposed Tree Planting
-  Proposed Grass



**Conceptual Layout  
 for North Beach  
 Parking Lot**  
*Traffic & Parking Study  
 City of Tybee Island*

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The conceptual parking layout shown in Figure 4 would include a paved surface and striped parking lot spaces and delineators. The parking layout includes 225 spaces in the North Beach pay lot. This is a decrease of about 55 spaces from the existing dirt lot. The layout also includes an enhanced pedestrian crossing area in the center of the lot that leads from the North Beach Grill / Museum to the main beach access location. The parking layout significantly enhances vehicle circulation by providing designated parking spaces and aisles and reduces the potential for vehicle conflicts. The layout of the parking spaces and the provision of the enhanced pedestrian crossing significantly increase pedestrian safety for visitors who park in the lot or for pedestrians crossing the lot between the museum and lighthouse area and the beach.

The entrance to the North Beach pay lot, the entrance to the Fort Screven metered lot and Gullick Street are all located within 300 feet along the same side of Meddin Drive. The close proximity of these three intersections creates the potential for vehicle conflicts. The location of the entrance to the two parking areas and the lack of guidance and informational signage creates a confusing situation where drivers are unsure of where to turn. During the study observation period, vehicles were often observed to stop on Meddin Drive at this location and try to decide where to turn. Also, during a three-hour period 15 vehicles were observed to pull into the pay lot entrance and then back out onto Meddin, oftentimes immediately turning into the metered lot entrance.

Figure 4 presents a conceptual improvement plan for the intersection of Meddin Drive and Gullick Street/pay lot entrance/metered lot entrance. In the improvement plan, the entrance to the North Beach pay lot is moved to the north in order to provide a greater separation from Gullick Street. This will help to space out vehicle movements and reduce the potential for vehicle conflicts. The two intersections are also visually separated with a berm between them which serves to further distinguish the two access points. The entrance to the metered lot has also been moved to the north in order to provide greater separation from the pay lot entrance. The metered lot access has been revised to a single location with two-way traffic and a circular travel pattern around the metered lot. This serves to reduce potential vehicle conflicts by increasing the separation from the pay lot access point and also serves to further differentiate the two access points and the purpose they serve. With the proposed conceptual improvement plan the total number of metered parking spaces has been increased from the existing 60 spaces to 93 spaces.

Another component of the improvement plan is an enhanced pedestrian access system that includes sidewalks and pedestrian aisles, as well as a designated pedestrian path that extends from the lighthouse, across Meddin Drive, through the metered lot to the Museum and beach area. The pedestrian access plan provides designated pedestrian travel paths and crossing locations and significantly increases pedestrian safety in this area.

Overall, the conceptual improvement plan for the North Beach Area shown in Figure 4 includes 318 parking spaces. The existing parking layout includes approximately 340 spaces. The improvement plan will result in a total decrease of 22 parking spaces but will

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significantly increase vehicle and pedestrian safety and reduce visitor confusion regarding access to North Beach parking facilities.

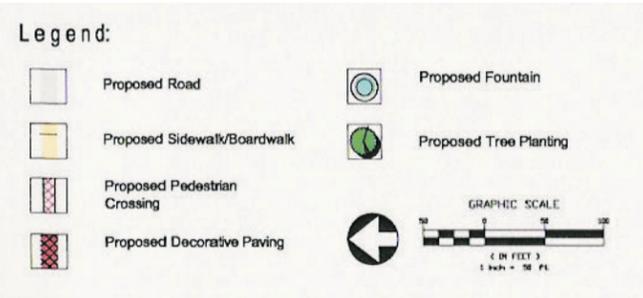
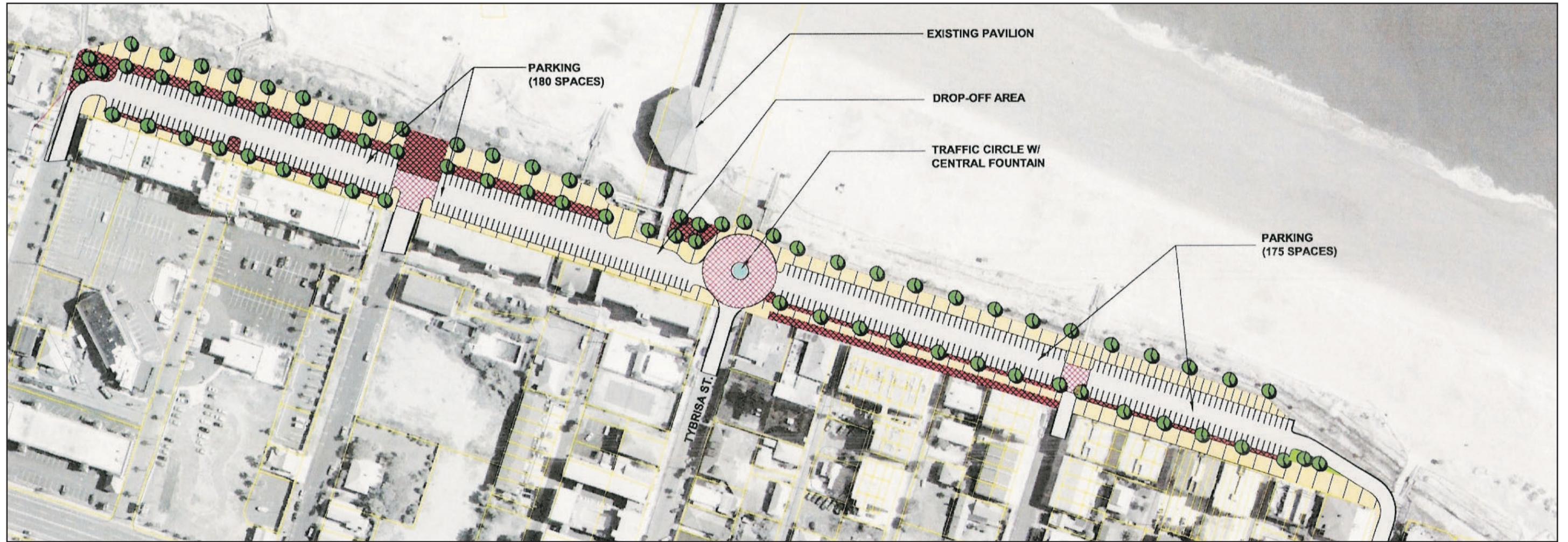
## **South Beach Area**

The South Beach area is the focal point of activity on Tybee Island. The area is served by two pay parking lots, as shown on Figures 3-4 and 3-5. Lot 2, which has 185 parking spaces, is located to the north and is accessed via 14<sup>th</sup> Street with an exit at Tybrisa Street. Lot 1, which has 177 parking spaces, is accessed via Tybrisa Street and has an exit at 18<sup>th</sup> Street. Both Lot 1 and Lot 2 have two aisles and a one-way circulation pattern. Vehicles enter Lot 2 at 14<sup>th</sup> Street then choose an aisle. If there are no available parking spaces, vehicles cannot re-circulate within the lot and must exit to Tybrisa Street. Vehicles must then either enter Lot 1 or, if Lot 1 is full, travel south on Strand Avenue to 17<sup>th</sup> Street and then circle back to the entrance to Lot 2 at 14<sup>th</sup> Street. This circulation pattern is inefficient and adds additional traffic to already busy area roadways and intersections.

A conceptual improvement plan for the South Beach parking lot area, from 14<sup>th</sup> Street to 18<sup>th</sup> Street is shown on Figure 5. The improvement plan calls for a single aisle with 90 degree parking on both sides that allows two-way circulation. Lot 2 and Lot 1 would effectively be connected to form a single parking lot with multiple access points. The plan includes two-way access points to the lot at 14<sup>th</sup> Street, 15<sup>th</sup> Street and 17<sup>th</sup> Street. Tybrisa Street and 18<sup>th</sup> street would continue to provide a one-way entrance and exit, respectively. Other features of the conceptual parking layout include a roundabout located at the end of Tybrisa Street and enhanced pedestrian crosswalks at 15<sup>th</sup> Street and 17<sup>th</sup> Street.

The conceptual improvement plan significantly improves vehicle circulation and the ability of visitors to readily find an available parking space. Multiple access points can help to relieve congestion at the existing beach access points and allows Tybrisa Street, which is the heart of the South Beach area, to be closed for seasonal street fairs and block parties. The roundabout included in the plan improves traffic flow at Tybrisa Street by eliminating the four existing access points at this location and providing an improved interface with the parking lot. The roundabout also offers the opportunity for aesthetic enhancements and provision of a gateway feature to the beach. The enhanced pedestrian crossing and pathways significantly increase pedestrian safety and connectivity in the South Beach area.

The conceptual plan assumes that Strand Avenue is closed from 14<sup>th</sup> Street to 18<sup>th</sup> Street and this space is utilized for the parking lot and an extended sidewalk. The wide aisle in the parking lot serves through traffic that currently utilizes Strand Avenue. In order to provide multiple access points, it is assumed that the existing gates and collection booths would be removed and an individual meter or common pay point collection system would be implemented. Additionally, the conceptual plan shown in Figure 5 assumes that the Marine Science Center has been relocated. As shown in Figure 5, the improvement plan includes 355 parking spaces, which results in the loss of only 7 parking spaces from the existing Lot 2 and Lot 1 parking lot configuration.



**Conceptual Layout  
for South Beach  
Parking Lots**  
*Traffic & Parking Study*  
 City of Tybee Island

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## **Overall Parking Strategies**

As previously discussed, the parking demand during peak periods in the summer is greater than the number of available parking spaces in the North Beach and South Beach areas of Tybee Island. Conceptual improvement plans have been prepared to improve the access and circulation to these lots; however, an overall parking strategy is needed to improve the utilization of available parking throughout the Island and to ultimately increase the City's parking inventory.

### Enhanced Beach Access Signage

One issue related to the availability of parking on Tybee Island is the utilization of on-street parking spaces. There is no signage indicating the widespread availability of public beach access points along US 80 that would be readily served by on-street parking. It is recommended that signage be added indicating the location of public beach access locations. This will help to spread out the demand focused on the pay lots serving the North Beach and South Beach areas and also help to better serve those visitors who try to access the pay lots only to find them full.

### Satellite Parking and Shuttle System

While it will be beneficial to try maximizing utilization of existing parking facilities through the development of improved parking layout plans for the North Beach and South Beach lots and a strategy to increase utilization of on-street parking, ultimately the City will need to increase its overall inventory of available parking spaces.

There appears to be little available land to increase the size of the existing lots or construct new public lots in the South Beach area. In the North Beach area, there is a planned new Police/Public Works facility on the northwest corner of Van Horne Street and Fort Avenue with the potential for additional public parking, but the magnitude of public parking added is limited and the site is not directly accessible to existing destinations such as the beach or the lighthouse/museum area.

Given the limited ability to expand parking in the North Beach and South Beach areas, the City could utilize its existing overflow/special events and/or identify another vacant site for purchase to serve as a satellite parking facility. Associated with this satellite lot would be a shuttle system that drops visitors off at key destinations such as the North Beach or South Beach areas.

The implementation of a satellite lot and shuttle system could be independent of a toll scenario. If funding is available, the system could be implemented with the satellite lot operating as a pay facility or toll revenue could be used to start up the system and allow for free satellite parking and shuttle service. Using the existing City overflow/special event lot would reduce up-front costs and allow for a quicker implementation. A more long-term

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strategy could be to use the revenue generated by the satellite lot or potential toll revenue to find an additional site to accommodate another satellite lot if parking demand warrants it.

The addition of parking spaces associated with a satellite lot could allow for the removal of some spaces at the existing North Beach and South Beach lots and allow for the opportunity to provide circulation and aesthetic enhancements to these areas.

### Toll at Entrance to Island

There are over 950 metered parking spaces located within the project study area. There is a definite inconvenience associated with needing quarters to feed the meters for on-street parking, especially for visitors going to the beach for a considerable amount of time during the day. A revenue alternative that would allow the parking meters to be removed would be to implement a toll for vehicles when they cross the bridge at Lazaretto Creek and enter the City. The implementation of a toll would also supplant the need for hourly fees at the North Beach and South Beach lots and could potentially provide a revenue stream for additional parking-related improvements. A toll would be charged to any non-residents, as full-time residents of Tybee Island are currently not required to pay in the City lots or in metered parking spaces if they have the appropriate decal. The issues associated with implementing a toll at the entrance to the City are as follows:

- Toll revenue could eliminate need for metered parking spaces, thus significantly increasing the viability and potential utilization of spaces which are currently underutilized
- Toll revenue could eliminate the need for hourly fees at pay lots, thus no longer a need for entrance/exit gates, enhancing the operation of these facilities
- Construction of toll facility could be tied to the GDOT widening project of US 80, allowing for construction cost savings.
- Single toll facility would reduce costs associated with collections at pay lots, collection of money from meters and maintenance/replacement of meters.
- Depending upon the toll cost and projected revenue, funds could be generated for additional parking-related projects such as: paving North Beach Lot, development of a satellite parking lot and shuttle service, circulation improvements at South Beach lots or aesthetic improvements in and around parking areas.
- Implementation of toll would require a revenue study to evaluate potential revenues, identify expenditures and to establish the proposed toll rate.
- Added travel delay for residents and visitors
- Potential for reduction in visitors due to perception of being forced to pay to access the island and for perception of toll cost to be too high.
- Toll would only be implemented if US 80 is widened as planned due to queuing at the plaza.

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## RECOMMENDATIONS

Based on the data collection, field observations and analysis conducted as part of this study, a number of issues were identified and recommendations were developed. The issues were focused on parking and traffic issues in the North Beach and South Beach areas of Tybee Island. Table 5 presents these issues as well as associated comments and the recommendations developed as part of this study. The issues and recommendations are separated into four categories: general traffic issues that affect the entire island, general parking issues that affect the entire island, specific North Beach area issues and specific South Beach area issues.

After recommendations were developed that addressed the parking and traffic issues identified as part of this study, they were prioritized based on whether the implementation of the recommendation was determined to be a short-term project or a long-term project. Based on the identified issues, a list of topics for further study was also developed and prioritized. Table 6 provides a summary of the prioritization of recommendations and topics for further study. Tables 5 and 6 can be used by the City to program near-term improvement projects, begin planning for long-term projects and identify those issues that require additional detailed evaluation and study.

**Table 5  
Summary of Issues and Recommendations**

<b>Issues</b>	<b>Comments</b>	<b>Recommendations</b>
<b>GENERAL TRAFFIC</b>		
Traffic volumes on US 80 increase by up to 60% during weekends in the summer	US 80 operates at acceptable level during weekend peak periods  Key study area intersections operate at acceptable levels during weekend peak periods	Continue to annually monitor traffic on US 80  Continue to annually monitor traffic at key intersections
Programmed widening of US 80 to 4 lanes (Bull River to Lazaretto Creek)	Potential traffic increase but ultimately demand will be controlled by available parking on the island	
Paved shoulder on US 80 west of Lowell Ave.	Potential for vehicles to use wide paved shoulder to make RT and conflict with RT vehicles in thru lane	Strip off paved shoulder at intersections to discourage potential RT movements or movements across intersection
<b>GENERAL PARKING</b>		
Public parking lots reach capacity on summer weekends	Visitors not able to find readily available parking then leave the island	Implement parking shuttle and satellite lot - could be located at City special event lot  Toll booth at entrance to island, associated with US 80 widening - provides funding mechanism for shuttle/satellite lot or other parking enhancements
On-street metered parking spaces not fully utilized	Lack of signage indicated readily available public beach access points served by on-street parking	Provide signage indicated public beach access points
<b>NORTH BEACH AREA</b>		
Potential turn signal for EB LT at US 80 & Campbell Ave.	Magnitude of LT traffic during peak period and potential accident history could warrant LT signal/phase	Add new signal for EB approach to allow protected LT movement phase during peak periods
Significant number of pedestrians crossing Meddin Dr. between Fort Screven and Lighthouse	No designated pedestrian crossing - peds often stopped in road to take pictures of lighthouse	Add designated pedestrian crossing and pedestrian crossing warning signs E. and W. on Meddin Dr.
Significant vehicle conflict on Meddin Dr. at 3 closely spaced intersections (Gullick St, North Beach Lot, Fort Screven Lot)	3 intersections (Gullick St., North Beach Lot and Fort Screven Lot) located within 300 feet	Redesign entrances to North Beach Lot and Fort Screven

**Table 5  
Summary of Issues and Recommendations (cont.)**

Issues	Comments	Recommendations
<b>NORTH BEACH AREA (cont.)</b>		
Signage not clear identifying parking facilities in North Beach area	<p>15 vehicles (during 3 hour period) observed to pull into pay lot entrance then back out</p> <p>Vehicles also observed to stop on Meddin Dr., not sure where to go</p>	Enhanced signage, indicating the entrance to the pay lot as beach parking and the entrance to the metered lot as parking for lighthouse and museum
North Beach Lot is dirt with no defined parking spaces	<p>Lack of designated spaces creates a parking situation that does not maximize the full parking potential of the site</p> <p>Lack of designated circulation plan creates the potential for vehicles conflicts</p>	Prepare a conceptual parking layout plan for the North Beach Lot to minimize internal vehicle conflicts and maximize parking spaces
<b>SOUTH BEACH AREA</b>		
Potential turn signal for SB LT at US 80 & 14th St.	Would require widening of road to provide separate SB LT lane - LT delay not significant enough to warrant major improvement	Add 5-head signal for SB approach and provide an overlap phase during peak periods that allows only SB LT+Thru movements
US 80/Butler Ave at Tybrisa is the center of activity on Tybee - potential traffic signal at this location	Traffic volumes on side street do not warrant traffic signal	Continue to monitor traffic volumes and accident data at intersection
Potential traffic bottleneck at Strand Ave./Tybrisa St./Lot 2 Exit/Lot 1 Entrance	Gated entrance to Lot 1 and during peak periods traffic exiting Lot 2 then entering Lot 1 and conflicting with Tybrisa traffic entering Lot 1	Develop a conceptual improvement plan for ingress/egress of Lot 2 and Lot 1
Significant pedestrian traffic accessing beach and pier at Tybrisa St. conflicts with Parking Lot 2 exiting vehicle traffic	Pedestrian traffic crosses in front of vehicles exiting Lot 1 and traveling to Strand or entrance to Lot 2	Develop a conceptual improvement plan for ingress/egress of Lot 2 and Lot 1
South Beach Lot 2 and Lot 1 only provide one-way circulation for vehicles	Vehicles in lot choose an aisle and if no space is available are forced to exit lot and re-enter	Develop a conceptual layout plan for Lot 2 and Lot 1 that enhances vehicle circulation
Lot Full sign was not illuminated for Lot 2 even though the lot was full	Adds unnecessary vehicle traffic in lots that are full, increasing potential for vehicle conflicts	Provide better monitoring system for activating "Lot Full" sign

**Table 6  
Prioritization of Recommendations and Further Study**

Priority	Recommendation
<b>SHORT TERM PROJECTS</b>	
①	Add signage indicating public beach access and parking at all beach access points along US 80 / Butler Ave.
②	Limit parking on Tybrisa (east of Butler Ave.) to one hour to encourage turnover, discourage beach parking and increase the availability of parking for retail and restaurant patrons. Add signage indicating limited parking duration and modify existing meters.
③	Enhanced signage at entrance to North Beach Lot/Museum indicating location of parking facilities, type of parking (pay, metered, etc.) and purpose of parking areas.
④	Add a striped pedestrian crossing on Meddin Drive at the north end of Tom Lynch Loop, between the lighthouse and the metered parking lot. Add low-level fence or shrubs to direct pedestrians to the crossing.
⑤	Add eastbound and westbound left turn signal/phase on US 80 at Campbell Avenue.
⑥	Add 5-head signal for southbound left turn lane at US 80 at 14th Street to allow for a southbound left turn plus thru movement overlap phase.
⑦	Stripe of the paved shoulder on US 80 at the intersection of Jones Avenue to discourage the use of the paved shoulder as a right turn lane or as a thru lane across the intersection for cars parked on the shoulder area.
⑧	For the northbound approach to US 80 at Jones Avenue, add signage and pavement markings directing vehicles to not block driveway (of the BP station on the southeast corner of the intersection).
<b>LONG TERM PROJECTS</b>	
①	Implement improved circulation plan for the South Beach parking Lots 1 and 2 and associated ingress/egress improvements at 14th Street, 15th Street, Tybrisa Avenue, 17th Street and 18th Street.
②	Improve North Beach parking lot with a stabilized base and designated parking lot layout and circulation plan.
③	Reconstruct the entrances to the North Beach lot and Museum parking lot and provide enhanced signage.
④	Secure the current overflow parking lot on US 80 for a long term lease and/or purchase. Provide a stabilized base for the lot and utilize as a satellite lot in conjunction with the implementation of a shuttle system.
⑤	If satellite lot and shuttle system is effective and utilized, identify a larger parcel to be used as satellite lot for long term lease or purchase.
<b>FURTHER STUDY</b>	
①	Conduct a stated preference survey of residents and visitors to identify potential price points for: increase in parking fees, "premium" parking rates, and potential toll rates
②	Detailed parking utilization study to identify mix of parking users (residents/seasonal visitors/day visitors) and to develop a parking utilization profile throughout the day during a summer weekend day condition
③	Annually monitor traffic during the typical summer weekend period at the established US 80 segments and key intersections
④	Conduct a toll financial feasibility study to identify the potential revenue stream, projects to be funded with the revenue stream and sensitivity of toll rates

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# APPENDICES

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**APPENDIX A**  
**72-HOUR MACHINE TRAFFIC COUNTS**

**72-Hour Machine Counts  
US 80 – West of Breezy Point Lane**

Time	US 80 - West of Breezy Point Lane								
	Thursday - 7/15/04			Friday - 7/16/04			Saturday - 7/17/04		
	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 - 1:00 am	76	79	155	92	66	158	140	182	322
1:00 - 2:00 am	43	35	78	53	49	102	92	120	212
2:00 - 3:00 am	13	30	43	19	24	43	49	83	132
3:00 - 4:00 am	21	22	43	20	24	44	53	50	103
4:00 - 5:00 am	14	28	42	25	28	53	35	42	77
5:00 - 6:00 am	38	99	137	40	79	119	55	55	110
6:00 - 7:00 am	135	249	384	128	218	346	111	126	237
7:00 - 8:00 am	230	424	654	223	443	666	160	221	381
8:00 - 9:00 am	268	478	746	307	435	742	272	345	617
9:00 - 10:00 am	398	415	813	455	461	916	457	537	994
10:00 - 11:00 am	458	489	947	596	520	1,116	676	622	1,298
11:00 - 12:00 am	540	519	1,059	687	505	1,192	853	576	1,429
12:00 - 1:00 pm	597	505	1,102	672	541	1,213	893	541	1,434
1:00 - 2:00 pm	590	545	1,135	742	588	1,330	908	556	1,464
2:00 - 3:00 pm	569	840	1,409	731	672	1,403	874	762	1,636
3:00 - 4:00 pm	473	542	1,015	703	838	1,541	863	854	1,717
4:00 - 5:00 pm	565	489	1,054	694	778	1,472	852	958	1,810
5:00 - 6:00 pm	642	472	1,114	735	669	1,404	819	1,051	1,870
6:00 - 7:00 pm	608	394	1,002	793	611	1,404	765	897	1,662
7:00 - 8:00 pm	460	289	749	722	480	1,202	639	873	1,512
8:00 - 9:00 pm	403	273	676	600	517	1,117	510	489	999
9:00 - 10:00 pm	322	242	564	482	472	954	396	349	745
10:00 - 11:00 pm	237	191	428	433	376	809	323	324	647
11:00 - 12:00 pm	157	152	309	276	294	570	196	250	446
<b>24-Hour Total</b>	<b>7,857</b>	<b>7,801</b>	<b>15,658</b>	<b>10,228</b>	<b>9,688</b>	<b>19,916</b>	<b>10,991</b>	<b>10,863</b>	<b>21,854</b>

**72-Hour Machine Counts  
US 80 – East of Campbell Avenue**

Time	US 80 - East of Campbell Avenue								
	Thursday - 7/15/04			Friday - 7/16/04			Saturday - 7/17/04		
	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 - 1:00 am	68	73	141	84	69	153	151	180	331
1:00 - 2:00 am	41	38	79	43	47	90	88	135	223
2:00 - 3:00 am	16	32	48	24	25	49	53	95	148
3:00 - 4:00 am	18	19	37	15	22	37	65	56	121
4:00 - 5:00 am	12	29	41	23	35	58	31	42	73
5:00 - 6:00 am	42	82	124	38	61	99	46	52	98
6:00 - 7:00 am	125	200	325	120	171	291	90	106	196
7:00 - 8:00 am	202	337	539	184	327	511	166	195	361
8:00 - 9:00 am	270	399	669	331	373	704	286	325	611
9:00 - 10:00 am	404	398	802	473	467	940	474	499	973
10:00 - 11:00 am	488	519	1,007	589	537	1,126	700	654	1,354
11:00 - 12:00 am	594	548	1,142	744	541	1,285	835	603	1,438
12:00 - 1:00 pm	638	543	1,181	692	590	1,282	875	583	1,458
1:00 - 2:00 pm	621	595	1,216	682	612	1,294	867	573	1,440
2:00 - 3:00 pm	561	770	1,331	702	641	1,343	838	742	1,580
3:00 - 4:00 pm	459	531	990	679	773	1,452	833	825	1,658
4:00 - 5:00 pm	532	499	1,031	673	735	1,408	778	884	1,662
5:00 - 6:00 pm	579	476	1,055	670	683	1,353	811	994	1,805
6:00 - 7:00 pm	595	417	1,012	714	587	1,301	698	840	1,538
7:00 - 8:00 pm	471	335	806	682	552	1,234	642	844	1,486
8:00 - 9:00 pm	392	308	700	611	492	1,103	546	494	1,040
9:00 - 10:00 pm	323	273	596	462	489	951	405	356	761
10:00 - 11:00 pm	205	192	397	419	365	784	325	327	652
11:00 - 12:00 pm	129	129	258	269	296	565	200	235	435
<b>24-Hour Total</b>	<b>7,785</b>	<b>7,742</b>	<b>15,527</b>	<b>9,923</b>	<b>9,490</b>	<b>19,413</b>	<b>10,803</b>	<b>10,639</b>	<b>21,442</b>

**72-Hour Machine Counts  
US 80 – North of 2<sup>nd</sup> Street**

Time	US 80 - North of 2nd Street								
	Thursday - 7/15/04			Friday - 7/16/04			Saturday - 7/17/04		
	SB	NB	Total	SB	NB	Total	SB	NB	Total
12:00 - 1:00 am	46	62	108	72	52	124	144	153	297
1:00 - 2:00 am	30	28	58	36	41	77	90	115	205
2:00 - 3:00 am	13	28	41	21	21	42	47	88	135
3:00 - 4:00 am	13	15	28	12	11	23	53	46	99
4:00 - 5:00 am	9	18	27	17	23	40	24	33	57
5:00 - 6:00 am	42	47	89	29	33	62	39	31	70
6:00 - 7:00 am	100	124	224	116	132	248	88	73	161
7:00 - 8:00 am	187	200	387	143	197	340	144	152	296
8:00 - 9:00 am	211	250	461	267	251	518	217	247	464
9:00 - 10:00 am	288	267	555	385	338	723	381	379	760
10:00 - 11:00 am	383	401	784	495	397	892	586	513	1,099
11:00 - 12:00 am	494	436	930	622	435	1,057	634	461	1,095
12:00 - 1:00 pm	520	378	898	608	455	1,063	754	426	1,180
1:00 - 2:00 pm	489	470	959	546	492	1,038	721	445	1,166
2:00 - 3:00 pm	408	625	1,033	587	497	1,084	722	621	1,343
3:00 - 4:00 pm	350	450	800	506	630	1,136	683	699	1,382
4:00 - 5:00 pm	423	390	813	517	607	1,124	660	756	1,416
5:00 - 6:00 pm	434	355	789	508	576	1,084	687	837	1,524
6:00 - 7:00 pm	463	321	784	597	492	1,089	573	713	1,286
7:00 - 8:00 pm	375	278	653	555	431	986	516	727	1,243
8:00 - 9:00 pm	324	240	564	538	433	971	505	425	930
9:00 - 10:00 pm	253	222	475	396	419	815	355	300	655
10:00 - 11:00 pm	168	168	336	374	314	688	287	276	563
11:00 - 12:00 pm	94	108	202	211	262	473	176	206	382
<b>24-Hour Total</b>	<b>6,117</b>	<b>5,881</b>	<b>11,998</b>	<b>8,158</b>	<b>7,539</b>	<b>15,697</b>	<b>9,086</b>	<b>8,722</b>	<b>17,808</b>

**72-Hour Machine Counts  
US 80 – South of 14<sup>th</sup> Street**

Time	US 80 - South of 14th Street								
	Thursday - 7/15/04			Friday - 7/16/04			Saturday - 7/17/04		
	SB	NB	Total	SB	NB	Total	SB	NB	Total
12:00 - 1:00 am	36	57	93	50	59	109	126	163	289
1:00 - 2:00 am	21	29	50	27	44	71	58	114	172
2:00 - 3:00 am	13	30	43	14	22	36	41	97	138
3:00 - 4:00 am	9	12	21	11	15	26	43	54	97
4:00 - 5:00 am	5	12	17	13	19	32	16	26	42
5:00 - 6:00 am	27	25	52	25	21	46	30	20	50
6:00 - 7:00 am	75	55	130	74	63	137	68	49	117
7:00 - 8:00 am	121	123	244	94	112	206	109	107	216
8:00 - 9:00 am	155	159	314	205	143	348	192	152	344
9:00 - 10:00 am	224	178	402	274	234	508	307	235	542
10:00 - 11:00 am	295	246	541	329	254	583	412	367	779
11:00 - 12:00 am	339	285	624	428	295	723	453	318	771
12:00 - 1:00 pm	353	302	655	402	347	749	502	407	909
1:00 - 2:00 pm	338	340	678	394	336	730	493	486	979
2:00 - 3:00 pm	292	463	755	398	415	813	484	545	1,029
3:00 - 4:00 pm	253	333	586	327	409	736	448	522	970
4:00 - 5:00 pm	273	257	530	309	381	690	472	578	1,050
5:00 - 6:00 pm	290	247	537	340	412	752	461	588	1,049
6:00 - 7:00 pm	303	225	528	399	337	736	466	524	990
7:00 - 8:00 pm	298	232	530	423	352	775	440	517	957
8:00 - 9:00 pm	259	242	501	382	356	738	439	357	796
9:00 - 10:00 pm	165	198	363	321	343	664	279	295	574
10:00 - 11:00 pm	118	144	262	259	269	528	207	249	456
11:00 - 12:00 pm	52	78	130	183	234	417	149	197	346
<b>24-Hour Total</b>	<b>4,314</b>	<b>4,272</b>	<b>8,586</b>	<b>5,681</b>	<b>5,472</b>	<b>11,153</b>	<b>6,695</b>	<b>6,967</b>	<b>13,662</b>

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# **APPENDIX B**

## **PEAK PERIOD TURNING MOVEMENT COUNTS**

## Peak Period TMC (11:00 am – 2:00 pm) US 80 at Campbell Street

HDR  
315 East Robinson Street  
Orlando, Florida 32801  
(407) 420-4200

Counter:DB-650  
Counted By: HDR  
Weather: Clear

File Name : 1STCAMPBELL  
Site Code : 07170401  
Start Date : 07/17/2004  
Page No : 1

Groups Printed- ALL VEHICLES

Start Time	1ST STREET From North				CAMPBELL AVENUE From East				1ST STREET From South				CAMPBELL AVENUE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	1	177	43	221	24	1	20	45	15	110	9	134	17	12	14	43	443
11:15 AM	3	167	40	210	21	4	30	55	10	115	7	132	18	4	13	35	432
11:30 AM	5	186	41	232	24	1	22	47	17	132	6	155	14	6	23	43	477
11:45 AM	2	194	36	232	19	3	15	37	17	101	2	120	16	1	1	18	407
Total	11	724	160	895	88	9	87	184	59	458	24	541	65	23	51	139	1759
12:00 PM	0	186	25	211	15	3	27	45	15	115	4	134	17	8	9	34	424
12:15 PM	1	203	38	242	22	1	22	45	10	115	2	127	10	5	12	27	441
12:30 PM	1	183	44	228	27	0	28	55	15	105	5	125	12	2	6	20	428
12:45 PM	7	190	47	244	28	0	24	52	11	127	8	146	12	3	6	21	463
Total	9	762	154	925	92	4	101	197	51	462	19	532	51	18	33	102	1756
01:00 PM	8	190	41	239	35	2	22	59	21	109	4	134	13	2	8	23	455
01:15 PM	2	194	44	240	23	2	24	49	16	108	6	130	17	2	6	25	444
01:30 PM	3	161	44	208	25	3	32	60	16	111	4	131	14	8	10	32	431
01:45 PM	6	178	48	232	28	4	25	57	13	125	3	141	13	4	10	27	457
Total	19	723	177	919	111	11	103	225	66	453	17	536	57	16	34	107	1787
Grand Total	39	2209	491	2739	291	24	291	606	176	1373	60	1609	173	57	118	348	5302
Apprch %	1.4	80.6	17.9		48.0	4.0	48.0		10.9	85.3	3.7		49.7	16.4	33.9		
Total %	0.7	41.7	9.3	51.7	5.5	0.5	5.5	11.4	3.3	25.9	1.1	30.3	3.3	1.1	2.2	6.6	

Start Time	1ST STREET From North				CAMPBELL AVENUE From East				1ST STREET From South				CAMPBELL AVENUE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:45 PM				01:30 PM				12:45 PM				01:30 PM				
Volume	20	735	176	931	111	7	102	220	64	455	22	541	56	15	30	101	1793
Percent	2.1	78.9	18.9		50.5	3.2	46.4		11.8	84.1	4.1		55.4	14.9	29.7		0.968
Volume	7	190	47	244	28	0	24	52	11	127	8	146	12	3	6	21	463
Peak Factor	0.954				0.917				0.926				0.789				
High Int.	12:45 PM				01:30 PM				12:45 PM				01:30 PM				
Volume	7	190	47	244	25	3	32	60	11	127	8	146	14	8	10	32	
Peak Factor	0.954				0.917				0.926				0.789				
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	12:15 PM				01:00 PM				11:00 AM				11:00 AM				
Volume	17	766	170	953	111	11	103	225	59	458	24	541	65	23	51	139	
Percent	1.8	80.4	17.8		49.3	4.9	45.8		10.9	84.7	4.4		46.8	16.5	36.7		
High Int.	12:45 PM				01:30 PM				11:30 AM				11:00 AM				
Volume	7	190	47	244	25	3	32	60	17	132	6	155	17	12	14	43	
Peak Factor	0.976				0.938				0.873				0.808				

## Peak Period TMC (11:00 am – 2:00 pm) US 80 at Jones Avenue

HDR  
315 East Robinson Street  
Orlando, Florida 32801  
(407) 420-4200

Counter: DB-651  
Counted By: HDR  
Weather: Clear

File Name : 1STJONES  
Site Code : 07170402  
Start Date : 07/17/2004  
Page No : 1

Groups Printed- ALL VEHICLES

Start Time	1ST STREET From North				JONES AVENUE From East				1ST STREET From South				JONES AVENUE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:15 AM	36	158	7	201	1	0	0	1	1	112	0	113	1	1	28	30	345
11:30 AM	21	202	3	226	7	0	0	7	0	122	5	127	1	0	33	34	394
11:45 AM	33	185	5	223	4	2	1	7	1	105	2	108	7	0	23	30	368
Total	90	545	15	650	12	2	1	15	2	339	7	348	9	1	84	94	1107
12:00 PM	34	179	2	215	3	0	1	4	2	102	4	108	4	0	31	35	362
12:15 PM	30	205	2	237	1	0	1	2	3	102	6	111	5	1	38	44	394
12:30 PM	33	168	4	205	1	0	1	2	1	92	4	97	5	7	44	56	360
12:45 PM	29	187	3	219	2	0	0	2	1	110	7	118	4	1	40	45	384
Total	126	739	11	876	7	0	3	10	7	406	21	434	18	9	153	180	1500
01:00 PM	16	187	2	205	2	1	2	5	4	104	4	112	0	2	25	27	349
01:15 PM	29	194	1	224	2	2	2	6	3	110	2	115	6	1	35	42	387
01:30 PM	28	173	4	205	3	0	2	5	5	103	4	112	2	2	38	42	364
01:45 PM	31	174	0	205	4	1	1	6	1	115	2	118	3	0	27	30	359
Total	104	728	7	839	11	4	7	22	13	432	12	457	11	5	125	141	1459
Grand Total	320	2012	33	2365	30	6	11	47	22	1177	40	1239	38	15	362	415	4066
Apprch %	13.5	85.1	1.4		63.8	12.8	23.4		1.8	95.0	3.2		9.2	3.6	87.2		
Total %	7.9	49.5	0.8	58.2	0.7	0.1	0.3	1.2	0.5	28.9	1.0	30.5	0.9	0.4	8.9	10.2	

Start Time	1ST STREET From North				JONES AVENUE From East				1ST STREET From South				JONES AVENUE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:15 AM to 01:45 PM - Peak 1 of 1																	
Intersection 11:30 AM																	
Volume	118	771	12	901	15	2	3	20	6	431	17	454	17	1	125	143	1518
Percent	13.1	85.6	1.3		75.0	10.0	15.0		1.3	94.9	3.7		11.9	0.7	87.4		
12:15	30	205	2	237	1	0	1	2	3	102	6	111	5	1	38	44	394
Volume																	
Peak Factor																	0.963
High Int.	12:15 PM				11:30 AM				11:30 AM				12:15 PM				
Volume	30	205	2	237	7	0	0	7	0	122	5	127	5	1	38	44	
Peak Factor				0.950				0.714				0.894					0.813
Peak Hour From 11:15 AM to 01:45 PM - Peak 1 of 1																	
By Approach 11:30 AM																	
Volume	118	771	12	901	11	4	7	22	13	427	17	457	18	9	153	180	
Percent	13.1	85.6	1.3		50.0	18.2	31.8		2.8	93.4	3.7		10.0	5.0	85.0		
High Int.	12:15 PM				01:15 PM				12:45 PM				12:30 PM				
Volume	30	205	2	237	2	2	2	6	1	110	7	118	5	7	44	56	
Peak Factor				0.950				0.917				0.968					0.804

## Peak Period TMC (11:00 am – 2:00 pm) US 80 at 12<sup>th</sup> Street

HDR  
315 East Robinson Street  
Orlando, Florida 32801  
(407) 420-4200

File Name : 1ST12THSTREET  
Site Code : 07170403  
Start Date : 07/17/2004  
Page No : 1

Counter:  
Counted By:  
Weather:  
Other:

Groups Printed- ALL VEHICLES

Start Time	1ST STREET From North				12TH STREET From East				1ST STREET From South				12TH STREET From West				Int. Total
	Right	Thru	Left	App. Total													
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	8	137	4	149	1	0	2	3	1	99	0	100	1	1	2	4	256
11:15 AM	9	144	3	156	4	0	1	5	1	101	0	102	7	0	3	10	273
11:30 AM	5	152	2	159	4	0	1	5	2	103	0	105	2	0	2	4	273
11:45 AM	3	157	3	163	2	0	2	4	1	83	1	85	1	0	2	3	255
Total	25	590	12	627	11	0	6	17	5	386	1	392	11	1	9	21	1057
12:00 PM	5	128	2	135	4	0	0	4	2	83	0	85	3	2	3	8	232
12:15 PM	7	195	6	208	4	0	2	6	2	95	0	97	1	0	2	3	314
12:30 PM	6	146	2	154	3	0	0	3	3	80	0	83	1	0	3	4	244
12:45 PM	3	156	4	163	6	0	1	7	3	114	1	118	1	0	0	1	289
Total	21	625	14	660	17	0	3	20	10	372	1	383	6	2	8	16	1079
01:00 PM	6	139	4	149	2	0	3	5	2	106	1	109	4	0	2	6	269
01:15 PM	3	147	2	152	11	0	2	13	6	96	1	103	2	0	1	3	271
01:30 PM	6	180	4	190	3	0	0	3	7	103	1	111	1	0	3	4	308
01:45 PM	4	142	4	150	9	1	5	15	5	111	2	118	0	0	1	1	284
Total	19	608	14	641	25	1	10	36	20	416	5	441	7	0	7	14	1132
Grand Total	65	1823	40	1928	53	1	19	73	35	1174	7	1216	24	3	24	51	3268
Apprch %	3.4	94.6	2.1		72.6	1.4	26.0		2.9	96.5	0.6		47.1	5.9	47.1		
Total %	2.0	55.8	1.2	59.0	1.6	0.0	0.6	2.2	1.1	35.9	0.2	37.2	0.7	0.1	0.7	1.6	

Start Time	1ST STREET From North				12TH STREET From East				1ST STREET From South				12TH STREET From West				Int. Total
	Right	Thru	Left	App. Total													
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection 12:45 PM																	
Volume	18	622	14	654	22	0	6	28	18	419	4	441	8	0	6	14	1137
Percent	2.8	95.1	2.1		78.6	0.0	21.4		4.1	95.0	0.9		57.1	0.0	42.9		
01:30 Volume	6	180	4	190	3	0	0	3	7	103	1	111	1	0	3	4	308
Peak Factor																	0.923
High Int.	01:30 PM				01:15 PM				12:45 PM				01:00 PM				
Volume	6	180	4	190	11	0	2	13	3	114	1	118	4	0	2	6	
Peak Factor				0.861				0.538				0.934				0.583	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach																	
Volume	22	636	16	674	25	1	10	36	18	419	4	441	13	2	10	25	
Percent	3.3	94.4	2.4		69.4	2.8	27.8		4.1	95.0	0.9		52.0	8.0	40.0		
High Int.	12:15 PM				01:45 PM				12:45 PM				11:15 AM				
Volume	7	195	6	208	9	1	5	15	3	114	1	118	7	0	3	10	
Peak Factor				0.810				0.600				0.934				0.625	

## Peak Period TMC (11:00 am – 2:00 pm) US 80 at 14<sup>th</sup> Street

HDR  
315 East Robinson Street  
Orlando, Florida 32801  
(407) 420-4200

Counter: DB2628  
Counted By: HDR  
Weather: Clear

File Name : 1ST14THSTREET  
Site Code : 07170404  
Start Date : 07/17/2004  
Page No : 1

Groups Printed- ALL VEHICLES

Start Time	1ST STREET From North				14TH STREET From East				1ST STREET From South				14TH STREET From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	2	105	19	126	7	2	3	12	7	80	1	88	6	1	14	21	
11:15 AM	2	114	24	140	2	0	2	4	6	81	4	91	3	8	9	20	
11:30 AM	5	110	25	140	6	0	2	8	5	77	2	84	6	3	14	23	
11:45 AM	2	122	26	150	6	0	4	10	13	67	5	85	3	4	11	18	
Total	11	451	94	556	21	2	11	34	31	305	12	348	18	16	48	82	
12:00 PM	4	102	18	124	4	1	1	6	9	72	3	84	3	0	6	9	
12:15 PM	8	135	30	173	5	0	0	5	18	94	11	123	6	1	10	17	
12:30 PM	5	111	23	139	1	0	3	4	11	76	5	92	13	2	10	25	
12:45 PM	2	120	26	148	7	0	4	11	16	89	4	109	10	1	15	26	
Total	19	468	97	584	17	1	8	26	54	331	23	408	32	4	41	77	
01:00 PM	5	102	18	125	3	0	4	7	15	92	3	110	6	3	13	22	
01:15 PM	3	119	18	140	2	2	8	12	18	89	1	108	3	2	5	10	
01:30 PM	3	142	25	170	3	2	2	7	27	94	8	129	5	1	6	12	
01:45 PM	7	105	21	133	4	3	5	12	24	112	5	141	6	1	7	14	
Total	18	468	82	568	12	7	19	38	84	387	17	488	20	7	31	58	
02:00 PM	6	117	24	147	5	2	5	12	23	90	3	116	8	0	6	14	
Grand Total	54	1504	297	1855	55	12	43	110	192	1113	55	1360	78	27	126	231	
Apprch %	2.9	81.1	16.0		50.0	10.9	39.1		14.1	81.8	4.0		33.8	11.7	54.5		
Total %	1.5	42.3	8.4	52.2	1.5	0.3	1.2	3.1	5.4	31.3	1.5	38.2	2.2	0.8	3.5	6.5	

Start Time	1ST STREET From North				14TH STREET From East				1ST STREET From South				14TH STREET From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:00 AM to 02:00 PM - Peak 1 of 1																	
Intersection	01:15 PM				01:15 PM				01:45 PM				01:45 PM				
Volume	19	483	88	590	14	9	20	43	92	385	17	494	22	4	24	50	
Percent	3.2	81.9	14.9		32.6	20.9	46.5		18.6	77.9	3.4		44.0	8.0	48.0		
01:30	3	142	25	170	3	2	2	7	27	94	8	129	5	1	6	12	
Volume																	0.925
Peak Factor																	
High Int.	01:30 PM				01:15 PM				01:45 PM				01:45 PM				
Volume	3	142	25	170	2	2	8	12	24	112	5	141	6	1	7	14	
Peak Factor	0.868				0.896				0.876				0.893				
Peak Hour From 11:00 AM to 02:00 PM - Peak 1 of 1																	
By	01:15 PM				01:15 PM				01:15 PM				12:15 PM				
Approach																	
Volume	19	483	88	590	14	9	20	43	92	385	17	494	35	7	48	90	
Percent	3.2	81.9	14.9		32.6	20.9	46.5		18.6	77.9	3.4		38.9	7.8	53.3		
High Int.	01:30 PM				01:15 PM				01:45 PM				12:45 PM				
Volume	3	142	25	170	2	2	8	12	24	112	5	141	10	1	15	26	
Peak Factor	0.868				0.896				0.876				0.865				

## Peak Period TMC (11:00 am – 2:00 pm) US 80 at Tybrisa Street

HDR

315 East Robinson Street  
Orlando, Florida 32801  
(407) 420-4200

File Name : 1STINLETTYBRISA  
Site Code : 00071704  
Start Date : 07/17/2004  
Page No : 1

Counter:  
Counted By:  
Weather:  
Other:

Groups Printed- ALL VEHICLES

Start Time	1ST STREET From North				N/A From East				1ST STREET From South				TYBRISA STREET From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	5	29	39	73	0	0	0	0	13	62	2	77	1	0	5	6	156
11:15 AM	7	23	48	78	0	0	0	0	14	66	1	81	0	0	0	0	159
11:30 AM	5	27	53	85	0	0	0	0	17	62	1	80	0	0	2	2	167
11:45 AM	6	37	53	96	0	0	0	0	20	64	4	88	0	0	1	1	185
Total	23	116	193	332	0	0	0	0	64	254	8	326	1	0	8	9	667
12:00 PM	9	28	42	79	0	0	0	0	20	66	3	89	4	3	3	10	178
12:15 PM	7	36	56	99	0	0	0	0	20	96	3	119	3	1	2	6	224
12:30 PM	5	34	45	84	0	0	0	0	20	89	1	110	2	0	2	4	198
12:45 PM	8	25	41	74	0	0	0	0	20	98	2	120	3	0	2	5	199
Total	29	123	184	336	0	0	0	0	80	349	9	438	12	4	9	25	799
01:00 PM	3	30	34	67	0	0	0	0	27	109	2	138	1	1	2	4	209
01:15 PM	3	32	38	73	0	0	0	0	30	101	1	132	1	0	0	1	206
01:30 PM	7	47	41	95	0	0	0	0	31	110	1	142	0	0	2	2	239
01:45 PM	11	37	51	99	0	0	0	0	27	127	1	155	0	2	0	2	256
Total	24	146	164	334	0	0	0	0	115	447	5	567	2	3	4	9	910
Grand Total	76	385	541	1002	0	0	0	0	259	1050	22	1331	15	7	21	43	2376
Apprch %	7.6	38.4	54.0		0.0	0.0	0.0		19.5	78.9	1.7		34.9	16.3	48.8		
Total %	3.2	16.2	22.8	42.2	0.0	0.0	0.0	0.0	10.9	44.2	0.9	56.0	0.6	0.3	0.9	1.8	

Start Time	1ST STREET From North				N/A From East				1ST STREET From South				TYBRISA STREET From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	24	146	164	334	0	0	0	0	115	447	5	567	2	3	4	9	910
Percent	7.2	43.7	49.1		0.0	0.0	0.0		20.3	78.8	0.9		22.2	33.3	44.4		
01:45	11	37	51	99	0	0	0	0	27	127	1	155	0	2	0	2	256
Peak Factor																	0.889
High Int.	01:45 PM				10:45:00				01:45 PM				01:00 PM				
Volume	11	37	51	99	0	0	0	0	27	127	1	155	1	1	2	4	
Peak Factor	0.843												0.915				0.563
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
By	11:30 AM				11:00 AM				01:00 PM				12:00 PM				
Approach																	
Volume	27	128	204	359	0	0	0	0	115	447	5	567	12	4	9	25	
Percent	7.5	35.7	56.8		-	-	-		20.3	78.8	0.9		48.0	16.0	36.0		
High Int.	12:15 PM								01:45 PM				12:00 PM				
Volume	7	36	56	99	-	-	-	-	27	127	1	155	4	3	3	10	
Peak Factor	0.907												0.915				0.625

## Peak Period TMC (11:00 am – 2:00 pm) US 80 at Inlet Avenue

HDR  
315 East Robinson Street  
Orlando, Florida 32801  
(407) 420-4200

File Name : 1STINLETTYBRISA  
Site Code : 00071704  
Start Date : 07/17/2004  
Page No : 1

Counter:  
Counted By:  
Weather:  
Other:

Groups Printed- ALL VEHICLES

Start Time	1ST STREET TO INLET AVENUE From North				N/A From East				1ST STREET TO INLET AVENUE From South				TYBRISA STREET TO INLET AVENUE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	0	14	0	14	0	0	0	0	0	0	6	6	1	0	0	1	21
11:15 AM	0	13	0	13	0	0	0	0	0	0	2	2	1	0	0	1	16
11:30 AM	0	16	0	16	0	0	0	0	0	0	3	3	3	0	0	3	22
11:45 AM	0	21	0	21	0	0	0	0	0	0	2	2	4	0	0	4	27
Total	0	64	0	64	0	0	0	0	0	0	13	13	9	0	0	9	86
12:00 PM	0	19	0	19	0	0	0	0	0	0	3	3	3	0	0	3	25
12:15 PM	1	38	0	39	0	0	0	0	0	0	5	5	4	0	0	4	48
12:30 PM	0	23	0	23	0	0	0	0	0	0	3	3	0	0	0	0	26
12:45 PM	0	34	0	34	0	0	0	0	0	0	1	1	4	0	0	4	39
Total	1	114	0	115	0	0	0	0	0	0	12	12	11	0	0	11	138
01:00 PM	0	33	0	33	0	0	0	0	0	0	3	3	2	0	0	2	38
01:15 PM	0	22	0	22	0	0	0	0	0	0	3	3	0	0	0	0	25
01:30 PM	0	27	0	27	0	0	0	0	0	0	3	3	4	0	0	4	34
01:45 PM	0	21	0	21	0	0	0	0	0	0	5	5	4	0	0	4	30
Total	0	103	0	103	0	0	0	0	0	0	14	14	10	0	0	10	127
Grand Total	1	281	0	282	0	0	0	0	0	0	39	39	30	0	0	30	351
Apprch %	0.4	99.6	0.0		0.0	0.0	0.0		0.0	0.0	100.0		100.0	0.0	0.0		
Total %	0.3	80.1	0.0	80.3	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11.1	8.5	0.0	0.0	8.5	

Start Time	1ST STREET TO INLET AVENUE From North				N/A From East				1ST STREET TO INLET AVENUE From South				TYBRISA STREET TO INLET AVENUE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:15 PM																
Volume	1	128	0	129	0	0	0	0	0	0	12	12	10	0	0	10	151
Percent	0.8	99.2	0.0		0.0	0.0	0.0		0.0	0.0	100.0		100.0	0.0	0.0		
12:15 Volume	1	38	0	39	0	0	0	0	0	0	5	5	4	0	0	4	48
Peak Factor	0.827																0.786
High Int. Volume	12:15 PM				10:45:00				12:15 PM				12:15 PM				
Peak Factor	0.827								0.600				0.625				
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	12:15 PM				11:00 AM				01:00 PM				11:30 AM				
Volume	1	128	0	129	0	0	0	0	0	0	14	14	14	0	0	14	
Percent	0.8	99.2	0.0		-	-	-		0.0	0.0	100.0		100.0	0.0	0.0		
High Int. Volume	12:15 PM								01:45 PM				11:45 AM				
Peak Factor	0.827								0.700				0.875				

**Peak Period TMC (11:00 am – 2:00 pm)  
Tybrisa Street at Strand Avenue**

HDR  
315 East Robinson Street

Counter:DB2630  
Counted By: HDR  
Weather: Clear

Orlando, Florida 32801 File Name : PARKINGLOT1TYBRISA  
(407) 420-4200 Site Code : 07170408  
Start Date : 07/17/2004  
Page No : 1

Groups Printed- ALL VEHICLES

Start Time	PARKING LOT#1 EXIT TO TYBRISA STREET From North				From East				From South				TYBRISA STREET From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	0	5	0	5	0	0	0	0	0	0	0	0	39	0	0	39	44
11:15 AM	0	6	0	6	0	0	0	0	0	0	0	0	45	0	0	45	51
11:30 AM	0	6	0	6	0	0	0	0	0	0	0	0	53	0	0	53	59
11:45 AM	0	8	0	8	0	0	0	0	0	0	0	0	61	0	0	61	69
Total	0	25	0	25	0	0	0	0	0	0	0	0	198	0	0	198	223
12:00 PM	0	13	0	13	0	0	0	0	0	0	0	0	56	0	0	56	69
12:15 PM	0	15	0	15	0	0	0	0	0	0	0	0	71	0	0	71	86
12:30 PM	0	20	0	20	0	0	0	0	0	0	0	0	60	0	0	60	80
12:45 PM	0	20	0	20	0	0	0	0	0	0	0	0	54	0	0	54	74
Total	0	68	0	68	0	0	0	0	0	0	0	0	241	0	0	241	309
01:00 PM	0	31	0	31	0	0	0	0	0	0	0	0	76	0	0	76	107
01:15 PM	0	21	0	21	0	0	0	0	0	0	0	0	62	0	0	62	83
01:30 PM	0	16	0	16	0	0	0	0	0	0	0	0	58	0	0	58	74
01:45 PM	0	32	0	32	0	0	0	0	0	0	0	0	84	0	0	84	116
Total	0	100	0	100	0	0	0	0	0	0	0	0	280	0	0	280	380
Grand Total	0	193	0	193	0	0	0	0	0	0	0	0	719	0	0	719	912
Apprch %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	21.2	0.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.8	0.0	0.0	78.8	

**Peak Period TMC (11:00 am – 2:00 pm)  
Tybrisa Street at Lot 1 Entrance**

HDR  
315 East Robinson Street

Counter: DB2630  
Counted By: HDR  
Weather: Clear

Orlando, Florida 32801 File Name : PARKINGLOT1TYBRISA  
(407) 420-4200 Site Code : 07170408  
Start Date : 07/17/2004  
Page No : 1

Groups Printed- ALL VEHICLES

Start Time	PARKING LOT#1 EXIT TO PARKING LOT#2 From North				From East				From South				TYBRISA STREET TO PARKING LOT#2 From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	15
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	20
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
Total	0	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	56
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	4	0	0	4	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	2	0	2	0	0	0	0	0	0	0	0	16	0	0	16	18
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	6	0	0	6	7
*** BREAK ***																	
Total	0	1	0	1	0	0	0	0	0	0	0	0	12	0	0	12	13
Grand Total	0	3	0	3	0	0	0	0	0	0	0	0	84	0	0	84	87
Apprch %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.6	0.0	0.0	96.6	

## Peak Period TMC (11:00 am – 2:00 pm) Butler Avenue at 18<sup>th</sup> Street

HDR  
315 East Robinson Street  
Orlando, Florida 32801  
(407) 420-4200

Counter:  
Counted By:  
Weather:  
Other:

File Name : 1ST18TH  
Site Code : 07170406  
Start Date : 07/17/2004  
Page No : 1

Groups Printed- ALL VEHICLES

Start Time	1ST STREET From North				BEACH EXIT From East				1ST STREET From South				18TH PLACE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	1	16	0	17	10	1	1	12	0	11	0	11	1	1	4	6	46
11:15 AM	2	18	0	20	20	3	4	27	0	17	0	17	0	0	3	3	67
11:30 AM	2	13	0	15	24	3	1	28	0	15	2	17	0	0	3	3	63
11:45 AM	2	18	0	20	25	5	5	35	0	14	1	15	0	0	5	5	75
Total	7	65	0	72	79	12	11	102	0	57	3	60	1	1	15	17	251
12:00 PM	5	12	0	17	22	1	3	26	0	10	0	10	0	0	2	2	55
12:15 PM	1	34	0	35	41	2	2	45	0	16	0	16	0	0	1	1	97
12:30 PM	2	21	0	23	44	1	4	49	0	3	1	4	0	0	3	3	79
12:45 PM	0	16	0	16	41	3	4	48	0	17	0	17	1	0	2	3	84
Total	8	83	0	91	148	7	13	168	0	46	1	47	1	0	8	9	315
01:00 PM	4	19	0	23	41	4	1	46	0	17	0	17	0	0	6	6	92
01:15 PM	1	22	0	23	49	7	5	61	0	17	0	17	2	0	7	9	110
01:30 PM	2	28	0	30	45	1	4	50	0	23	1	24	0	0	5	5	109
01:45 PM	6	14	0	20	51	1	4	56	0	21	1	22	0	0	1	1	99
Total	13	83	0	96	186	13	14	213	0	78	2	80	2	0	19	21	410
*** BREAK ***																	
Grand Total	28	231	0	259	413	32	38	483	0	181	6	187	4	1	42	47	976
Apprch %	10.8	89.2	0.0		85.5	6.6	7.9		0.0	96.8	3.2		8.5	2.1	89.4		
Total %	2.9	23.7	0.0	26.5	42.3	3.3	3.9	49.5	0.0	18.5	0.6	19.2	0.4	0.1	4.3	4.8	

Start Time	1ST STREET From North				BEACH EXIT From East				1ST STREET From South				18TH PLACE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection 01:00 PM																	
Volume	13	83	0	96	186	13	14	213	0	78	2	80	2	0	19	21	410
Percent	13.5	86.5	0.0		87.3	6.1	6.6		0.0	97.5	2.5		9.5	0.0	90.5		
01:15																	
Volume	1	22	0	23	49	7	5	61	0	17	0	17	2	0	7	9	110
Peak Factor 0.932																	
High Int. 01:30 PM 01:15 PM 01:30 PM 01:15 PM																	
Volume	2	28	0	30	49	7	5	61	0	23	1	24	2	0	7	9	
Peak Factor				0.800				0.873				0.833				0.583	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach 12:15 PM 01:00 PM 01:00 PM 12:45 PM																	
Volume	7	90	0	97	186	13	14	213	0	78	2	80	3	0	20	23	
Percent	7.2	92.8	0.0		87.3	6.1	6.6		0.0	97.5	2.5		13.0	0.0	87.0		
High Int. 12:15 PM 01:15 PM 01:30 PM 01:15 PM																	
Volume	1	34	0	35	49	7	5	61	0	23	1	24	2	0	7	9	
Peak Factor				0.693				0.873				0.833				0.639	

**Peak Period TMC (11:00 am – 2:00 pm)**  
**Meddin Drive at Gullick Street**

HDR  
 315 East Robinson Street  
 Orlando, Florida 32801  
 (407) 420-4200

Counter: TDC8-2428  
 Counted By: HDR  
 Weather: Clear

File Name : TAYLORBEACHPKLOT  
 Site Code : 07170407  
 Start Date : 07/17/2004  
 Page No : 1

Groups Printed- GULICK STREET

Start Time	TAYLOR STREET From North				GULICK STREET From East				TAYLOR STREET From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
*** BREAK ***																	
11:30 AM	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	2	2	0	0	2	0	0	0	0	4
12:00 PM	0	0	0	0	1	0	2	3	4	0	0	4	0	0	0	0	7
12:15 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	1	1	1	0	3	4	5	0	0	5	0	0	0	0	10
01:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
01:30 PM	0	0	2	2	1	0	1	2	0	0	0	0	0	0	0	0	4
01:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	4	2	0	1	3	4	0	0	4	0	0	0	0	11
Grand Total	0	0	5	5	3	0	6	9	11	0	0	11	0	0	0	0	25
Apprch %	0.0	0.0	100.0		33.3	0.0	66.7		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	20.0	20.0	12.0	0.0	24.0	36.0	44.0	0.0	0.0	44.0	0.0	0.0	0.0	0.0	

Start Time	TAYLOR STREET From North				GULICK STREET From East				TAYLOR STREET From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:30 AM																
Volume	0	0	1	1	1	0	5	6	6	0	0	6	0	0	0	0	13
Percent	0.0	0.0	100.0		16.7	0.0	83.3		100.0	0.0	0.0		0.0	0.0	0.0		
12:00																	
Volume	0	0	0	0	1	0	2	3	4	0	0	4	0	0	0	0	7
Peak Factor																	0.464
High Int.	12:15 PM				12:00 PM				12:00 PM				10:45:00				
Volume	0	0	1	1	1	0	2	3	4	0	0	4					
Peak Factor	0.250				0.500				0.375								
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	01:00 PM				11:30 AM				11:15 AM				11:00 AM				
Volume	0	0	4	4	1	0	5	6	6	0	0	6	0	0	0	0	
Percent	0.0	0.0	100.0		16.7	0.0	83.3		100.0	0.0	0.0		-	-	-		
High Int.	01:30 PM				12:00 PM				12:00 PM								
Volume	0	0	2	2	1	0	2	3	4	0	0	4					
Peak Factor	0.500				0.500				0.375								

**Peak Period TMC (11:00 am – 2:00 pm)  
Meddin Drive at North Beach Lot Entrance**

Counter: TDC8-2428  
Counted By: HDR  
Weather: Clear

HDR  
315 East Robinson Street  
Orlando, Florida 32801  
(407) 420-4200

File Name : TAYLORBEACHPKLOT  
Site Code : 07170407  
Start Date : 07/17/2004  
Page No : 1

Groups Printed- BEACH PARKING EXIT

Start Time	TAYLOR STREET From North				BEACH PARKING LOT EXIT From East				TAYLOR STREET From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	0	18	3	21	3	0	5	8	8	19	0	27	0	0	0	0	56
11:15 AM	0	7	5	12	0	0	5	5	18	6	0	24	0	0	0	0	41
11:30 AM	0	6	5	11	2	0	5	7	22	10	0	32	0	0	0	0	50
11:45 AM	0	12	3	15	1	0	4	5	19	13	0	32	0	0	0	0	52
Total	0	43	16	59	6	0	19	25	67	48	0	115	0	0	0	0	199
12:00 PM	0	15	4	19	6	0	4	10	18	19	0	37	0	0	0	0	66
12:15 PM	0	11	3	14	4	0	11	15	27	6	0	33	0	0	0	0	62
12:30 PM	0	13	6	19	6	0	3	9	21	16	0	37	0	0	0	0	65
12:45 PM	0	16	5	21	1	0	9	10	15	16	0	31	0	0	0	0	62
Total	0	55	18	73	17	0	27	44	81	57	0	138	0	0	0	0	255
01:00 PM	0	15	3	18	2	0	6	8	17	17	0	34	0	0	0	0	60
01:15 PM	0	18	3	21	3	0	13	16	27	20	0	47	0	0	0	0	84
01:30 PM	0	13	5	18	1	0	7	8	26	11	0	37	0	0	0	0	63
01:45 PM	0	25	6	31	4	0	10	14	19	11	0	30	0	0	0	0	75
Total	0	71	17	88	10	0	36	46	89	59	0	148	0	0	0	0	282
Grand Total	0	169	51	220	33	0	82	115	237	164	0	401	0	0	0	0	736
Apprch %	0.0	76.8	23.2		28.7	0.0	71.3		59.1	40.9	0.0		0.0	0.0	0.0		
Total %	0.0	23.0	6.9	29.9	4.5	0.0	11.1	15.6	32.2	22.3	0.0	54.5	0.0	0.0	0.0	0.0	

Start Time	TAYLOR STREET From North				BEACH PARKING LOT EXIT From East				TAYLOR STREET From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	0	71	17	88	10	0	36	46	89	59	0	148	0	0	0	0	282
Percent	0.0	80.7	19.3		21.7	0.0	78.3		60.1	39.9	0.0		0.0	0.0	0.0		
01:15																	
Volume	0	18	3	21	3	0	13	16	27	20	0	47	0	0	0	0	84
Peak Factor																	0.839
High Int.	01:45 PM				01:15 PM				01:15 PM				10:45:00				
Volume	0	25	6	31	3	0	13	16	27	20	0	47					
Peak Factor	0.710				0.719				0.787								
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	01:00 PM				01:00 PM				12:30 PM				11:00 AM				
Volume	0	71	17	88	10	0	36	46	80	69	0	149	0	0	0	0	
Percent	0.0	80.7	19.3		21.7	0.0	78.3		53.7	46.3	0.0		-	-	-		
High Int.	01:45 PM				01:15 PM				01:15 PM								
Volume	0	25	6	31	3	0	13	16	27	20	0	47	-	-	-	-	
Peak Factor	0.710				0.719				0.793								

## Peak Period TMC (11:00 am – 2:00 pm) Meddin Drive at Fort Screven Entrance

HDR

315 East Robinson Street

Orlando, Florida 32801

(407) 420-4200

File Name : TAYLORBEACHPKLOT

Site Code : 07170407

Start Date : 07/17/2004

Page No : 1

Counter:TDC8-2428

Counted By: HDR

Weather: Clear

Groups Printed- MUSUEM ENTRANCE

Start Time	TAYLOR STREET From North				MUSUEM PARKING LOT EXIT From East				TAYLOR STREET From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	0	0	3	3	4	0	0	4	6	0	0	6	0	0	0	0	13
11:15 AM	0	0	2	2	0	0	1	1	8	0	0	8	0	0	0	0	11
11:30 AM	0	0	5	5	1	0	0	1	6	0	0	6	0	0	0	0	12
11:45 AM	0	0	0	0	1	0	0	1	10	0	0	10	0	0	0	0	11
Total	0	0	10	10	6	0	1	7	30	0	0	30	0	0	0	0	47
12:00 PM	0	0	5	5	0	0	0	0	3	0	0	3	0	0	0	0	8
12:15 PM	0	0	4	4	1	0	0	1	10	0	0	10	0	0	0	0	15
12:30 PM	0	0	5	5	0	0	0	0	5	0	0	5	0	0	0	0	10
12:45 PM	0	0	8	8	0	0	2	2	5	0	0	5	0	0	0	0	15
Total	0	0	22	22	1	0	2	3	23	0	0	23	0	0	0	0	48
01:00 PM	0	0	4	4	0	0	1	1	11	0	0	11	0	0	0	0	16
01:15 PM	0	0	13	13	0	0	0	0	5	0	0	5	0	0	0	0	18
01:30 PM	0	0	3	3	1	0	0	1	13	0	0	13	0	0	0	0	17
01:45 PM	0	0	4	4	1	0	0	1	13	0	0	13	0	0	0	0	18
Total	0	0	24	24	2	0	1	3	42	0	0	42	0	0	0	0	69
Grand Total	0	0	56	56	9	0	4	13	95	0	0	95	0	0	0	0	164
Apprch %	0.0	0.0	100.0		69.2	0.0	30.8		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	34.1	34.1	5.5	0.0	2.4	7.9	57.9	0.0	0.0	57.9	0.0	0.0	0.0	0.0	

Start Time	TAYLOR STREET From North				MUSUEM PARKING LOT EXIT From East				TAYLOR STREET From South				From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	0	0	24	24	2	0	1	3	42	0	0	42	0	0	0	0	69
Percent	0.0	0.0	100.0		66.7	0.0	33.3		100.0	0.0	0.0		0.0	0.0	0.0		
01:45																	
Volume	0	0	4	4	1	0	0	1	13	0	0	13	0	0	0	0	18
Peak Factor																	0.958
High Int.	01:15 PM				01:00 PM				01:30 PM				10:45:00				
Volume	0	0	13	13	0	0	1	1	13	0	0	13					
Peak Factor	0.462								0.750				0.808				
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	12:30 PM				11:00 AM				01:00 PM				11:00 AM				
Volume	0	0	30	30	6	0	1	7	42	0	0	42	0	0	0	0	
Percent	0.0	0.0	100.0		85.7	0.0	14.3		100.0	0.0	0.0		-	-	-		
High Int.	01:15 PM				11:00 AM				01:30 PM								
Volume	0	0	13	13	4	0	0	4	13	0	0	13	-	-	-	-	
Peak Factor	0.577				0.438				0.808								

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## **APPENDIX C**

### **HISTORICAL ACCIDENT DATA (2003)**

## Historical Accident Data (2003)

Date	Primary Street	Secondary Street	Incident
6/15	Tybee Museum	Meddin Dr.	2-Car Accident, Tybee Museum
4/30	Highway 80	Spanish Hammock	Car Found in Bushes Near Spanish Hammock
2/3	Highway 80	Spanish Hammock	2-Car Accident, 80 and Spanish Hammock
2/10	Highway 80	Chimney Creek Turnoff	2-Car Accident, Chimney Creek and 80
6/13	Highway 80	near Teresa Lane	Truck in Marsh, Driver Says Stolen
5/16	Highway 80	Byers St.	2-Car Accident, 80 and Byers
7/15	Highway 80	McKenzie St.	2-Car Accident, 80 Near McKenzie
4/12	Highway 80	McKenzie St.	2-Car Accident, 80 Near McKenzie
7/3	Highway 80	McKenzie St.	2-Car Accident, 80 Near McKenzie
9/28	Highway 80	near McKenzie St.	Impaired Driver Hits parked Car, 80 and Mckenzie
4/4	Highway 80	near McKenzie St.	Car Hit Pedestrian, 80 Near McKenzie
12/6	Highway 80	Polk Ave.	Driver Hits Hydrant, Walks Away
9/1	Highway 80	Polk Ave.	2-Car Accident, 80 and Polk
5/29	Highway 80	Polk Ave.	2-Car Accident, 80 and Polk, 1 Citation
6/10	Highway 80	Polk St.	2-Car Accident, 80 and Polk
3/15	Highway 80	Polk St.	DUI Driver Hits Parked Car, 80 and Polk
11/23	Highway 80	Lullwater Lane	Driver Backs into Police Car, 80 and Lullwater
9/21	Highway 80	Eagles Nest Road	2-Car Smashup, 80 and Eagels Nest
7/20	Campbell Ave.	Highway 80	2-Car Accident, Campell and 80, 2 Citations
7/19	Campbell Ave.	Highway 80	Bicycle hits Car, Car Leaves
5/31	Highway 80	Campbell Ave	2-Car Accident, 80 and Campbell
4/27	Highway 80	Campbell Ave	2-Car Accident, 80 and Campbell
9/22	Highway 80	Campbell Ave	Sleeping Driver Hits Sign, 80 and Campbell
6/14	Highway 80	Campbell Ave	2-Car Accident, 80 and Campbell
8/27	Highway 80	Campbell Ave	2-Car Accident, 80 and Campbell
6/14	Highway 80	Lewis Ave.	5-Car Pileup, 80 and Lewis
11/15	Miller Ave.	Highway 80	Car Strikes Fire Hydrant, Mckenzie and 80
6/17	Jones Ave.	Highway 80	2-Car Accident on Jones near 80, City Truck
7/27	Jones Ave.	Highway 80	2-Car Accident, Jones and 80
8/1	Highway 80	Jones Ave.	2-Car Accident, 80 and Jones
5/14	Highway 80	Jones Ave.	Hit and Run near at Jones and 80
7/28	Highway 80	Jones Ave.	2-Car Accident, 80 and Jones
6/12	Highway 80	Jones Ave.	2-Car Accident, 80 and Jones
4/19	Highway 80	Jones Ave.	2-Car Accident, 80 and Jones
9/1	Highway 80	Jones Ave.	Car Hits Kid on Skateboard, 80 and Jones
8/2	Highway 80	near Jones Ave.	Truck Hits Volvo, XYZ Liquors, Leaves
9/2	Butler Ave.	2nd Ave	Sleeping Driver Hits Parked Car
8/26	Highway 80	2nd Ave	2-Car Accident, 80 and 2nd Ave.
7/18	Highway 80	2nd Ave	2-Car Accident, 80 and 2nd Ave.

## Historical Accident Data (2003) cont.

Date	Primary Street	Secondary Street	Incident
2/13	Highway 80	Butler Ave.	Pickup Truck Hits Guardrail at the Curve
4/2	Butler Ave.	Highway 80	Motorcycle Rider Misses the Curve
6/4	Butler Ave.	3rd St.	Hit and Run Driver Caught, Given Two Citations
6/27	Butler Ave.	3rd St.	3-Car Accident, Butler and 3rd, 2 Citations
11/13	Butler Ave.	4th St.	Wind-Blown Sign Hits Car, Butler Ave.
8/3	Center St.	near Butler Ave	2-Car Accident, Center St.
3/5	Butler Ave.	5th St.	2-Car Accident, Butler and 5th
4/5	Butler Ave.	8th St.	2-Car Accident, Butler and 8th
8/7	Butler Ave.	8th St.	2-Car Accident, Butler and 7th
2/3	8th St.	Butler Ave.	2-Car Accident, Butler and 8th
7/18	8th St.	near beach	Truck Hits Parked Motorcycle, Leaves
6/14	Butler Ave.	9th St.	2-Car Accident, Butler and 9th
4/5	Butler Ave.	10th St	2-Car Accident at Butler and 10th
5/25	Butler Ave.	midblock	2-Car Accident, Butler at IGA
9/21	Butler Ave.	near 12th St.	Drunk Crashes into Parked Car, 1200 Butler
5/3	Butler Ave.	13th St	2-Car Accident, Butler and 13th
8/13	Butler Ave.	14th St.	2-Car Accident, Butler and 14th
4/4	Butler Ave.	14th St.	2-Car Accident, Butler and 14th
9/18	Butler Ave.	14th St.	2-Car Accident, Butler and 14th
11/30	Butler Ave.	1511 Butler Ave.	2-Car Backing Accident, Sunrise Restaurant
9/1	Butler Ave.	Tybrisa St.	2-Car Accident, Butler and Tybrisa
8/23	Tybrisa St.	Butler Ave.	2-Car Accident, Tybrisia and Butler
4/27	Tybrisa St.	midblock	2-Car Accident, Tybrisia
8/23	Tybrisa St.	midblock	Hit and Run on Tybrisia St
2/28	Tybrisa St.	near Butler Ave	2-Car Accident, Tybrisia
3/11	Tybrisa St.	near Butler Ave	2-Car Accident, Tybrisia
12/31	Inlet Ave.	Butler Ave.	1-Car Accident, Inlet and Butler
9/11	Butler Ave.	17th St.	Truck Knocks Down Utility pole
4/4	Butler Ave.	Atlantic Ave.	2-Car Accident at butler and Atlantic
8/7	Izlar Ave.	Butler Ave.	2-Car Accident, Izlar and Butler, 1 Citation
8/23	16th St. Parking Lot	17th St.	2-Car Accident, 16th St. Parking Lot
10/11	16th St. Parking Lot	Tybrisa St.	Cars Bump in 16th St. Parking Lot
6/24	16th St. Parking Lot		2-Car Accident, 16th St. Parking Lot
5/20	16th St. Parking Lot		1-Car Accident, 16th St. Parking Lot
6/1	Strand Ave.	14th St.	2-Car Accident, Strand and 14th
5/9	19th St, Parking Lot		2-Car Accident, 19th St. Parking Lot
3/23	19th St, Parking Lot		2-Car Accident, 19th St. Parking Lot, 2UTCs
5/10	19th St, Parking Lot		2-Car Accident, 19th St. Parking Lot