



1.0 INTRODUCTION

1.1 PROJECT BACKGROUND

The purpose of this report is to document the procedures and findings of a comprehensive corridor study for Queens Folly Road.

The traffic impact analysis considers the weekday AM peak hour (between 10:00 AM and 12:00 PM) and the weekday PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. The extent of the existing roadway network to be studied consists of the ten (10) intersections of:

1. US 278 & Queens Folly Road;
2. Queens Folly Road & St Andrews Common Driveway;
3. Queens Folly Road & Queens Grant Driveway #1;
4. Queens Folly Road & Queens Grant Driveway #2;
5. Queens Folly Road & Trent Jones Lane (General Store Intersection);
6. Queens Folly Road/Hotel Circle & Mooring Buoy/Ocean Lane (Traffic Circle);
7. Ocean Lane & Carnoustie Road;
8. Ocean Lane & Hampton Place Driveway;
9. Mooring Buoy & Dune House Lane; and
10. Mooring Buoy & Port Tack.

The Queens Folly Corridor is shown in **Exhibit 1.1**.

1.2 EXISTING ROADWAY CONDITIONS

US 278 is a four-lane principal arterial that primarily serves residential and commercial land uses. The posted speed limit is 45 mph and the average annual daily traffic (AADT) in 2023 was 27,200 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along US 278 is approximately 2%.

All additional study roadways are local roadways that primarily serve residential and recreational land uses. The posted speed limit is 25 mph throughout. Based upon existing turning movement counts, the percentage of heavy vehicles along these roadways is on average 2%.

1.3 DATA COLLECTION

The traffic impact analysis considers the weekday AM peak hour (between 10:00 AM and 12:00 PM) and the weekday PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. The extent of the existing roadway network to be studied consists of the ten (10) intersections of:

1. US 278 & Queens Folly Road;
2. Queens Folly Road & St Andrews Common Driveway;
3. Queens Folly Road & Queens Grant Driveway #1;
4. Queens Folly Road & Queens Grant Driveway #2;
5. Queens Folly Road & Trent Jones Lane;
6. Queens Folly Road & Mooring Buoy/Ocean Lane;
7. Ocean Lane & Carnoustie Road;
8. Ocean Lane & Hampton Place Driveway; and
9. Mooring Buoy & Dune House Lane; and
10. Mooring Buoy & Port Tack (pedestrians only).

Traffic count data at the intersection of Ocean Lane & Hampton Place Driveway was collected with an emphasis on the “commercial” vehicles (i.e. those vehicles with visible commercial logos or markers of other kinds). Based on the traffic counts, the percentage of commercial vehicles going southbound beyond the Hampton Place Driveway is 19% in the AM peak hour and 9% in the PM peak hour, the percentage going northbound at this intersection is 27% in the AM peak hour and 10% in the PM peak hour, and the percentage going westbound (leaving Hampton Place Driveway) is 100% in the AM peak hour and 22% in the PM peak hour.

Existing 2024 traffic volumes were collected at these study area intersections during the AM and PM peak periods listed above. The raw traffic volume counts are provided in **Appendix A** and the 2024 existing AM and PM peak hour traffic volumes are illustrated in **Exhibit 1.2**.

Automatic Traffic Recorder Data collected by the South Carolina Department of Transportation along US 278 can be found in **Appendix F** (which also shows vehicle classification categories).



Exhibit 1.1 – Queens Folly Road Location Map



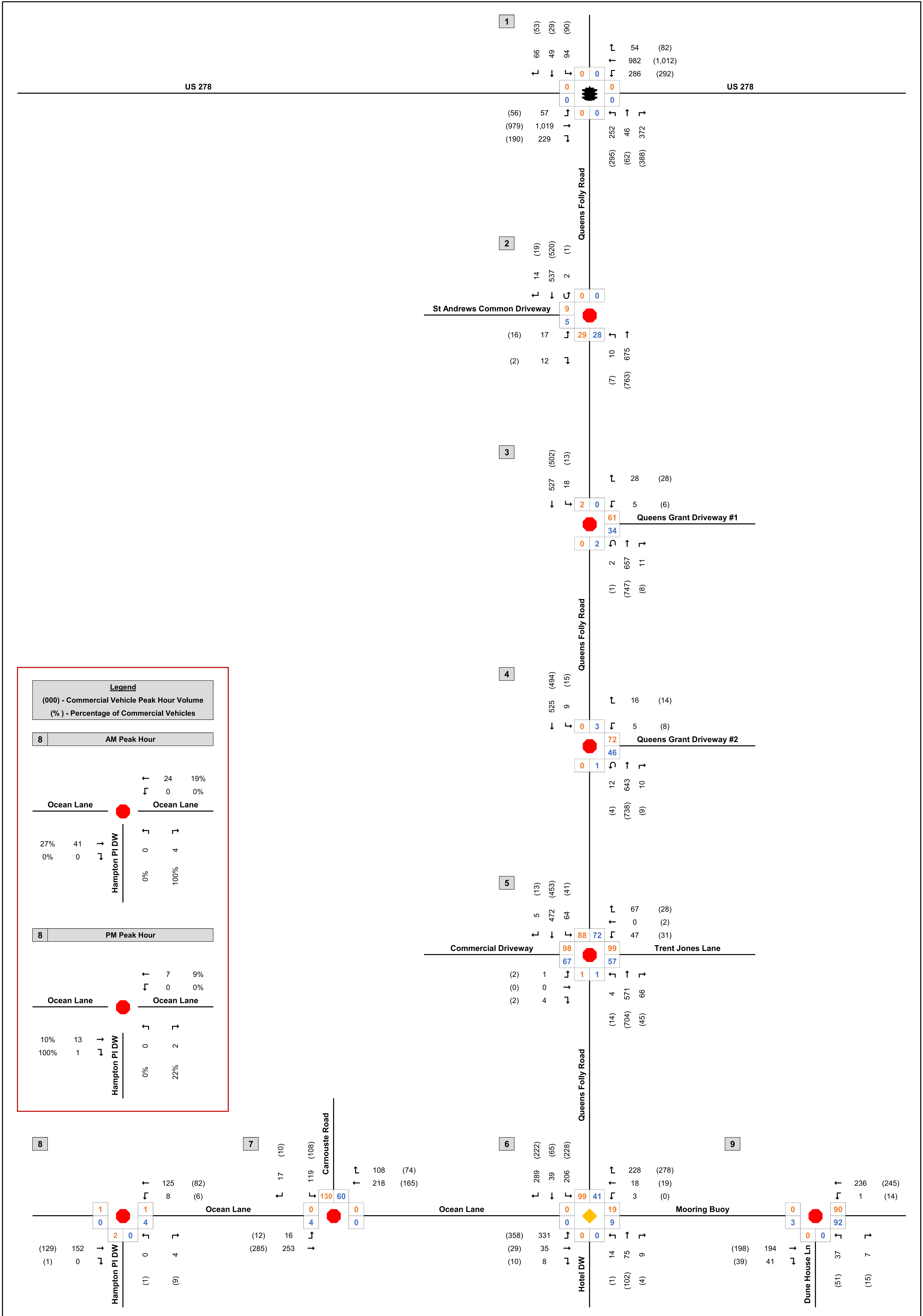


Exhibit 1.2 - 2024 Existing Traffic Volumes



Traffic Volume Legend

- 000 - AM Peak Hour Volumes
- 000 - AM Pedestrian Volumes (Two-Way Crossing)
- (000) - PM Peak Hour Volumes
- 000 - PM Pedestrian Volumes (Two-Way Crossing)
- ROUNDABOUT
- TWSC
- SIGNAL



Legend

(000) - Commercial Vehicle Peak Hour Volume
(%) - Percentage of Commercial Vehicles

8 AM Peak Hour

Ocean Lane	↑ 24 (19%)	↓ 0 (0%)
Hampton PI DW	↑ 41 (27%)	↓ 0 (0%)
Ocean Lane	↑ 0 (0%)	↓ 4 (100%)

8 PM Peak Hour

Ocean Lane	↑ 7 (9%)	↓ 0 (0%)
Hampton PI DW	↑ 13 (10%)	↓ 1 (100%)
Ocean Lane	↑ 0 (0%)	↓ 2 (22%)



2.0 FIELD OBSERVATIONS

Field observations were conducted in July 2024 to obtain a perspective of pedestrians and cyclists, as well as to observe vehicular and bicycle/pedestrian traffic operations along the corridor. The key observations and locations with primary concerns identified are described below:

2.1 QUEENS FOLLY ROAD & TRENT JONES LANE (GENERAL STORE INTERSECTION)

The Queens Folly Road & Trent Jones Lane intersection shown in **Exhibit 2.1** had significant pedestrian and bicycle activity throughout the observation time frame, particularly between 9:30 AM and 12:00 PM. The existing pedestrian crosswalks as shown in **Exhibit 2.2** do not have the ladder style markings which could be utilized to increase visibility. This intersection also lacks pedestrian crossing signage for vehicles at or near the provided pedestrian crossings to alert vehicles that pedestrians may be crossing.

The provided signage along the corridor shown in **Exhibit 2.3** directs the pedestrians to yield to vehicles. South Carolina Code of Laws Section 56-5-3150 – Pedestrians’ right-of-way in crosswalks states that “When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to yield to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.” Section 56-5-3150 – Crossing at other than crosswalks states that “Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.”

Throughout the observation period there were very minimal gaps in traffic along Queens Folly Road which caused various issues, one being left-turning vehicles (southbound left and westbound left) becoming “stuck” in the median break and blocking through traffic when more than one vehicle intended to make a left turn (shown in **Exhibit 2.4** and **Exhibit 2.5**). When the southbound approach was blocked by two or more vehicles desiring to make a left turn, the through traffic would develop a queue (shown in **Exhibit 2.6**). Once the southbound queue had developed, southbound through vehicles would drive around those turning vehicles and drive over the multiuse path to avoid the backup (shown in **Exhibit 2.7**, **Exhibit 2.8**, **Exhibit 2.9**, & **Exhibit 2.10**).

The minimal gaps in traffic along Queens Folly Road also created long waiting durations for the pedestrians and bicyclists since the signage states that they must yield to vehicles. Often times when gaps in traffic presented themselves, there were conflicting movements between southbound U-turns and left turns, northbound right turns, westbound right turns, and the pedestrians that desired to cross the various crosswalks (shown in **Exhibit 2.11**).



Exhibit 2.1 – Queens Folly Road & Trent Jones Lane Intersection

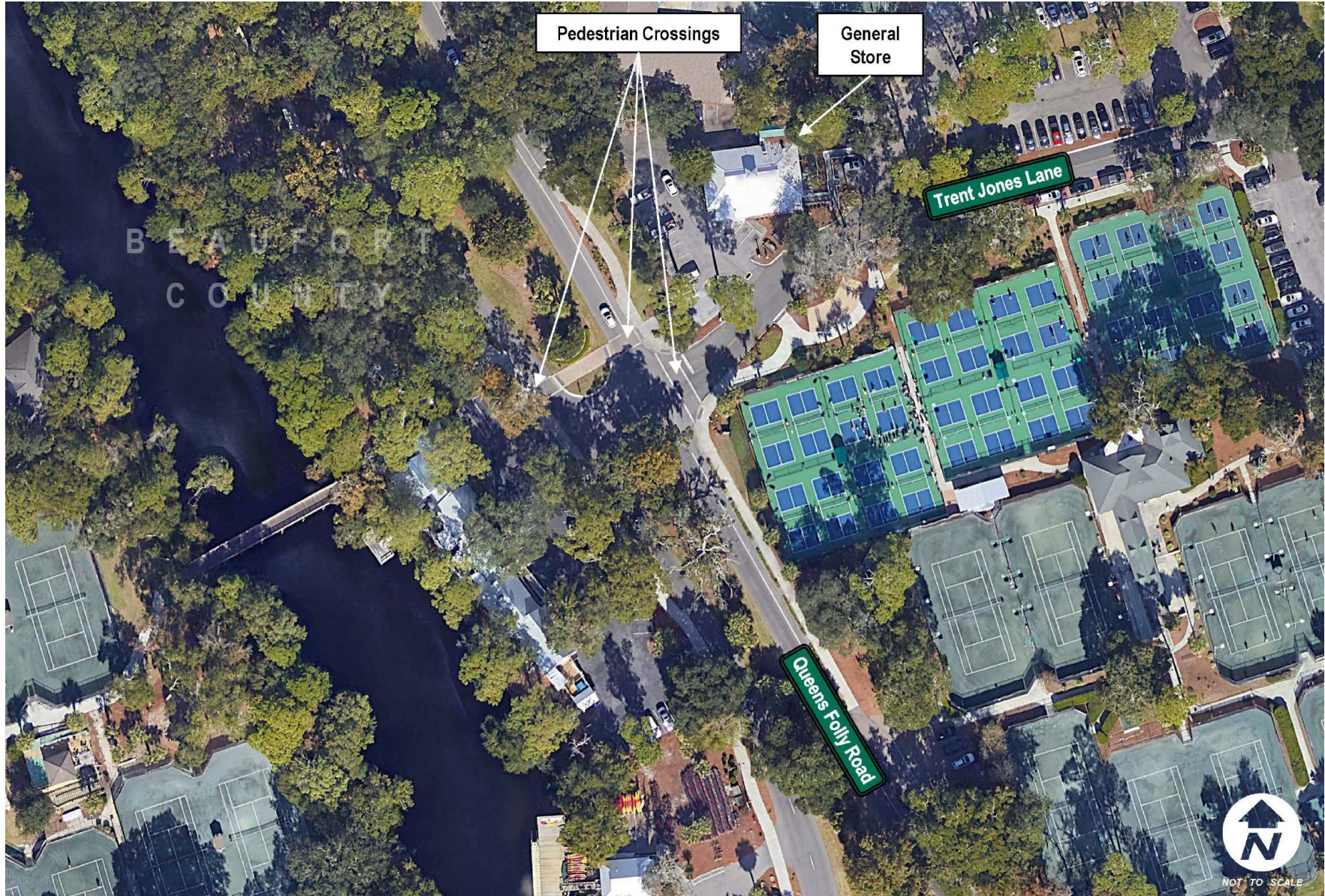




Exhibit 2.2 – Observation Photo #1 - Queens Folly Road & Trent Jones Lane Intersection



Exhibit 2.3 – Observation Photo #2 – Existing Signage





Exhibit 2.4 – Observation Photo #3 - Queens Folly Road & Trent Jones Lane Intersection



Exhibit 2.5 – Observation Photo #4 - Queens Folly Road & Trent Jones Lane Intersection





Exhibit 2.6 – Observation Photo #5 - Queens Folly Road & Trent Jones Lane Intersection



Exhibit 2.7 – Observation Photo #6 - Queens Folly Road & Trent Jones Lane Intersection





Exhibit 2.8 – Observation Photo #7 - Queens Folly Road & Trent Jones Lane Intersection



Exhibit 2.9 – Observation Photo #8 - Queens Folly Road & Trent Jones Lane Intersection





Exhibit 2.10 – Observation Photo #9 - Queens Folly Road & Trent Jones Lane Intersection



Exhibit 2.11 – Observation Photo #10 - Queens Folly Road & Trent Jones Lane Intersection





2.2 QUEENS FOLLY ROAD/HOTEL CIRCLE & MOORING BUOY/OCEAN LANE (TRAFFIC CIRCLE)

The Queens Folly Road traffic circle (shown in **Exhibit 2.12**) had significant pedestrian and bicycle activity throughout the observation period. The pedestrian crossings in the traffic circle did not have the ladder style markings (see **Exhibit 2.13**) which could be used to enhance the visibility. The traffic volumes in the traffic circle were observed to be relatively consistent, and therefore there were not frequent gaps in traffic that allowed for pedestrians and bicycles to cross. The infrequent vehicular gaps created long durations of wait time for the pedestrians and bicycles. The pedestrians were directed to yield to vehicles, but there was confusion with vehicles that stopped to allowed pedestrians across the street, while others did not (shown in **Exhibit 2.14** and **Exhibit 2.15**).

The traffic circle has different operations than a modern roundabout. At this location, the circulating traffic must yield to entering traffic, which is the opposite of current modern roundabouts. There were numerous times where vehicles were observed yielding as they entered the traffic circle, causing confusion to circulating vehicles. Overall, the traffic circle appeared to cause confusion for drivers and pedestrians, which caused the queue in the circle to grow to multiple vehicles (shown in **Exhibit 2.16**).



Exhibit 2.12 – Queens Folly Road/Hotel Circle & Mooring Buoy/Ocean Lane Intersection





Exhibit 2.13 – Observation Photo #11 – Queens Folly Circle



Exhibit 2.14 – Observation Photo #12 - Queens Folly Circle





Exhibit 2.15 – Observation Photo #13 - Queens Folly Circle



Exhibit 2.16 – Observation Photo #14 - Queens Folly Circle





2.3 US 278 & QUEENS FOLLY ROAD

There are dual westbound left-turn lanes along US 278, however it was observed that the lane utilization favored the inside lane due to the outside lane drop after the turn onto Queens Folly. The queues generally dissipated, and the left-turn storage was observed to be adequate.

2.4 QUEENS FOLLY ENTRANCE (FRONT GATE)

The Queens Folly Entrance Gate shown in **Exhibit 2.17** is not operated during daytime hours, and therefore delays are limited.

2.5 ST ANDREWS COMMONS ENTRANCE

The St. Andrews Commons entrance and signage is shown in **Exhibit 2.18** which provides warning for improper entry. Based on the collected count data and field observations, traffic volumes in and out of this entrance were limited - less than 30 vehicles entering or exiting in the peak hour(s).

2.6 QUEENS GRANTS DRIVEWAYS

Observations and data collection at the two entrances into Queens Grant indicate limited traffic volumes in and out of these entrances (less than 35 vehicles entering or exiting at either entrance in the peak hours). Based on the field observations, there were no significant delays observed for egress traffic.

2.7 MOORING BUOY & DUNES HOUSE LANE

The intersection of Mooring Buoy & Dunes House Lane is shown in **Exhibit 2.19** and **Exhibit 2.20**. Based on the collected count data, this intersection experiences a high volume of pedestrian traffic crossing the pedestrian crosswalk which does not have pedestrian crossing signs present.

2.8 NORTH & SOUTH GATES

Both gates were observed. These observations indicated that traffic flowed through the gates smoothly and no significant queueing was observed.

2.9 OCEAN LANE & CARNOUSTIE ROAD

The left-turning volumes out of Carnoustie Road were observed (and counted) to be relatively high, but the queues along Carnoustie Road dissipated regularly. The pedestrian volumes were also high at this intersection, which does not have pedestrian crossing signs along Carnoustie Road approaching Ocean Lane.

2.10 MOORING BUOY (EAST OF PORT TACK)

Mooring Buoy east of Port Tack was also observed. This observation indicated notable bicycle and pedestrian activity along Mooring Buoy in the vehicular travel way, as illustrated in **Exhibit 2.21** and **Exhibit 2.22**. These observations are corroborated by data collection along Mooring Buoy east of Port Tack which indicated that, along Mooring Buoy an average of just over 25 pedestrians per hour were counted during the AM peak period (7:00 – 10:00 AM) and just under 10 pedestrians per hour during the PM peak period (3:00 – 6:00 PM). Additionally, there is a horizontal curve along Mooring Buoy which contributes to potential sight distance issues between vehicles and pedestrians and bicycles, which is exacerbated by unfamiliar drivers who may not be aware of the high pedestrian and bicycle activity within the vehicular travel way in this location.

2.11 OCEAN LANE & HAMPTON PLACE DRIVEWAY

Traffic count data at the intersection of Ocean Lane & Hampton Place Driveway was collected with an emphasis on the commercial vehicles. Based on the traffic counts, the percentage of commercial vehicles going southbound beyond the Hampton Place Driveway is 19% in the AM peak hour and 9% in the PM peak hour, the percentage going northbound at this intersection is 27% in the AM peak hour and 10% in the PM peak hour, and the percentage going westbound (leaving Hampton Place Driveway) is 100% in the AM peak hour and 22% in the PM peak hour. The number of commercial vehicles and their respective percentages on each approach of this intersection are shown in **Exhibit 1.2**.



Exhibit 2.17 – Observation Photo #15 – Front Gate



Exhibit 2.18 – Observation Photo #16 – St Andrews





Exhibit 2.19 – Observation Photo #17 – Mooring Buoy & Dunes House Lane



Exhibit 2.20 – Observation Photo #18 – Mooring Buoy & Dunes House Lane





Exhibit 2.21 – Observation Photo #19 – Mooring Buoy & Man-O-War



Exhibit 2.22 – Observation Photo #20 – Mooring Buoy & Man-O-War





3.0 RECOMMENDED IMPROVEMENTS

Based on data collection and observations performed, two primary locations were identified as having multimodal operations and safety concerns: the intersection of Queens Folly Road & Trent Jones Lane and the Queens Folly Road & Hotel Circle/Mooring Buoy/Ocean Lane traffic circle. Additionally, other community wide recommendations were identified. These are discussed in greater detail in the three sections that follow.

3.1 QUEENS FOLLY ROAD & TRENT JONES LANE

The Queens Folly Road & Trent Jones Lane intersection currently operates as a two-way stop-controlled intersection with traffic from Trent Jones Lane stopping. There is also a median where vehicular traffic must also stop. Based on field observations, which were described in **Section 2.0**, southbound traffic along Queens Folly Road is often blocked by vehicles intending to make a left turn or a U-turn. There were also numerous conflicts with pedestrians and vehicles that were observed.

Based on the field observations and the traffic counts, it is recommended that Trent Jones Lane be converted to a right-in/right-out access. With this change to the intersection, vehicles that were previously making left turns would be directed to make U-turns at the next adjacent intersection. These changes to the intersection are likely to improve the safety of the intersection by preventing the queue that forms in the median, therefore preventing the blocking of the southbound approach. **Exhibit 3.6** shows the reassigned traffic volumes after converting this intersection into a right-in/right-out access.

It is also recommended to realign the pedestrian crosswalk to improve visibility and remove a potential conflict between pedestrians/bicycles and vehicles. **Exhibit 3.7** shows the recommended changes to the intersection and crosswalk. The new configuration will remove the conflict between pedestrians crossing the northbound approach of Queens Folly Road and vehicles turning right from Trent Jones Lane. This is likely to improve safety and allow right-turning vehicles to turn during the gaps in traffic without having to accommodate pedestrian/bicycle crossings.

With these recommended changes the occasional heavy vehicle (WB-62) would have to encroach into the westbound egress lane along Trent Jones Lane while making a northbound right turn. However, this is not uncommon in residential areas. **Appendix D** shows the recommended changes to the intersection with heavy vehicle turning path marked.

3.2 QUEENS FOLLY ROAD & MOORING BUOY/OCEAN LANE TRAFFIC CIRCLE

The overall operation of the Queens Folly Road/Hotel Circle & Mooring Buoy/Ocean Lane (Traffic Circle) instructs that vehicles entering the traffic circle have the right-of-way while the vehicles inside the traffic circle must yield to those entering. This traffic circle operates differently from a traditional roundabout and based on the field observations it appeared to cause confusion with the yielding process for both vehicles and pedestrians. It is recommended that the traffic circle be converted to a more traditional roundabout by giving the vehicles inside the traffic circle the right of way and directing the entering vehicles to yield. **Exhibit 3.8** illustrates the recommended changes to the traffic circle.



3.3 OTHER RECOMMENDED IMPROVEMENTS

Additional recommended improvements throughout the corridor include:

- Restripe all pedestrian crosswalks to have ladder style markings to improve visibility of pedestrians (see **Appendix E** for SCDOT high-visibility pedestrian crosswalk standard drawing);

Exhibit 3.1 – High Visibility Pedestrian Crosswalk (Ladder Style Markings)



Source – USDOT Federal Highway Administration Crosswalk Marking Selection Guide

- Install pedestrian crossing signs (W11-15) and arrows (W16-7p) per the *Manual on Uniform Traffic Control Devices* (MUTCD) at all pedestrian crosswalks to alert drivers of nearby pedestrians;

Exhibit 3.2 – Bike and Pedestrian Crossing Sign with Arrow Supplemental Warning Plaque



Source – MUTCD 11th Edition

- Install pedestrian crossing signs (W11-15) with ahead sign (W16-9p) per the *Manual on Uniform Traffic Control Devices* (MUTCD) along Queens Folly Road and Dunes House Lane to alert drivers that they are approaching a point where crossing activity might occur;

Exhibit 3.3 – Bike and Pedestrian Crossing Sign with Ahead Supplemental Warning Plaque



Source – MUTCD 11th Edition



- Install rectangular rapid flashing beacons (RRFBs) at the crosswalk at the intersection of Mooring Buoy & Dunes House Lane. RRFBs are pedestrian-actuated enhancements used in combination with a pedestrian crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

Exhibit 3.4 – Rectangular Rapid Flashing Beacon



Source – MUTCD 11th Edition

- Complete/install a planted buffer along the entire frontage of Queens Folly Road in both directions in between Trent Jones Lane and the traffic circle an additional safety measure for pedestrians and bicyclists (adding to the existing buffer, shown in **Exhibit 3.6**); and

Exhibit 3.5 – Existing Planted Buffer



- Install a multiuse path along the north/west side of Mooring Buoy beyond Port Tack to the end of Mooring Buoy (continuing the existing multiuse path which currently terminates at Port Tack).

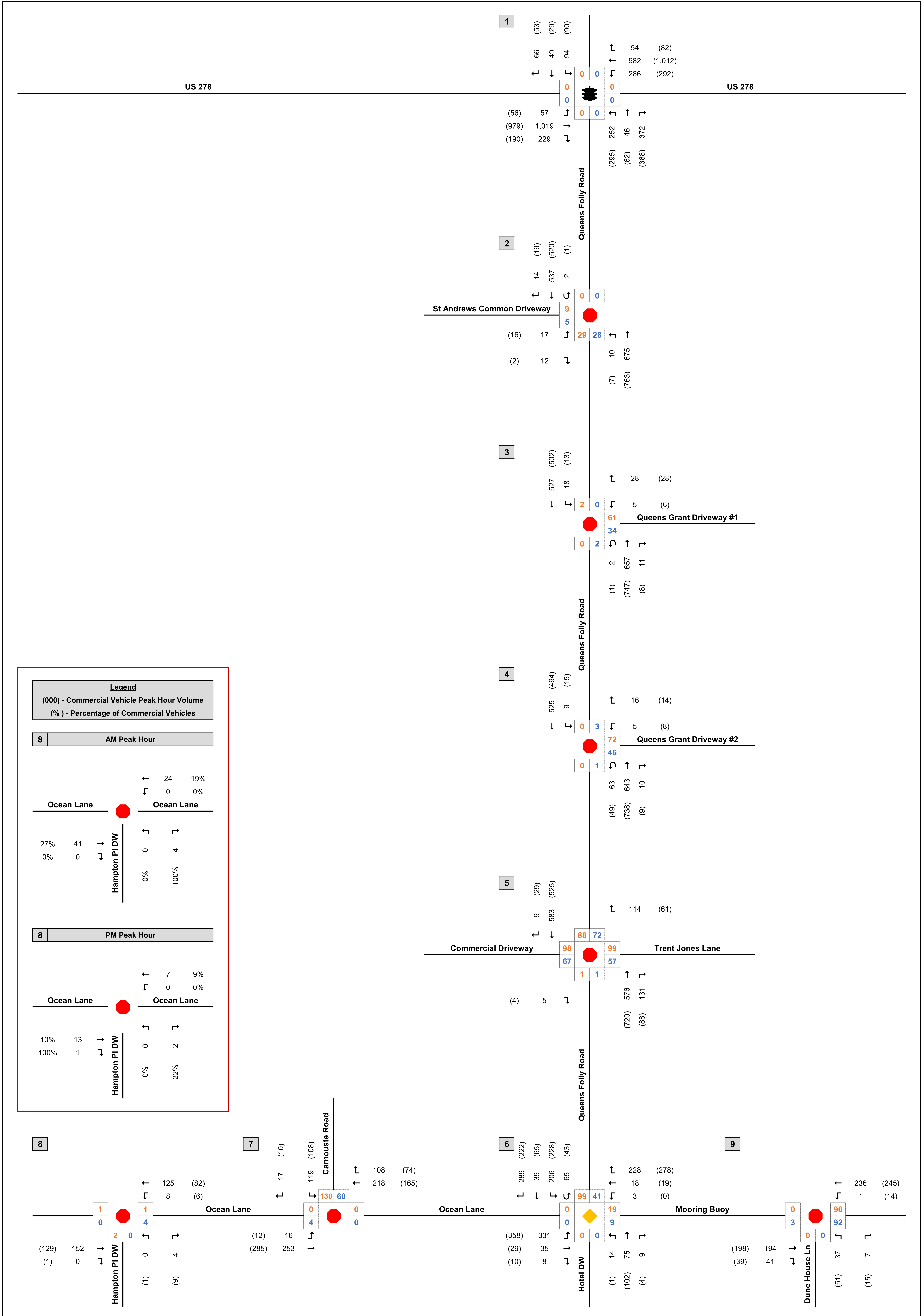


Exhibit 3.6 - Reassigned Traffic Volumes



Traffic Volume Legend

- 000 - AM Peak Hour Volumes
- 000 - AM Pedestrian Volumes (Two-Way Crossing)
- (000) - PM Peak Hour Volumes
- 000 - PM Pedestrian Volumes (Two-Way Crossing)
- ROUNDABOUT
- TWSC
- SIGNAL



Legend

(000) - Commercial Vehicle Peak Hour Volume
(%) - Percentage of Commercial Vehicles

8 AM Peak Hour

Ocean Lane	Hampton PI DW	Ocean Lane
↑ 24 (19%)	↓	↑
↓ 0 (0%)	↑	↓
← 27% (41%)	→	←
→ 0 (0%)	←	→
0% (0%)	100% (4%)	

8 PM Peak Hour

Ocean Lane	Hampton PI DW	Ocean Lane
↑ 7 (9%)	↓	↑
↓ 0 (0%)	↑	↓
← 10% (13%)	→	←
→ 1 (100%)	←	→
0% (0%)	22% (2%)	



Exhibit 3.7 – Recommended Changes at Queens Folly Road & Trent Jones Lane Intersection

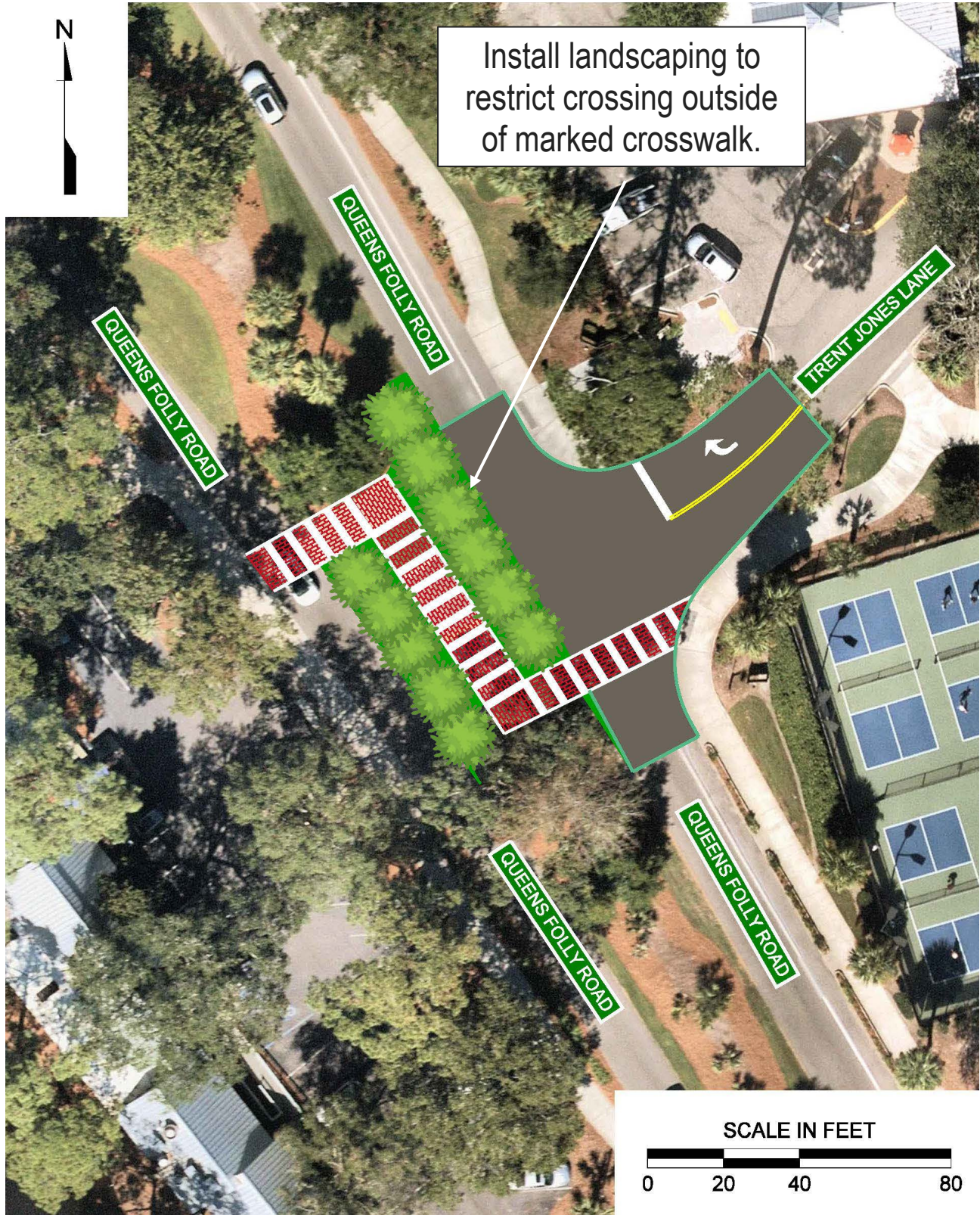
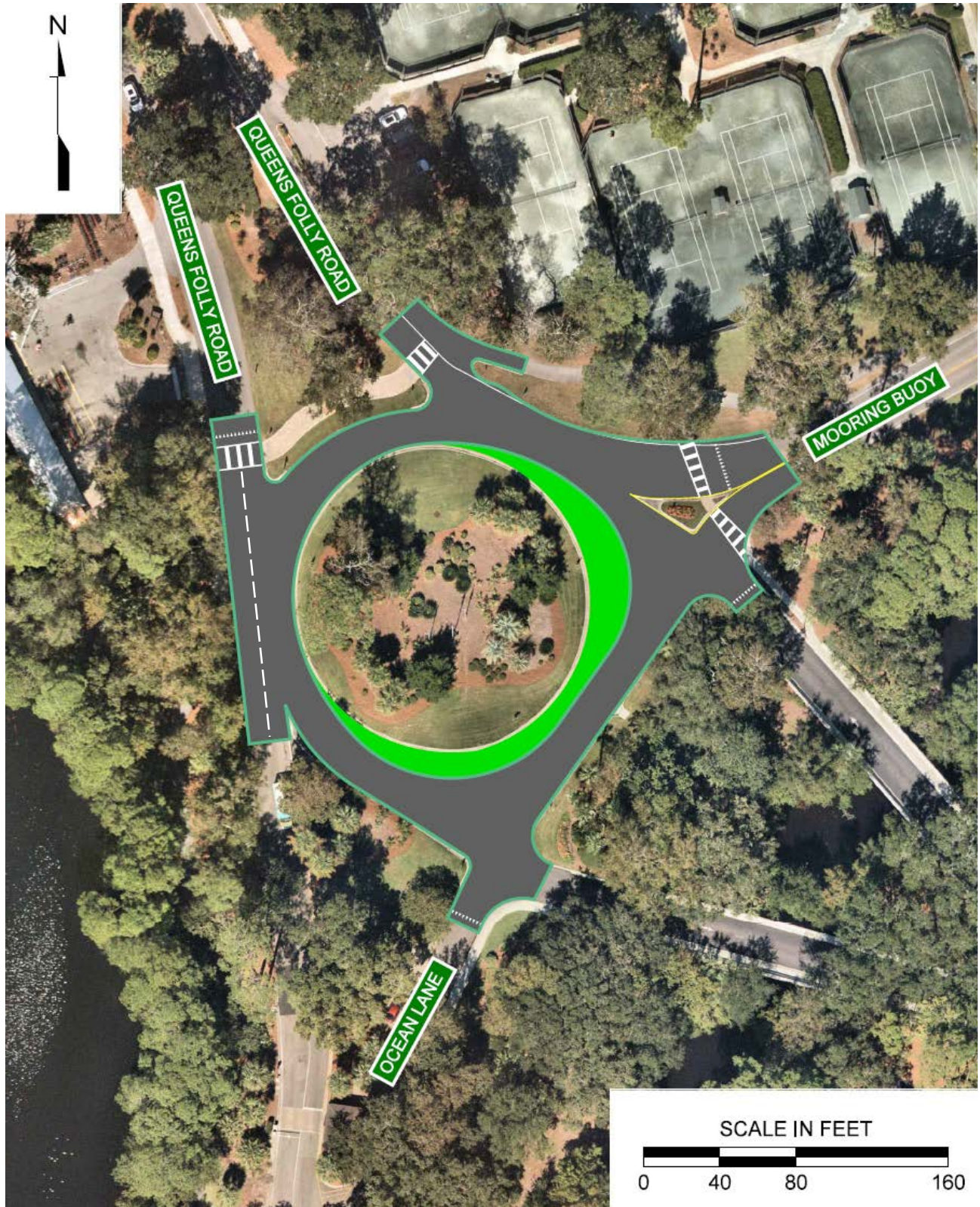




Exhibit 3.8 – Recommended Changes at Queens Folly Road/Hotel Circle & Mooring Buoy/Ocean Lane Intersection





Due to the recommended changes in access at the Trent Jones Lane intersection as well as the recommended changes at the traffic circle previously described, a traffic analysis was completed to evaluate the changes in travel time anticipated with these improvements. This analysis was used to verify that suitable operations are anticipated with the recommended improvements.

The total travel times from various locations have been calculated for the existing conditions and the proposed build conditions (based on the previously discussed recommended changes). These paths are shown in **Exhibit 3.9** for the existing conditions and **Exhibit 3.10** for the build conditions and total travel times for each condition are compared in **Table 3.1**.

The results of this analysis indicate that for:

- Path 1 the build time increase was approximately 40 seconds;
- Path 2 the build time increase was approximately 35 seconds;
- Path 3 the build time increase was approximately 40 seconds;
- Path 4 the build time increase was approximately 10 seconds;
- Path 5 the build time increase was approximately 5 seconds; and
- Path 6 the build time increase was approximately 35 seconds.

While travel times in the build conditions are anticipated to increase by between 3 seconds and 40 seconds depending on the travel path, traffic is anticipated to proceed without significant queuing and congestion. Additionally, while the travel times are anticipated to increase, the improvements at both the Trent Jones Lane intersection and at the roundabout are anticipated to provide a safety benefit both for pedestrians and cyclists and also for vehicles by reducing the number of conflict points and reducing opportunities for confusion.

Table 3.1 – Travel Times

Path	Origin - Destination	Total Travel Time (secs) (Travel Time + Approach Delay)					
		Existing AM	Build AM	Increase	Existing PM	Build PM	Increase
1	Trent Jones Lane to Traffic Circle	36.4	75.1	38.7	36.4	75.0	38.6
2	Trent Jones Lane Intersection to Mooring Buoy	52.0	86.3	34.3	55.3	86.3	31.0
3	Trent Jones Lane Intersection to Ocean Lane	44.0	82.7	38.7	44.0	82.6	38.6
4	Mooring Buoy to Trent Jones Lane Intersection	22.6	27.4	4.8	22.9	30.3	7.4
5	Ocean Lane to Trent Jones Lane Intersection	29.4	34.1	4.7	31.3	34.4	3.1
6	Queens Grant DW #2 to Trent Jones Lane	28.2	60.7	32.5	29.1	61.2	32.1



Exhibit 3.9 – Existing Conditions Travel Paths





Exhibit 3.10 – Build Conditions Travel Paths





Exhibit 3.11 – Queens Folly Road Observation Photo #19





4.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

A corridor study was conducted along Queens Folly Road between US 278 at the western terminus and the North and South Gates (Dunes House Lane and Ocean Lane) as the eastern terminus.

The corridor study included the evaluation of operational and safety concerns between and including the following intersections:

1. US 278 & Queens Folly Road;
2. Queens Folly Road & St Andrews Common Driveway;
3. Queens Folly Road & Queens Grant Driveway #1;
4. Queens Folly Road & Queens Grant Driveway #2;
5. Queens Folly Road & Trent Jones Lane (General Store Intersection);
6. Queens Folly Road/Hotel Circle & Mooring Buoy/Ocean Lane (Traffic Circle);
7. Ocean Lane & Carnoustie Road;
8. Ocean Lane & Hampton Place Driveway;
9. Mooring Buoy & Dune House Lane; and
10. Mooring Buoy & Port Tack.

The evaluation included field observations to identify existing concerns based on traffic patterns (including vehicular, pedestrian, bicycle, and other modes of travel). The evaluation also included a traffic analysis of areas of concern as identified in the field to compare existing operations with recommended improvements.

Traffic count data at the intersection of Ocean Lane & Hampton Place Driveway was collected with an emphasis on the “commercial” vehicles (i.e. those vehicles with visible commercial logos or markers of other kinds). Based on the traffic counts, the percentage of commercial vehicles going southbound beyond the Hampton Place Driveway is 19% in the AM peak hour and 9% in the PM peak hour, the percentage going northbound at this intersection is 27% in the AM peak hour and 10% in the PM peak hour, and the percentage going westbound (leaving Hampton Place Driveway) is 100% in the AM peak hour and 22% in the PM peak hour.

Based on the field observations and traffic analysis, the following improvements are recommended for consideration:

- 1 Convert the intersection of Queens Folly Road & Trent Jones Lane into a right-in/right-out intersection to reduce occurrences of blocked travel lanes and to reduce pedestrian/ bicycle/vehicular conflicts. The pedestrian crosswalk at this intersection is also recommended to be realigned to be a “z-style” crossing to improve the safety of pedestrians/bicyclists by reducing pedestrian/ bicycle/vehicular conflicts.
- 2 Convert the intersection of Queens Folly Road & Ocean Lane & Hotel Circle & Mooring Buoy (traffic circle) into a traditional roundabout such that entering lanes yield to traffic already within the traffic circle.
- 3 To heighten the awareness of pedestrians crossing, install rectangular rapid flashing beacons (RRFBs) at the crosswalk at the intersection of Mooring Buoy & Dunes House Lane;
- 4 Restripe all pedestrian crosswalks to have ladder style markings to improve visibility of pedestrians;
- 5 Install pedestrian crossing signs and arrows per the *Manual on Uniform Traffic Control Devices* (MUTCD) at all pedestrian crosswalks to alert drivers of nearby pedestrians;
- 6 Install pedestrian crossing signs with ahead sign per the *Manual on Uniform Traffic Control Devices* (MUTCD) along Queens Folly Road and Dunes House Lane to alert drivers that they are approaching a point where crossing activity might occur;
- 7 Complete/install a planted buffer along the entire frontage of Queens Folly Road in both directions in between Trent Jones Lane and the traffic circle an additional safety measure for pedestrians and bicyclists (adding to and similar to the existing buffer along Queens Folly Road in the northbound direction); and
- 8 Install a multiuse path along the north/west side of Mooring Buoy beyond Port Tack to the terminus of Mooring Buoy (continuing the existing multiuse path which currently terminates at Port Tack).

Based on the field observations and traffic analysis, no changes to the Queens Grant Driveways or St. Andrews Common Driveway are recommended.