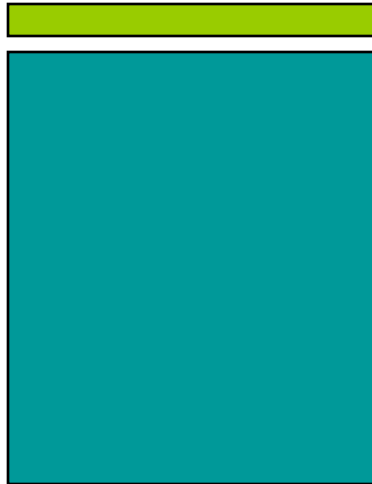


# Parc Place

Hollywood, Florida

traffic study



prepared for:  
MG3 Developer Group, LLC

**Traf Tech**  
ENGINEERING, INC.

May 2017  
Updated November 2017

November 17, 2017

Mr. John D. Gavenas  
MG3 Developer Group, LLC  
1915 Harrison Street  
Hollywood, Florida 33020

**Re: Parc Place – Hollywood, Florida  
Traffic Study**

Dear Mr. Gavenas:

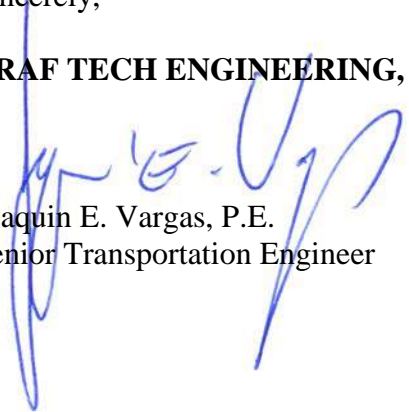
Traf Tech Engineering, Inc. is pleased to provide you with the traffic study specific to the proposed Parc Place residential and retail project planned to be located along the east side of SR5\US1 between Van Buren Street and Harrison Street in the City of Hollywood, Florida.

It has been a pleasure working with MG3 Developer Group, LLC on this project.

Sincerely,

**TRAF TECH ENGINEERING, INC.**

Joaquin E. Vargas, P.E.  
Senior Transportation Engineer



November 17, 2017

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## INTRODUCTION

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Parc Place is a residential and retail development planned to be located along the east side of SR 5\US 1 between Van Buren Street and Harrison Street within the City of Hollywood, Broward County, Florida. Figure 1 on the following page shows the location of the project site as well as the transportation network in the immediate vicinity of the project site.

Traf Tech Engineering, Inc. was retained by MG3 Developer Group, LLC to conduct a traffic study<sup>1</sup> in connection with the proposed mixed-use development. This study addresses trip generation, access to the site, potential traffic impacts on the adjacent roadway network, and possible improvements intended to mitigate new trips generated by the project.

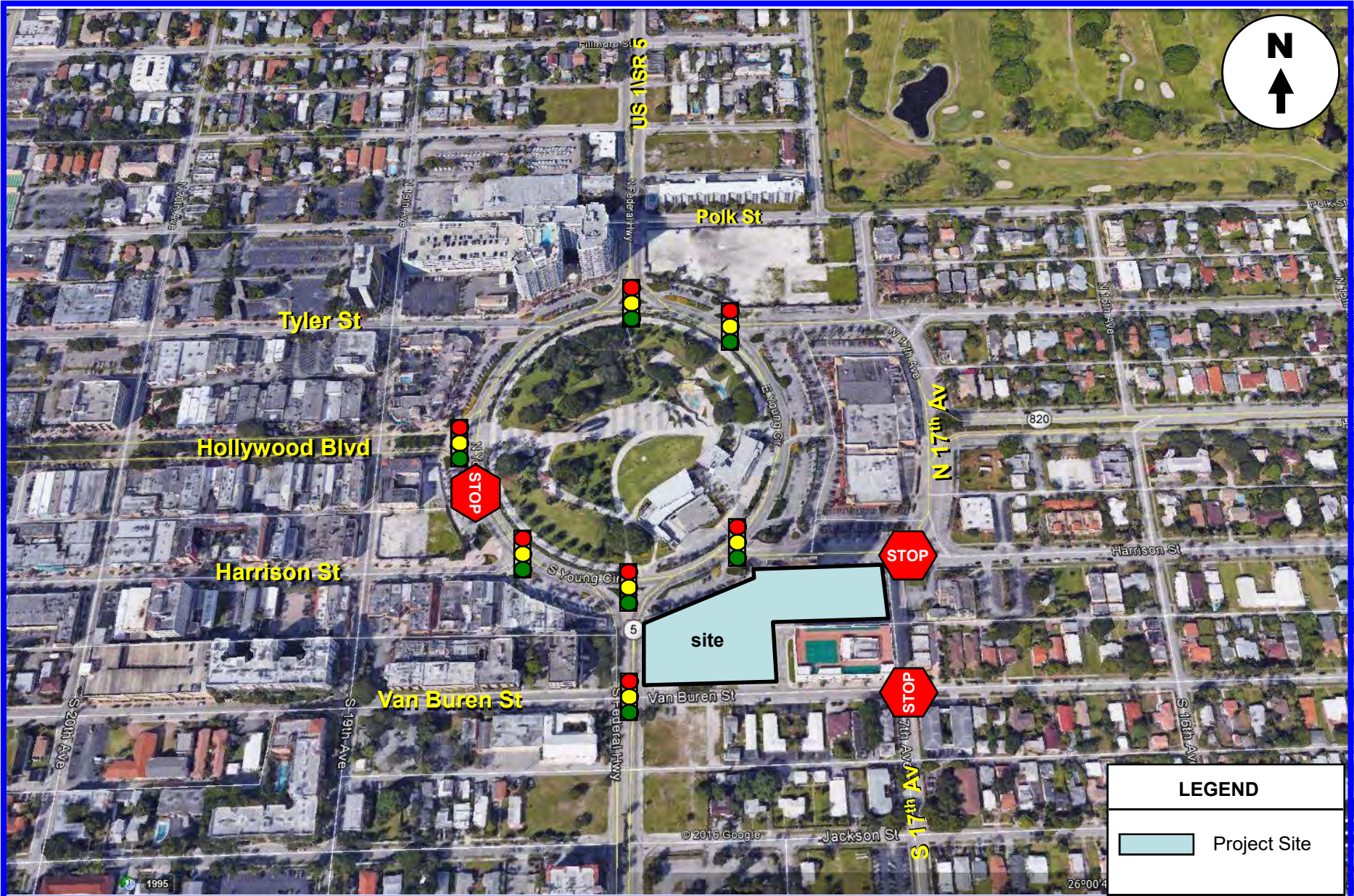
This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Conclusions

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<sup>1</sup> The traffic methodology was discussed and agreed upon with City of Hollywood staff. The agreed-upon traffic methodology is included as Appendix A







## INVENTORY

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### **Existing Land Use and Access**

The project site is currently occupied by 178,228 square feet of primarily office use. Approximately 150,111 square feet is proposed for renovation while the remaining 28,117 square feet will be removed for new construction. Access to the existing development is provided at numerous locations including two (2) access driveways along Van Buren Street, one (1) access driveway along Harrison Street, one (1) exit-only access driveway along Young Circle and two (2) access driveways along SR 5\US 1 (one is entrance only) in addition to a continuous drop curb for much of the SR 5\US 1 frontage.

### **Proposed Land Uses and Access**

The project site is proposed to be redeveloped with the following land uses:

- 424 high-rise residential units, and
- 20,948 square feet of retail space.

Primary access to the project site is proposed as follows:

- Two (2) full access driveways on Van Buren Street, and
- One (1) full access driveway on S. 17th Avenue.

For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2022. Appendix B contains the proposed site plan for Parc Place.

## **EXISTING CONDITIONS**

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This section addresses the roadway system adjacent to and surrounding the project site.

### **Roadway System**

The transportation network within the designated study area includes one (1) state principal arterial (SR 5\US 1 including Young Circle), one (1) state minor arterial (Hollywood Boulevard east of Young Circle), one (1) city principal arterial (Hollywood Boulevard west of Young Circle), and several local roadways (Polk Street, Tyler Street, Harrison Street, and Van Buren Street).

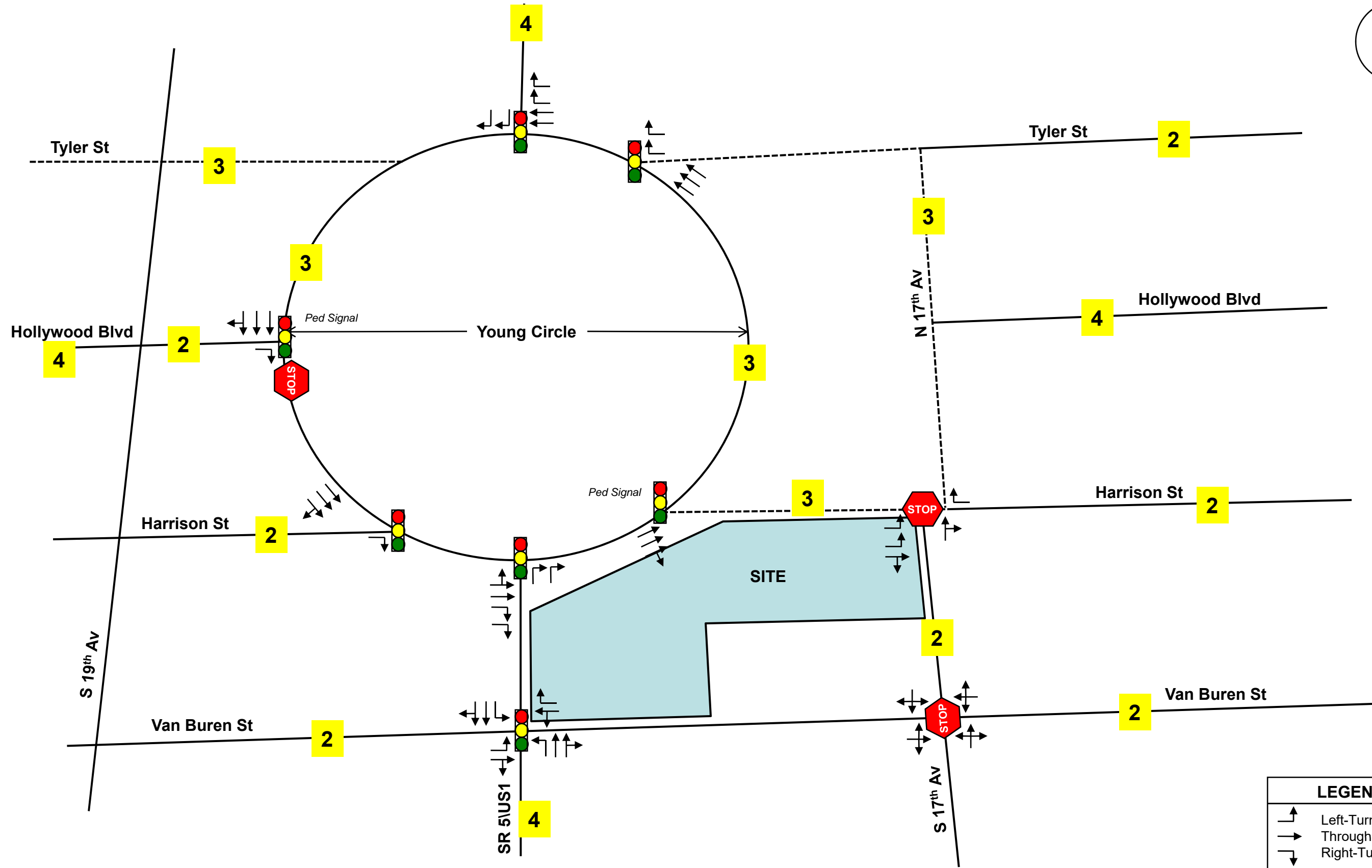
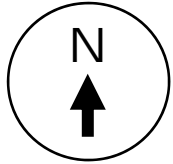
SR 5\US 1 is a four (4)-lane north-south state principal arterial with a posted speed limit of 25 miles per hour (mph) on approaches entering Young Circle and 35 mph upon exiting.

### **Intersections**

For purposes of this study and in accordance with the agreed upon methodology, the following ten (10) intersections were selected for detailed analysis.

- Van Buren Street at S. Federal Highway,
- Van Buren Street at S. 17th Avenue (unsignalized),
- Harrison Street at W. Young Circle,
- S. Young Circle at S. Federal Highway,
- Harrison Street at E. Young Circle (pedestrian signal),
- Harrison Street at S. 17th Avenue (unsignalized),
- Harrison Street at N. 17th Avenue (unsignalized),
- Hollywood Boulevard at W. Young Circle (pedestrian signal),
- N. Young Circle at N. Federal Highway, and
- Tyler Street at N. Young Circle.

Figure 2 shows approach lanes at each intersection under study and the number of through lanes on corresponding roadway segments.





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## **Transit Service and Facilities**

Four (4) traditional Broward County Transit Routes serve the project site as follows:

- Route 1: north and south along SR5\US1,
- Route 4: east and west along Hollywood Boulevard (east of SR 5\US 1) including Young Circle,
- Route 7: east and west along Hollywood Boulevard (west of SR 5\US 1) including Young Circle, and
- Route 9: east and west along Johnson Street encompassing both Polk Street and Tyler Street.

The US 1 Breeze, a commuter limited stop service, also traverses SR5\US1 including Young Circle. A US 1 Breeze stop is located within Young Circle in close proximity of the project site.

The Hollywood Trolley, a community bus service, also has a significant presence within Young Circle and the Parc Place project area with four (4) stops within the immediate vicinity. Appendix C includes a overall system map and information for each transit route serving the project area.

Bus stops are currently located along both sides of SR 5\US 1 (north of Polk Street and south of Van Buren Street). Stops are also located along Harrison Street (east of S. 19th Avenue), Tyler Street (west of N. 19th Avenue and east of Young Circle), within the Publix Supermarket parking lot, along N. 17th Avenue behind Publix and along Hollywood Boulevard (east of 17th Avenue and east and west of 15th Avenue). Most bus stops were observed to have benches and a few also had shelters. The bus stop along Harrison Street east of S. 19th Avenue and the bus stops along Hollywood Boulevard near 15th Avenue were observed to have no amenities.

According to FDOT staff three bus stops are targeted for removal one (1) on southbound SR 5\US 1 north of Polk Street, one (1) along Tyler Street east of Young Circle and one (1) along N. 17th Avenue behind Publix. Two (2) new bus stops are proposed one (1) along W. Young Circle south of Tyler Street and another along the north side of Harrison Street east of Young Circle.

Sidewalks are in place along both sides of Van Buren Street and S. 17th Avenue adjacent to the project site. Pedestrian crosswalks with push buttons are currently in place at the (signalized) intersections of SR 5\US 1 with Van Buren Street and with S. Young Circle. Pedestrian crosswalks are present at unsignalized intersections S. 17th Avenue at Van Buren Street and S. 17th Avenue at Harrison Street along the east side of the project site.

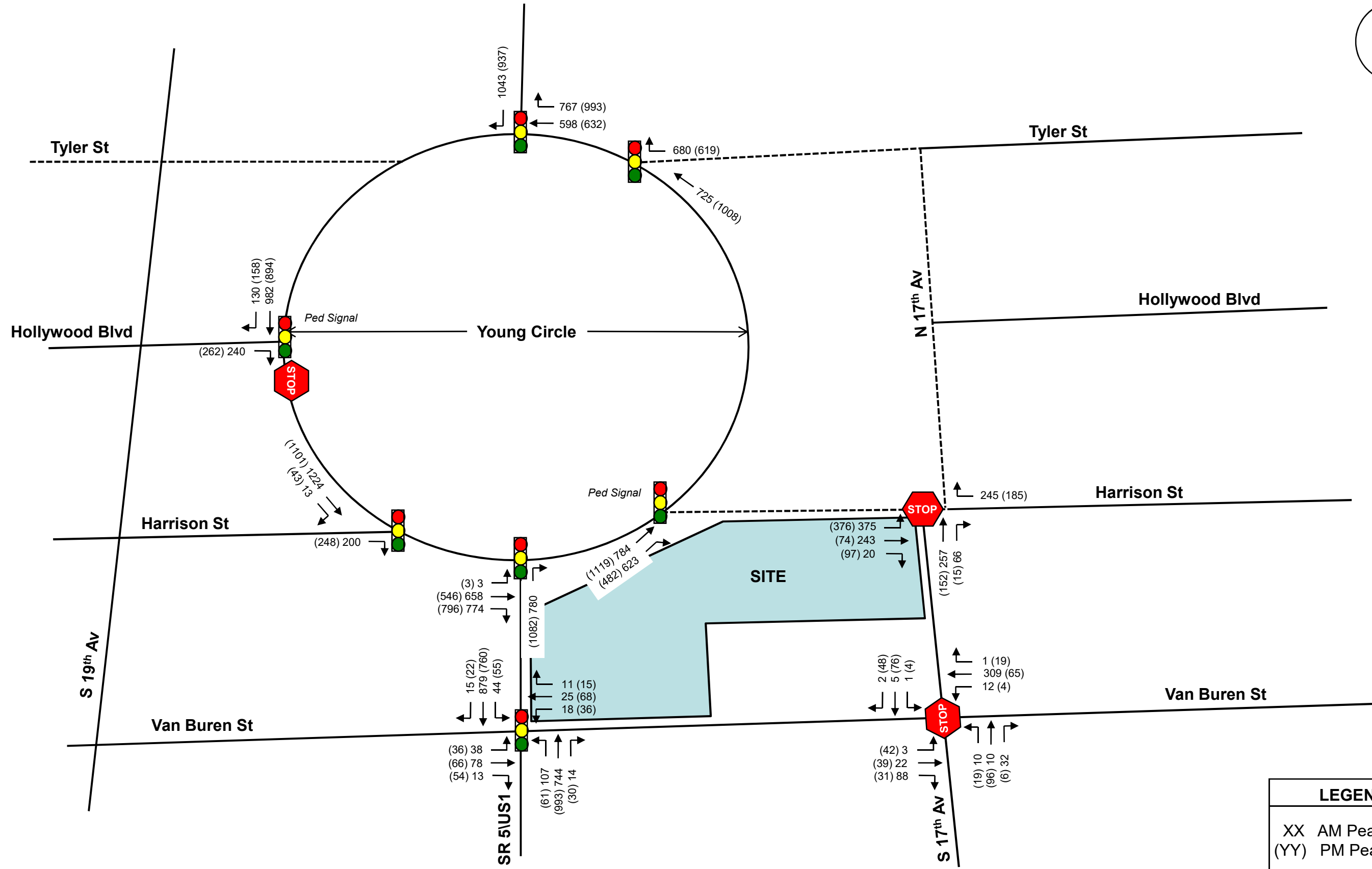
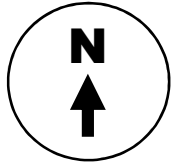
## TRAFFIC COUNTS

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Traf Tech Engineering, Inc., in association with Traffic Survey Specialists, Inc., collected turning movement count data at the following ten (10) locations:

- Van Buren Street at S. Federal Highway,
- Van Buren Street at S. 17th Avenue (unsignalized),
- Harrison Street at W. Young Circle,
- S. Young Circle at S. Federal Highway,
- Harrison Street at E. Young Circle (pedestrian signal),
- Harrison Street at S. 17th Avenue (unsignalized),
- Harrison Street at N. 17th Avenue (unsignalized),
- Hollywood Boulevard at W. Young Circle (pedestrian signal),
- N. Young Circle at N. Federal Highway, and
- Tyler Street at N. Young Circle.

Intersection turning movements were documented on Wednesday March 22 and Thursday March 23 of this year. Data was collected during both AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. Existing peak hour traffic volumes are shown in Figure 3 and are included as Appendix D. Signal timing plans obtained from Broward County Traffic Engineering Division (BCTED) are also contained in Appendix D.



LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

**INTERSECTION TURNING MOVEMENT COUNTS  
(March, 2017)**

**FIGURE 3**  
Parc Place  
Hollywood, Florida

## TRIP GENERATION

---

Trip generation for the proposed re-development project is based on rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (9<sup>th</sup> Edition). According to ITE, the most appropriate land use categories for the proposed Parc Place are Land Use Code (LUC) 826 - Specialty Retail and LUC 232 – High Rise Residential Condominium/Townhouse. Trip generation equations for the proposed land uses as published by ITE, are as follow:

### **ITE Land Use 826 – Specialty Retail**

#### Weekday Daily Trip Generation

$$T = 42.78 (X) + 37.66$$

Where T = number of weekday daily trips

$$X = 1,000 \text{ square feet GLA}$$

#### Weekday AM Peak Hour of Generator

$$T = 6.84 (X) \text{ (48\% inbound and 52\% outbound)}$$

Where T = number of AM peak hour trips

$$X = 1,000 \text{ square feet GLA}$$

#### Weekday PM Peak Hour of Adjacent Street

$$T = 2.40 (X) + 21.48 \text{ (44\% inbound and 56\% outbound)}$$

Where T = number of PM peak hour trips

$$X = 1,000 \text{ square feet GLA}$$

As this land use assumes no activity during the AM peak hour of the adjacent street, peak hour rates specific to the generator are provided above and analyzed as if they occur during the AM peak hour.

### **ITE Land Use 232 – High Rise Residential Condominium/Townhouse**

#### Weekday Daily Trip Generation

$$T = 3.77 (X) + 223.66$$

Where T = number of weekday daily trips

$$X = \text{number of units}$$

#### Weekday AM Peak Hour of Adjacent Street

$$T = 0.29 (X) + 28.86 \text{ (19\% inbound and 81\% outbound)}$$

Where T = number of AM peak hour trips

$$X = \text{number of units}$$

#### Weekday PM Peak Hour of Adjacent Street

$$T = 0.34 (X) + 15.47 \text{ (62\% inbound and 38\% outbound)}$$

Where T = number of PM peak hour trips

$$X = \text{number of units}$$

---

Using the above trip generation rates and formulae from the ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in report Table 1. As shown in Table 1, the proposed Parc Place is expected to produce 2,756 gross daily trips, approximately 295 gross AM peak hour trips (98 inbound and 197 outbound), and approximately 232 gross PM peak hour trips (131 inbound and 101 outbound). Internalization calculations provided in Appendix E show external project trips (those trips distributed to the area roadway network) are expected to total 291 vehicles per hour during the AM peak period (96 inbound and 195 outbound) and 206 vehicles per hour during the PM peak period (118 inbound and 88 outbound).



**TABLE 1**  
**Trip Generation Summary**  
**Parc Place**

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Specialty Retail LUC 826	20,948	934	143	69	74	72	32	40
Residential LUC 232	424	1,822	152	29	123	160	99	61
<b>Subtotal</b>		<b>2,756</b>	<b>295</b>	<b>98</b>	<b>197</b>	<b>232</b>	<b>131</b>	<b>101</b>
Internal (1% AM) (11% PM)			-4	-2	-2	-26	-13	-13
<b>External Trips</b>		<b>2,756</b>	<b>291</b>	<b>96</b>	<b>195</b>	<b>206</b>	<b>118</b>	<b>88</b>
Pass-by (34% - retail)			-48	-23	-25	-20	-10	-10
<b>Net New Trips</b>			<b>243</b>	<b>73</b>	<b>170</b>	<b>186</b>	<b>108</b>	<b>78</b>

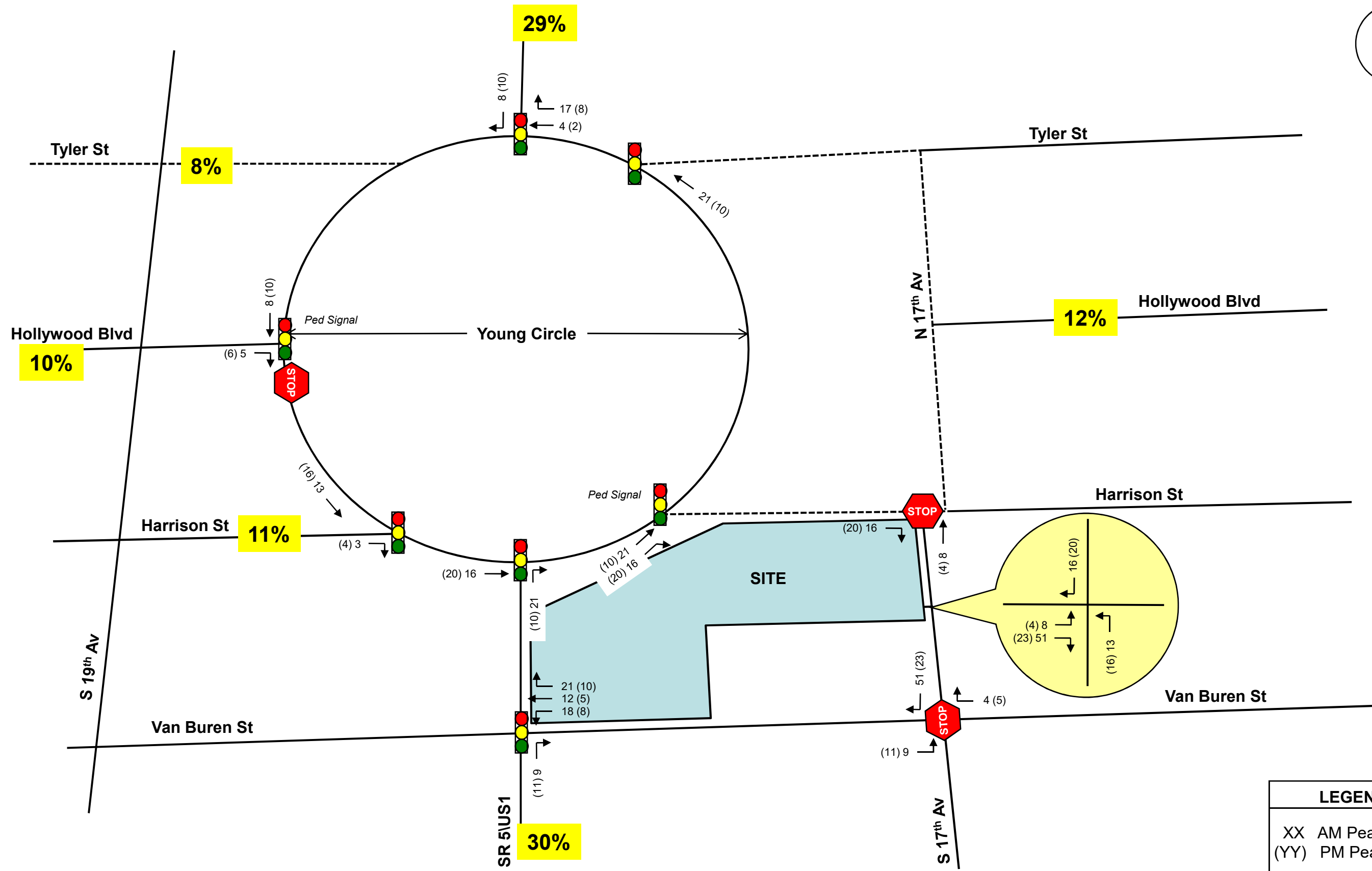
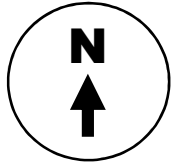
Source: ITE Trip Generation Manual (9th Edition)

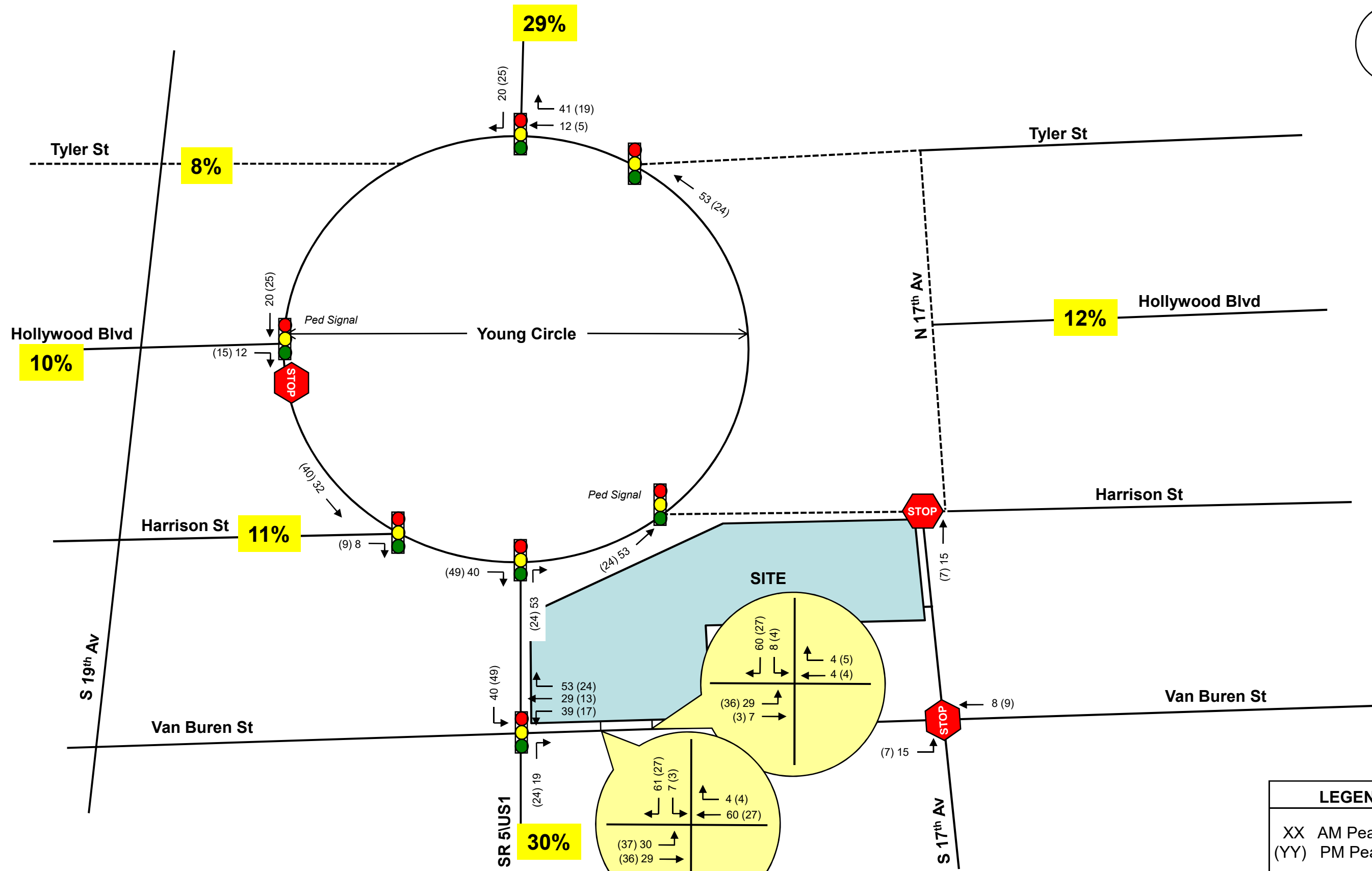
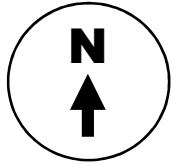
## **TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT**

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For purposes of this study, the distribution and assignment of project-related vehicle trips are based on current travel patterns and knowledge of the immediate area. A global distribution of 30 percent to and from the north, 29 percent to and from the south, 12 percent to and from the east and 29 percent to and from the west was utilized.

Peak hour trips generated by the Parc Place development plan were assigned to area roadways and intersections using the traffic assignment detailed above and external trips shown in Table 1. Project traffic assignment is summarized in report Figures 4a (Phase 1 - Parc Place East Tower) and 4b (Phase 2 - Parc Place South Tower and West Tower, Phase 3 - Parc Place North Tower). Trips from existing land uses (to be demolished or renovated) were not removed in an effort to present a conservative approach. Neither was credit for pass-by capture (as quantified in Table 1) incorporated in an effort to present a worse-case scenario.





LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

## TRAFFIC ANALYSIS

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This section of the study is divided into two (2) parts. The first part develops future conditions traffic volumes for the study area. The second part includes level-of-service analyses for both existing and future year conditions.

### **Future Conditions Traffic Volumes**

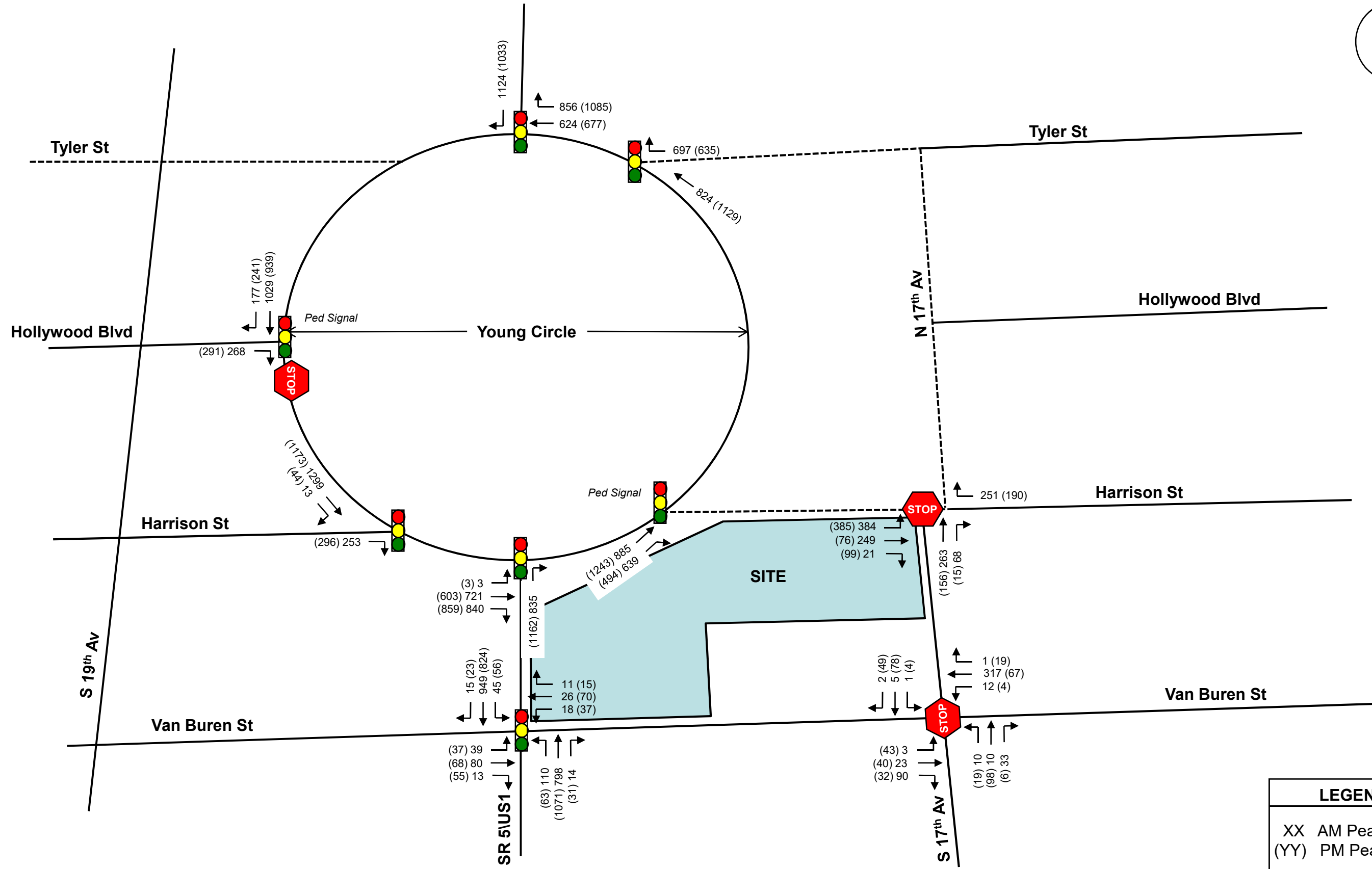
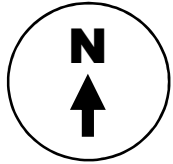
Two (2) sets of future traffic volumes have been developed. The first set includes project buildout conditions (estimated to occur in 2022) without project traffic and the second set adds vehicle trips expected to be generated by the proposed Parc Place residential and retail development.

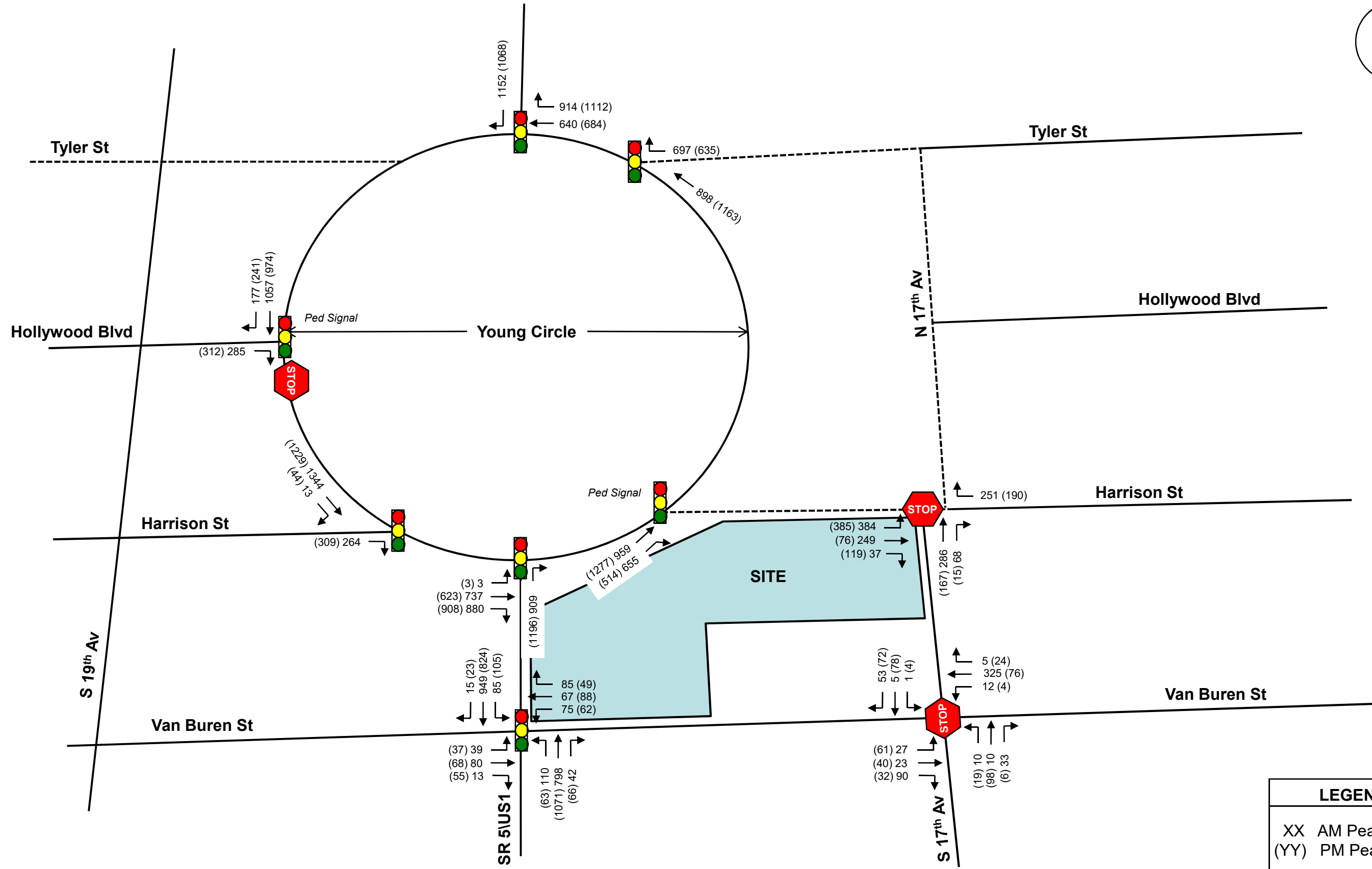
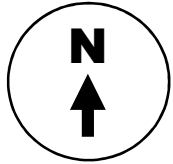
To develop future-year traffic volumes without the proposed project, two separate analyses were undertaken. The first analysis converts existing AM and PM peak hour turning movement counts collected in the field during the month of March to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report, adjustment factors of 1.01 and 0.99 are required to convert traffic counts collected during the fourth week of March to average peak season conditions west of SR 5\US 1 and east of SR 5\US 1, respectively (Appendix F includes the PSFC report). As SR 5\US 1 bisects the Parc Place project area an average of the two (1.00) was incorporated. The second analysis establishes the growth factor used to project existing peak season turning movement volumes to future conditions (year 2022). For purposes of this analysis, a 0.5% per year growth rate was applied to the March 2017 counts to develop 2022 background traffic conditions. The 0.5% growth rate is based on a review of six (6) FDOT traffic count stations located within the study area. In addition, vehicle trips from approved but unbuilt development including Block 40 and Block 55 (refer to Appendix G) were added to peak season volumes to produce 2022 background traffic conditions for the study area. Other minor (de-minimus) developments, not included individually, are accounted for in the growth rate.

Volume development worksheets (detailing peak season adjustments, traffic growth, approved but unbuilt development and traffic associated with the proposed Parc Place) for study intersections and project driveways are attached as Appendix H.

Figures 5 and 6 include future traffic volumes for the study area. Figure 5 includes background traffic (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed Parc Place project.







LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

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### **Detailed Intersection and Driveway Level of Service Analyses**

Intersection capacity analyses were performed for all study intersections and project-related driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the current edition of the Highway Capacity Manual using the SYNCHRO 8 Software. The results of the intersection analyses are summarized in Table 2. Appendix I contains computer printouts of the intersection capacity analyses.

**TABLE 2**  
**Intersections Level of Service**  
**Parc Place**

Intersection/Approaches	2017 Existing	Future Traffic Conditions		
		Year 2022 Without Project	Year 2022 With Project	Year 2022 With Project With Imp.
<i>Van Buren St at S. Federal Hwy</i>	B (B)	B (B)	B (B)	
- NB Approach	A (A)	A (B)	B (B)	
- SB Approach	A (A)	B (B)	B (B)	
- EB Approach	D (D)	D (C)	D (C)	
- WB Approach	D (C)	D (C)	D (D)	
<i>Van Buren St at S. 17 Av (Unsig.)</i>	-	-	-	
- EB Approach	F (A)	F (B)	F (B)	
- WB Approach	F (B)	F (B)	F (B)	
<i>Harrison St at W. Young Circle</i>	B (A)	B (B)	B (B)	
- SB Approach	A (A)	A (A)	A (A)	
- EB Approach	D (D)	D (C)	D (C)	
<i>S. Young Circle at S. Federal Hwy</i>	B (B)	B (B)	B (B)	
- EB Approach	C (B)	B (B)	B (B)	
- NB Approach	A (B)	A (B)	A (B)	
<i>Harrison St at E. Young Circle</i>	A (A)	A (A)	A (A)	
- NB Approach	A (A)	A (A)	A (A)	
<i>Harrison St at S. 17 Av (Unsig.)</i>	-	-	-	
- NB Approach	F (F)	F (F)	F (F)	
<i>Hollywood Blvd at W. Young Circle</i>	C (C)	C (D)	C (D)	
- SB Approach	C (C)	C (E)	C (E)	
- EB Approach	B (A)	B (A)	B (A)	
<i>N. Young Circle at N. Federal Hwy</i>	C (B)	C (B)	C (B)	
- SB Approach	B (B)	B (B)	B (B)	
- WB Approach	C (B)	C (C)	C (C)	
<i>Tyler St at N. Young Circle</i>	C (C)	C (B)	C (B)	
- NB Approach	A (A)	B (A)	B (A)	
- WB Approach	D (C)	D (C)	D (C)	
<i>S. 17th Av at Driveway 1</i>	-	-	-	
- EB Approach	-	-	A (A)	
<i>Van Buren St at Driveway 2 (east)</i>	-	-	-	
- SB Approach	-	-	A (B)	
<i>Van Buren St at Driveway 3 (west)</i>	-	-	-	
- SB Approach	-	-	B (B)	

Source: HCM 2010. LEGEND: AM Peak Hour (PM Peak Hour);

## CONCLUSIONS AND RECOMMENDATIONS

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Parc Place is a residential and retail development planned to be located along the east side of SR 5\US 1 between Van Buren Street and Harrison Street within the City of Hollywood, Broward County, Florida. Traf Tech Engineering, Inc. was retained by MG3 Developer Group, LLC to conduct a traffic study in connection with the proposed mixed-use development. This study addresses trip generation, access to the site, potential traffic impacts on the adjacent roadway network, and possible roadway improvements intended to mitigate new trips generated by the project, if any.

The project site is currently occupied by 178,228 square feet of primarily office use. Approximately 150,111 square feet is proposed for renovation while the remaining 28,117 square feet will be removed for new construction. Access to the existing development is provided at numerous locations including two (2) access driveways along Van Buren Street, one (1) access driveway along Harrison Street, one (1) exit-only access driveway along Young Circle and two (2) access driveways along SR 5\US 1 (one is entrance only) in addition to a continuous drop curb for much of the SR 5\US 1 frontage.

The project site is proposed to be redeveloped with the following land uses:

- 424 high-rise residential units, and
- 20,948 square feet of retail space.

Primary access to the project site is proposed as follows:

- Two (2) full access driveways on Van Buren Street, and
- One (1) full access driveway on S. 17th Avenue.

Conclusions and recommendations of the traffic study are presented below:

- The proposed Parc Place is expected to produce 2,756 gross daily trips, approximately 295 gross AM peak hour trips (98 inbound and 197 outbound), and approximately 232 gross PM peak hour trips (131 inbound and 101 outbound).
- Internalization calculations provided in Appendix E show external project trips (those trips distributed to the area roadway network) are expected to total 291 vehicles per hour during the AM peak period (96 inbound and 195 outbound) and 206 vehicles per hour during the PM peak period (118 inbound and 88 outbound).
- Signalized intersections within the project area currently operate within acceptable levels and are expected to continue operating within acceptable levels upon buildout and occupation of the Parc Place project.



- 
- The stop-controlled intersection of Van Buren Street at S. 17th Avenue currently operates at LOS 'F' during the AM peak hour and LOS 'A' and 'B' during the PM peak hour. Operating conditions are not expected to waiver significantly upon buildout and occupation of Parc Place. Field observations show this intersection is critical during the AM peak hour for parents dropping off students at the Hollywood Academy of Arts and Science. Short of providing dedicated lanes (eastbound and westbound) for school queuing, which would require loss of on-street parking lanes along Van Buren Street, little can be done at this time to improve operating conditions at this location.
  - The stop-controlled intersection of Harrison Street and S. 17th Avenue (northbound approach) currently operates at LOS 'F' during both AM and PM peak hours and is expected to continue operating at LOS 'F' upon buildout and occupation of Parc Place. Although LOS 'F' is noted during both peak hours, the downstream signal at Harrison Street and Young Circle provides gaps in the traffic stream that should allow movement from S. 17th Avenue. Improving site distance for northbound vehicles and physically limiting the northbound approach to right turns only (and providing appropriate signage) may improve operating conditions. If limiting the approach to right turns only is not an option, the intersection should be monitored and upon completion of Parc Place examined to determine if full traffic signal control is warranted.
  - It is also recommended that after the project is built and occupied, the development team contact BCTED to request the signal timing of area wide traffic signals be reviewed and optimized by the County. This will also serve as potential mitigation for the impacts created by this project.

**APPENDIX A**  
**Traffic Methodology**

## MEMORANDUM

To: Luis Lopez and Clarissa Ip  
From: Joaquin Vargas  
Date: March 21, 2017  
Subject: Parc Place  
Traffic Study Methodology

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### Traffic Analysis

- The trip generation analysis for the proposed uses will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (9<sup>th</sup> Edition)*.
- Due to the size of this project, the trip distribution will be based upon the existing nearby land uses and the transportation network in the vicinity of the project site (i.e. no travel demand modeling will be performed). The suggested trip generation is shown in Figure 1.
- The subject traffic study will evaluate the intersections depicted in the attached Figure 1. The traffic counts will be conducted during the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM) of a typical week. The traffic counts will include pedestrians.
- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.
- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. (Negative “growth” rates for the study area, if any, will be adjusted to at least a 0.5% growth rate.)
- The project traffic associated with approved developments in the immediate area will be obtained and included in the traffic analysis. (*Block 40 and Block 50 development trips will be included.*)
- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included in the Appendix of the traffic study.
- Traffic analysis figures will be prepared for the following scenarios for each of the intersections analyzed:

- Existing traffic
  - Proposed project traffic distribution
  - Background conditions for buildout year
  - Future conditions with project traffic
- 
- Intersection analyses will be conducted using the SYNCHRO software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. Adjustments to the signal timing, if any, will be clearly documented in the traffic study.
  - All traffic data obtained for this project will be included in the Appendix of the traffic study.
  - Mode splits will be confirmed with City staff prior to the completion of the traffic study.
  - Existing and planned transit service as well as existing transit amenities in the immediate area will be documented in the traffic study.
  - All existing and recommended pedestrian features will be documented in the traffic study.
  - The project buildout year is 2022.





LEGEND	
	Subject Site
	Count Location

TrafTech  
ENGINEERING, INC.

**PROJECT LOCATION MAP**

**FIGURE 1**  
Parc Place  
Hollywood, Florida



# **APPENDIX B**

## **Site Plan**

**PHASE 3**  
**PARK PLACE NORTH TOWER**  
 252 UNITS  
 25 STORIES

114 ONE BEDROOMS  
 138 TWO BEDROOMS

7,020 SF RETAIL

350 PARKING SPACES PROVIDED

**PHASE 2**  
**PARK PLACE SOUTH TOWER**  
 49 UNITS  
 14 STORIES

14 STUDIOS  
 21 ONE BEDROOMS  
 14 TWO BEDROOMS

**PARK PLACE WEST TOWER**  
 35 UNITS  
 11 STORIES

12 STUDIOS  
 23 ONE BEDROOMS

5,813 SF RETAIL

466 PARKING SPACES

**PHASE 1**  
**PARK PLACE EAST TOWER**  
 88 UNITS  
 15 STORIES

65 ONE BEDROOMS  
 23 TWO BEDROOMS

8,115 SF RETAIL

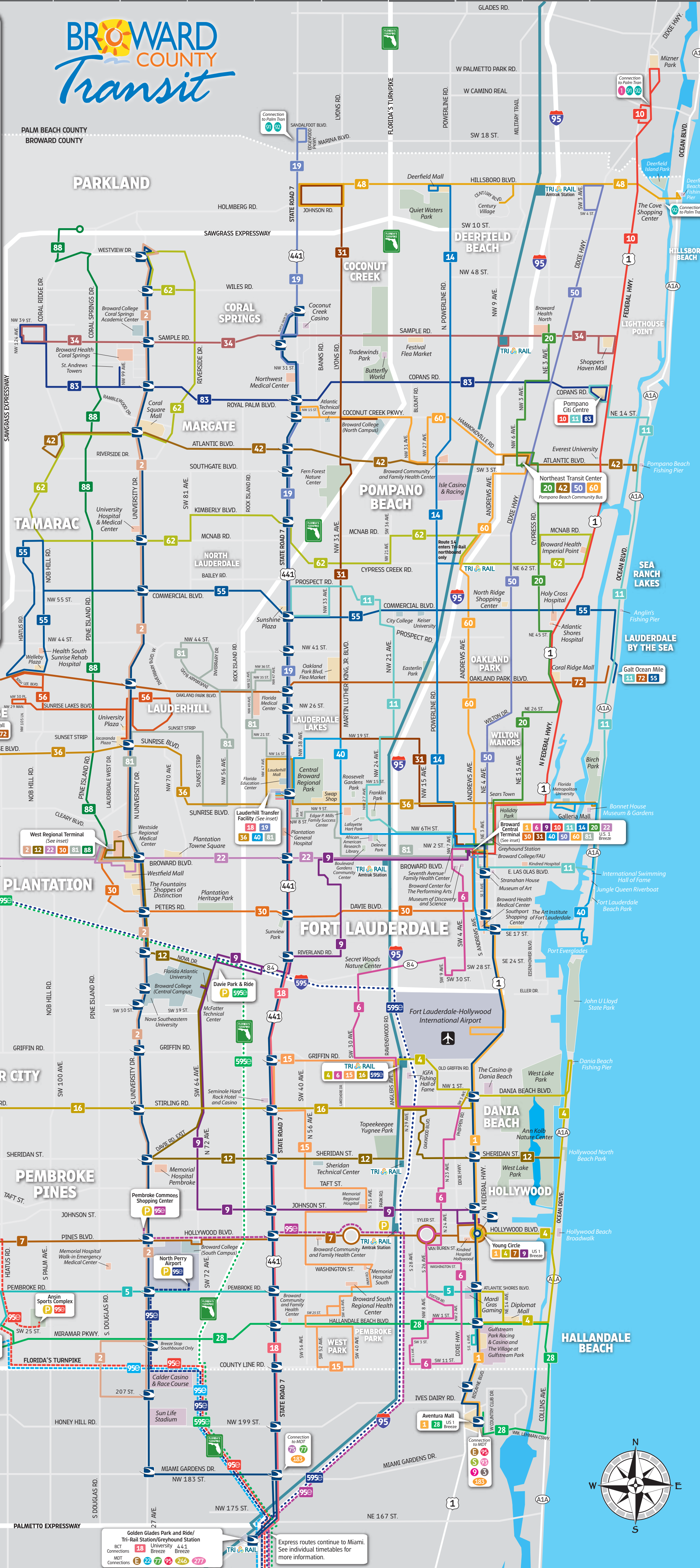
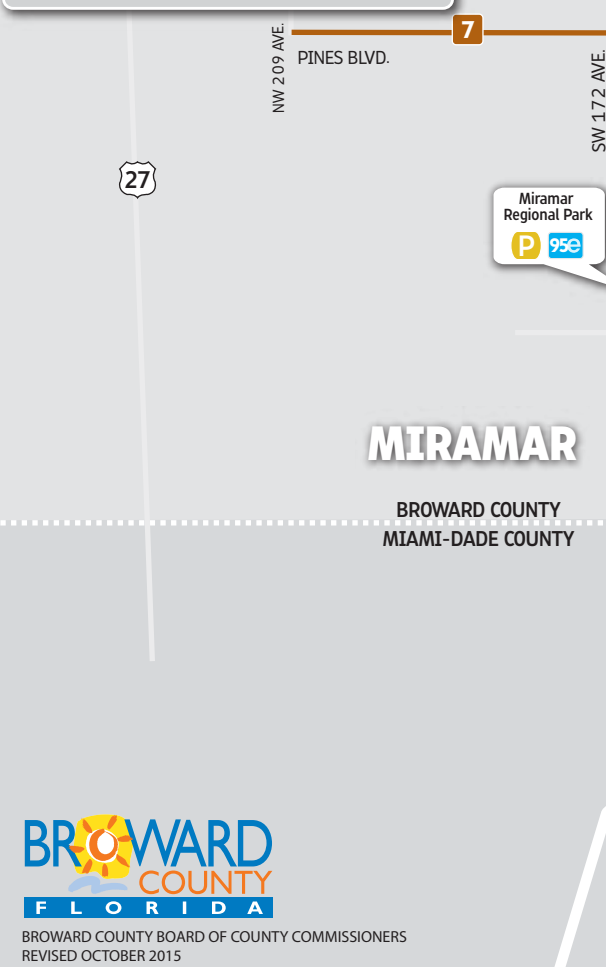
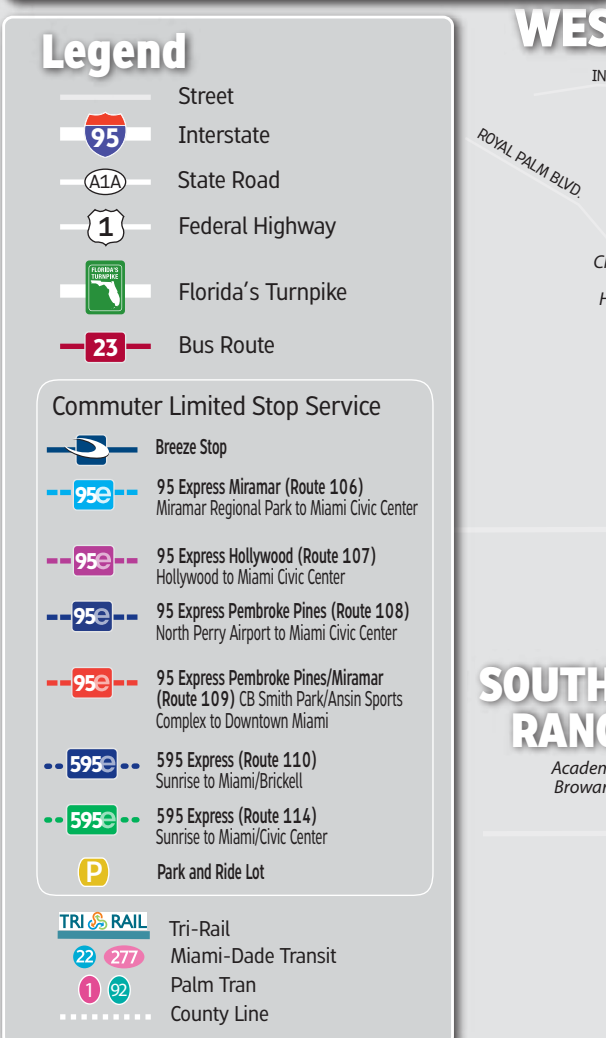
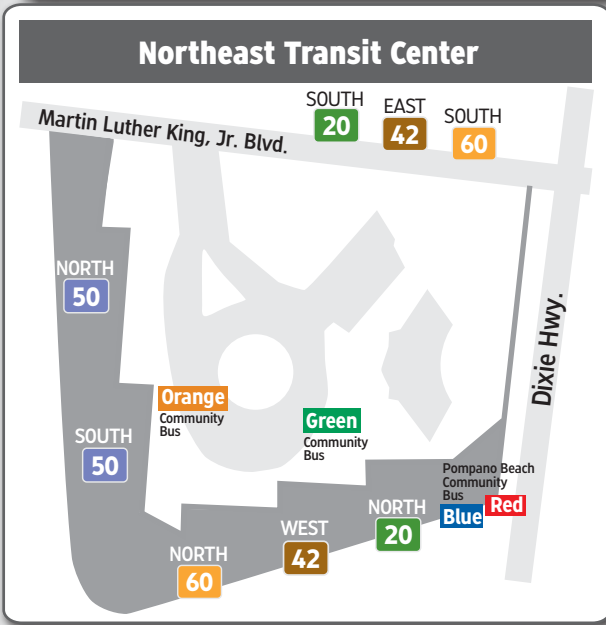
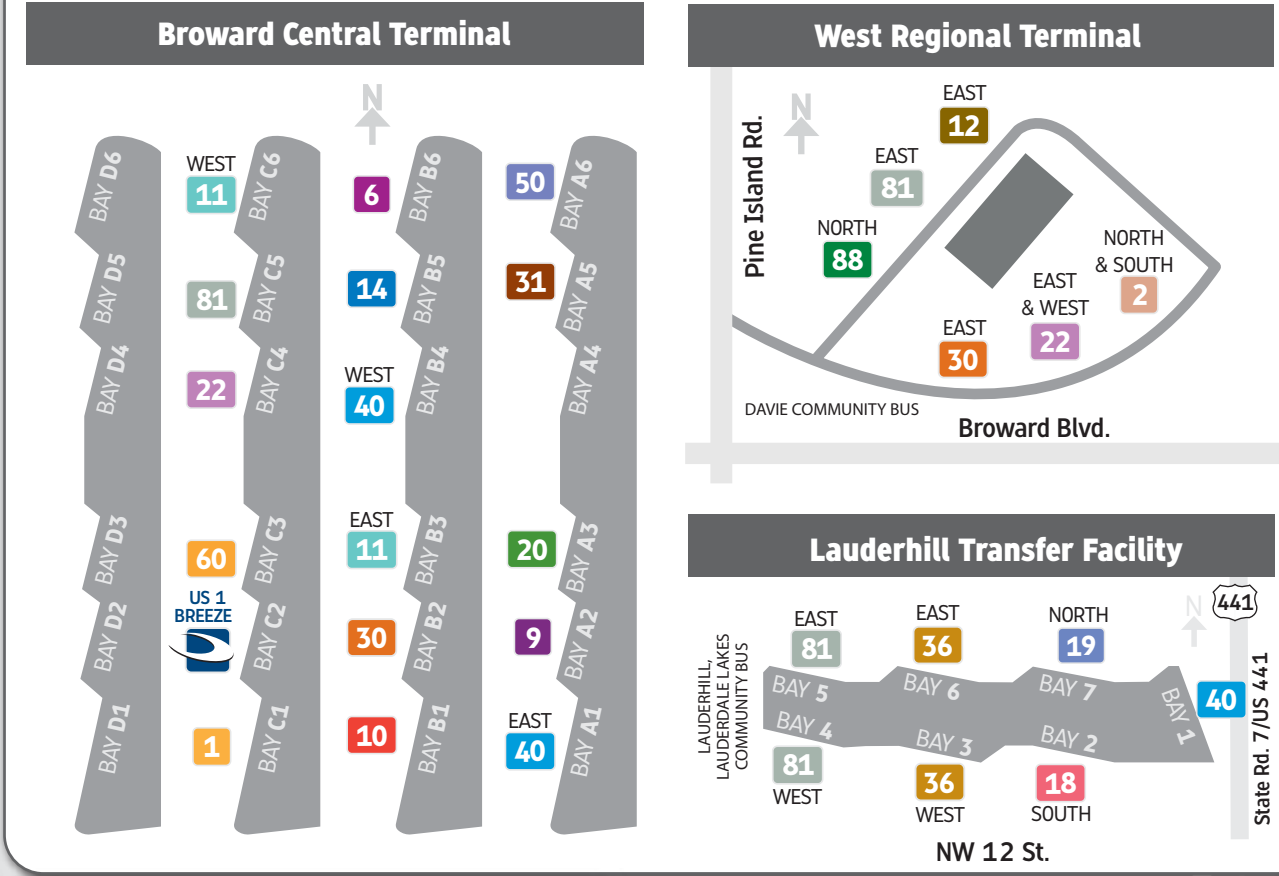
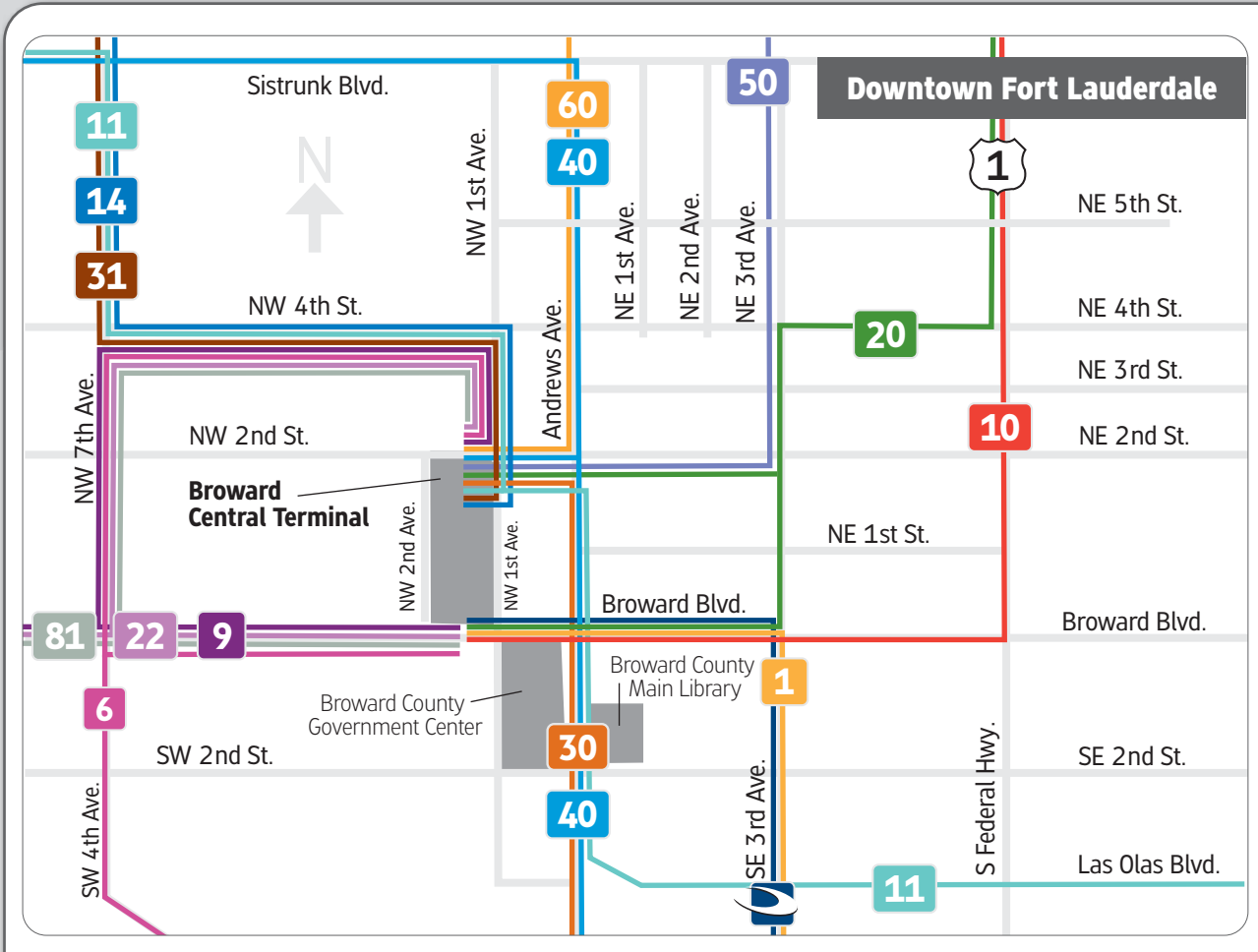
120 PARKING SPACES



**APPENDIX C**  
**Transit Information**



# BROWARD COUNTY Transit



Golden Glades Park and Ride/  
Tri-Rail Station/Greyhound Station  
BCT Connections 18 Breeze  
MDT Connections 62 67 65 246 277  
Express routes continue to Miami.  
See individual timetables for more information.



## Customer Service

Monday - Friday.....7 am - 7:45 pm  
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday, 8:30 am - 4:30 pm

## Holiday Bus Service

There is no service on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

## Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.\* Children (under 40 inches ride FREE)

## Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

**10 Ride Pass:** 10 Rides any time, any day. Expires after the tenth ride is taken.

**7 Day Pass:** Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

**31 Day Adult Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

**31 Day Reduced Pass:** Youth\*, Seniors\*, Disabled\*, Medicare\*, College Student\*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

**\*\*Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

**\*\*Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

\*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

\*\* Premium Bus Pass can be purchased online at [broward.org/bct](http://broward.org/bct) and at select Broward County library locations.

**TIME TABLE**

**ROUTE**  
*U.S. 1*  
**Breeze**

**Monday - Friday  
Limited Service**

Aventura Mall to  
Broward Central Terminal

---

via U.S. 1

---

Effective 1/19/15

**BROWARD  
COUNTY**  
*Transit*  
A service of the  
Broward County Commission

**facebook**

**You Tube**

Download & Print at [broward.org/bct](http://broward.org/bct)

Wheelchair Accessible

Bike Racks

# NORTHBOUND

To Broward Central Terminal/Aventura Mall

AVENTURA MALL	HALLANDALE BCH BLVD & US 1	YOUNG CIRCLE	DANIA BEACH BLVD & US	SE 17 ST & US 1	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
6:01a	6:12a	6:21a	6:32a	6:41a	6:51a
6:21a	6:32a	6:41a	6:52a	7:01a	7:12a
6:41a	6:52a	7:01a	7:13a	7:23a	7:34a
7:01a	7:13a	7:23a	7:35a	7:46a	7:58a
7:21a	7:33a	7:43a	7:56a	8:07a	8:19a
7:41a	7:53a	8:03a	8:16a	8:27a	8:39a
8:01a	8:13a	8:23a	8:36a	8:47a	8:59a
8:21a	8:33a	8:43a	8:56a	9:07a	9:19a
8:41a	8:53a	9:03a	9:16a	9:27a	9:38a
9:01a	9:13a	9:23a	9:36a	9:46a	9:57a
9:21a	9:33a	9:43a	9:55a	10:05a	10:16a
9:41a	9:53a	10:03a	10:15a	10:25a	10:36a
10:01a	10:13a	10:23a	10:35a	10:45a	10:56a
10:21a	10:33a	10:43a	10:55a	11:05a	11:16a
10:41a	10:53a	11:03a	11:15a	11:25a	11:36a
11:01a	11:13a	11:23a	11:35a	11:45a	11:56a
11:21a	11:33a	11:43a	11:55a	12:05p	12:16p
11:41a	11:53a	12:03p	12:15p	12:25p	12:36p
12:01p	12:13p	12:23p	12:35p	12:45p	12:56p
12:21p	12:33p	12:43p	12:55p	1:05p	1:16p
12:41p	12:53p	1:03p	1:15p	1:25p	1:36p
1:01p	1:13p	1:23p	1:35p	1:45p	1:56p
1:21p	1:33p	1:43p	1:55p	2:05p	2:16p
1:41p	1:53p	2:03p	2:15p	2:25p	2:36p
2:01p	2:13p	2:23p	2:35p	2:45p	2:56p
2:21p	2:33p	2:43p	2:55p	3:05p	3:16p
2:41p	2:53p	3:03p	3:15p	3:25p	3:37p
3:01p	3:13p	3:23p	3:35p	3:45p	3:57p
3:21p	3:34p	3:44p	3:56p	4:06p	4:18p
3:41p	3:55p	4:05p	4:17p	4:27p	4:40p
4:01p	4:15p	4:25p	4:37p	4:48p	5:01p
4:21p	4:36p	4:47p	4:59p	5:10p	5:23p
4:41p	4:57p	5:08p	5:20p	5:30p	5:43p
5:01p	5:17p	5:28p	5:40p	5:50p	6:03p
5:21p	5:37p	5:48p	6:00p	6:10p	6:22p
5:41p	5:57p	6:07p	6:19p	6:29p	6:40p G
6:01p	6:15p	6:25p	6:37p	6:47p	6:58p G
6:21p	6:34p	6:44p	6:56p	7:06p	7:17p G

Times with the letter "G" before them indicate bus returns to garage.

# SOUTHBOUND

From Broward Central Terminal/Aventura Mall

BROWARD CENTRAL TERMINAL	SE 17 ST & US 1	DANIA BEACH BLVD & US 1	YOUNG CIRCLE	HALLANDALE BCH BLVD & US 1	AVENTURA MALL
6	5	4	3	2	1
6:10a	6:20a	6:29a	6:41a	6:51a	7:02a
6:30a	6:40a	6:49a	7:01a	7:12a	7:24a
6:50a	7:00a	7:10a	7:23a	7:35a	7:48a
7:10a	7:21a	7:31a	7:44a	7:57a	8:10a
7:30a	7:41a	7:51a	8:04a	8:17a	8:30a
7:50a	8:01a	8:11a	8:24a	8:37a	8:50a
8:10a	8:21a	8:31a	8:44a	8:57a	9:10a
8:30a	8:41a	8:51a	9:04a	9:17a	9:30a
8:50a	9:01a	9:11a	9:24a	9:36a	9:48a
9:10a	9:21a	9:31a	9:44a	9:55a	10:07a
9:30a	9:41a	9:51a	10:04a	10:15a	10:27a
9:50a	10:01a	10:11a	10:24a	10:35a	10:47a
10:10a	10:21a	10:31a	10:44a	10:55a	11:07a
10:30a	10:41a	10:51a	11:04a	11:15a	11:27a
10:50a	11:01a	11:11a	11:24a	11:35a	11:47a
11:10a	11:21a	11:31a	11:44a	11:55a	12:07p
11:30a	11:41a	11:51a	12:04p	12:15p	12:27p
11:50a	12:01p	12:11p	12:24p	12:35p	12:47p
12:10p	12:21p	12:31p	12:44p	12:55p	1:07p
12:30p	12:41p	12:51p	1:04p	1:15p	1:27p
12:50p	1:01p	1:11p	1:24p	1:35p	1:47p
1:10p	1:21p	1:31p	1:44p	1:55p	2:07p
1:30p	1:41p	1:51p	2:04p	2:15p	2:27p
1:50p	2:01p	2:11p	2:24p	2:35p	2:47p
2:10p	2:21p	2:31p	2:44p	2:55p	3:07p
2:30p	2:41p	2:51p	3:04p	3:15p	3:27p
2:50p	3:01p	3:11p	3:24p	3:35p	3:47p
3:10p	3:21p	3:31p	3:45p	3:56p	4:08p
3:30p	3:42p	3:53p	4:07p	4:18p	4:30p
3:50p	4:02p	4:13p	4:27p	4:39p	4:51p
4:10p	4:22p	4:34p	4:48p	5:00p	5:12p
4:30p	4:42p	4:55p	5:09p	5:21p	5:33p
4:50p	5:02p	5:15p	5:29p	5:41p	5:53p
5:10p	5:22p	5:35p	5:49p	6:01p	6:13p
5:30p	5:42p	5:55p	6:09p	6:20p	6:32p G
5:50p	6:02p	6:13p	6:27p	6:38p	6:50p G
6:10p	6:22p	6:33p	6:46p	6:57p	7:09p G
6:30p	6:41p	6:51p	7:04p	7:15p	7:27p G

# ROUTE US 1 Breeze

Monday - Friday Limited Service  
Aventura Mall to Broward Central Terminal  
via US 1

**LEGEND**

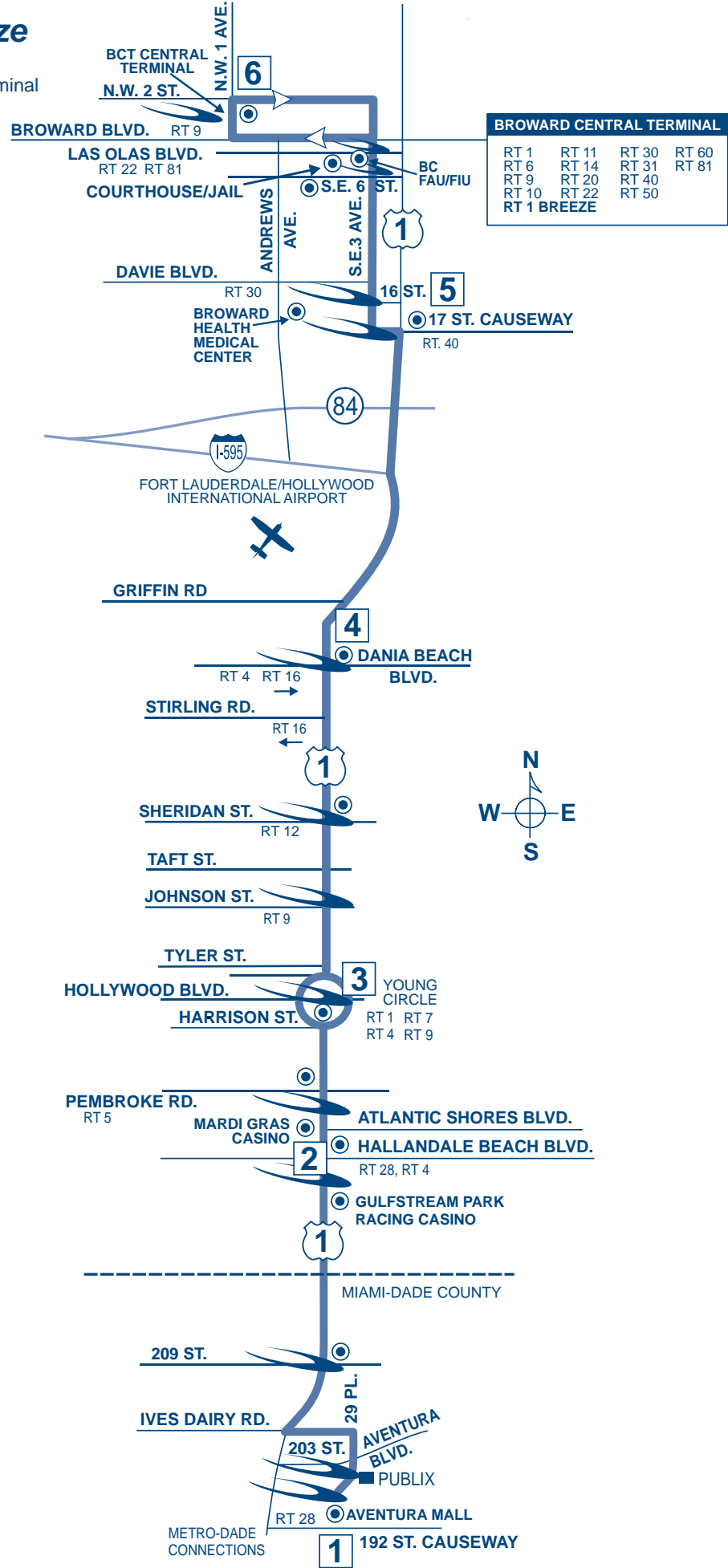
CONNECTING ROUTES → RT#

MAIN ROUTE →

TIMEPOINTS ○

The Breeze stop location →


- POINTS OF INTEREST**
- Aventura Mall
  - Gulfstream Park, Racing Casino
  - Mardi Gras Casino
  - Broward Health Medical Center
  - Courthouse/Jail
  - BC/FAU/FIU





For more details on our fares please visit our web site at [broward.org/BCT/FaresAndPasses/Pages/FaresPasses.aspx](http://broward.org/BCT/FaresAndPasses/Pages/FaresPasses.aspx) or call customer service: 954.357.8400.

### Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol .
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954.357.8400

Hearing-speech impaired/TTY:  
954.357.8302

This publication can be made available in large print, tape cassette, or Braille, by request.



This symbol is used on bus stop signs to indicate accessible bus stops.



BROWARD COUNTY

BOARD OF COUNTY COMMISSIONERS

*An equal opportunity employer and provider of services.*

20,000 copies of this public document were promulgated at a gross cost of \$780., or \$.039 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 1/15

### PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

### TRANSFER POLICY 7/10/11

#### TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

#### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

#### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

#### TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.



**TRANSIT WATCH**

**WHEN IT COMES TO OUR SAFETY,  
WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.  
BE ALERT.  
CALL 954-357-LOOK (5665). TELL US.**

## Customer Service

Monday - Friday.....7 am - 7:45 pm  
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

## Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.\* Children (under 40 inches ride FREE)

## Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

**10 Ride Pass:** 10 Rides any time, any day. Expires after the tenth ride is taken.

**7 Day Pass:** Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

**31 Day Adult Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

**31 Day Reduced Pass:** Youth\*, Seniors\*, Disabled\*, Medicare\*, College Student\*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

**\*\*Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

**\*\*Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

\*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

\*\* Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

**TIME TABLE**

**ROUTE**

**1**

**Monday - Friday**

Effective 10/9/16

Aventura Mall to  
Broward Central Terminal

via Federal Highway/US 1



A service of the  
Broward County Commission

**facebook**

**You Tube**

Download & Print at [Broward.org/BCT](http://Broward.org/BCT)  
Wheelchair Accessible  
Bike Racks

# MONDAY-FRIDAY

There are additional bus stops in between those listed.

## NORTHBOUND

To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD CENTRAL TERMINAL
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
		5:11a	5:29a	5:51a
5:18a	5:30a	5:41a	6:01a	6:25a
5:38a	5:51a	6:02a	6:24a	6:48a
5:53a	6:06a	6:18a	6:40a	7:04a
6:13a	6:27a	6:39a	7:01a	7:26a
6:33a	6:47a	6:59a	7:22a	7:48a
6:53a	7:08a	7:21a	7:45a	8:11a
7:13a	7:28a	7:42a	8:06a	8:32a
7:33a	7:49a	8:03a	8:27a	8:52a
7:53a	8:09a	8:23a	8:46a	9:11a
8:13a	8:29a	8:42a	9:05a	9:29a
8:33a	8:48a	9:01a	9:23a	9:47a
8:53a	9:07a	9:19a	9:41a	10:05a
9:13a	9:27a	9:39a	10:01a	10:25a
9:33a	9:47a	9:59a	10:21a	10:45a
9:53a	10:07a	10:19a	10:41a	11:05a
10:13a	10:27a	10:39a	11:01a	11:25a
10:33a	10:47a	10:59a	11:21a	11:45a
10:53a	11:07a	11:19a	11:41a	12:05p
11:13a	11:27a	11:39a	12:01p	12:25p
11:33a	11:47a	11:59a	12:21p	12:45p
11:53a	12:07p	12:19p	12:41p	1:05p
12:13p	12:27p	12:39p	1:01p	1:25p
12:33p	12:47p	12:59p	1:21p	1:45p
12:53p	1:07p	1:19p	1:41p	2:05p
1:13p	1:27p	1:39p	2:01p	2:25p
1:33p	1:47p	1:59p	2:21p	2:45p
1:53p	2:07p	2:19p	2:41p	3:05p
2:13p	2:27p	2:39p	3:01p	3:26p
2:33p	2:47p	2:59p	3:22p	3:47p
2:53p	3:08p	3:21p	3:44p	4:09p
3:13p	3:28p	3:41p	4:04p	4:30p
3:33p	3:48p	4:01p	4:25p	4:51p
3:53p	4:09p	4:23p	4:47p	5:13p
4:13p	4:29p	4:43p	5:07p	5:33p
4:33p	4:49p	5:03p	5:27p	5:53p
4:53p	5:09p	5:23p	5:47p	6:13p
5:13p	5:29p	5:43p	6:07p	6:32p
5:33p	5:49p	6:03p	6:26p	6:51p
5:53p	6:08p	6:21p	6:44p	7:09p
6:13p	6:28p	6:41p	7:04p	7:28p
6:33p	6:48p	7:01p	7:23p	7:47p
6:53p	7:07p	7:19p	7:41p	8:05p
7:13p	7:27p	7:39p	8:01p	8:25p
7:33p	7:47p	7:59p	8:19p	8:41p G
7:53p	8:07p	8:18p	8:38p	9:00p
8:13p	8:26p	8:37p	8:57p	9:17p G
8:33p	8:46p	8:57p	9:15p	9:35p
9:03p	9:15p	9:24p	9:41p	9:59p
9:33p	9:44p	9:53p	10:13p	10:33p
10:03p	10:14p	10:21p	10:37p	10:57p W
10:33p	10:43p	10:49p	11:04p	11:19p G
11:03p	11:14p	11:21p	11:36p	11:52p G

## SOUTHBOUND

To Aventura Mall

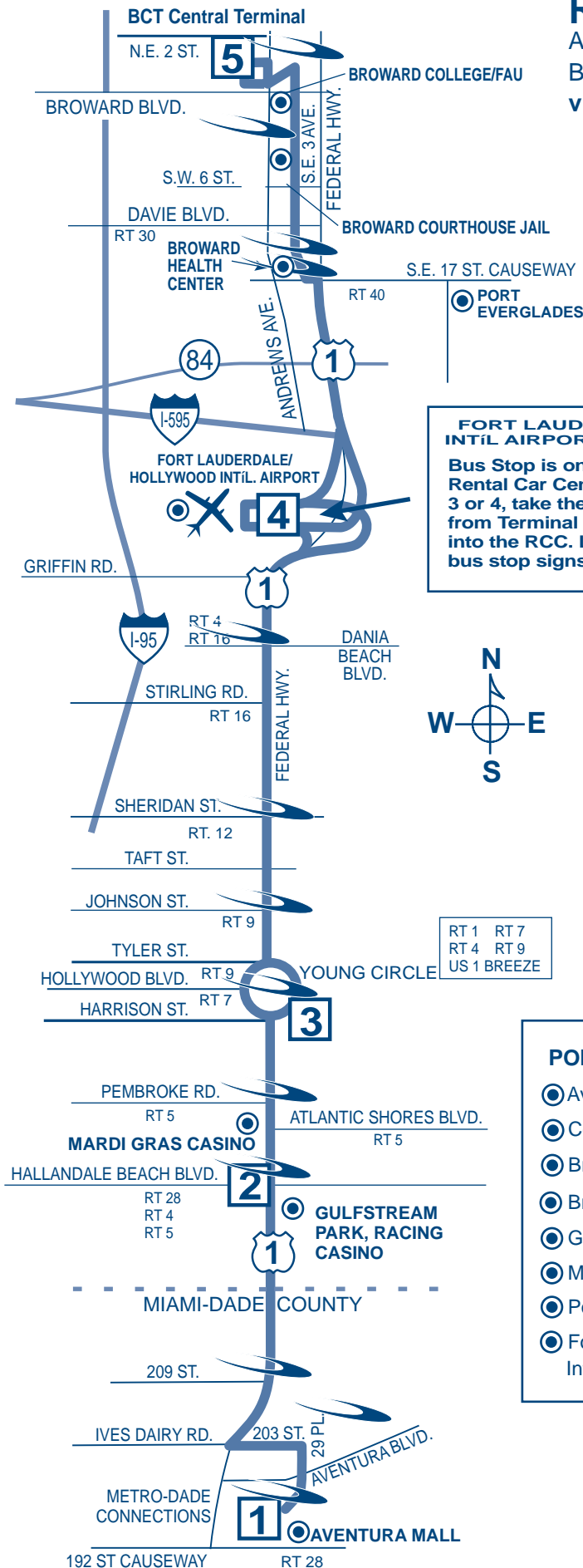
BROWARD CENTRAL TERMINAL	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
		5:18a	5:29a	5:42a
5:05a	5:23a	5:48a	6:00a	6:14a
5:25a	5:44a	6:11a	6:24a	6:38a
5:40a	6:00a	6:28a	6:41a	6:55a
6:00a	6:22a	6:50a	7:03a	7:18a
6:20a	6:42a	7:10a	7:24a	7:40a
6:40a	7:02a	7:31a	7:46a	8:02a
7:00a	7:24a	7:54a	8:09a	8:25a
7:20a	7:45a	8:15a	8:30a	8:45a
7:40a	8:05a	8:35a	8:49a	9:04a
8:00a	8:25a	8:54a	9:07a	9:21a
8:20a	8:44a	9:13a	9:26a	9:40a
8:40a	9:04a	9:32a	9:45a	9:59a
9:00a	9:23a	9:51a	10:04a	10:18a
9:20a	9:43a	10:11a	10:24a	10:38a
9:40a	10:03a	10:31a	10:44a	10:58a
10:00a	10:23a	10:51a	11:04a	11:18a
10:20a	10:43a	11:11a	11:24a	11:38a
10:40a	11:03a	11:31a	11:44a	11:58a
11:00a	11:23a	11:51a	12:04p	12:18p
11:20a	11:43a	12:11p	12:24p	12:38p
11:40a	12:03p	12:31p	12:44p	12:58p
12:00p	12:23p	12:51p	1:04p	1:18p
12:20p	12:43p	1:11p	1:24p	1:38p
12:40p	1:03p	1:31p	1:44p	1:58p
1:00p	1:23p	1:51p	2:04p	2:18p
1:20p	1:43p	2:11p	2:24p	2:38p
1:40p	2:03p	2:31p	2:44p	2:58p
2:00p	2:23p	2:51p	3:04p	3:19p
2:20p	2:43p	3:11p	3:25p	3:40p
2:40p	3:03p	3:32p	3:46p	4:01p
3:00p	3:24p	3:53p	4:08p	4:24p
3:20p	3:44p	4:13p	4:28p	4:44p
3:40p	4:04p	4:34p	4:49p	5:05p
4:00p	4:25p	4:55p	5:10p	5:26p
4:20p	4:45p	5:15p	5:30p	5:46p
4:40p	5:05p	5:35p	5:50p	6:06p
5:00p	5:25p	5:55p	6:09p	6:24p
5:20p	5:45p	6:15p	6:29p	6:44p
5:40p	6:05p	6:34p	6:48p	7:03p
6:00p	6:24p	6:53p	7:07p	7:21p
6:20p	6:44p	7:13p	7:26p	7:40p
6:40p	7:04p	7:32p	7:45p	7:59p
7:00p	7:22p	7:50p	8:03p	8:16p
7:20p	7:42p	8:09p	8:21p	8:34p G
7:40p	8:02p	8:28p	8:40p	8:53p
8:00p	8:22p	8:48p	9:00p	9:13p
8:20p	8:40p	9:06p	9:17p	9:29p G
8:45p	9:05p	9:29p	9:40p	9:52p
9:15p	9:33p	9:57p	10:08p	10:20p
9:45p	10:03p	10:27p	10:38p	10:50p
10:15p	10:33p	10:57p	11:08p	11:20p G
10:45p	11:03p	11:27p	11:38p	11:50p G
11:15p	11:33p	11:57p	12:08a	12:20a G

### NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

# ROUTE 1

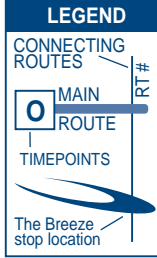
Aventura Mall to  
Broward Central Terminal  
via Federal Highway/US 1



BROWARD CENTRAL TERMINAL			
RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
U.S. 1 BREEZE			

**FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT TERMINAL COMPLEX**

Bus Stop is on upper departure level at the Rental Car Center (RCC). From Terminal 2, 3 or 4, take the shuttle bus to the RCC; from Terminal 1, access moving sidewalk into the RCC. Look for BCT and Stop 7 bus stop signs.



RT 1	RT 7
RT 4	RT 9
US 1 BREEZE	

- POINTS OF INTEREST**
- Aventura Mall
  - Courthouse/Jail
  - Broward Health Medical Center
  - Broward College/FAU
  - Gulfstream Park Racing Casino
  - Mardi Gras Casino
  - Port Everglades
  - Fort Lauderdale/Hollywood International Airport

For more details on our fares please  
visit our web site at  
[Broward.org/BCT](http://Broward.org/BCT) or call  
customer service: 954.357.8400.



**WHEN IT COMES TO OUR SAFETY,  
WE CAN ALWAYS USE AN EXTRA PAIR OF  
EYES AND EARS.**

**BE ALERT.**

**CALL 954-357-LOOK (5665).  
TELL US.**

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This symbol is used on bus stop signs  
to indicate accessible bus stops.



BOARD OF COUNTY COMMISSIONERS

*An equal opportunity employer and provider of services.*

21,000 copies of this public document were promulgated at a gross cost of \$819.00, or \$.039 per copy to inform the public about the Transit Division's schedule and route information. 10/16

### PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by

Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

### TRANSFER POLICY 7/10/11

#### TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

#### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

#### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

#### TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

The Easy Card issued by MDT and

Tri-Rail is not accepted as payment on any BCT bus.

# TIMETABLE

## ROUTE 4

**Monday - Sunday**  
Effective 10/31/10

Hallandale Beach Blvd. to  
Fort Lauderdale/Hollywood  
Airport Tri-Rail Station  
via A1A



Download & Print at  
[www.broward.org/bct](http://www.broward.org/bct)



Wheelchair Accessible  
Bike Racks

### Customer Service

Monday - Friday.....7 am - 8 pm  
Saturday, Sunday and Holidays.....8:30 am - 5 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday,  
8:30 am - 4:30 pm

### Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

### Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.\* Children (under 40 inches ride FREE)

### Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

**10 Ride Pass:** 10 Rides any time, any day. Expires after the tenth ride is taken.

**7 Day Pass:** Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

**31 Day Adult Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

**31 Day Reduced Pass:** Youth\*, Seniors\*, Disabled\*, Medicare\*, College Student\*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

**\*\*Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

**\*\*Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

\*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

\*\* Premium Bus Pass can be purchased online at [broward.org/bct](http://broward.org/bct) and at select Broward County library locations.



# MONDAY-FRIDAY

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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## NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

HALLANDALE BCH. BLVD. & NE 14 AVE.	HALLANDALE BCH. BLVD. & SR A1A	YOUNG CIRCLE & GREYHOUND STATION	DANIA BEACH	DANIA BCH. BLVD. & US 1	FORT LAUDERDALE AIRPORT TRI-RAIL STATION
1	2	3	4	5	6
5:35a	5:47a	6:00a	6:20a	6:25a	6:35a
6:20a	6:32a	6:45a	7:05a	7:11a	7:22a
7:00a	7:13a	7:27a	7:48a	7:54a	8:05a
7:50a	8:03a	8:17a	8:38a	8:44a	8:55a
8:35a	8:48a	9:02a	9:22a	9:27a	9:37a
9:20a	9:32a	9:45a	10:05a	10:10a	10:20a
10:05a	10:17a	10:30a	10:50a	10:55a	11:05a
10:50a	11:02a	11:15a	11:35a	11:40a	11:50a
11:35a	11:47a	12:00p	12:20p	12:25p	12:35p
12:20p	12:32p	12:45p	1:05p	1:10p	1:20p
1:05p	1:17p	1:30p	1:50p	1:55p	2:05p
1:50p	2:02p	2:15p	2:35p	2:40p	2:50p
2:35p	2:47p	3:00p	3:20p	3:25p	3:35p
3:20p	3:32p	3:45p	4:05p	4:11p	4:22p
4:05p	4:18p	4:32p	4:53p	4:59p	5:10p
4:50p	5:03p	5:17p	5:38p	5:44p	5:55p
5:35p	5:48p	6:02p	6:22p	6:27p	6:37p
6:20p	6:32p	6:45p	7:05p	7:10p	7:20p
7:05p	7:17p	7:30p	7:50p	7:55p	8:05p
7:50p	8:02p	8:15p	8:35p	8:40p	8:50p
8:35p	8:47p	9:00p	9:20p	9:25p	9:35p
9:20p	9:32p	9:45p	10:05p	10:10p	10:20p

## SOUTHBOUND

Hallandale Beach Blvd.

FORT LAUDERDALE AIRPORT TRI-RAIL STATION	DANIA BCH. BLVD. & US 1	DANIA BEACH	YOUNG CIRCLE & GREYHOUND STATION	HALLANDALE BCH. BLVD. & SR A1A	HALLANDALE BCH. BLVD. & NE 14 AVE.
6	5	4	3	2	1
5:15a	5:25a	5:30a	5:50a	6:05a	6:10a
6:00a	6:10a	6:15a	6:35a	6:50a	6:55a
6:45a	6:55a	7:00a	7:21a	7:37a	7:43a
7:30a	7:41a	7:47a	8:08a	8:24a	8:30a
8:15a	8:26a	8:32a	8:53a	9:08a	9:13a
9:00a	9:10a	9:15a	9:35a	9:50a	9:55a
9:45a	9:55a	10:00a	10:20a	10:35a	10:40a
10:30a	10:40a	10:45a	11:05a	11:20a	11:25a
11:15a	11:25a	11:30a	11:50a	12:05p	12:10p
12:00p	12:10p	12:15p	12:35p	12:50p	12:55p
12:45p	12:55p	1:00p	1:20p	1:35p	1:40p
1:30p	1:40p	1:45p	2:05p	2:20p	2:25p
2:15p	2:25p	2:30p	2:50p	3:05p	3:10p
3:00p	3:10p	3:15p	3:35p	3:50p	3:55p
3:45p	3:55p	4:00p	4:21p	4:37p	4:43p
4:30p	4:41p	4:47p	5:08p	5:24p	5:30p
5:15p	5:26p	5:32p	5:53p	6:08p	6:13p
6:00p	6:10p	6:15p	6:35p	6:50p	6:55p
6:45p	6:55p	7:00p	7:20p	7:35p	7:40p
7:30p	7:40p	7:45p	8:05p	8:20p	8:25p
8:15p	8:25p	8:30p	8:50p	9:05p	9:10p
9:00p	9:10p	9:15p	9:35p	9:50p	9:55p

# SATURDAY

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

## NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

## SOUTHBOUND

Hallandale Beach Blvd.

HALLANDALE BLVD. & NE 14 AVE.	HALLANDALE BLVD. & SR A1A	YOUNG CIRCLE & GREYHOUND STATION	DANIA BEACH	DANIA BCH. BLVD. & US 1	FORT LAUDERDALE AIRPORT TRI-RAIL STATION	FORT LAUDERDALE AIRPORT TRI-RAIL STATION	DANIA BCH. BLVD. & US 1	DANIA BEACH	YOUNG CIRCLE & GREYHOUND STATION	HALLANDALE BLVD. & SR A1A	HALLANDALE BLVD. & NE 14 AVE.
1	2	3	4	5	6	6	5	4	3	2	1
		6:00a	6:20a	6:25a	6:35a	6:00a	6:10a	6:15a	6:35a	6:50a	6:55a
6:20a	6:32a	6:45a	7:05a	7:10a	7:20a	6:45a	6:55a	7:00a	7:20a	7:35a	7:40a
7:05a	7:17a	7:30a	7:50a	7:55a	8:05a	7:30a	7:40a	7:45a	8:05a	8:20a	8:25a
7:50a	8:02a	8:15a	8:35a	8:40a	8:50a	8:15a	8:25a	8:30a	8:50a	9:05a	9:10a
8:35a	8:47a	9:00a	9:20a	9:25a	9:35a	9:00a	9:10a	9:15a	9:35a	9:50a	9:55a
9:20a	9:32a	9:45a	10:05a	10:10a	10:20a	9:45a	9:55a	10:00a	10:20a	10:35a	10:40a
10:05a	10:17a	10:30a	10:50a	10:55a	11:05a	10:30a	10:40a	10:45a	11:05a	11:20a	11:25a
10:50a	11:02a	11:15a	11:35a	11:40a	11:50a	11:15a	11:25a	11:30a	11:50a	12:05p	12:10p
11:35a	11:47a	12:00p	12:20p	12:25p	12:35p	12:00p	12:10p	12:15p	12:35p	12:50p	12:55p
12:20p	12:32p	12:45p	1:05p	1:10p	1:20p	12:45p	12:55p	1:00p	1:20p	1:35p	1:40p
1:05p	1:17p	1:30p	1:50p	1:55p	2:05p	1:30p	1:40p	1:45p	2:05p	2:20p	2:25p
1:50p	2:02p	2:15p	2:35p	2:40p	2:50p	2:15p	2:25p	2:30p	2:50p	3:05p	3:10p
2:35p	2:47p	3:00p	3:20p	3:25p	3:35p	3:00p	3:10p	3:15p	3:35p	3:50p	3:55p
3:20p	3:32p	3:45p	4:05p	4:10p	4:20p	3:45p	3:55p	4:00p	4:20p	4:35p	4:40p
4:05p	4:17p	4:30p	4:50p	4:55p	5:05p	4:30p	4:40p	4:45p	5:05p	5:20p	5:25p
4:50p	5:02p	5:15p	5:35p	5:40p	5:50p	5:15p	5:25p	5:30p	5:50p	6:05p	6:10p
5:35p	5:47p	6:00p	6:20p	6:25p	6:35p	6:00p	6:10p	6:15p	6:35p	6:50p	6:55p
6:20p	6:32p	6:45p	7:05p	7:10p	7:20p	6:45p	6:55p	7:00p	7:20p	7:35p	7:40p
7:05p	7:17p	7:30p	7:50p	7:55p	8:05p	7:30p	7:40p	7:45p	8:05p	8:20p	8:25p
7:50p	8:02p	8:15p	8:35p	8:40p	G8:50p	8:15p	8:25p	8:30p	8:50p	9:05p	G9:10p
8:35p	8:47p	9:00p	9:20p	9:25p	G9:35p						

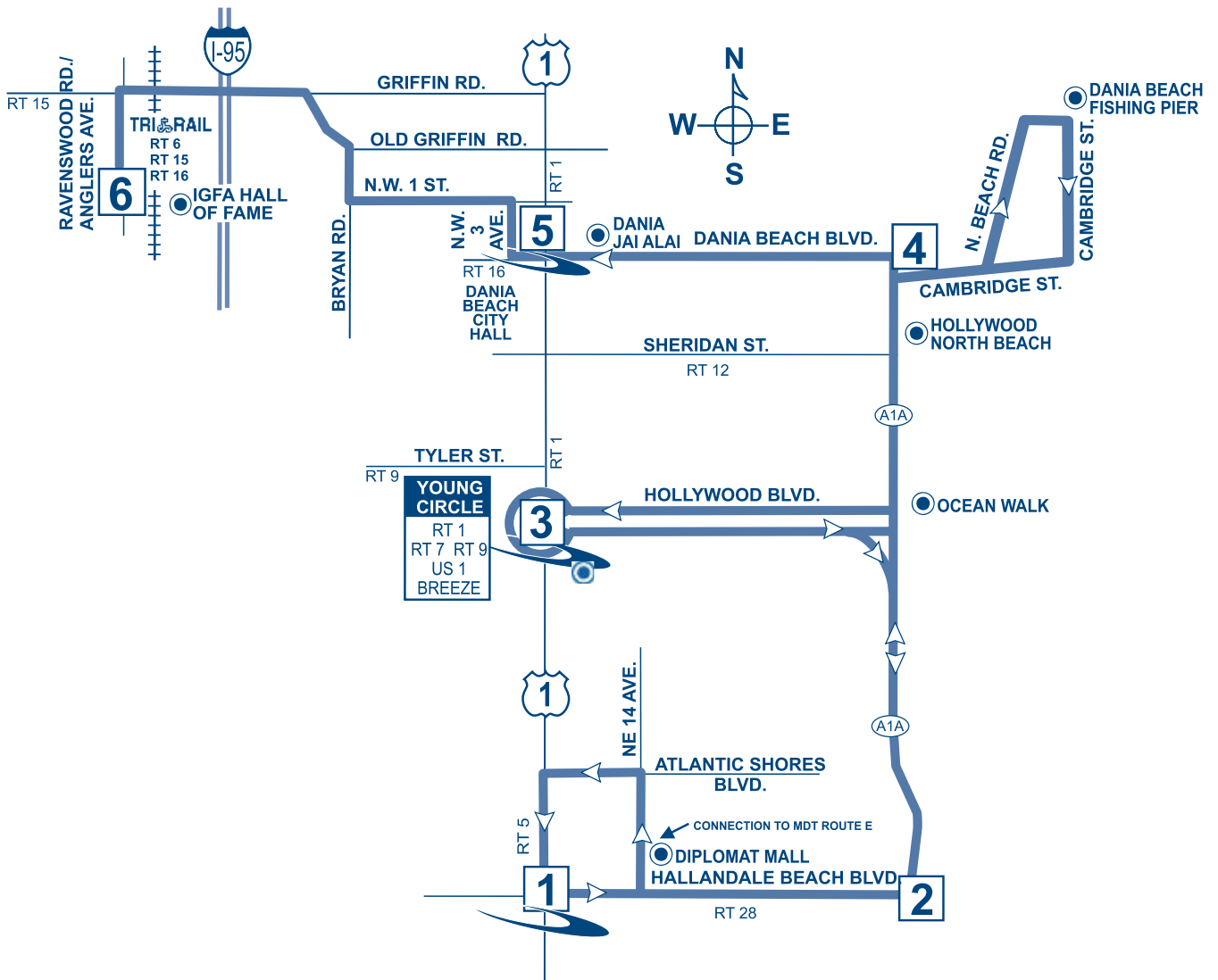
# SUNDAY

8:35a	8:47a	9:00a	9:20a	9:25a	9:35a	8:15a	8:25a	8:30a	8:50a	9:05a	9:10a
9:20a	9:32a	9:45a	10:05a	10:10a	10:20a	9:00a	9:10a	9:15a	9:35a	9:50a	9:55a
10:05a	10:17a	10:30a	10:50a	10:55a	11:05a	9:45a	9:55a	10:00a	10:20a	10:35a	10:40a
10:50a	11:02a	11:15a	11:35a	11:40a	11:50a	10:30a	10:40a	10:45a	11:05a	11:20a	11:25a
11:35a	11:47a	12:00p	12:20p	12:25p	12:35p	11:15a	11:25a	11:30a	11:50a	12:05p	12:10p
12:20p	12:32p	12:45p	1:05p	1:10p	1:20p	12:00p	12:10p	12:15p	12:35p	12:50p	12:55p
1:05p	1:17p	1:30p	1:50p	1:55p	2:05p	12:45p	12:55p	1:00p	1:20p	1:35p	1:40p
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4:05p	4:17p	4:30p	4:50p	4:55p	5:05p	3:45p	3:55p	4:00p	4:20p	4:35p	4:40p
4:50p	5:02p	5:15p	5:35p	5:40p	5:50p	4:30p	4:40p	4:45p	5:05p	5:20p	5:25p
5:35p	5:47p	6:00p	6:20p	6:25p	6:35p	5:15p	5:25p	5:30p	5:50p	6:05p	6:10p
6:20p	6:32p	6:45p	7:05p	7:10p	7:20p	6:00p	6:10p	6:15p	6:35p	6:50p	6:55p
7:05p	7:17p	7:30p	7:50p	7:55p	G8:05p	6:45p	6:55p	7:00p	7:20p	7:35p	7:40p
7:50p	8:02p	8:15p	8:35p	8:40p	G8:50p	7:30p	7:40p	7:45p	8:05p	8:20p	G8:25p



# ROUTE 4

Hallandale Beach Blvd. to  
Fort Lauderdale-Hollywood Airport  
Tri-Rail Station  
via A1A



**LEGEND**

CONNECTING ROUTES  
 RT #

MAIN ROUTE  
 MAIN ROUTE

TIMEPOINTS

The Breeze stop location

**POINTS OF INTEREST**

- Diplomat Mall
- Hollywood North Beach
- Dania Jai Alai
- Dania Beach Fishing Pier
- IGFA Fishing Hall of Fame
- Ocean Walk

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Hearing-speech impaired/TTY:  
954.357.8302

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BROWARD COUNTY  
BOARD OF COUNTY COMMISSIONERS  
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### TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

### TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Express, a \$ .50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

## Customer Service

Monday - Friday.....7 am - 7:45 pm  
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday, 9:00 am - 4:00 pm

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

## Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.\* Children (under 40 inches ride FREE)

## Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

**10 Ride Pass:** 10 Rides any time, any day. Expires after the tenth ride is taken.

**7 Day Pass:** Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

**31 Day Adult Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

**31 Day Reduced Pass:** Youth\*, Seniors\*, Disabled\*, Medicare\*, College Student\*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

**\*\*Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

**\*\*Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

\*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

\*\* Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

**TIME TABLE**

**ROUTE  
7**

**Weekdays  
Saturday - Sunday**

Effective 1/18/15

NW 210 Ave and  
Pines Blvd to Young Circle

**via Pines/Hollywood Boulevard**

**BROWARD  
COUNTY  
Transit**

A service of the  
Broward County Commission

**facebook**

**You Tube**

Download & Print at [Broward.org/BCT](http://Broward.org/BCT)

Wheelchair Accessible

Bike Racks

# MONDAY - FRIDAY There are additional bus stops in between those listed.

## EASTBOUND

To Young Circle

PINES BLVD. & 196 AVE.	CENTURY VILLAGE PEMBROKE PINES	PEMBROKE LAKES MALL	PINES BLVD. & UNIVERSITY DR.	BCC SOUTH CAMPUS	HOLLYWOOD BLVD. & U.S. 441	YOUNG CIRCLE
1	2	3	4	5	6	7
		4:55a	5:10a		5:20a	5:38a
		5:20a	5:35a		5:45a	6:05a
5:45a		5:45a	6:00a		6:11a	6:31a
		6:10a	6:25a		6:35a	7:00a
		6:37a	6:54a	6:58a	7:09a	7:33a
6:30a		6:53a	7:11a	7:15a	7:28a	7:56a
		7:12a	7:31a	7:35a	7:48a	8:13a
7:00a	7:15a	7:31a	7:49a	7:53a	8:05a	8:32a
		7:55a	8:13a	8:16a	8:26a	8:50a
7:42a	7:58a	8:15a	8:32a	8:36a	8:47a	9:15a
		8:40a	8:57a	9:00a	9:09a	9:30a
8:25a	8:42a	9:00a	9:17a	9:21a	9:31a	9:57a
		9:23a	9:39a	9:42a	9:51a	10:14a
9:10a	9:26a	9:43a	9:59a	10:02a	10:12a	10:38a
		10:03a	10:19a	10:22a	10:31a	10:54a
9:50a	10:06a	10:23a	10:40a	10:44a	10:54a	11:19a
		10:45a	11:01a	11:04a	11:13a	11:34a
10:36a	10:51a	11:07a	11:23a	11:27a	11:37a	12:06p
		11:35a	11:51a	11:55a	12:05p	12:29p
11:15a	11:30a	11:46a	12:02p	12:07p	12:17p	12:43p
		12:13p	12:30p	12:34p	12:43p	1:06p
12:00p	12:15p	12:31p	12:49p	12:53p	1:04p	1:29p
		12:57p	1:15p	1:19p	1:29p	1:52p
12:40p	12:56p	1:13p	1:31p	1:35p	1:45p	2:11p
		1:37p	1:55p	1:59p	2:09p	2:32p
1:20p	1:36p	1:53p	2:11p	2:15p	2:26p	2:52p
		2:15p	2:33p	2:37p	2:47p	3:10p
2:00p	2:16p	2:33p	2:51p	2:55p	3:06p	3:36p
		3:02p	3:21p	3:25p	3:35p	3:58p
2:40p	2:58p	3:17p	3:36p	3:40p	3:51p	4:18p
		3:42p	4:00p	4:04p	4:14p	4:39p
3:25p	3:43p	4:02p	4:20p	4:24p	4:35p	5:01p
		4:25p	4:43p	4:47p	4:57p	5:22p
4:05p	4:23p	4:42p	5:00p	5:04p	5:15p	5:41p
		5:10p	5:28p	5:32p	5:43p	6:07p
4:50p	5:09p	5:29p	5:48p	5:52p	6:03p	6:30p
		5:53p	6:12p	6:16p	6:27p	6:51p
5:34p	5:54p	6:14p	6:32p	6:36p	6:47p	7:15p
		6:40p	6:56p	7:00p	7:10p	7:33p G
6:16p	6:36p	6:56p	7:12p	7:15p	7:25p	7:50p
		7:20p	7:36p	7:39p	7:48p	8:07p
7:05p	7:21p	7:38p	7:54p	7:57p	8:06p	8:29p G
		8:02p	8:18p	8:21p	8:30p	8:50p
7:45p	8:01p	8:18p	8:34p	8:37p	8:46p	9:07p
8:15p	8:31p	8:48p	9:04p	9:07p	9:16p	9:38p
8:55p	9:10p	9:27p	9:43p	9:46p	9:55p	10:16p
9:55p		10:17p	10:32p	10:34p	10:42p	11:12p G

## WESTBOUND

To Pines Boulevard / NW 210 Ave

YOUNG CIRCLE	HOLLYWOOD BLVD. & U.S. 441	BCC SOUTH CAMPUS	PINES BLVD. & UNIVERSITY DR.	PEMBROKE LAKES MALL	CENTURY VILLAGE PEMBROKE PINES	PINES BLVD. & 196 AVE.
7	6	5	4	3	2	1
5:00a	5:21a		5:30a	5:48a		6:15a
5:25a	5:46a		5:54a	6:12a		6:39a
5:45a	6:07a		6:15a	6:33a		
6:10a	6:32a		6:40a	6:58a		7:25a
6:35a	7:01a	7:11a	7:16a	7:36a	7:47a	8:14a
6:55a	7:20a	7:27a	7:31a	7:50a		
7:18a	7:44a	7:53a	7:57a	8:17a	8:28a	8:54a
7:39a	8:05a	8:12a	8:16a	8:36a		
8:04a	8:30a	8:38a	8:42a	9:01a	9:12a	9:37a
8:23a	8:48a	8:55a	8:59a	9:18a		
8:40a	9:05a	9:13a	9:17a	9:36a	9:47a	10:12a
9:00a	9:24a	9:31a	9:35a	9:53a		
9:25a	9:49a	9:56a	10:00a	10:19a	10:30a	10:54a
9:45a	10:09a	10:16a	10:20a	10:38a		
10:13a	10:37a	10:45a	10:49a	11:08a	11:19a	11:45a
10:35a	10:59a	11:06a	11:10a	11:28a		
10:53a	11:17a	11:24a	11:28a	11:46a	11:57a	12:22p
11:13a	11:37a	11:44a	11:48a	12:06p		
11:33a	11:57a	12:05p	12:09p	12:28p	12:39p	1:04p
11:55a	12:20p	12:28p	12:32p	12:50p		
12:15p	12:40p	12:48p	12:52p	1:11p	1:22p	1:47p
12:34p	12:59p	1:06p	1:10p	1:28p		
12:55p	1:20p	1:27p	1:31p	1:51p	2:02p	2:28p
1:13p	1:38p	1:45p	1:49p	2:07p		
1:40p	2:05p	2:14p	2:18p	2:37p	2:48p	3:13p
2:00p	2:25p	2:34p	2:38p	2:57p		
2:20p	2:45p	2:55p	3:00p	3:20p	3:31p	3:56p
2:40p	3:05p	3:13p	3:17p	3:36p		
3:00p	3:25p	3:34p	3:38p	3:58p	4:09p	4:36p
3:20p	3:45p	3:52p	3:56p	4:16p		
3:45p	4:10p	4:18p	4:22p	4:42p	4:53p	5:20p
4:05p	4:31p	4:39p	4:43p	5:04p		
4:25p	4:51p	4:59p	5:03p	5:24p	5:36p	6:02p
4:45p	5:11p	5:19p	5:23p	5:42p		
5:14p	5:40p	5:49p	5:53p	6:13p	6:25p	6:52p
5:35p	6:01p	6:09p	6:13p	6:33p		
5:55p	6:21p	6:29p	6:33p	6:52p	7:03p	7:28p
6:15p	6:40p	6:47p	6:51p	7:09p		
6:40p	7:04p	7:12p	7:16p	7:35p	7:46p	8:09p
7:00p	7:24p	7:31p	7:35p	7:53p		
7:20p	7:43p	7:50p	7:54p	8:12p	8:22p	8:46p
7:55p	8:18p	8:25p	8:29p	8:47p G		
8:20p	8:41p	8:47p	8:51p	9:09p	9:18p	9:43p
8:55p	9:15p	9:21p	9:25p	9:45p G		
9:20p	9:41p	9:46p	9:49p	10:06p		10:34pG
9:55p	10:15p	10:21p	10:25p	10:43p G		
10:35p	10:56p		11:04p	11:22p G		

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP  
Times with the letter "G" after them indicate bus returns to garage.

# SATURDAY EASTBOUND To Young Circle

# WESTBOUND To Pines Blvd/ NW 210 Ave

1	2	3	4	5	6	7
PINES BLVD. & 196 AVE.	CENTURY VILLAGE	PEMBROKE LAKES MALL	PINES BLVD. & UNIVERSITY DR.	BCC SOUTH CAMPUS	HOLLYWOOD BLVD. & U.S. 441	YOUNG CIRCLE
		5:45a	5:10a		5:19a	5:39a
		6:15a	6:00a		6:10a	6:31a
6:15a		6:37a	6:51a	6:54a	7:03a	7:27a
7:15a	7:30a	7:15a	7:31a	7:34a	7:43a	8:03a
		7:42a	7:57a	8:00a	8:09a	8:34a
8:15a	8:30a	8:15a	8:31a	8:34a	8:44a	9:04a
		8:42a	8:58a	9:01a	9:11a	9:36a
9:15a	9:30a	9:15a	9:32a	9:35a	9:45a	10:07a
		9:42a	9:58a	10:01a	10:11a	10:36a
10:15a	10:30a	10:15a	10:32a	10:35a	10:45a	11:06a
		10:43a	11:00a	11:03a	11:12a	11:37a
11:15a	11:30a	11:15a	11:32a	11:35a	11:44a	12:06p
		11:43a	12:00p	12:03p	12:12p	12:37p
12:15p	12:31p	12:15p	12:33p	12:36p	12:45p	1:07p
		12:45p	1:03p	1:06p	1:16p	1:40p
1:15p	1:30p	1:15p	1:33p	1:36p	1:46p	2:08p
		1:44p	2:02p	2:05p	2:15p	2:38p
2:15p	2:30p	2:15p	2:33p	2:36p	2:46p	3:08p
		2:44p	3:02p	3:05p	3:15p	3:39p
3:15p	3:31p	3:15p	3:33p	3:36p	3:46p	4:08p
		3:45p	4:03p	4:06p	4:16p	4:39p
4:15p	4:31p	4:15p	4:33p	4:36p	4:46p	5:08p
		4:45p	5:03p	5:06p	5:16p	5:39p
5:15p	5:31p	5:15p	5:33p	5:36p	5:46p	6:08p
		5:45p	6:03p	6:06p	6:16p	6:39p
6:15p	6:30p	6:15p	6:33p	6:36p	6:46p	7:08p
		6:44p	7:02p	7:05p	7:15p	7:39p
7:10p	7:26p	7:15p	7:30p	7:40p	8:03p	8:34p
		7:38p	7:53p	8:03p	8:40p	9:04p
8:10p	8:25p	8:15p	8:30p	8:40p	9:02p	9:25p
		8:37p	8:52p	9:02p	9:52p	10:14p
9:05p		9:27p	9:42p	9:52p	10:47p	11:17p G
10:00p		10:22p	10:37p			

7	6	5	4	3	2	1
YOUNG CIRCLE	HOLLYWOOD BLVD. & U.S. 441	BCC SOUTH CAMPUS	PINES BLVD. & UNIVERSITY DR.	PEMBROKE LAKES MALL	CENTURY VILLAGE	PINES BLVD. & 196 AVE.
5:00a	5:19a		5:27a	5:41a		6:09a
5:45a	6:05a		6:13a	6:27a		6:55a
6:15a	6:36a		6:44a	6:59a		
6:45a	7:07a	7:13a	7:16a	7:31a	7:41a	8:03a
7:15a	7:37a	7:43a	7:47a	8:03a		
7:45a	8:09a	8:15a	8:19a	8:35a	8:45a	9:08a
8:15a	8:39a	8:45a	8:49a	9:05a		
8:45a	9:08a	9:15a	9:19a	9:35a	9:45a	10:08a
9:15a	9:39a	9:46a	9:50a	10:05a		
9:45a	10:09a	10:16a	10:20a	10:35a	10:45a	11:08a
10:15a	10:39a	10:46a	10:50a	11:05a		
10:45a	11:10a	11:17a	11:21a	11:38a	11:48a	12:10p
11:15a	11:40a	11:47a	11:51a	12:09p		
11:45a	12:09p	12:16p	12:20p	12:38p	12:48p	1:11p
12:15p	12:38p	12:45p	12:49p	1:07p		
12:45p	1:08p	1:15p	1:19p	1:36p	1:46p	2:09p
1:15p	1:38p	1:45p	1:49p	2:06p		
1:45p	2:08p	2:15p	2:19p	2:36p	2:46p	3:09p
2:15p	2:38p	2:45p	2:49p	3:06p		
2:45p	3:08p	3:15p	3:19p	3:37p	3:47p	4:11p
3:15p	3:38p	3:45p	3:49p	4:06p		
3:45p	4:09p	4:15p	4:19p	4:37p	4:47p	5:11p
4:15p	4:39p	4:45p	4:49p	5:07p		
4:45p	5:09p	5:15p	5:19p	5:37p	5:47p	6:10p
5:15p	5:38p	5:44p	5:48p	6:06p		
5:45p	6:08p	6:14p	6:18p	6:36p	6:46p	7:09p
6:15p	6:38p	6:44p	6:47p	7:05p		
6:45p	7:07p	7:13p	7:16p	7:33p	7:44p	8:06p
7:15p	7:36p		7:44p	8:01p		
7:45p	8:05p		8:14p	8:30p	8:39p	9:00p
8:15p	8:35p		8:44p	9:00p G		
8:45p	9:05p		9:14p	9:30p		9:58p
9:15p	9:35p		9:44p	10:00p G		
9:45p	10:05p		10:14p	10:30p G		
10:30p	10:50p		10:59p	11:15p G		

# SUNDAY EASTBOUND To Young Circle

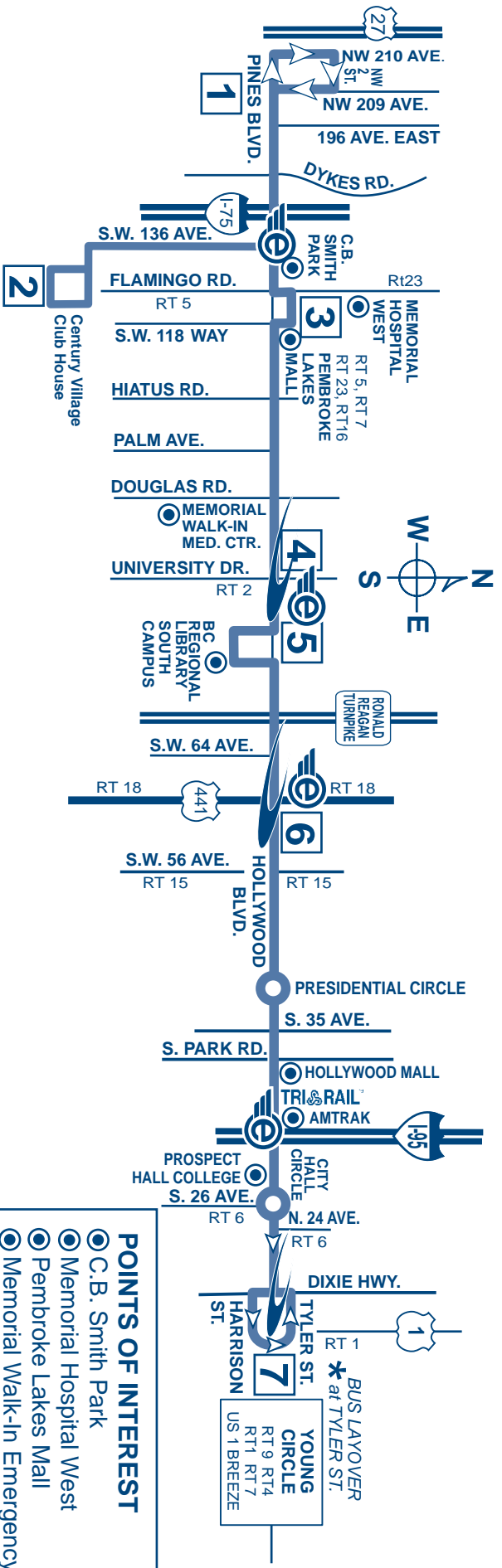
# WESTBOUND To Pines Blvd/ NW 210 Ave

1	2	3	4	5	6	7
PINES BLVD. & 196 AVE.	CENTURY VILLAGE	PEMBROKE LAKES MALL	PINES BLVD. & UNIVERSITY DR.	BCC SOUTH CAMPUS	HOLLYWOOD BLVD. & U.S. 441	YOUNG CIRCLE
9:05a	9:20a	9:15a	9:28a	9:31a	9:40a	10:01a
		9:36a	9:49a	9:52a	10:01a	10:26a
10:05a	10:20a	10:15a	10:28a	10:31a	10:40a	11:00a
		10:36a	10:49a	10:52a	11:01a	11:26a
11:05a	11:20a	11:15a	11:28a	11:31a	11:40a	12:01p
		11:36a	11:49a	11:52a	12:01p	12:26p
12:05p	12:20p	12:15p	12:29p	12:32p	12:41p	1:02p
		12:36p	12:50p	12:53p	1:02p	1:27p
1:05p	1:20p	1:15p	1:29p	1:32p	1:41p	2:02p
		1:36p	1:50p	1:53p	2:02p	2:27p
2:05p	2:20p	2:15p	2:29p	2:32p	2:41p	3:03p
		2:36p	2:50p	2:53p	3:02p	3:27p
3:05p	3:20p	3:15p	3:29p	3:32p	3:41p	4:03p
		3:36p	3:50p	3:53p	4:02p	4:27p
4:05p	4:20p	4:15p	4:28p	4:31p	4:40p	5:03p
		4:36p	4:49p	4:52p	5:01p	5:26p
5:05p	5:20p	5:15p	5:28p	5:31p	5:40p	6:03p
		5:36p	5:49p	5:52p	6:01p	6:27p
6:05p	6:20p	6:15p	6:28p	6:31p	6:40p	7:00p
		6:36p	6:51p	7:00p	7:09p	7:25p
7:05p	7:20p	7:15p	7:30p	7:39p	8:00p	8:00p G
		7:36p	7:51p	8:00p	8:00p	8:25p G
8:05p	8:20p	8:36p	8:51p	9:00p	9:00p	9:28p G

7	6	5	4	3	2	1
YOUNG CIRCLE	HOLLYWOOD BLVD. & U.S. 441	BCC SOUTH CAMPUS	PINES BLVD. & UNIVERSITY DR.	PEMBROKE LAKES MALL	PINES BLVD. & 196 AVE.	PINES BLVD. & 196 AVE.
8:40a	9:00a	9:43a	9:08a	9:26a	9:37a	10:00a
9:15a	9:37a	10:08a	9:46a	10:04a		
9:40a	10:02a	10:43a	10:11a	10:29a	10:40a	11:03a
10:15a	10:37a	11:08a	10:46a	11:04a		
10:40a	11:02a	11:43a	11:11a	11:29a	11:40a	12:03p
11:15a	11:37a	12:08p	11:46a	12:04p		
11:40a	12:02p	12:43p	12:12p	12:30p	12:41p	1:04p
12:15p	12:37p	1:08p	1:12p	1:30p	1:41p	2:04p
12:40p	1:02p	1:43p	1:12p	2:05p		
1:15p	1:37p	2:08p	1:47p	2:30p	2:41p	3:04p
1:40p	2:02p	2:43p	2:12p	2:30p		
2:15p	2:37p	3:08p	2:47p	3:05p	3:15p	4:04p
2:40p	3:02p	3:43p	3:12p	3:30p	3:41p	
3:15p	3:37p	4:08p	3:47p	4:05p	4:15p	5:04p
3:40p	4:02p	4:43p	4:12p	4:30p	4:41p	
4:15p	4:37p	5:08p	4:47p	5:05p	5:15p	6:04p
4:40p	5:02p	5:43p	5:12p	5:30p	5:41p	
5:15p	5:37p	6:08p	5:47p	6:05p	6:15p	7:04p
5:40p	6:02p	6:42p	6:12p	6:29p	6:40p	
6:15p	6:37p	7:06p	6:46p	7:04p	7:15p	8:03p
6:40p	7:01p		7:10p	7:28p	7:39p	
7:15p	7:35p		7:43p	8:01p G		
7:45p	8:05p		8:13p	8:31p G		

# ROUTE 7

NW 210 Ave and Pines Blvd to Young Circle  
via Pines/Hollywood Boulevard



- POINTS OF INTEREST**
- C.B. Smith Park
  - Memorial Hospital West
  - Pembroke Lakes Mall
  - Memorial Walk-In Emergency Medical Center
  - BC Regional Library South Campus
  - Hollywood Mall
  - Tri-Rail / AMTRAK
  - Prospect Hall College

**LEGEND**

CONNECTING ROUTES

MAIN ROUTE

TIMEPOINTS

RT #

The Breeze stop location





**WHEN IT COMES TO OUR SAFETY,  
WE CAN ALWAYS  
USE AN EXTRA PAIR OF EYES  
AND EARS. BE ALERT.  
CALL 954-357-LOOK (5665).  
TELL US.**

## Customer Service

Monday - Friday.....7 am - 7:45 pm  
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday,  
9:00 am - 4:00 pm

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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Independence Day	Thanksgiving Day	Christmas Day

## Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.\* Children (under 40 inches ride FREE)

## Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

**10 Ride Pass:** 10 Rides any time, any day. Expires after the tenth ride is taken.

**7 Day Pass:** Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

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\*\* Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

## TRANSFER POLICY 7/10/11

### TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

### TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

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**TIME TABLE**

**ROUTE**

**9**

**Weekdays  
Saturday - Sunday**

Effective 1/18/15

Young Circle to  
Broward Central Terminal



**BROWARD COUNTY**  
*Transit*  
A service of the  
Broward County Commission

**facebook**

**You Tube**

Download & Print at [Broward.org/Bct](http://Broward.org/Bct)  
Wheelchair Accessible  
Bike Racks



There are additional bus stops in between those listed.

# MONDAY-FRIDAY

## SOUTHBOUND

To Young Circle

BROWARD CENTRAL TERMINAL	BROWARD BLVD & 31 AVE	RIVERLAND RD & US 441	BCC CENTRAL CAMPUS	JOHNSON ST & US 441	YOUNG CIRCLE
6	5	4	3	2	1
	5:25a	5:41a	5:50a	6:14a	6:33a
6:00a	6:09a	6:25a	6:34a	7:02a	7:21a
6:55a	7:05a	7:22a	7:32a	8:00a	8:19a
7:40a	7:52a	8:08a	8:19a	8:47a	9:06a
8:30a	8:42a	8:58a	9:07a	9:31a	9:49a
9:15a	9:27a	9:41a	9:50a	10:14a	10:32a
10:00a	10:12a	10:26a	10:35a	10:59a	11:17a
10:50a	11:02a	11:16a	11:27a	11:49a	12:07p
11:35a	11:47a	12:01p	12:12p	12:34p	12:52p
12:20p	12:32p	12:46p	12:57p	1:19p	1:38p
1:05p	1:17p	1:31p	1:42p	2:08p	2:28p
1:55p	2:07p	2:21p	2:31p	2:53p	3:12p
2:40p	2:52p	3:06p	3:16p	3:38p	3:58p
3:30p	3:42p	3:56p	4:08p	4:34p	4:54p
4:20p	4:34p	4:48p	5:00p	5:25p	5:43p
5:10p	5:24p	5:38p	5:50p	6:14p	6:32p
6:00p	6:14p	6:28p	6:40p	7:04p	7:22p
6:50p	7:04p	7:18p	7:30p	7:53p	8:10p
7:30p	7:41p	7:55p	8:06p	8:27p	8:43p
8:15p	8:25p	8:38p	8:49p	9:07p	9:23p G
9:00p	9:10p	9:24p	9:35p	9:51p	10:07p G

## NORTHBOUND

To Broward Central Terminal

YOUNG CIRCLE	JOHNSON ST & US 441	BCC CENTRAL CAMPUS	RIVERLAND RD & US 441	BROWARD BLVD & 31 AVE	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
			5:25a	5:40a	5:53a
			6:15a	6:30a	6:43a
6:00a	6:21a	6:44a	6:54a	7:09a	7:22a
6:50a	7:11a	7:34a	7:44a	7:59a	8:16a
7:40a	8:03a	8:27a	8:37a	8:52a	9:06a
8:30a	8:53a	9:15a	9:24a	9:38a	9:50a
9:20a	9:41a	10:02a	10:11a	10:25a	10:37a
10:00a	10:21a	10:43a	10:53a	11:07a	11:19a
10:45a	11:07a	11:29a	11:39a	11:53a	12:05p
11:30a	11:52a	12:14p	12:24p	12:38p	12:50p
12:20p	12:42p	1:04p	1:14p	1:28p	1:40p
1:05p	1:27p	1:49p	1:59p	2:13p	2:25p
1:50p	2:12p	2:34p	2:44p	2:58p	3:12p
2:40p	3:02p	3:26p	3:39p	3:55p	4:09p
3:30p	3:54p	4:18p	4:31p	4:44p	4:56p
4:15p	4:40p	5:05p	5:19p	5:32p	5:44p
5:05p	5:32p	5:57p	6:11p	6:24p	6:36p
5:55p	6:22p	6:47p	6:56p	7:09p	7:19p
6:45p	7:05p	7:26p	7:35p	7:48p	7:58p
7:35p	7:55p	8:16p	8:25p	8:38p	8:48p
8:25p	8:45p	9:06p	9:15p	9:28p	9:38pG
9:00p	9:20p	9:41p	9:50p	10:03p	10:13pG

# SATURDAY

## SOUTHBOUND

To Young Circle

BROWARD CENTRAL TERMINAL	BROWARD BLVD & 31 AVE	RIVERLAND RD & US 441	BCC CENTRAL CAMPUS	JOHNSON ST & US 441	YOUNG CIRCLE
6	5	4	3	2	1
			5:50a	6:12a	6:28a
6:05a	6:14a	6:28a	6:36a	6:58a	7:14a
7:05a	7:14a	7:28a	7:36a	7:58a	8:14a
8:05a	8:14a	8:28a	8:36a	8:58a	9:15a
9:05a	9:16a	9:31a	9:39a	10:01a	10:18a
10:05a	10:16a	10:31a	10:39a	11:03a	11:23a
11:05a	11:16a	11:31a	11:39a	12:03p	12:23p
12:05p	12:16p	12:31p	12:39p	1:03p	1:23p
1:05p	1:16p	1:31p	1:39p	2:03p	2:23p
2:05p	2:16p	2:31p	2:39p	3:03p	3:23p
3:05p	3:16p	3:31p	3:39p	4:03p	4:23p
4:05p	4:15p	4:30p	4:37p	5:02p	5:22p
5:05p	5:15p	5:30p	5:37p	6:02p	6:19p
6:05p	6:15p	6:30p	6:37p	7:00p	7:17p
7:05p	7:15p	7:30p	7:37p	8:00p	8:17p
8:05p	8:15p	8:30p	8:37p	9:00p	9:17pG
9:05p	9:15p	9:30p	9:37p	10:00p	10:17pG

## NORTHBOUND

To Broward Central Terminal

YOUNG CIRCLE	JOHNSON ST & US 441	BCC CENTRAL CAMPUS	RIVERLAND RD & US 441	BROWARD BLVD & 31 AVE	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
			6:35a	6:48a	7:00a
6:35a	6:54a	7:16a	7:24a	7:38a	7:50a
7:35a	7:54a	8:18a	8:25a	8:39a	8:51a
8:35a	8:54a	9:17a	9:24a	9:39a	9:51a
9:35a	9:55a	10:18a	10:25a	10:39a	10:51a
10:35a	10:55a	11:18a	11:26a	11:40a	11:52a
11:35a	11:55a	12:19p	12:26p	12:39p	12:53p
12:35p	12:54p	1:18p	1:25p	1:39p	1:52p
1:35p	1:55p	2:20p	2:26p	2:40p	2:53p
2:35p	2:55p	3:20p	3:26p	3:40p	3:52p
3:35p	3:55p	4:18p	4:25p	4:36p	4:47p
4:35p	4:55p	5:18p	5:25p	5:38p	5:50p
5:35p	5:55p	6:18p	6:25p	6:38p	6:50p
6:35p	6:55p	7:18p	7:25p	7:38p	7:50p
7:35p	7:55p	8:18p	8:24p	8:38p	8:48p
8:35p	8:55p	9:19p	9:25p	9:39p	9:49pG

# SUNDAY

## SOUTHBOUND

To Young Circle

BROWARD CENTRAL TERMINAL	BROWARD BLVD & 31 AVE	RIVERLAND RD & US 441	BCC CENTRAL CAMPUS	JOHNSON ST & US 441	YOUNG CIRCLE
9:00a	9:10a	9:24a	9:32a	9:53a	10:08a
10:00a	10:09a	10:25a	10:34a	10:55a	11:10a
11:00a	11:09a	11:25a	11:34a	11:55a	12:10p
12:00p	12:09p	12:25p	12:34p	12:55p	1:13p
1:00p	1:11p	1:25p	1:34p	1:54p	2:11p
2:00p	2:10p	2:24p	2:34p	2:54p	3:09p
3:00p	3:10p	3:24p	3:34p	3:54p	4:09p
4:00p	4:10p	4:24p	4:34p	4:54p	5:08p
5:00p	5:09p	5:23p	5:33p	5:54p	6:08p
6:00p	6:09p	6:23p	6:33p	6:54p	7:09pG
7:00p	7:10p	7:25p	7:35p	7:55p	8:10pG

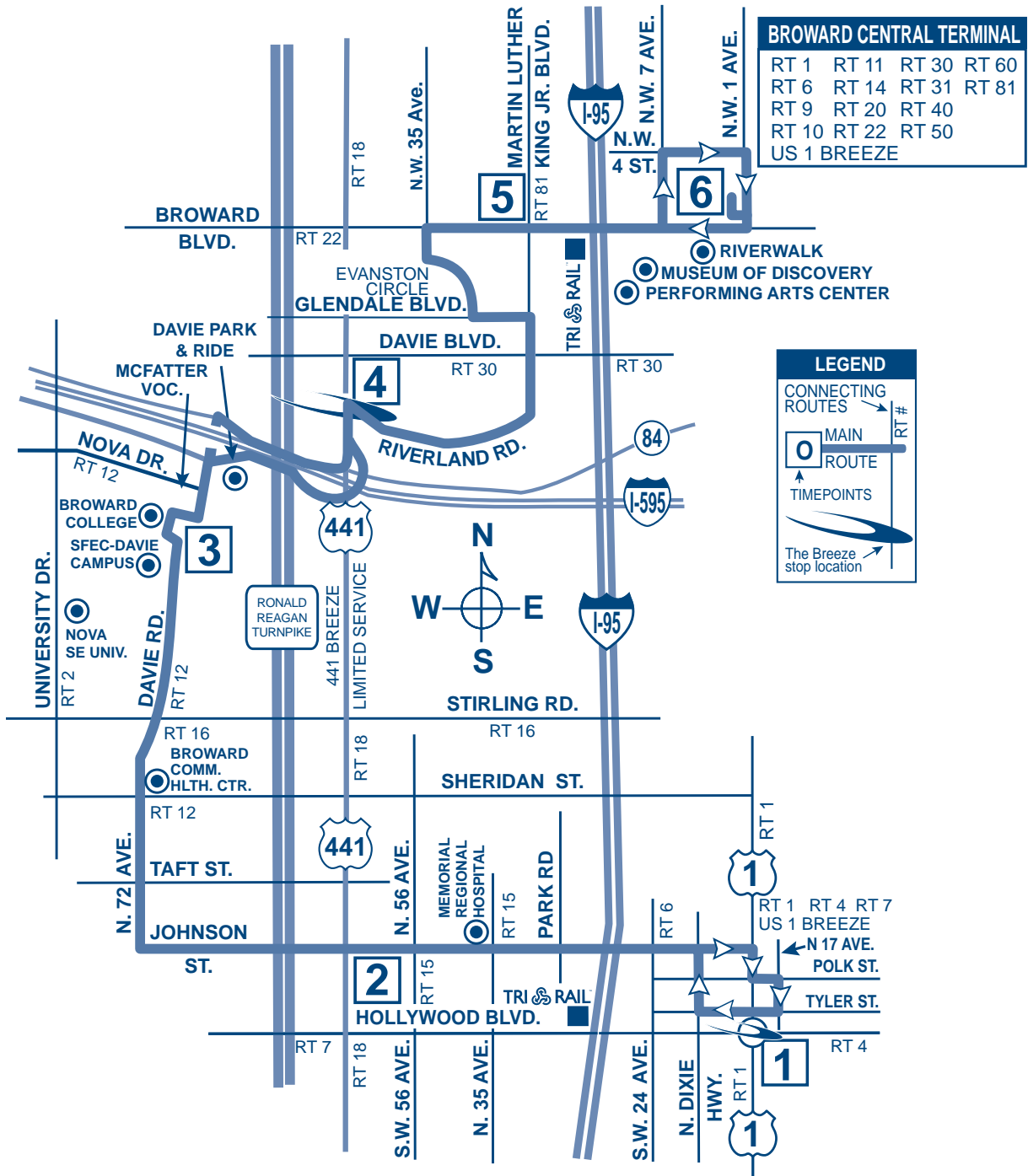
## NORTHBOUND

To Broward Central Terminal

YOUNG CIRCLE	JOHNSON ST & US 441	BCC CENTRAL CAMPUS	RIVERLAND RD & US 441	BROWARD BLVD & 31 AVE	BROWARD CENTRAL TERMINAL
8:30a	8:49a	9:11a	9:18a	9:31a	9:40a
9:30a	9:49a	10:09a	10:16a	10:28a	10:37a
10:30a	10:49a	11:11a	11:18a	11:29a	11:38a
11:30a	11:49a	12:11p	12:18p	12:29p	12:38p
12:30p	12:49p	1:11p	1:18p	1:29p	1:38p
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2:30p	2:49p	3:11p	3:18p	3:29p	3:37p
3:30p	3:50p	4:12p	4:18p	4:29p	4:37p
4:30p	4:50p	5:12p	5:19p	5:30p	5:38p
5:30p	5:50p	6:12p	6:19p	6:30p	6:38p
6:30p	6:50p	7:12p	7:19p	7:30p	7:38pG

# ROUTE 9

Young Circle to Broward Central Terminal



- | POINTS OF INTEREST                      |  |
|---|--|
| ● Broward Community Health Center-South | ● Nova Southeastern University           |
| ● Memorial Regional Hospital            | ● South Florida Education Center         |
| ● Broward College                       | ● Broward Center for the Performing Arts |
| ● McFatter Vocational                   | ● Museum of Discovery and Science        |
| ● Davie Park & Ride                     | ● Riverwalk Historical District          |



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# HOLLYWOOD TROLLEY



**\$1 PER RIDE**  
**MONDAY - THURSDAY • 7AM - 9PM**  
**FRIDAY • 7AM - 11PM**  
**SATURDAY • 10AM - 11PM**  
**SUNDAY • 10AM - 9PM**

← FROM HOLLYWOOD BEACH TO THE DOWNTOWN AND BACK →

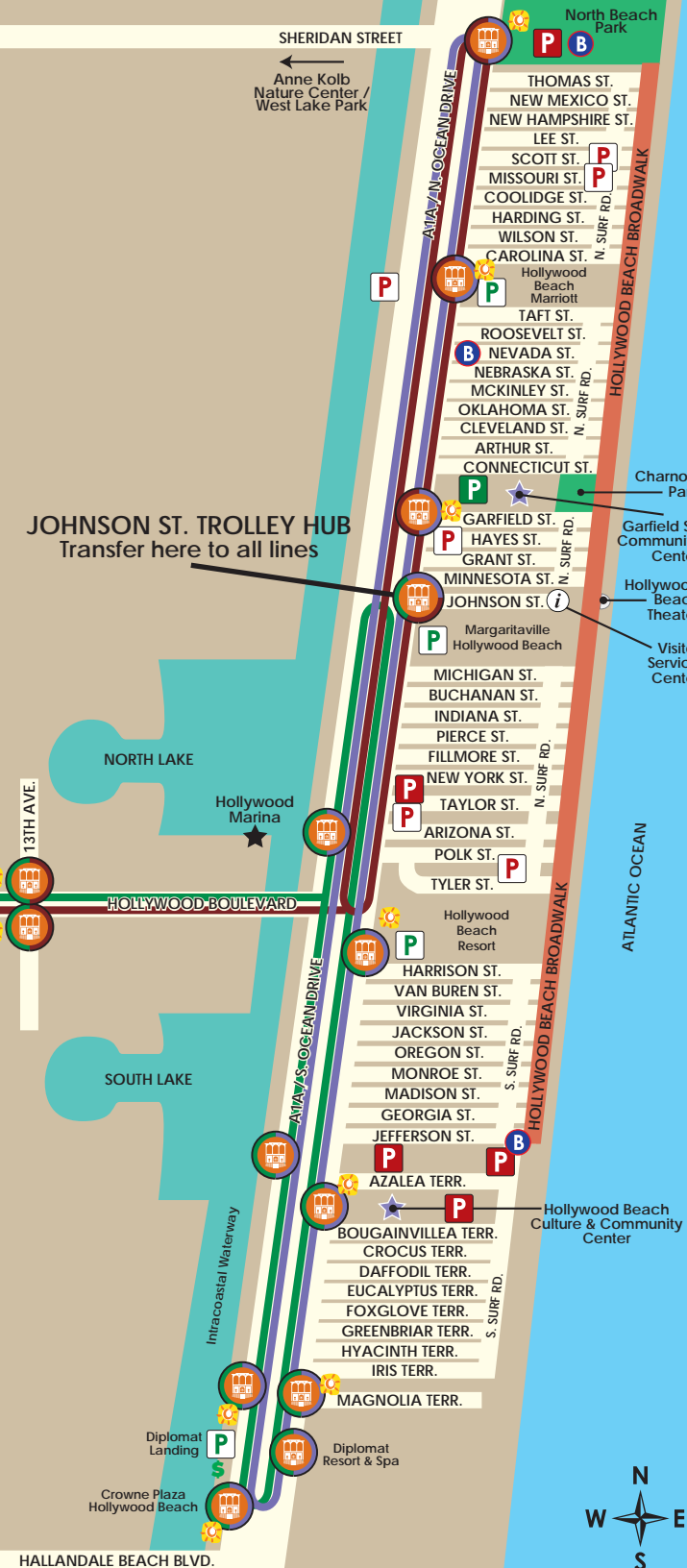


**HOLLYWOOD**  
**FLORIDA**  
COMMUNITY REDEVELOPMENT AGENCY

**TROLLEY INFORMATION: 954-391-8234**

*Revised February 2016*





### BEACH LINE

*\*Friday - Sunday ONLY*

- |                                  |  |
|----------------------------------|--|
| 01. JOHNSON STREET               | 07. Magnolia Terrace (East Side)               |
| 02. Arizona Street               | 08. Hollywood Beach Culture & Community Center |
| 03. The Summit (West Side)       | 09. Hollywood Beach Resort                     |
| 04. Magnolia Terrace (West Side) | 10. Garfield Street Parking Garage             |
| 05. Crowne Plaza Hollywood Beach | 11. Hollywood Beach Marriott                   |
| 06. Diplomat Resort & Spa        | 12. North Beach Park                           |

### DOWNTOWN/BEACH - SOUTH

- |                              |  |
|------------------------------|--|
| 01. JOHNSON STREET           | 03. The Summit (West Side)                     |
| 02. Arizona Street           | 04. Magnolia Terrace (West Side)               |
| 13. 13th Ave. (North Side)   | 05. Crowne Plaza Hollywood Beach               |
| 14. 19th Ave. Parking Garage | 06. Diplomat Resort & Spa                      |
| 15. Anniversay Park          | 07. Magnolia Terrace (East Side)               |
| 16. 20th Ave. Parking Garage | 08. Hollywood Beach Culture & Community Center |
| 17. ArtsPark at Young Circle | 09. Hollywood Beach Resort                     |
| 18. 13th Ave. (South Side)   |  |

### DOWNTOWN/BEACH - NORTH

- |                                    |                              |
|------------------------------------|------------------------------|
| 01. JOHNSON STREET                 | 14. 19th Ave. Parking Garage |
| 10. Garfield Street Parking Garage | 15. Anniversay Park          |
| 11. Hollywood Beach Marriott       | 16. 20th Ave. Parking Garage |
| 12. North Beach Park               | 17. ArtsPark at Young Circle |
| 02. Arizona Street                 | 18. 13th Avenue (South Side) |
| 13. 13th Ave. (North Side)         |                              |

- Hollywood Trolley Stop
- Broward County Transit Stop
- BCT "US1 Breeze" Bus Stop
- B-Cycle Bike Sharing Station
- Public Parking Garage
- Private Parking Garage (open to public)
- Public Parking Lot
- Private Parking Lot (open to public)

On-Street Parking also available

- Grocery/Pharmacy
- Banking



## SCHEDULE

Monday - Thursday • 7am - 9pm

Friday • 7am - 11pm

Saturday • 10am - 11pm

Sunday • 10am - 9pm

\$1 Per Ride

Children ages 5 and under ride FREE

Trolleys depart approximately every 30-40 minutes from over a dozen locations throughout Hollywood Beach and Historic Downtown

**Where's the Trolley?  
Download the FREE App!  
Search: Hollywood Trolley**

## SERVICE INFORMATION

- All Trolleys connect from Johnson Street on Hollywood Beach
- Trolleys are equipped with bicycle racks
- Trolleys are accessible to persons with disabilities and are equipped with wheelchair lifts
- Only service animals allowed

### PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Hollywood Trolley, may call 954-924-2980 to file a Title VI discrimination complaint or write to:

Hollywood Community Redevelopment Agency  
330 N. Federal Hwy, Hollywood FL 33020

# HOLLYWOOD TROLLEY



Hollywood Community Redevelopment Agency  
330 N. Federal Highway  
Hollywood, FL 33020

Trolley Information: 954-391-8234

TTY: 954-921-3460

Questions, concerns or complaints?  
We want to hear from you.  
E-mail us at [trolley@hollywoodfl.org](mailto:trolley@hollywoodfl.org)  
or call us at 954-924-2980



# **APPENDIX D**

## **Turning Movement Counts and Signal Timing**

## Laukaitis, Benjamin

---

**From:** Suzanne Danielsen <jsdanielsen12@outlook.com>  
**Sent:** Wednesday, April 12, 2017 2:41 PM  
**To:** Laukaitis, Benjamin  
**Subject:** Parc Place - Hollywood  
**Attachments:** Figure 1.pdf

Good Afternoon Ben.

I am working with Joaquin Vargas at Traf Tech Engineering to evaluate potential traffic-related impacts associated with the proposed Parc Place residential complex to be located along the east side of South Federal Highway south of Harrison Street within municipal limits of the City of Hollywood, FL. The following signalized intersections will be analyzed:

- Van Buren Street at S. Federal Highway, 3206
- Van Buren Street at S. 17<sup>th</sup> Avenue,
- Harrison Street at W. Young Circle, 3370
- S. Young Circle at S. Federal Highway, 3445
- Harrison Street at E. Young Circle,
- Harrison Street at S. 17<sup>th</sup> Avenue, PED
- Harrison Street at N. 17<sup>th</sup> Avenue,
- Hollywood Boulevard at W. Young Circle, 3370
- N. Young Circle at N. Federal Highway, and 3161
- Tyler Street at N. Young Circle. 3202

I have attached a figure showing the locations of the above-listed intersections. Please provide signal timing plans for these locations at your earliest convenience. Of course, please call or email with any questions you may have.

Thank you!

Suzanne

J. Suzanne Danielsen, P.E.

### DC ENGINEERS

12743 NW 13th Court  
Coral Springs, Florida 33071  
Tel: (954) 798-0926  
jsdanielsen12@outlook.com



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

Intersection Number	3161	Initial Operation Date	9/25/76
Controller Type	2070	System Number	
Modification Number	15	Modification Date	09/30/2014
Drawing/Project No	413794-1-52-01	FPL Grid Number	87672261804
Intersection	FEDERAL HWY. (US 1/SR 5) and POLK STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,8R		4	8A	6,6A		8, 8A
Direction		NB		EB		SB		WB
Initial Green(MIN)		12		6	6	12		6
Vehicle Ext.(GAP)		3.0		2.0	3.0	3.0		2.0
Maximum Green I		65		30	30	65		30
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		2.0		2.0	2.0	2.0		2.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		14		23		14		23
Permissive								
Flash Operation		YELLOW		RED	RED	YELLOW		RED
Green Return								

Attachment C-161 SOP MOD\_14.pdf  
 Channel/Drop / IP Address

- NOTES:
1. DUAL ENTRY EAST/WEST.
  2. INSIDE CLEARANCE OF 6 SECONDS FOR SB MOVEMENT FOLLOWING PHASE 6.
  3. AUDIBLE PEDESTRIAN SIGNALS: P8A + P4A BEEP (E/W), P6A TONE (N/S).
  4. MOD 15 UPDATES ALL RED CLEARANCE VALUES.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

Station : 3161 - US 1 & Polk/Young Circle N ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		(NT)		(ET)		(ST)		(WT)								
Walk		7		7		7		7								
Ped Clearance		14		23		14		23								
Min Green	1	12		6	6	12		6								
Gap Bot		3		2	3	3		2								
Max1		65		30	30	65		30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4				
Dwell Cyc Veh 2	6	8				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	2				
Exit 2	8	6				
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				











**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

Intersection Number	3202	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	3202
Modification Number	9	Modification Date	04/21/2016
Drawing/Project No	04090503	FPL Grid Number	87672351102
Intersection	FEDERAL HWY. (US 1/SR 5) and TYLER STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		8				
Direction		NB		WB				
Initial Green(MIN)		12		6				
Vehicle Ext.(GAP)		3.0		2.0				
Maximum Green I		50		20				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance		2.0		2.0				
Phase Recall		MIN		OFF				
Detector Delay								
Walk		7		7+A				
Pedestrian Clearance		8		15				
Permissive								
Flash Operation		YELLOW		RED				
Green Return								

**Attachment**

Channel/Drop / IP Address

**NOTES:**

1. AUDIBLE PED P8 TONE (CROSSES YOUNG CIRCLE).
2. MOD. 9 UPDATES NOTES TO REFLECT AUDIBLE OPERATION.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

Station : 3202 - US 1 & Tyler St ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		(NT)		(WT)												
Walk		7		7												
Ped Clearance		8		15												
Min Green		12		6												
Gap Ext		3		2												
Max1		50		20												
Max2																
Yellow Ctr	3.5	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Ctr		2		2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Quar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

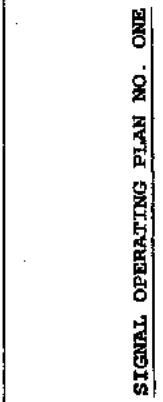
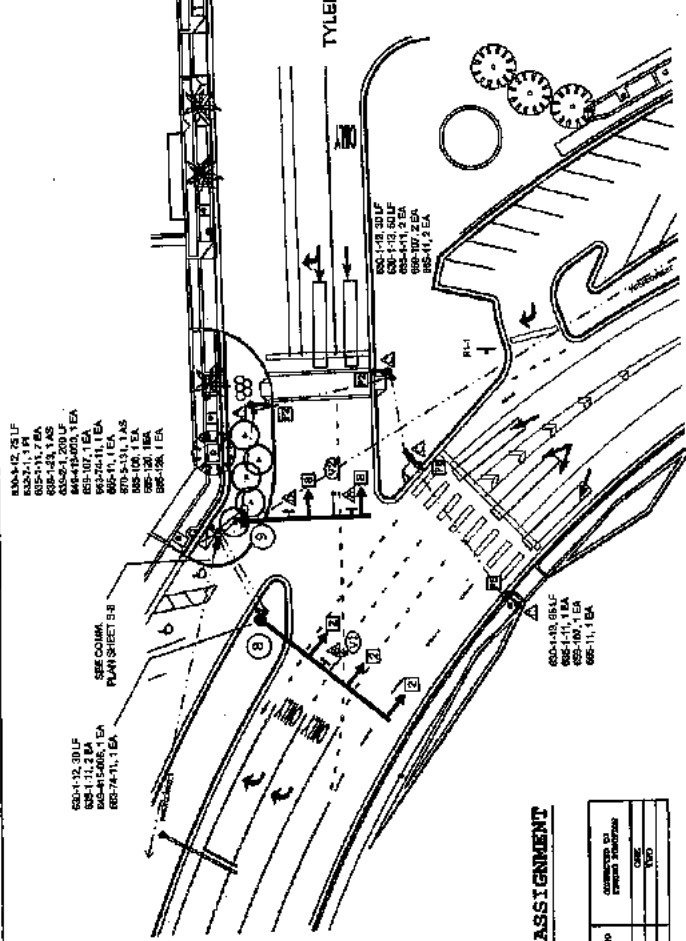
Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

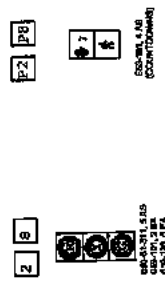






**SIGNAL OPERATING PLAN NO. ONE**

**SIGNAL HEAD DETAILS**



**SIGNAL TIMING**

PHASE	1	2	3	4	5	6	7	8
PHASE 1								
PHASE 2								

**VIDEO DETECTOR ASSIGNMENT**

PHASE	VIDEO DETECTOR	ASSIGNED TO	COMMENTS
PHASE 1	VIDEO DETECTOR	VIDEO DETECTOR	VIDEO DETECTOR
PHASE 2	VIDEO DETECTOR	VIDEO DETECTOR	VIDEO DETECTOR

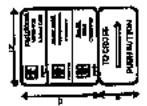
**NOTES**

1. SIGNAL OPERATING PLAN NO. ONE AS SHOWN.

**REMOVAL ITEMS**

- R3-10, 4 EA
- R3-2, 24" X 24"
- R3-33, 102 LF
- R3-33, 1 EA
- R3-33, 1 EA
- R3-33, 1 EA
- R3-33, 1 EA
- R3-33, 1 EA

**SIGN DETAILS**



C-101

SIGNALIZATION PLAN  
US 1 (FEDERAL HWY) & TYLER STREET

---

SHEET S-6

---

DWG NO D4090503

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DEPARTMENT OF PUBLIC WORKS  
TRAFFIC ENGINEERING DIVISION

---

BRUNNARD  
COUNTY ENGINEER

3202



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

Intersection Number	3370	Initial Operation Date	8/4/87
Controller Type	2070 LN	System Number	3370
Modification Number	8	Modification Date	04/22/2016
Drawing/Project No	04090504	FPL Grid Number	87671229800
Intersection	FEDERAL HWY. (US 1/SR 5) and HARRISON STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		6,6A	P8,P8A	8R				
Direction		SB	XPED	EB				
Initial Green(MIN)		10	10	6				
Vehicle Ext.(GAP)		3.0	2.0	1.5				
Maximum Green I		50	17	17				
Maximum Green II								
Yellow Clearance		5.0	4.0	4.0				
All Red Clearance		2.0	1.0	2.0				
Phase Recall		MIN	OFF	OFF				
Detector Delay								
Walk		7	10	7				
Pedestrian Clearance		13	12	15				
Permissive								
Flash Operation		YELLOW	DARK	RED				
Green Return								

**Attachment**

Channel/Drop / IP Address

**NOTES:**

1. PHASE 3 ON OMITTS PHASE 4.
2. AUDIBLE PEDS: P6 TONE (CROSSING HARRISON), P8,P8A BEEP (CROSSES CIRCLE AT HARRISON AND HOLLYWOOD).
3. WITH WOIT2016041692 DATED 4/21/16, INSTALLS NEW AUDIBLE PEDS.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

Station : 3370 - US 1 & Harrison St ( Standard File )

Phase	1	2	3 (ST)	4 (ET)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	10	7												
Ped Clearance		13	12	15												
Min Green		10	10	6												
Gap Ext		3	2	1.5												
Max1		50	17	17												
Max2																
Yellow Clr		5	4	4					3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	1	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry			ON													
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Cap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

**Preempt LP**

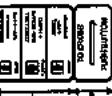
Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				







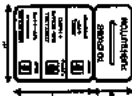
**SIGN DETAILS**



NO TURN ON RED  
700-4811, 1 EA

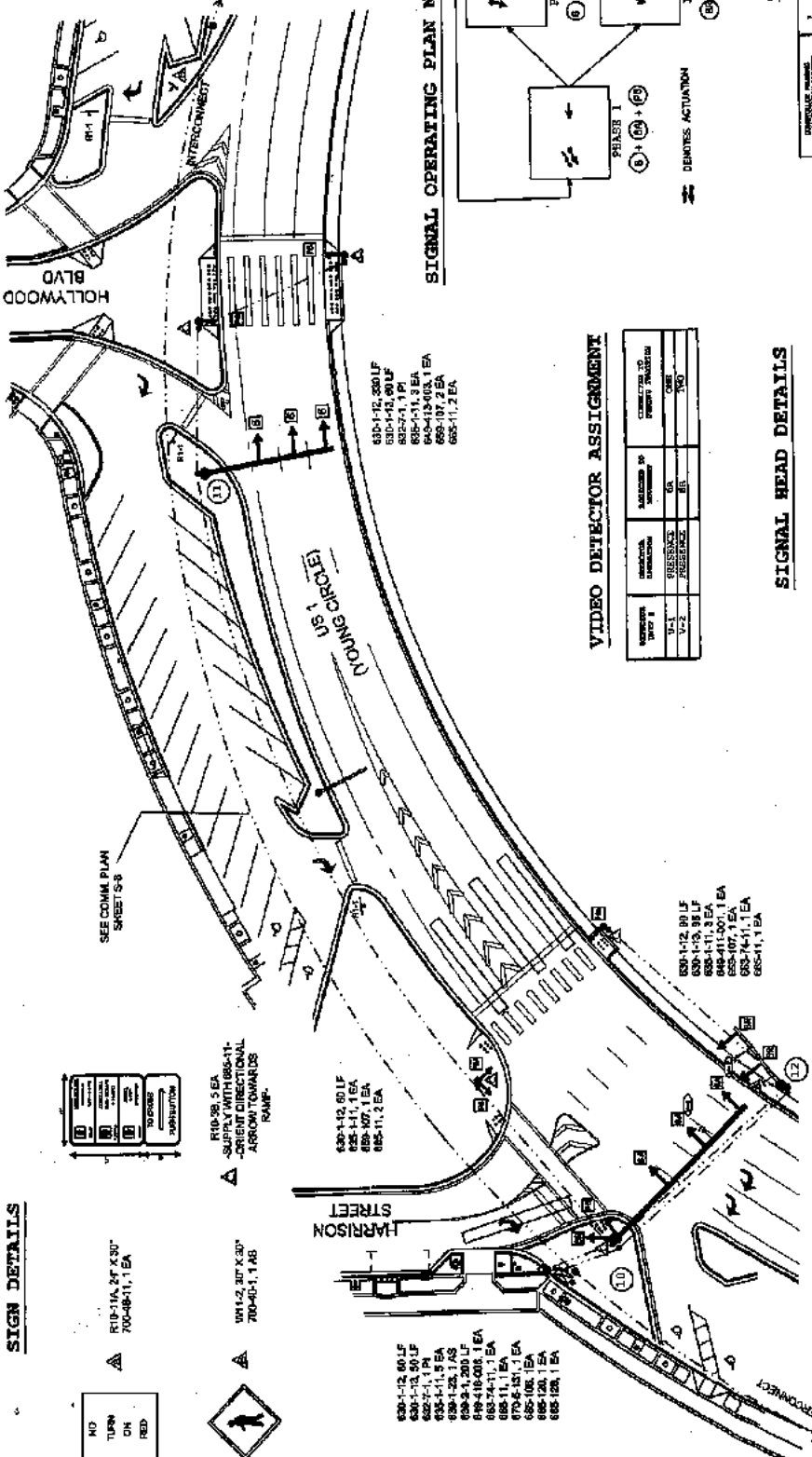


PEDESTRIAN  
700-401, 1 EA



YIELD  
700-401, 1 EA

STOP  
700-401, 1 EA

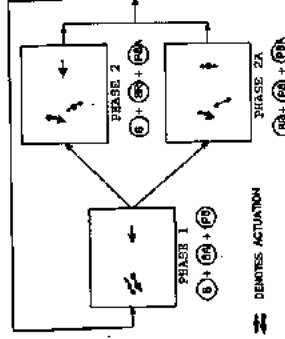


SCALE 1" = 40'

**REPAIRAL ITEMS**

- 680-10, 8 EA
- 680-20, 8 EA
- 680-30, 3 EA
- 680-35, 175 LF
- 680-50, 2 EA
- 680-70, 8 EA
- 680-80, 2 EA
- 680-90, 2 EA
- 680-100, 1 EA

**SIGNAL OPERATING PLAN NO. 1 (MODIFIED)**



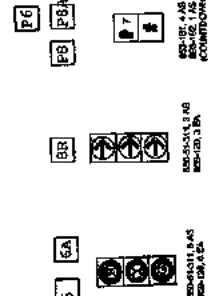
**SIGNAL TIMING**

PHASE	1	2	3	4	5	6	7	8
PHASE 1	6	6A	6B	6C	6D	6E	6F	6G
PHASE 2	7	7A	7B	7C	7D	7E	7F	7G
PHASE 2A	8	8A	8B	8C	8D	8E	8F	8G

**VIDEO DETECTOR ASSIGNMENT**

VIDEO DETECTOR	LOCATION	ASSIGNMENT	COMMENTS
1	US 1	EA	ONE
2	US 1	EB	TWO

**SIGNAL HEAD DETAILS**



**NOTES**

1. SIGNAL OPERATING PLAN NO. ONE (MODIFIED) AS SHOWN.
2. PHASE 2A (IF 2) IS PEDESTRIAN ACTUATED BY MOVEMENT PL PHASES 1 AND 2 ARE VEHICLE ACTUATED.
3. SIGNAL HEADS 8 AND 8A TO FLASH YELLOW, HEADS 8R TO FLASH RED.
4. PROGRAM T.F. TWO ON T. F. THREE.

NO.	DATE	BY	REVISION
1	11/04	WJG	ISSUED FOR CONSTRUCTION
2	11/04	WJG	REVISION
3	11/04	WJG	REVISION

DEPARTMENT OF PUBLIC WORKS  
TRAFFIC ENGINEERING DIVISION

DWG NO 04090504

SHEET S-7

SIGNALIZATION PLAN  
US 1 & HOLLYWOOD BLVD/HARRISON STREET  
C-370

3370



Station : 3445 - US 1 & Young Circle South ( Standard File )

Phase	1 (ST)	2 (SR)	3	4 (NT)	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	5	5	5				7								
Ped Clearance	6	6	10	10				13								
Min Green	12	4	5	5												
Gap Ext	3	2				1	1	1								
Max1	30	15	15	15		25	25	25								
Max2																
Yellow Chr	4	5	4	4		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Chr	2	2	2	2		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revmt																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON												
Auto Flash Entry		ON														
Auto Flash Exit	ON															
Non-Actuated 1																
Non-Actuated 2																
Lock Call		ON							ON	ON	ON	ON	ON	ON	ON	ON
Min Recall	ON															
Max Recall																
Ped Recall	ON	ON	ON	ON	ON	ON	ON	ON								
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk	ON															
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Preempt LP

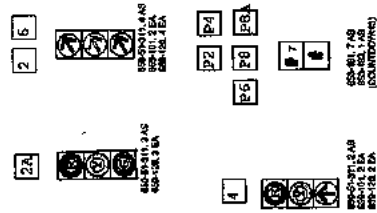
Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				



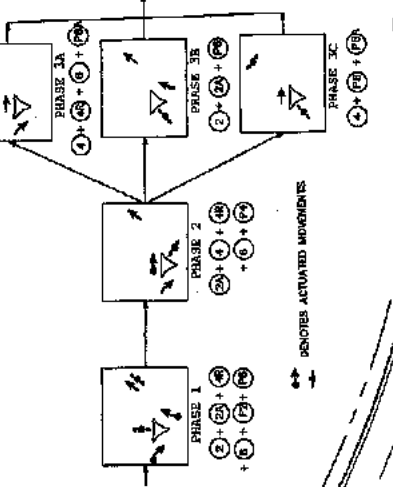




**SIGNAL HEAD DETAILS**

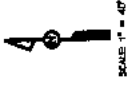


**SIGNAL OPERATING PLAN**



**SIGNAL TIMING**

FUNCTIONAL NUMBER	1	2	3
PHASE NUMBER	1	2	3
PHASE FUNCTION NUMBER	1	2	3
PHASE NAME	THRU	THRU	THRU
PHASE LENGTH (SEC)	12	12	12
PHASE EXTENSION (SEC)	3.0	0	2.0
PHASE GREEN 1	50	10	20
PHASE GREEN 2	4.0	4.0	4.0
PHASE GREEN 3	4.0	4.0	4.0
PHASE ALL-RED CLEARANCE	1.0	1.0	1.0
PHASE ALL-RED	OFF	OFF	OFF
PHASE DETECTOR DELAY	7	1	3
PHASE DETECTOR BLANK	5	6	8
PHASE FLASHING DON'T WALK	OFF	OFF	OFF
PHASE MESSAGE	OFF	OFF	OFF
PHASE FLASHING GREEN RETURN	1, 2	5	1, 3

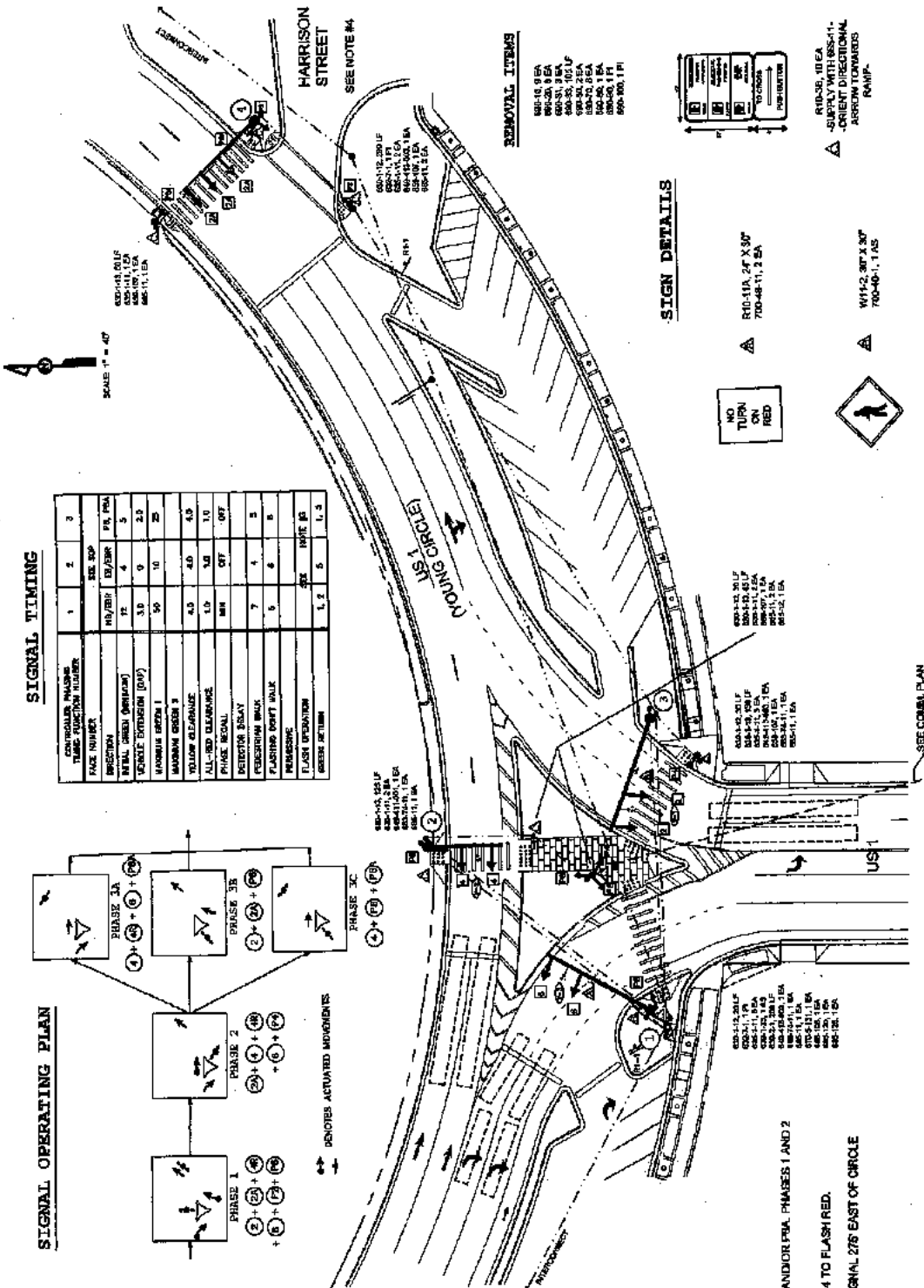


**VIDEO DETECTOR ASSIGNMENT**

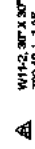
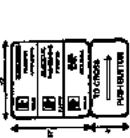
VIDEO DETECTOR	PHASE	FUNCTION
1	THRU	DETECTOR
2	THRU	DETECTOR
3	THRU	DETECTOR
4	THRU	DETECTOR
5	THRU	DETECTOR
6	THRU	DETECTOR
7	THRU	DETECTOR
8	THRU	DETECTOR
9	THRU	DETECTOR
10	THRU	DETECTOR
11	THRU	DETECTOR
12	THRU	DETECTOR
13	THRU	DETECTOR
14	THRU	DETECTOR
15	THRU	DETECTOR
16	THRU	DETECTOR
17	THRU	DETECTOR
18	THRU	DETECTOR
19	THRU	DETECTOR
20	THRU	DETECTOR
21	THRU	DETECTOR
22	THRU	DETECTOR
23	THRU	DETECTOR
24	THRU	DETECTOR
25	THRU	DETECTOR
26	THRU	DETECTOR
27	THRU	DETECTOR
28	THRU	DETECTOR
29	THRU	DETECTOR
30	THRU	DETECTOR

**NOTES**

- SPECIAL SIGNAL OPERATING PLAN AS SHOWN.
- PHASE 3 IS PEDESTRIAN ACTUATED BY MOVEMENT 18 AND/OR PHA. PHASES 1 AND 2 ARE VEHICLE ACTUATED.
- SIGNAL HEADS 2, 2A, AND 6 TO FLASH YELLOW, HEADS 4 TO FLASH RED.
- PAY ITEM NUMBERS INCLUDE REMOVAL OF TRAFFIC SIGNAL 278 EAST OF CIRCLE ON HARRISON STREET.



**SIGN DETAILS**



**REMOVAL ITEMS**

- 600-101, 200 LF
- 600-102, 1 EA
- 600-103, 1 EA
- 600-104, 1 EA
- 600-105, 1 EA
- 600-106, 1 EA
- 600-107, 1 EA
- 600-108, 1 EA
- 600-109, 1 EA
- 600-110, 1 EA

- 600-111, 1 EA
- 600-112, 1 EA
- 600-113, 1 EA
- 600-114, 1 EA
- 600-115, 1 EA
- 600-116, 1 EA
- 600-117, 1 EA
- 600-118, 1 EA
- 600-119, 1 EA
- 600-120, 1 EA

3445



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

Intersection Number	3206	Initial Operation Date	9/9/77
Controller Type	2070 LN	System Number	3206
Modification Number	10	Modification Date	09/30/2014
Drawing/Project No	228034-1-52-01	FPL Grid Number	87671279106
Intersection	FEDERAL HWY. (US 1/SR 5) and VAN BUREN STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		20	12	50		20
<b>Maximum Green II</b>								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay				20RT				20RT
Walk		7		5		7		5
Pedestrian Clearance		11		18		11		18
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

**Attachment**

Channel/Drop / IP Address

**NOTES:**

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON-->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. MOD.10 UPDATES ALL RED CLEARANCE VALUES.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

Station : 3206 - US 1 & Van Buren St ( Standard File )

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		11		18		11		18								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	50		20	12	50		20								
Max2																
Yellow Ctr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Ctr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash			ON	ON		ON
Override Higher Preempt			ON	ON		ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1					9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				





# TRAFFIC ENGINEERING DIVISION SIGNALIZED INTERSECTION

LOCATION FEDERAL HWY/US 1 & VAN BUREN ST

ORDER NO FDOT ISSUE DATE --- REVISION NO. 3 COMPLETION DATE 7/28/04

DWG. NO. 04-10-07-01 FILE NO. C-206 CITY HOLLYWOOD SCALE: 1" = 50'

DWN BY: LARRY



Illuminated  
Street name

4-REQ'D

1 6

5 2



5-SECT  
1-WAY  
2-REQ'D

2 4 6 8

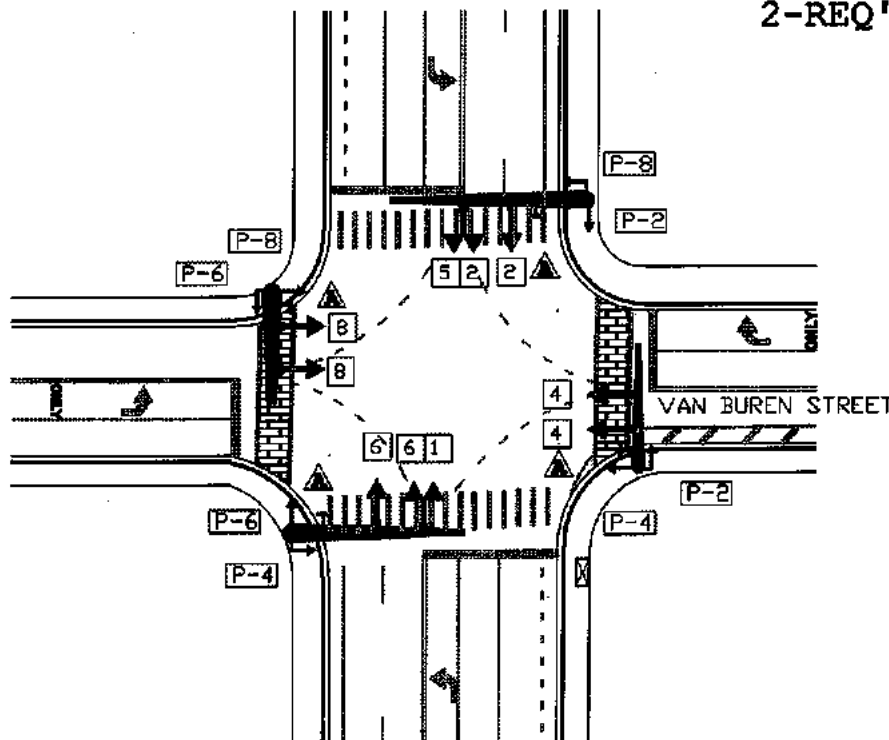


3-SECT  
1-WAY  
6-REQ'D

P-2 P-4 P-6 P-8



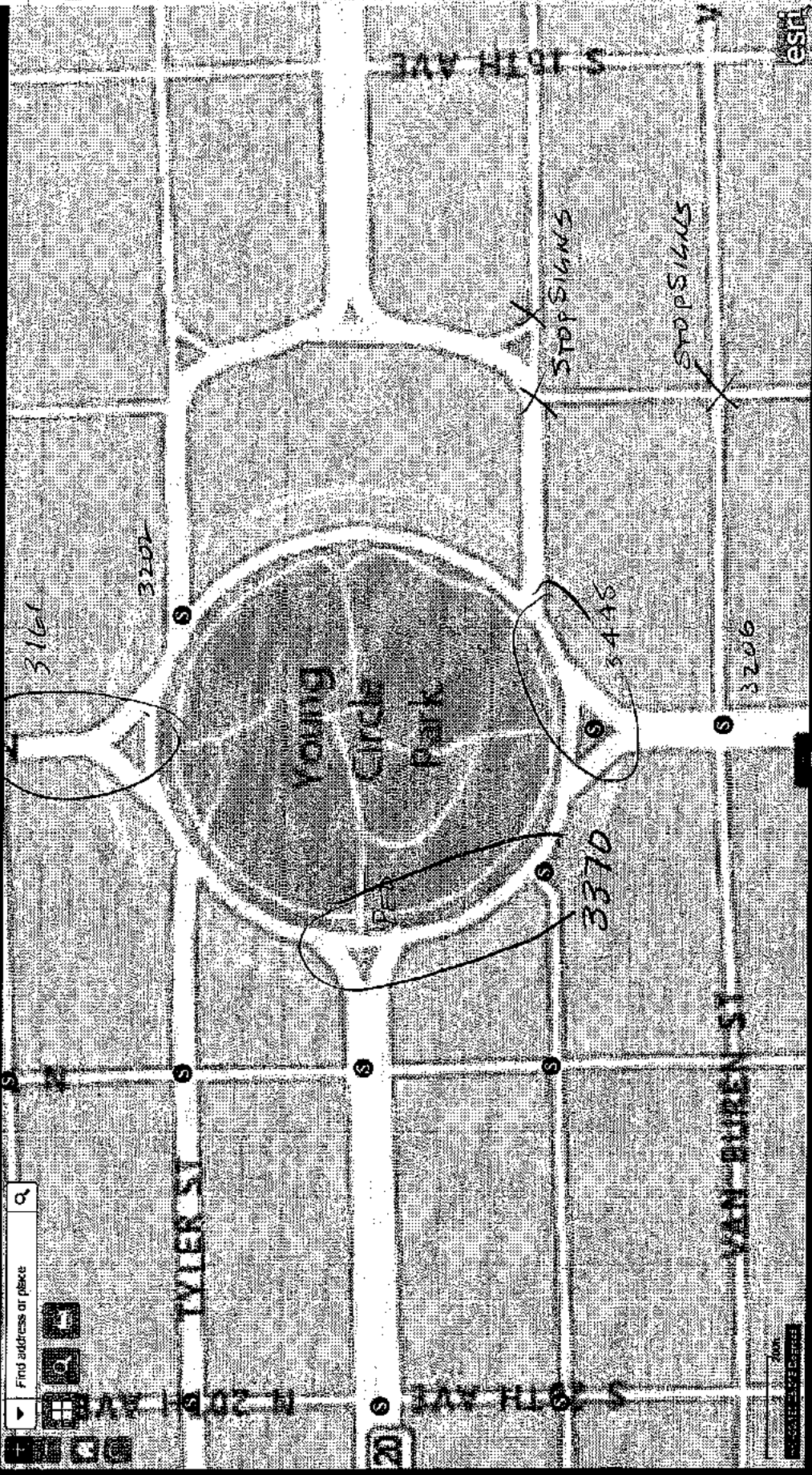
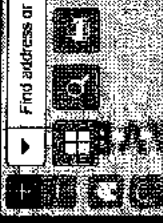
1-SECT  
1-WAY  
8-REQ'D



1. VIDEO DETECTION
2. SIGNALS REBUILT UNDER FDOT PROJ NO 228034-1-52-01

Intersections By Device Type

Find address or place



Intersections By Device Type





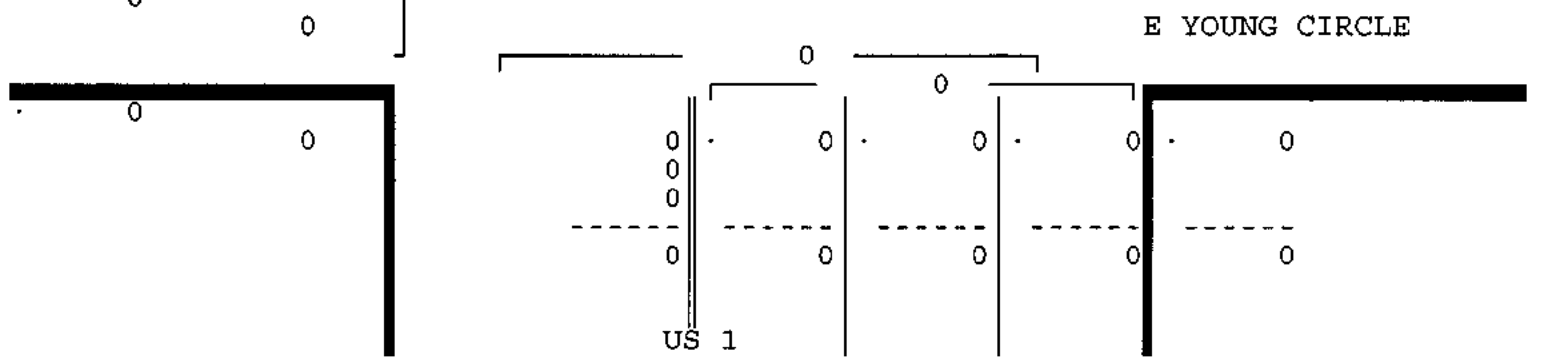
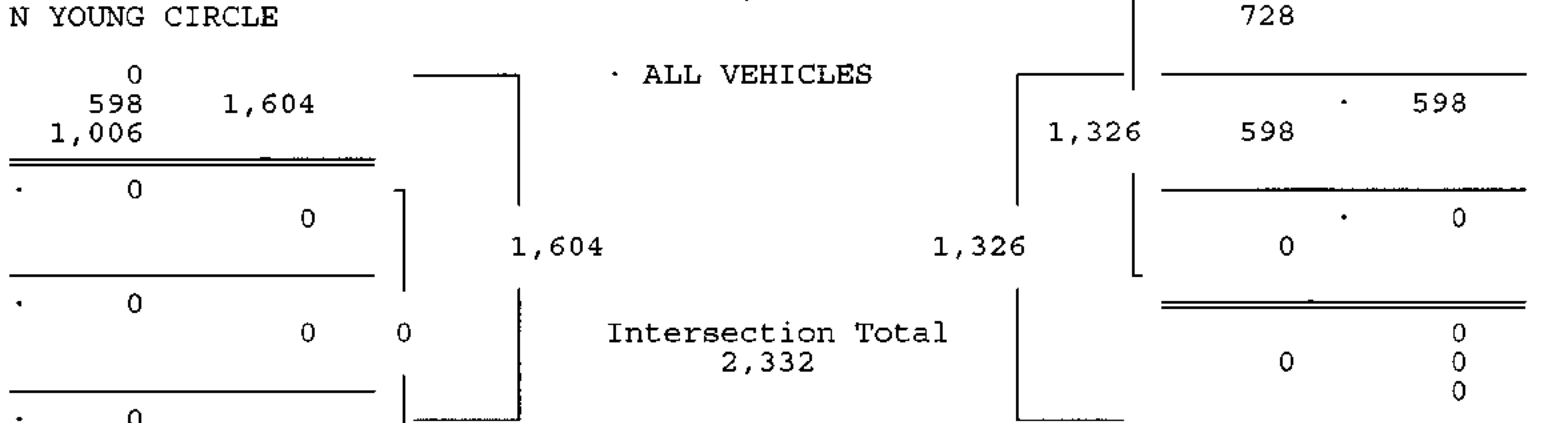
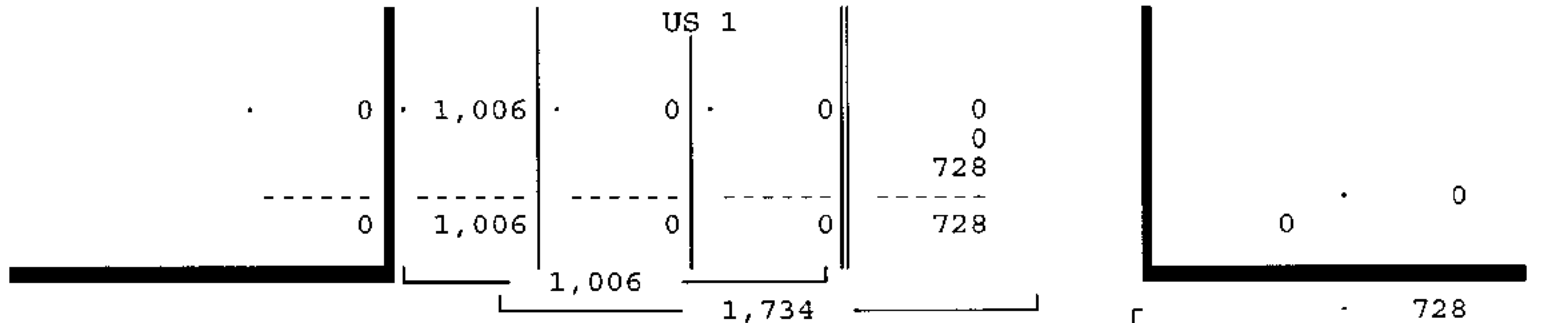
ALL VEHICLES

US 1 From North				E YOUNG CIRCLE From East				US 1 From South				N YOUNG CIRCLE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

Peak start 07:45				07:45				07:45				07:45				
Volume	0	0	0	1006	0	0	598	728	0	0	0	0	0	0	0	0
Percent	0%	0%	0%	100%	0%	0%	45%	55%	0%	0%	0%	0%	0%	0%	0%	0%
Pk total	1006			1326				0				0				
Highest	07:45			08:00				07:00				07:00				
Volume	0	0	0	271	0	0	187	199	0	0	0	0	0	0	0	0
Hi total	271			386				0				0				
PHF	.93			.86				.0				.0				



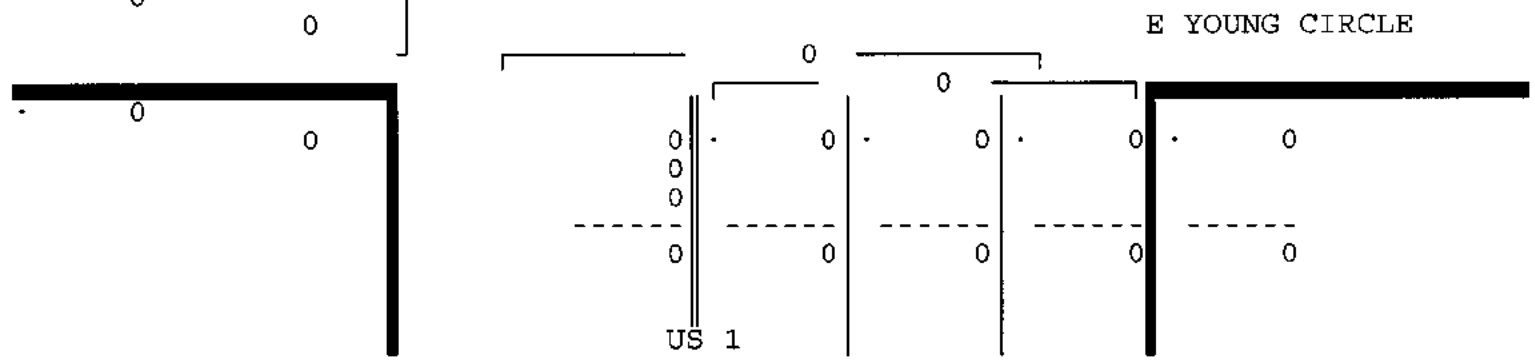
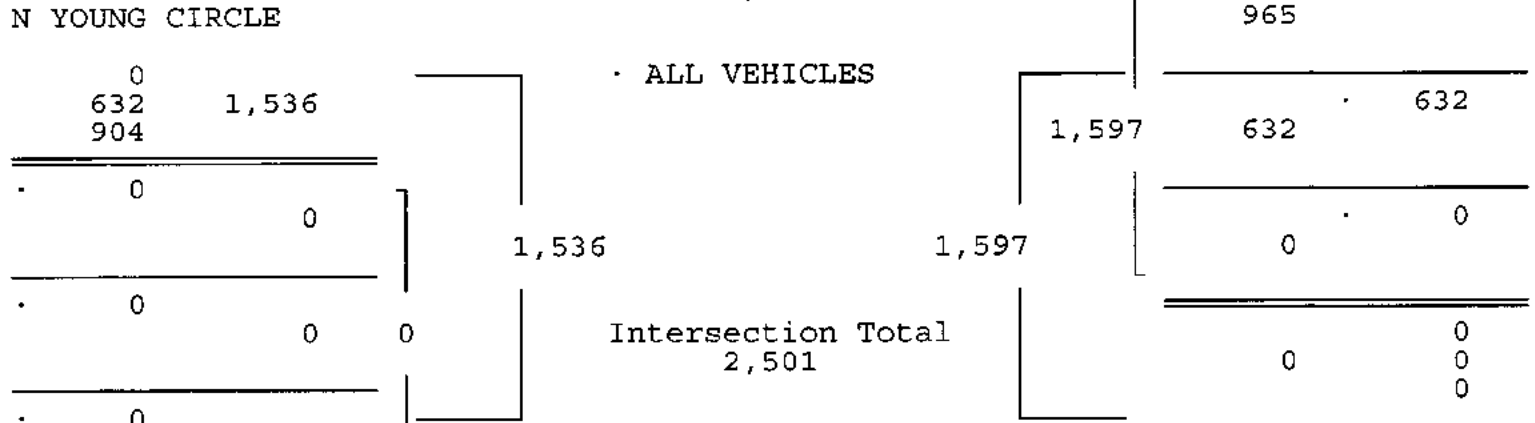
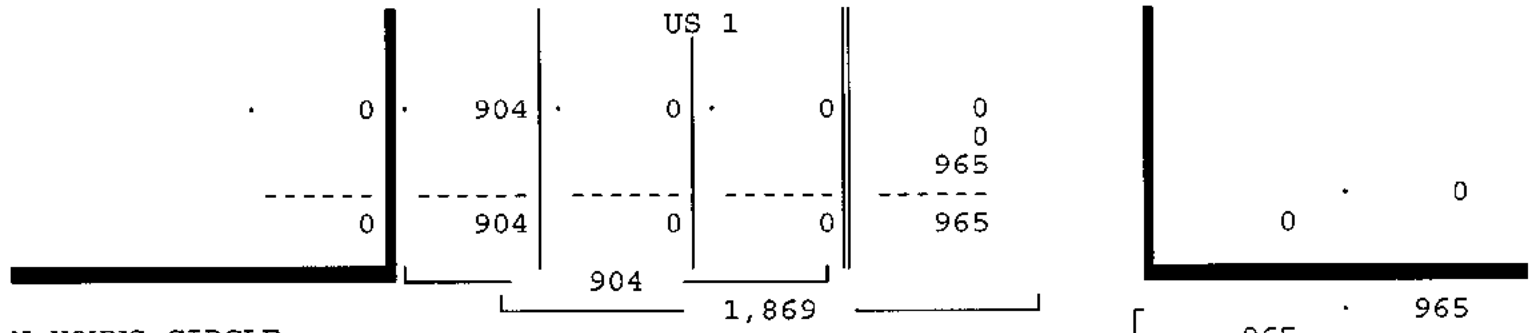
ALL VEHICLES

US 1 From North				E YOUNG CIRCLE From East				US 1 From South				N YOUNG CIRCLE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

Peak start 16:30	16:30								16:30							
Volume	0	0	0	904	0	0	632	965	0	0	0	0	0	0	0	0
Percent	0%	0%	0%	100%	0%	0%	40%	60%	0%	0%	0%	0%	0%	0%	0%	0%
PK total	904				1597				0							
Highest	17:15				16:30				07:00							
Volume	0	0	0	248	0	0	156	268	0	0	0	0	0	0	0	0
Hi total	248				424				0							
PHF	.91				.94				.0							



TRAFFIC SURVEY SPECIALISTS, INC.

E YOUNG CIRCLE & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: MICHAEL MALONE  
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : YOUN\_US1  
 Page : 1

TO PARKING LOT

Date	US 1 From North				E YOUNG CIRCLE From East				US 1 From South				N YOUNG CIRCLE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/22/17																	
07:00	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0	0	12
07:15	0	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	15
07:30	0	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	17
07:45	0	0	0	7	0	0	0	11	0	0	0	0	0	0	0	0	18
Hr Total	0	0	0	35	0	0	0	27	0	0	0	0	0	0	0	0	62
08:00	0	0	0	6	0	0	0	15	0	0	0	0	0	0	0	0	21
08:15	0	0	0	15	0	0	0	5	0	0	0	0	0	0	0	0	20
08:30	0	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	17
08:45	0	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	17
Hr Total	0	0	0	38	0	0	0	37	0	0	0	0	0	0	0	0	75
* BREAK *																	
16:00	0	0	0	13	0	0	0	5	0	0	0	0	0	0	0	0	18
16:15	0	0	0	11	0	0	0	3	0	0	0	0	0	0	0	0	14
16:30	0	0	0	15	0	0	0	7	0	0	0	0	0	0	0	0	22
16:45	0	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	15
Hr Total	0	0	0	48	0	0	0	21	0	0	0	0	0	0	0	0	69
17:00	0	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	14
17:15	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	10
17:30	0	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	14
17:45	0	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	14
Hr Total	0	0	0	27	0	0	0	25	0	0	0	0	0	0	0	0	52
*TOTAL*	0	0	0	148	0	0	0	110	0	0	0	0	0	0	0	0	258

TRAFFIC SURVEY SPECIALISTS, INC.

E YOUNG CIRCLE & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: MICHAEL MALONE  
 SIGNALIZED

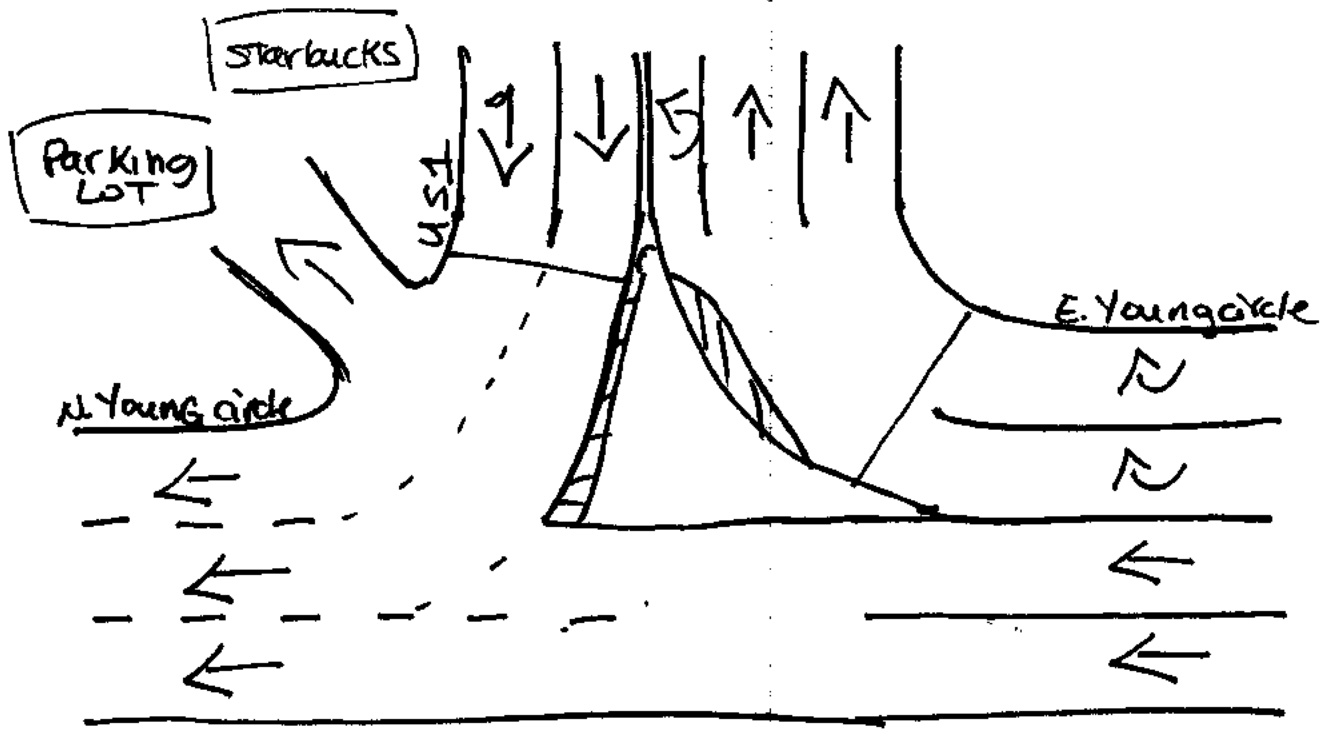
85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : YOUN\_US1  
 Page : 1

PEDESTRIANS & BIKES

Date	US 1 From North				E YOUNG CIRCLE From East				US 1 From South				N YOUNG CIRCLE From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
03/22/17	-----																
07:00	0	1	0	10	0	0	0	3	0	0	0	0	0	0	0	0	14
07:15	0	6	1	14	0	2	0	15	0	0	0	0	0	0	0	0	38
07:30	0	1	0	7	0	1	0	14	0	0	0	0	0	0	0	0	23
07:45	0	1	0	8	0	2	0	8	0	1	0	0	0	0	0	0	20
Hr Total	0	9	1	39	0	5	0	40	0	1	0	0	0	0	0	0	95
08:00	0	2	0	12	0	1	0	9	0	1	0	4	0	0	0	0	29
08:15	0	1	0	17	0	1	0	12	0	1	0	7	0	0	0	0	39
08:30	0	2	0	11	0	2	0	15	0	0	0	2	0	0	0	0	32
08:45	0	2	0	11	0	3	0	14	0	1	0	3	0	0	0	0	34
Hr Total	0	7	0	51	0	7	0	50	0	3	0	16	0	0	0	0	134
----- * BREAK * -----																	
16:00	0	5	0	6	0	6	0	9	0	2	0	0	0	0	0	0	28
16:15	0	2	0	20	0	3	0	14	0	0	0	2	0	0	0	0	41
16:30	0	4	2	15	0	8	0	12	0	3	0	2	0	0	0	0	46
16:45	0	3	2	10	0	5	0	6	0	0	0	4	0	0	0	0	30
Hr Total	0	14	4	51	0	22	0	41	0	5	0	8	0	0	0	0	145
17:00	0	2	0	16	0	2	0	14	0	2	0	8	0	0	0	0	44
17:15	0	1	0	11	0	4	0	14	0	0	0	4	0	0	0	0	34
17:30	0	3	1	20	0	3	0	13	0	3	0	11	0	0	0	0	54
17:45	0	1	0	16	0	3	0	18	0	0	0	9	0	0	0	0	47
Hr Total	0	7	1	63	0	12	0	59	0	5	0	32	0	0	0	0	179
-----																	
*TOTAL*	0	37	6	204	0	46	0	190	0	14	0	56	0	0	0	0	553

↑  
North



Hollywood, Florida  
March 22, 2017  
dawn by Luis Palomino  
signalized

HOLLYWOOD BOULEVARD & N YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: MAURICE GOMEZ  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HOLLYOUN  
 Page : 1

ALL VEHICLES

Date	N YOUNG CIRCLE From North				----- From East				N YOUNG CIRCLE From South				HOLLYWOOD BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/22/17																	
07:00	0	0	115	16	0	0	0	0	0	0	0	0	0	0	0	30	161
07:15	0	0	198	18	0	0	0	0	0	0	0	0	0	0	0	50	266
07:30	0	0	226	22	0	0	0	0	0	0	0	0	0	0	0	46	294
07:45	0	0	262	30	0	0	0	0	0	0	0	0	0	0	0	64	356
Hr Total	0	0	801	86	0	0	0	0	0	0	0	0	0	0	0	190	1077
08:00	0	0	278	39	0	0	0	0	0	0	0	0	0	0	0	59	376
08:15	0	0	213	34	0	0	0	0	0	0	0	0	0	0	0	50	297
08:30	0	0	229	27	0	0	0	0	0	0	0	0	0	0	0	67	323
08:45	0	0	218	36	0	0	0	0	0	0	0	0	0	0	0	52	306
Hr Total	0	0	938	136	0	0	0	0	0	0	0	0	0	0	0	228	1302
* BREAK *																	
16:00	0	0	200	40	0	0	0	0	0	0	0	0	0	0	0	52	292
16:15	0	0	232	44	0	0	0	0	0	0	0	0	0	0	0	74	350
16:30	0	0	196	35	0	0	0	0	0	0	0	0	0	0	0	73	304
16:45	0	0	220	39	0	0	0	0	0	0	0	0	0	0	0	69	328
Hr Total	0	0	848	158	0	0	0	0	0	0	0	0	0	0	0	268	1274
17:00	0	0	215	39	0	0	0	0	0	0	0	0	0	0	0	61	315
17:15	0	0	238	45	0	0	0	0	0	0	0	0	0	0	0	80	363
17:30	0	0	202	36	0	0	0	0	0	0	0	0	0	0	0	52	290
17:45	0	0	239	38	0	0	0	0	0	0	0	0	0	0	0	63	346
Hr Total	0	0	894	158	0	0	0	0	0	0	0	0	0	0	0	262	1314
*TOTAL*	0	0	3481	538	0	0	0	0	0	0	0	0	0	0	0	948	4967



HOLLYWOOD BOULEVARD & N YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: MAURICE GOMEZ  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561) 272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HOLLYOUN  
 Page : 2

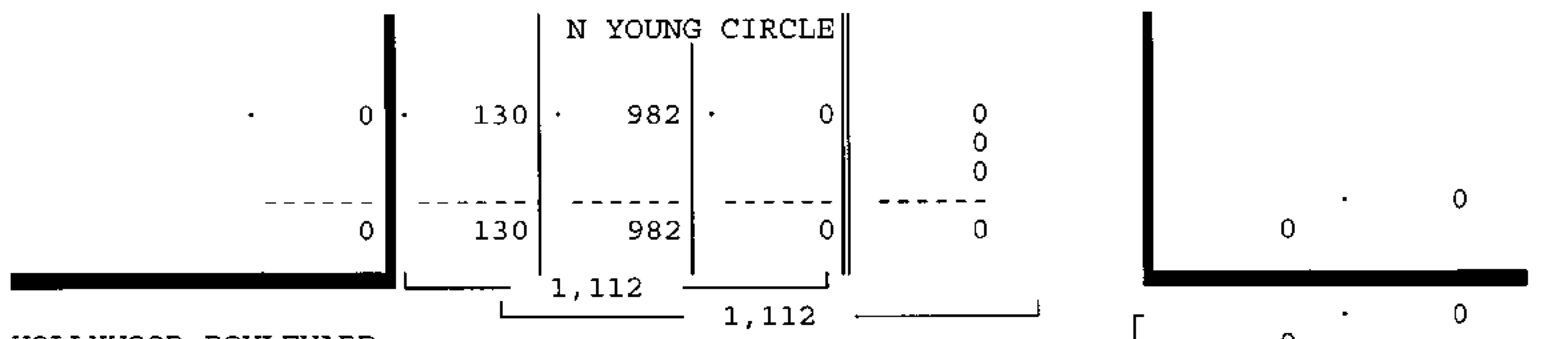
ALL VEHICLES

N YOUNG CIRCLE				N YOUNG CIRCLE				HOLLYWOOD BOULEVARD				Total			
From North				From East				From South					From West		
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right

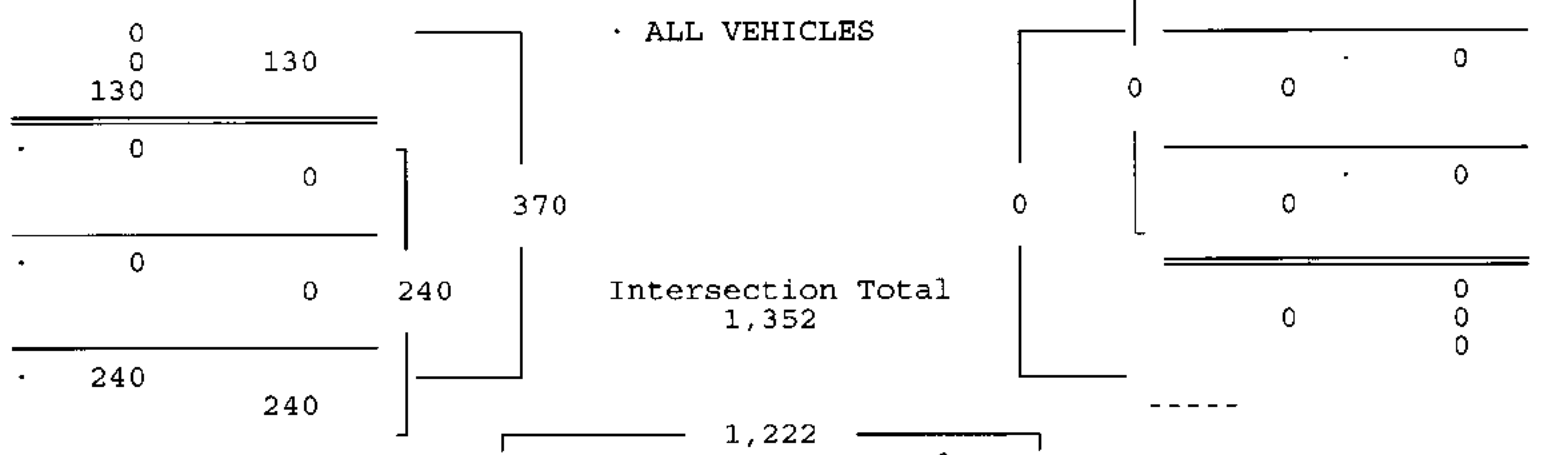
Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

Peak start 07:45				07:45				07:45								
Volume	0	0	982	130	0	0	0	0	0	0	0	0	0	0	240	
Percent	0%	0%	88%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
Pk total	1112				0				240							
Highest	08:00				07:00				07:00				08:30			
Volume	0	0	278	39	0	0	0	0	0	0	0	0	0	0	67	
Hi total	317				0				67							
PHF	.88				.0				.90							

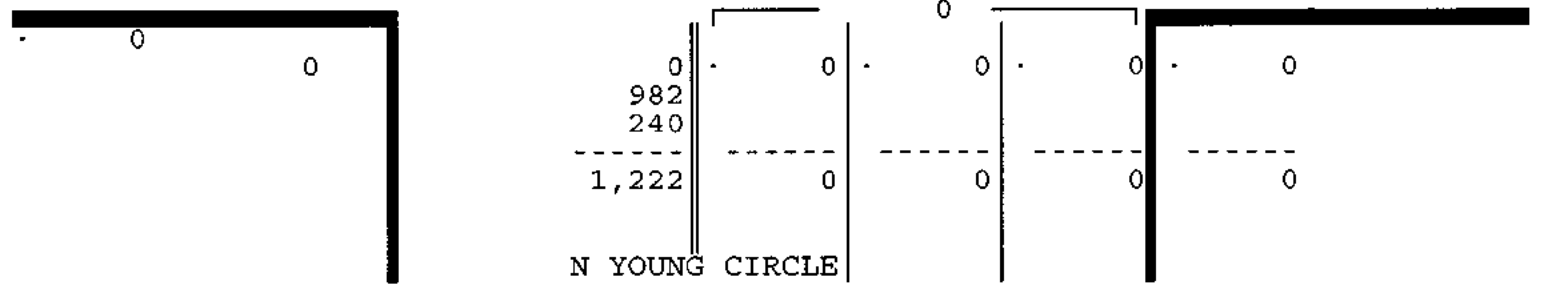


HOLLYWOOD BOULEVARD



ALL VEHICLES

Intersection Total  
1,352



N YOUNG CIRCLE

HOLLYWOOD BOULEVARD & N YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: MAURICE GOMEZ  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HOLLYOUN  
 Page : 3

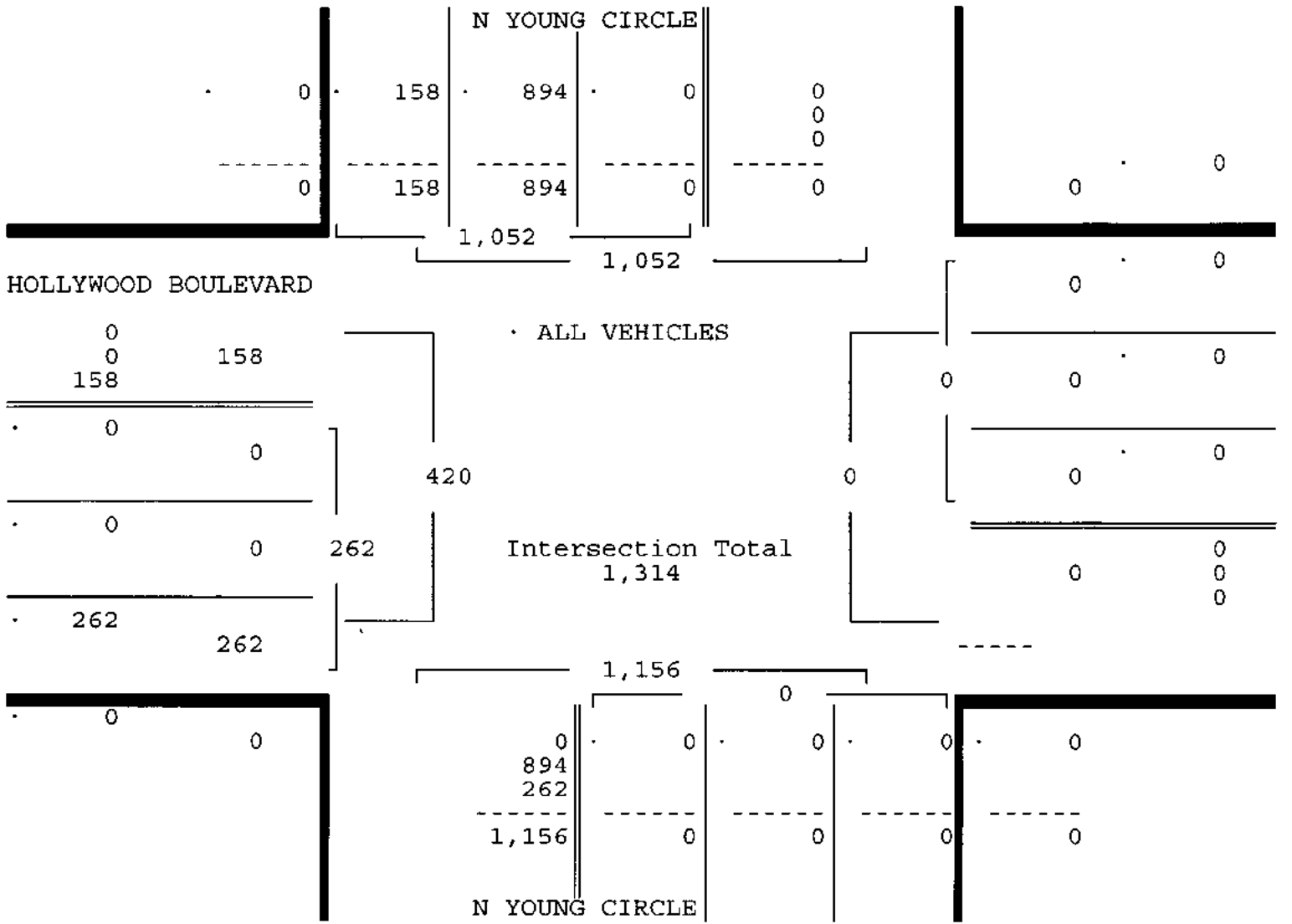
ALL VEHICLES

N YOUNG CIRCLE From North				From East				N YOUNG CIRCLE From South				HOLLYWOOD BOULEVARD From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

Peak start 17:00				17:00				17:00				17:00				
Volume	0	0	894	158	0	0	0	0	0	0	0	0	0	0	0	262
Percent	0%	0%	85%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
Pk total	1052			0				0				262				
Highest	17:15			07:00				07:00				17:15				
Volume	0	0	238	45	0	0	0	0	0	0	0	0	0	0	0	80
Hi total	283			0				0				80				
PHF	.93			.0				.0				.82				



TRAFFIC SURVEY SPECIALISTS, INC.

HOLLYWOOD BOULEVARD & N YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: MAURICE GOMEZ  
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HOLLYOUN  
 Page : 1

TO PARKING LOT

Date	N YOUNG CIRCLE From North				From East				N YOUNG CIRCLE From South				HOLLYWOOD BOULEVARD From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/22/17																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
*TOTAL*	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18	19

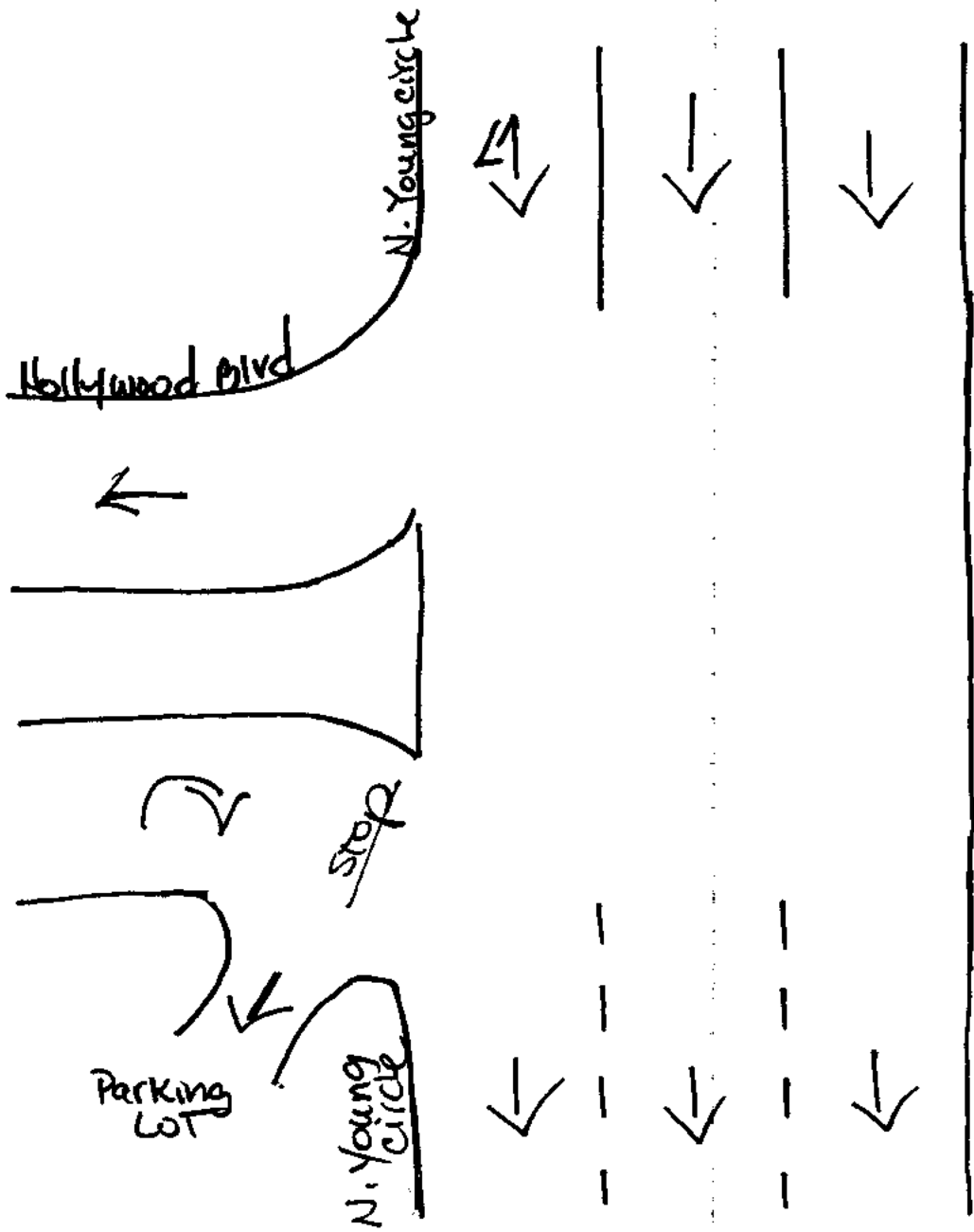
HOLLYWOOD BOULEVARD & N YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: MAURICE GOMEZ  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HOLLYOUN  
 Page : 1

PEDESTRIANS & BIKES

Date	N YOUNG CIRCLE From North				----- From East				N YOUNG CIRCLE From South				HOLLYWOOD BOULEVARD From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
03/22/17	-----																
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	10
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	8
07:45	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	3	9
Hr Total	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	24	33
08:00	0	0	0	0	0	2	0	0	0	2	0	3	0	0	0	1	8
08:15	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	5	10
08:30	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0	3	15
08:45	0	0	0	1	0	0	0	0	0	1	0	3	0	2	0	9	16
Hr Total	0	0	0	5	0	2	0	0	0	5	0	17	0	2	0	18	49
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	13	14
16:15	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	4	10
16:30	0	1	0	5	0	0	0	0	0	1	0	0	0	0	0	28	35
16:45	0	1	0	1	0	0	0	0	0	0	0	3	0	1	0	11	17
Hr Total	0	2	0	8	0	0	0	0	0	1	0	8	0	1	0	56	76
17:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	28	31
17:15	0	1	0	4	0	0	0	0	0	0	0	5	0	1	0	9	20
17:30	0	1	0	9	0	1	0	0	0	0	0	3	0	3	0	23	40
17:45	0	2	0	4	0	0	0	0	0	0	0	7	0	1	0	5	19
Hr Total	0	4	0	17	0	1	0	0	0	1	0	17	0	5	0	65	110
-----																	
*TOTAL*	0	6	0	30	0	3	0	0	0	7	0	49	0	10	0	163	268



Hollywood, Florida

MARCH 22, 2017

drawn by: Luis Pabramino  
 NOT signalized

HARRISON STREET & S YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: DREXYL EITNIEAR  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HARRNYOU  
 Page : 1

ALL VEHICLES

Date	S YOUNG CIRCLE From North				From East				S YOUNG CIRCLE From South				HARRISON STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/22/17																	
07:00	0	0	139	4	0	0	0	0	0	0	0	0	0	0	0	24	167
07:15	0	0	246	3	0	0	0	0	0	0	0	0	0	0	0	22	271
07:30	0	0	269	7	0	0	0	0	0	0	0	0	0	0	0	46	322
07:45	0	0	323	2	0	0	0	0	0	0	0	0	0	0	0	64	389
Hr Total	0	0	977	16	0	0	0	0	0	0	0	0	0	0	0	156	1149
08:00	0	0	340	7	0	0	0	0	0	0	0	0	0	0	0	71	418
08:15	0	0	264	1	0	0	0	0	0	0	0	0	0	0	0	35	300
08:30	0	0	297	3	0	0	0	0	0	0	0	0	0	0	0	30	330
08:45	0	0	264	13	0	0	0	0	0	0	0	0	0	0	0	30	307
Hr Total	0	0	1165	24	0	0	0	0	0	0	0	0	0	0	0	166	1355
* BREAK *																	
16:00	0	0	244	7	0	0	0	0	0	0	0	0	0	0	0	46	297
16:15	0	0	316	12	0	0	0	0	0	0	0	0	0	0	0	44	372
16:30	0	0	257	10	0	0	0	0	0	0	0	0	0	0	0	49	316
16:45	0	0	280	10	0	0	0	0	0	0	0	0	0	0	0	61	351
Hr Total	0	0	1097	39	0	0	0	0	0	0	0	0	0	0	0	200	1336
17:00	0	0	263	11	0	0	0	0	0	0	0	0	0	0	0	58	332
17:15	0	0	310	9	0	0	0	0	0	0	0	0	0	0	0	69	388
17:30	0	0	240	7	0	0	0	0	0	0	0	0	0	0	0	63	310
17:45	0	0	288	16	0	0	0	0	0	0	0	0	0	0	0	58	362
Hr Total	0	0	1101	43	0	0	0	0	0	0	0	0	0	0	0	248	1392
*TOTAL*	0	0	4340	122	0	0	0	0	0	0	0	0	0	0	0	770	5232

HARRISON STREET & S YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: DREXYL EITNIEAR  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HARRNYOU  
 Page : 2

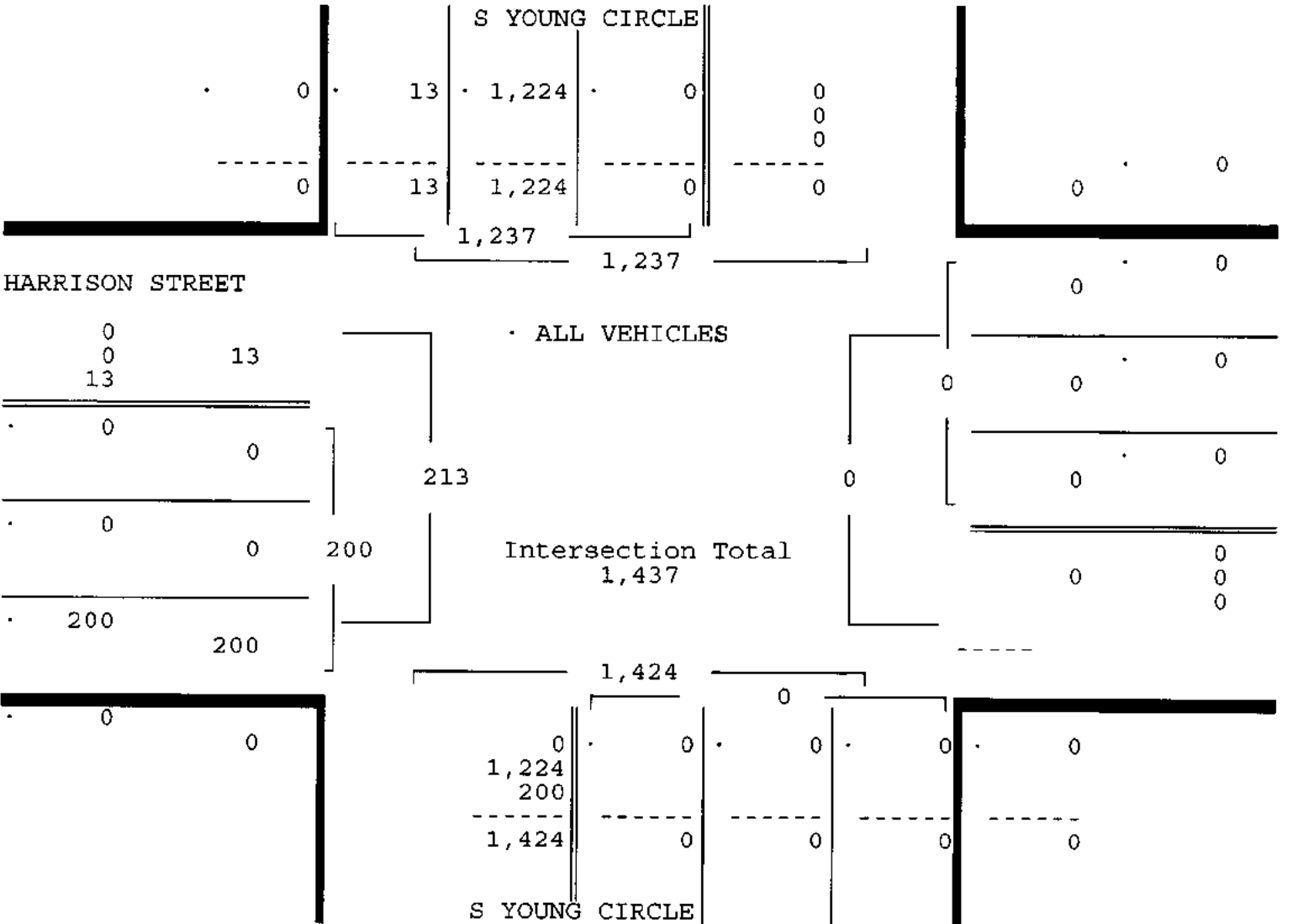
ALL VEHICLES

S YOUNG CIRCLE				S YOUNG CIRCLE				S YOUNG CIRCLE				HARRISON STREET				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

Peak start 07:45				07:45				07:45				07:45			
Volume	0	0	1224	13	0	0	0	0	0	0	0	0	0	0	200
Percent	0%	0%	99%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
Pk total	1237			0			0			290					
Highest	08:00			07:00			07:00			08:00					
Volume	0	0	340	7	0	0	0	0	0	0	0	0	0	0	71
Hi total	347			0			0			71					
PHF	.89			.0			.0			.70					





HARRISON STREET & S YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: DREXYL BITNIEAR  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HARRNYOU  
 Page : 3

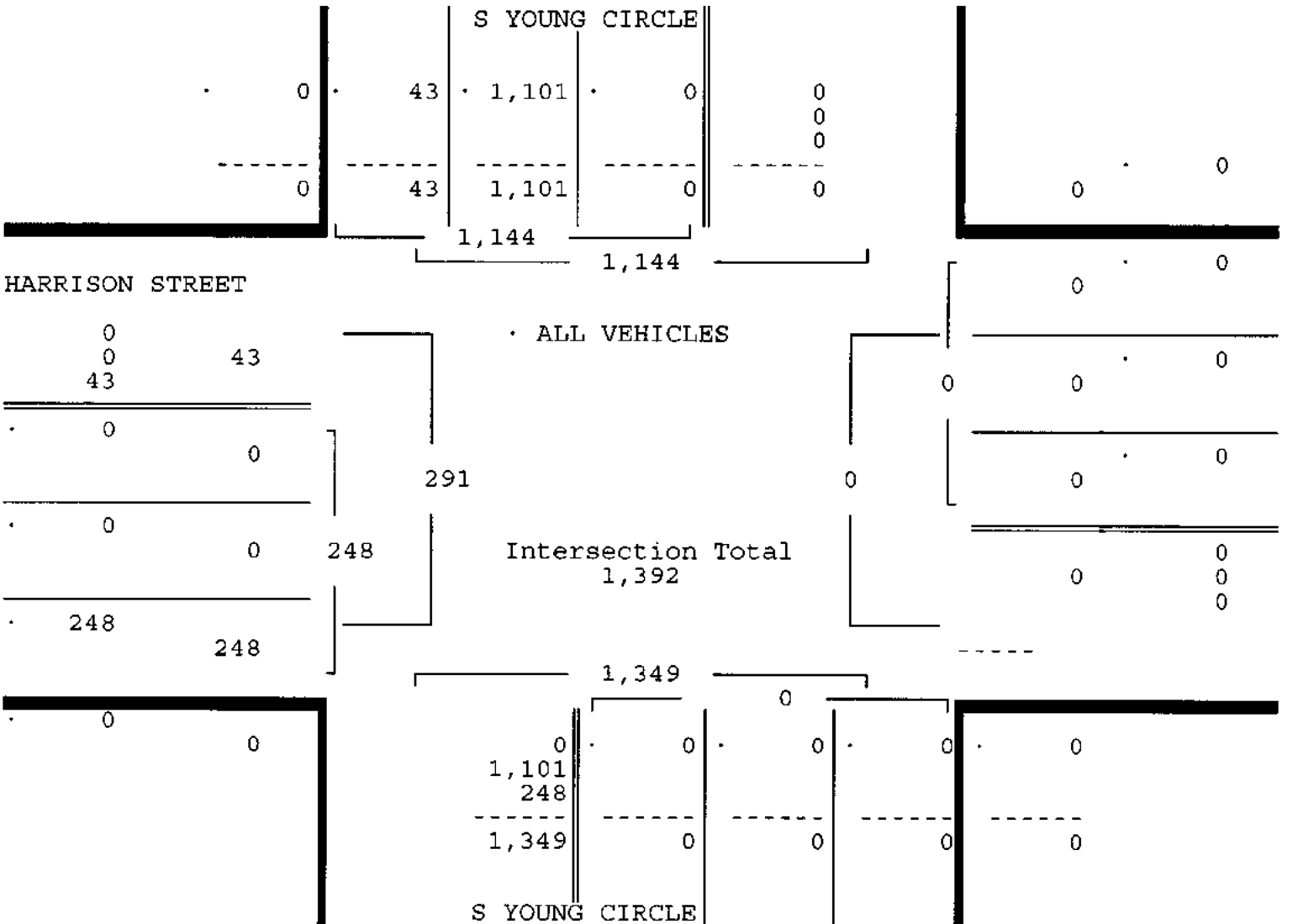
ALL VEHICLES

S YOUNG CIRCLE				S YOUNG CIRCLE				S YOUNG CIRCLE				HARRISON STREET				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

Peak start 17:00				17:00				17:00				17:00				
Volume	0	0	1101	43	0	0	0	0	0	0	0	0	0	0	0	248
Percent	0%	0%	96%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
Pk total	1144			0			0			248						
Highest	17:15			07:00			07:00			17:15						
Volume	0	0	310	9	0	0	0	0	0	0	0	0	0	0	0	69
Hi total	319			0			0			69						
PHF	.90			.0			.0			.90						





TRAFFIC SURVEY SPECIALISTS, INC.

HARRISON STREET & S YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: DREXYL EITNIEAR  
 SIGNALIZED

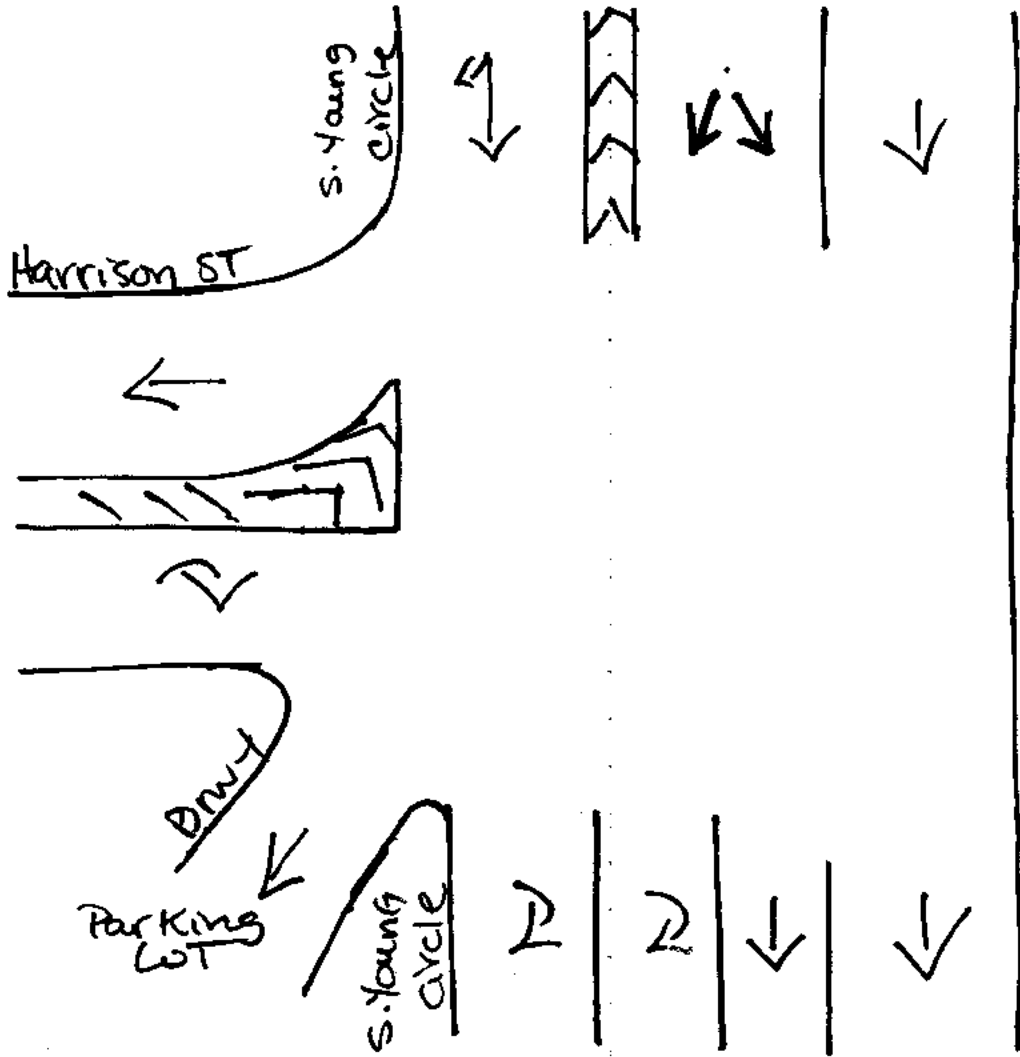
85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HARRNYOU  
 Page : 1

PEDESTRIANS & BIKES

Date	S YOUNG CIRCLE From North				From East				S YOUNG CIRCLE From South				HARRISON STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	6
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Hr Total	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	4	9
* BREAK *																	
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hr Total	0	4	0	2	0	0	0	1	0	0	0	0	0	2	0	2	11
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Hr Total	0	0	0	2	0	0	0	0	0	0	0	1	0	2	0	3	8
*TOTAL*	0	4	0	7	0	1	0	1	0	0	0	1	0	8	0	12	34

North



Hollywood, Florida  
March 22, 2017  
Drawn by: Luis Palomino  
Signalized

S YOUNG CIRCLE & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : SYOUNUS1  
 Page : 1

ALL VEHICLES

Date	From North				S YOUNG CIRCLE From East				US 1 From South				S YOUNG CIRCLE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/22/17																	
07:00	0	0	0	0	0	0	0	0	0	0	0	130	0	0	50	106	286
07:15	0	0	0	0	0	0	0	0	0	0	0	108	0	1	86	183	378
07:30	0	0	0	0	0	0	0	0	0	0	0	167	0	0	127	173	467
07:45	0	0	0	0	0	0	0	0	0	0	0	182	0	1	210	193	586
Hr Total	0	0	0	0	0	0	0	0	0	0	0	587	0	2	473	655	1717
08:00	0	0	0	0	0	0	0	0	0	0	0	231	0	1	201	198	631
08:15	0	0	0	0	0	0	0	0	0	0	0	208	0	0	112	181	501
08:30	0	0	0	0	0	0	0	0	0	0	0	159	0	1	135	202	497
08:45	0	0	0	0	0	0	0	0	0	0	0	164	0	1	131	180	476
Hr Total	0	0	0	0	0	0	0	0	0	0	0	762	0	3	579	761	2105
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	243	0	0	103	173	519
16:15	0	0	0	0	0	0	0	0	0	0	0	248	0	1	143	219	611
16:30	0	0	0	0	0	0	0	0	0	0	0	292	0	1	127	179	599
16:45	0	0	0	0	0	0	0	0	0	0	0	269	0	0	137	207	613
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1052	0	2	510	778	2342
17:00	0	0	0	0	0	0	0	0	0	0	0	273	0	1	139	191	604
17:15	0	0	0	0	0	0	0	0	0	0	0	201	0	1	177	217	596
17:30	0	0	0	0	0	0	0	0	0	0	0	224	0	0	136	178	538
17:45	0	0	0	0	0	0	0	0	0	0	0	265	0	1	139	206	611
Hr Total	0	0	0	0	0	0	0	0	0	0	0	963	0	3	591	792	2349
*TOTAL*	0	0	0	0	0	0	0	0	0	0	0	3364	0	10	2153	2986	9513

S YOUNG CIRCLE & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : SYOUNUS1  
 Page : 2

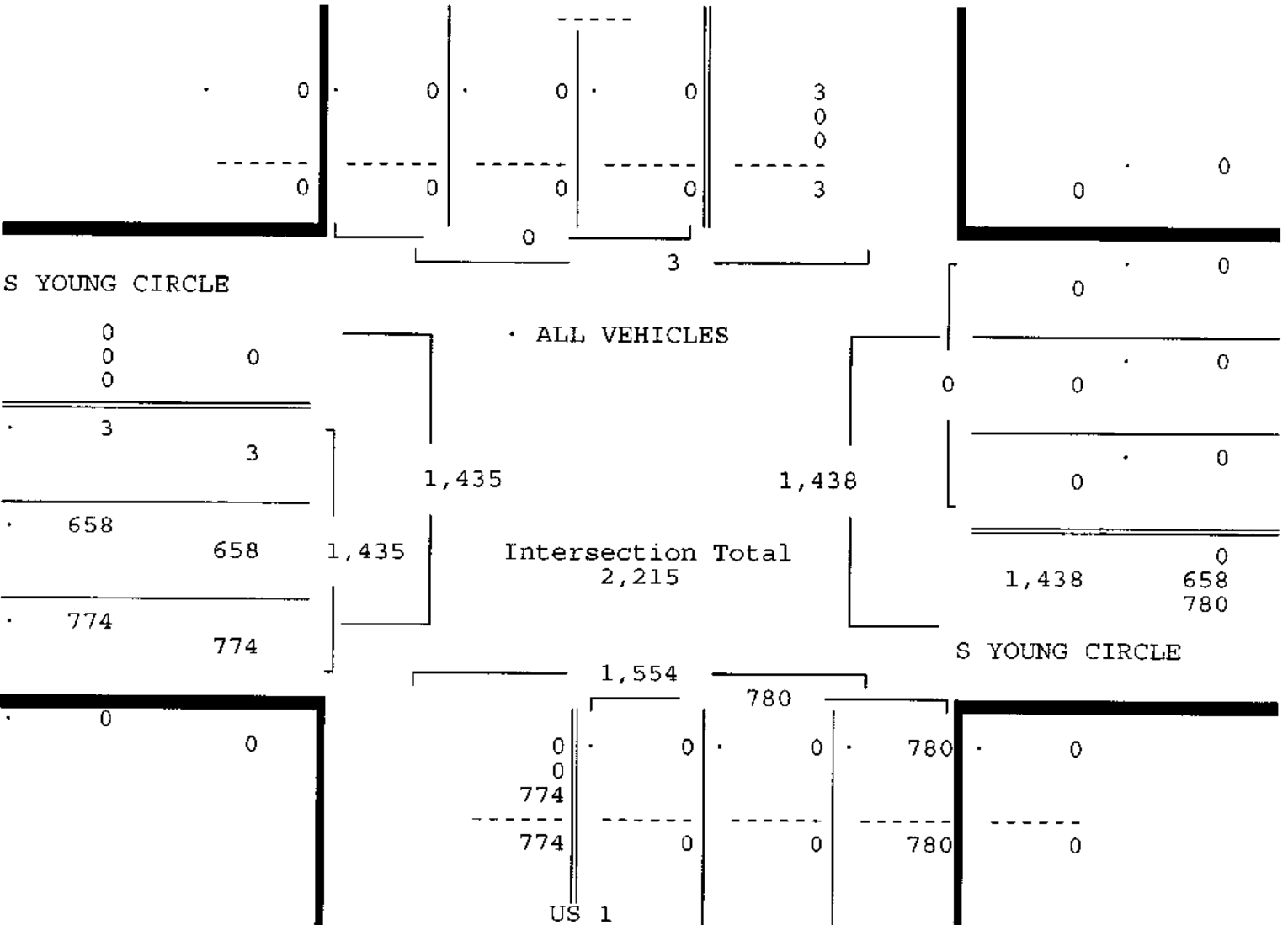
ALL VEHICLES

From North				S YOUNG CIRCLE From East				US 1 From South				S YOUNG CIRCLE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

Peak start 07:45				07:45				07:45				07:45			
Volume	0	0	0	0	0	0	0	0	0	0	780	0	3	658	774
Percent	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	46%	54%
Pk total	0			0			780			1435					
Highest	07:00			07:00			08:00			07:45					
Volume	0	0	0	0	0	0	0	0	0	231	0	1	210	193	
Hi total	0			0			231			404					
PHF	.0			.0			.84			.89					

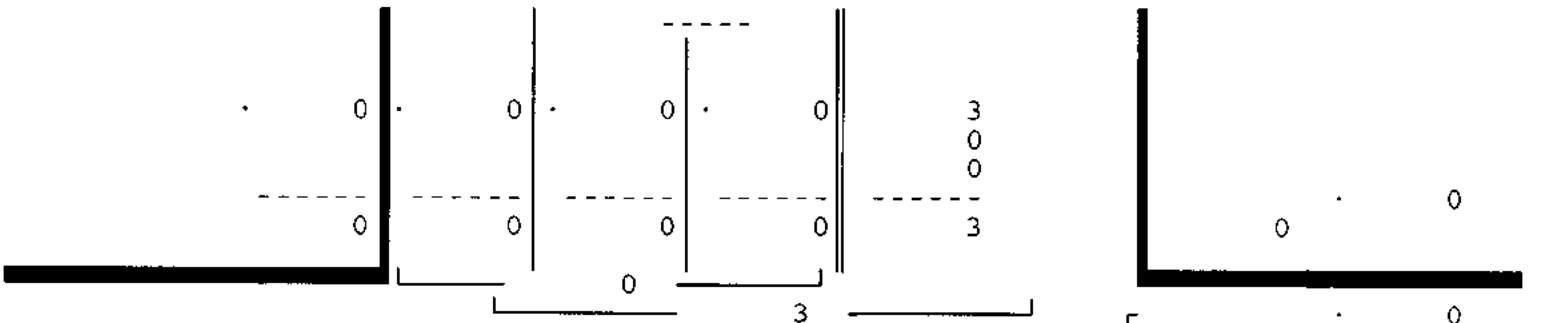


ALL VEHICLES

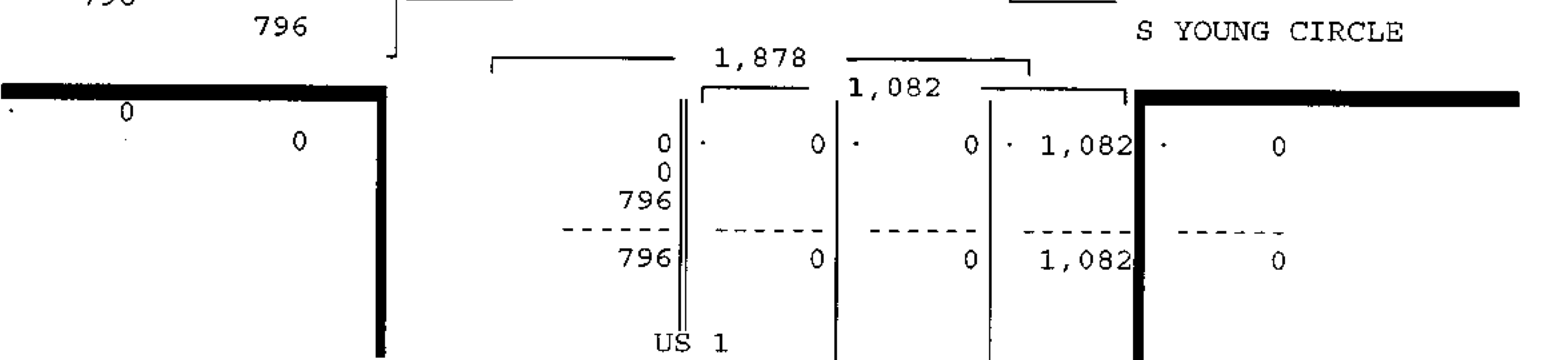
From North				S YOUNG CIRCLE From East				US 1 From South				S YOUNG CIRCLE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17  
 Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

Peak start 16:15				16:15				16:15				16:15				Total
Volume	0	0	0	0	0	0	0	0	0	0	1082	0	3	546	796	
Percent	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	41%	59%	
Pk total	0			0			1082			1345						
Highest	07:00			07:00			16:30			16:15						
Volume	0	0	0	0	0	0	0	0	0	292	0	1	143	219		
Hi total	0			0			292			363						
PHF	.0			.0			.93			.93						



S YOUNG CIRCLE				ALL VEHICLES				S YOUNG CIRCLE							
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	3	3	1,345	1,345	1,345	1,345	1,628	1,628	1,628	1,628	1,628	1,628	1,628	1,628
546	546	546	546	1,345	1,345	1,345	1,345	1,628	1,628	1,628	1,628	1,628	1,628	1,628	1,628
796	796	796	796	1,345	1,345	1,345	1,345	1,628	1,628	1,628	1,628	1,628	1,628	1,628	1,628



S YOUNG CIRCLE & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : SYOUNUS1  
 Page : 1

TO PARKING LOT

Date	From North				S YOUNG CIRCLE From East				US 1 From South				S YOUNG CIRCLE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/22/17																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Hr Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
*TOTAL*	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23



S YOUNG CIRCLE & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
 SIGNALIZED

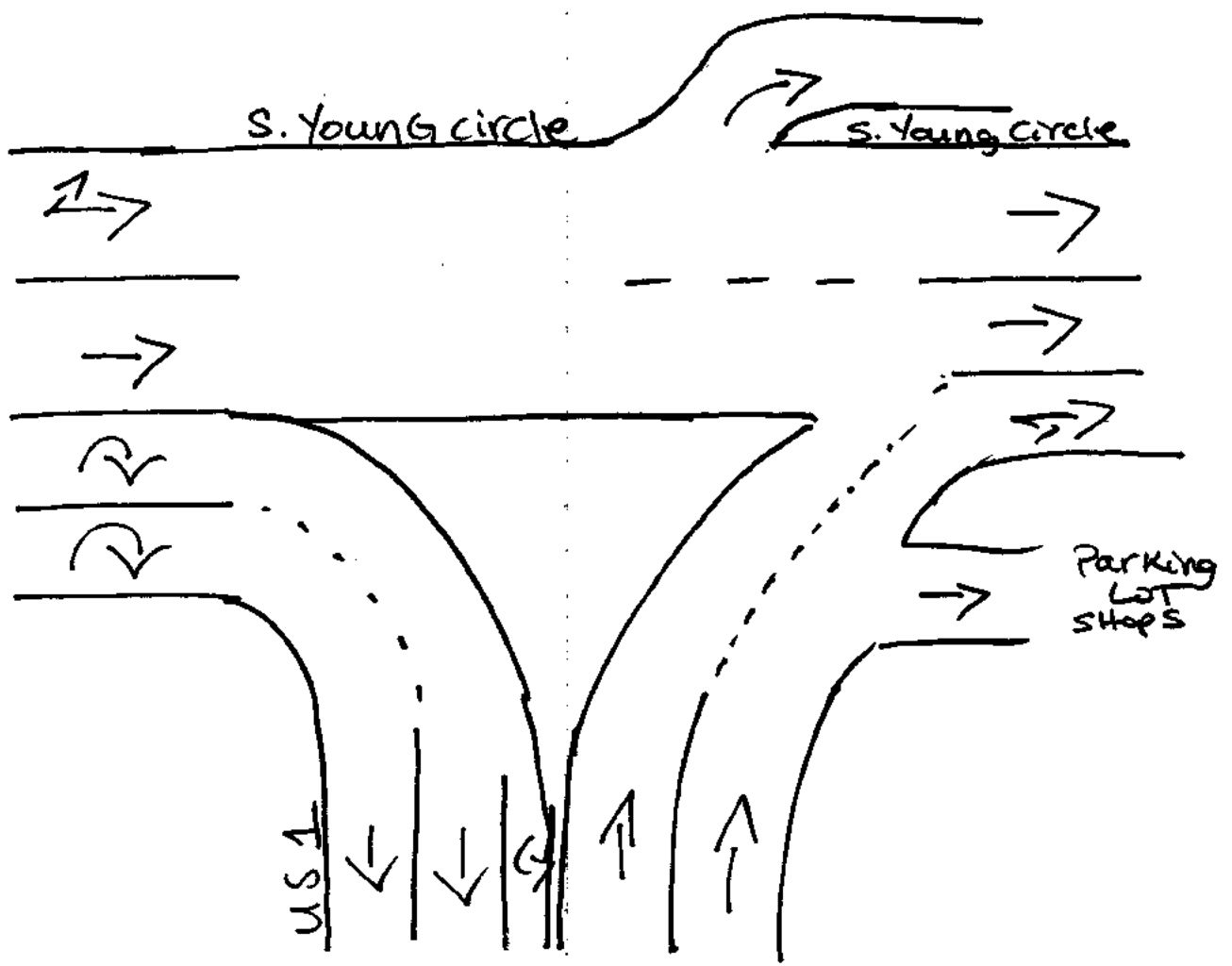
TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : SYOUNUS1  
 Page : 1

PEDESTRIANS & BIKES

Date	From North				S YOUNG CIRCLE From East				US 1 From South				S YOUNG CIRCLE From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
03/22/17	-----																
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	7
07:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hr Total	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0	6	15
08:00	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	2	9
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5
08:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	9
08:45	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	2	5
Hr Total	0	0	0	0	0	0	0	0	0	1	0	15	0	3	0	9	28
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	5	10
16:15	0	0	0	0	0	0	0	0	0	3	0	7	0	1	0	1	12
16:30	0	0	0	0	0	0	0	0	0	3	0	15	0	2	0	0	20
16:45	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	1	6
Hr Total	0	0	0	0	0	0	0	0	0	8	0	29	0	4	0	7	48
17:00	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	1	14
17:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8
17:30	0	0	0	0	0	0	0	0	0	5	0	13	0	0	0	5	23
17:45	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	2	10
Hr Total	0	0	0	0	0	0	0	0	0	8	0	38	0	0	0	9	55
-----																	
*TOTAL*	0	0	0	1	0	0	0	0	0	17	0	90	0	7	0	31	146

North



Hollywood, Florida

March 22, 2017

drawn by: Luis Palomino  
signalized

HARRISON STREET & E YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: RALPH MARTINEZ  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561) 272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HARREYOU  
 Page : 1

ALL VEHICLES

Date	E YOUNG CIRCLE From North				HARRISON STREET From East				E YOUNG CIRCLE From South				From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/22/17																	
07:00	0	0	0	0	0	0	1	0	0	0	116	39	0	0	0	0	156
07:15	0	0	0	0	0	0	0	0	0	0	140	75	0	0	0	0	215
07:30	0	0	0	0	0	0	1	0	0	0	179	116	0	0	0	0	296
07:45	0	0	0	0	0	0	6	1	0	0	169	201	0	0	0	0	377
Hr Total	0	0	0	0	0	0	8	1	0	0	604	431	0	0	0	0	1044
08:00	0	0	0	0	0	0	1	0	0	0	226	191	0	0	0	0	418
08:15	0	0	0	0	0	0	3	0	0	0	210	115	0	0	0	0	328
08:30	0	0	0	0	0	0	0	1	0	0	172	119	0	0	0	0	292
08:45	0	0	0	0	0	0	2	3	0	0	167	110	0	0	0	0	282
Hr Total	0	0	0	0	0	0	6	4	0	0	775	535	0	0	0	0	1320
* BREAK *																	
16:00	0	0	0	0	0	0	2	0	0	0	242	112	0	0	0	0	356
16:15	0	0	0	0	0	0	0	1	0	0	276	115	0	0	0	0	392
16:30	0	0	0	0	0	0	2	0	0	0	296	114	0	0	0	0	412
16:45	0	0	0	0	0	0	0	0	0	0	269	132	0	0	0	0	401
Hr Total	0	0	0	0	0	0	4	1	0	0	1083	473	0	0	0	0	1561
17:00	0	0	0	0	0	0	2	0	0	0	278	121	0	0	0	0	401
17:15	0	0	0	0	0	0	2	0	0	0	217	161	0	0	0	0	380
17:30	0	0	0	0	0	0	0	0	0	0	223	129	0	0	0	0	352
17:45	0	0	0	0	0	0	2	0	0	0	254	134	0	0	0	0	390
Hr Total	0	0	0	0	0	0	6	0	0	0	972	545	0	0	0	0	1523
*TOTAL*	0	0	0	0	0	0	24	6	0	0	3434	1984	0	0	0	0	5448

↑  
 FROM THE SMALL  
 PARKING LOT

HARRISON STREET & E YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: RALPH MARTINEZ  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HARREYOU  
 Page : 2

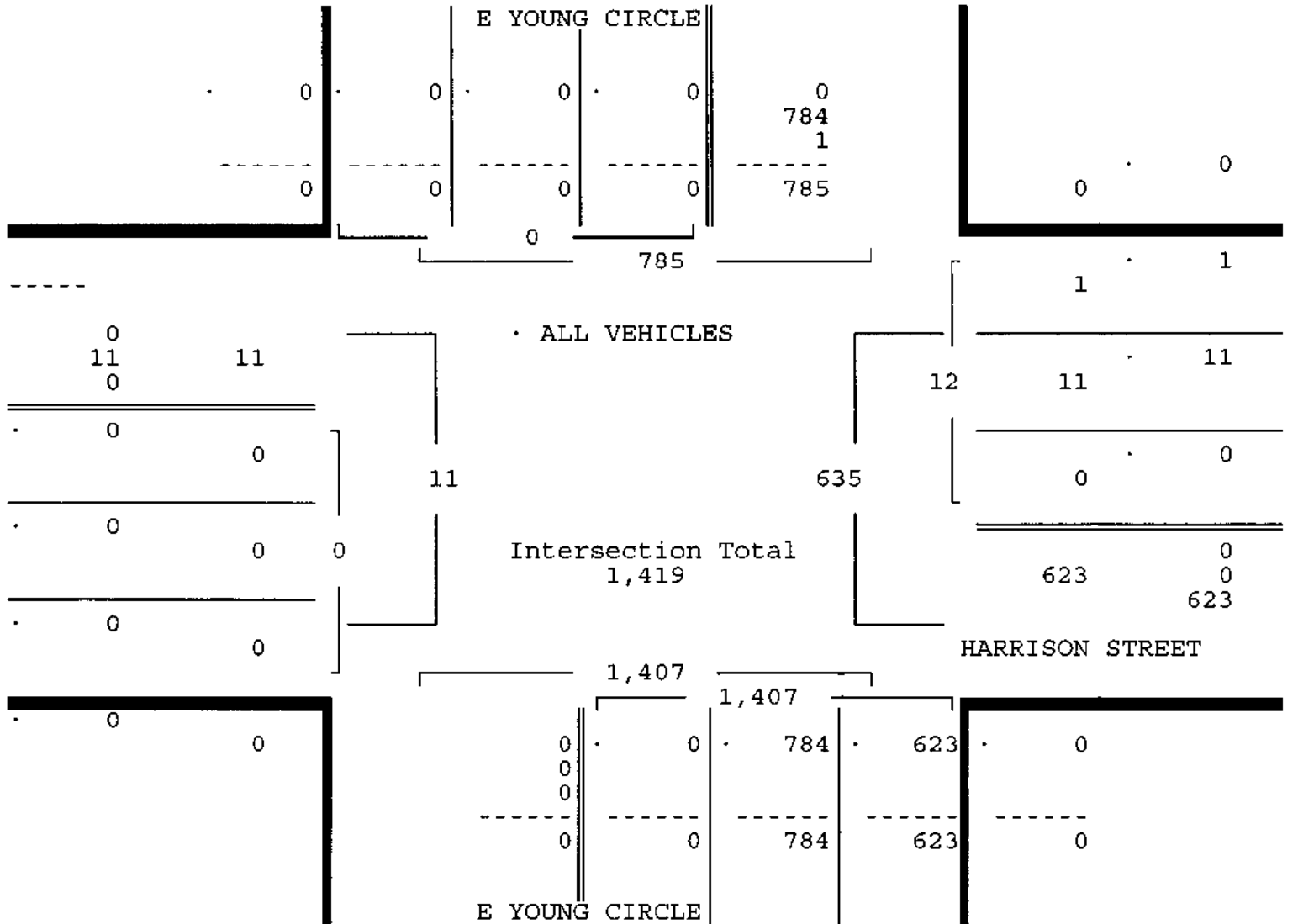
ALL VEHICLES

E YOUNG CIRCLE From North				HARRISON STREET From East				E YOUNG CIRCLE From South				From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

Peak start 07:30				07:30				07:30				07:30				
Volume	0	0	0	0	0	11	1	0	0	784	623	0	0	0	0	
Percent	0%	0%	0%	0%	0%	92%	8%	0%	0%	56%	44%	0%	0%	0%	0%	
Pk total	0			12				1407				0				
Highest	07:00			07:45				08:00				07:00				
Volume	0	0	0	0	0	6	1	0	0	226	191	0	0	0	0	
Hi total	0			7				417				0				
PHF	.0			.43				.84				.0				



HARRISON STREET & E YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: RALPH MARTINEZ  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HARREYOU  
 Page : 3

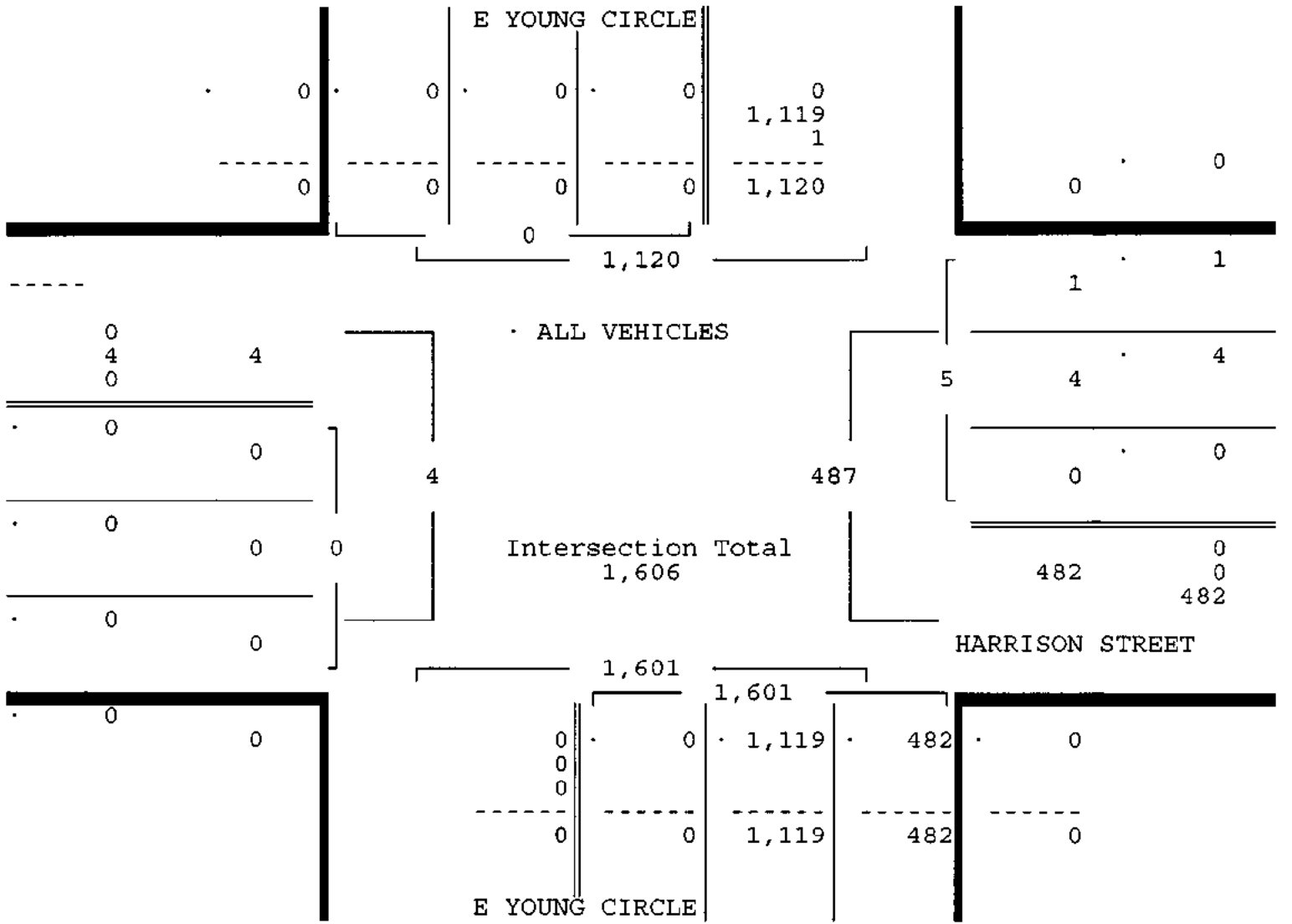
ALL VEHICLES

E YOUNG CIRCLE From North				HARRISON STREET From East				E YOUNG CIRCLE From South				From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

Peak start 16:15				16:15				16:15				16:15				Total
Volume	0	0	0	0	0	4	1	0	0	1119	482	0	0	0	0	
Percent	0%	0%	0%	0%	0%	80%	20%	0%	0%	70%	30%	0%	0%	0%	0%	
Pk total	0			5				1601				0				
Highest	07:00			16:30				16:30				07:00				
Volume	0	0	0	0	0	2	0	0	0	296	114	0	0	0	0	
Hi total	0			2				410				0				
PHF	.0			.62				.98				.0				



TRAFFIC SURVEY SPECIALISTS, INC.

HARRISON STREET & E YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: RALPH MARTINEZ  
 NOT SIGNALIZED

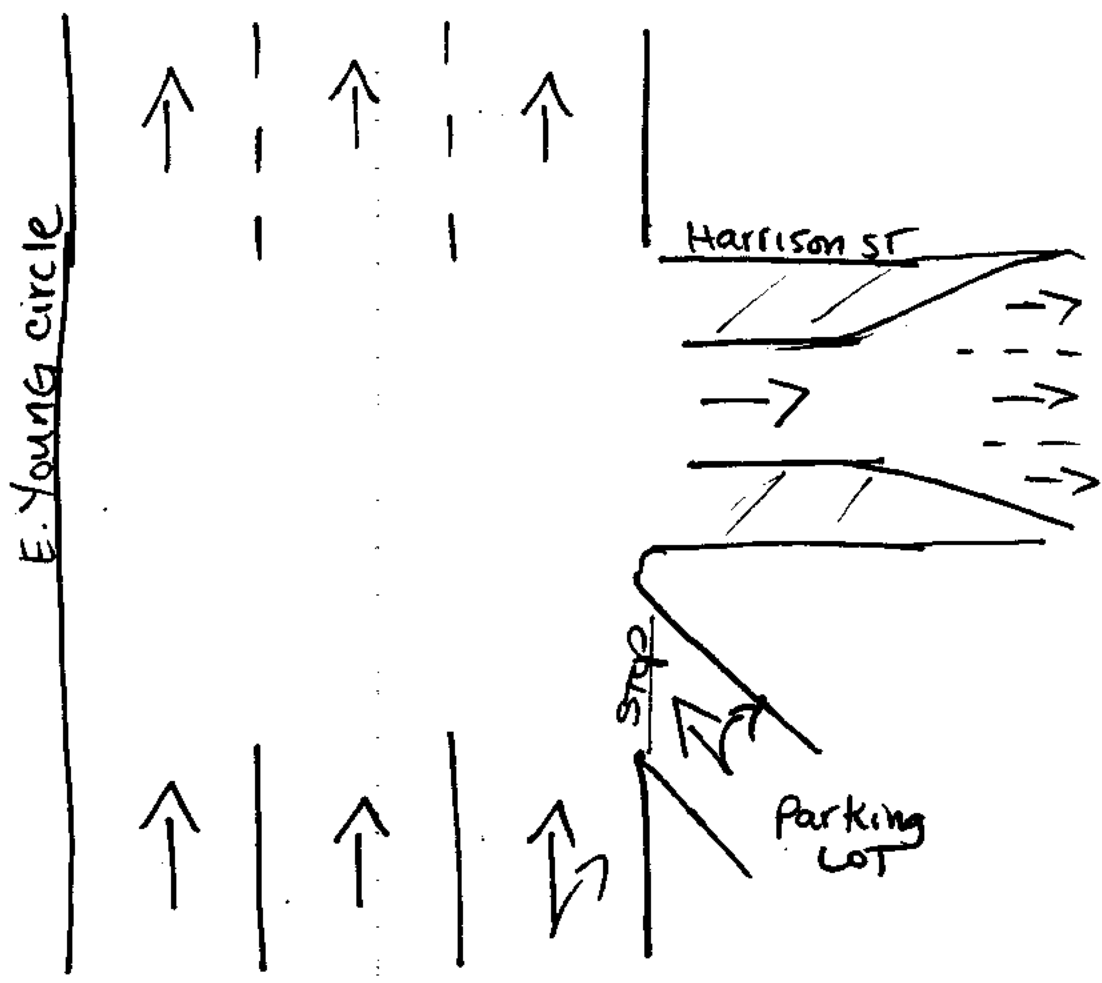
85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : HARREYOU  
 Page : 1

PEDESTRIANS & BIKES

Date	E YOUNG CIRCLE From North				HARRISON STREET From East				E YOUNG CIRCLE From South				From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
03/22/17																	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	8
07:45	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	8
Hr Total	0	1	0	11	0	6	0	1	0	0	0	0	0	0	0	0	19
08:00	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	10
08:15	0	1	0	2	0	5	0	5	0	0	0	0	0	0	0	0	13
08:30	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0	0	5
08:45	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	4
Hr Total	0	3	0	5	0	11	0	13	0	0	0	0	0	0	0	0	32
* BREAK *																	
16:00	0	2	0	2	0	1	0	5	0	0	0	0	0	0	0	0	10
16:15	0	1	0	0	0	6	0	6	0	0	0	0	0	0	0	0	13
16:30	0	2	0	1	0	1	0	6	0	0	0	0	0	0	0	0	10
16:45	0	2	0	2	0	0	0	4	0	0	0	0	0	0	0	0	8
Hr Total	0	7	0	5	0	8	0	21	0	0	0	0	0	0	0	0	41
17:00	0	1	0	0	0	3	0	2	0	0	0	0	0	0	0	0	6
17:15	0	0	0	6	0	1	0	4	0	0	0	0	0	0	0	0	11
17:30	0	1	0	4	0	5	0	4	0	0	0	0	0	0	0	0	14
17:45	0	3	0	7	0	5	0	4	0	0	0	0	0	0	0	0	19
Hr Total	0	5	0	17	0	14	0	14	0	0	0	0	0	0	0	0	50
*TOTAL*	0	16	0	38	0	39	0	49	0	0	0	0	0	0	0	0	142

North



Hollywood, Florida  
March 22, 2017  
drawn by: Luis Palomino  
NOT signalized

TYLER STREET & E YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: KAYLA BARNETT  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : TYL\_EYOU  
 Page : 1

ALL VEHICLES

Date	E YOUNG CIRCLE From North				TYLER STREET From East				E YOUNG CIRCLE From South				From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/23/17																	
07:00	0	0	0	0	0	0	0	76	0	0	120	0	0	0	0	0	196
07:15	0	0	0	0	0	0	0	89	0	0	147	0	0	0	0	0	236
07:30	0	0	0	0	0	0	0	100	0	0	147	0	0	0	0	0	247
07:45	0	0	0	0	0	0	0	163	0	0	154	0	0	0	0	0	317
Hr Total	0	0	0	0	0	0	0	428	0	0	568	0	0	0	0	0	996
08:00	0	0	0	0	0	0	0	209	0	0	192	0	0	0	0	0	401
08:15	0	0	0	0	0	0	0	191	0	0	203	0	0	0	0	0	394
08:30	0	0	0	0	0	0	0	117	0	0	176	0	0	0	0	0	293
08:45	0	0	0	0	0	0	0	127	0	0	155	0	0	0	0	0	282
Hr Total	0	0	0	0	0	0	0	644	0	0	726	0	0	0	0	0	1370
* BREAK *																	
16:00	0	0	0	0	0	0	0	158	0	0	190	0	0	0	0	0	348
16:15	0	0	0	0	0	0	0	165	0	0	234	0	0	0	0	0	399
16:30	0	0	0	0	0	0	0	153	0	0	224	0	0	0	0	0	377
16:45	0	0	0	0	0	0	0	165	0	0	216	0	0	0	0	0	381
Hr Total	0	0	0	0	0	0	0	641	0	0	864	0	0	0	0	0	1505
17:00	0	0	0	0	0	0	0	171	0	0	249	0	0	0	0	0	420
17:15	0	0	0	0	0	0	0	147	0	0	253	0	0	0	0	0	400
17:30	0	0	0	0	0	0	0	144	0	0	247	0	0	0	0	0	391
17:45	0	0	0	0	0	0	0	157	0	0	259	0	0	0	0	0	416
Hr Total	0	0	0	0	0	0	0	619	0	0	1008	0	0	0	0	0	1627
*TOTAL*	0	0	0	0	0	0	0	2332	0	0	3166	0	0	0	0	0	5498



TYLER STREET & E YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: KAYLA BARNETT  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : TYL\_EYOU  
 Page : 2

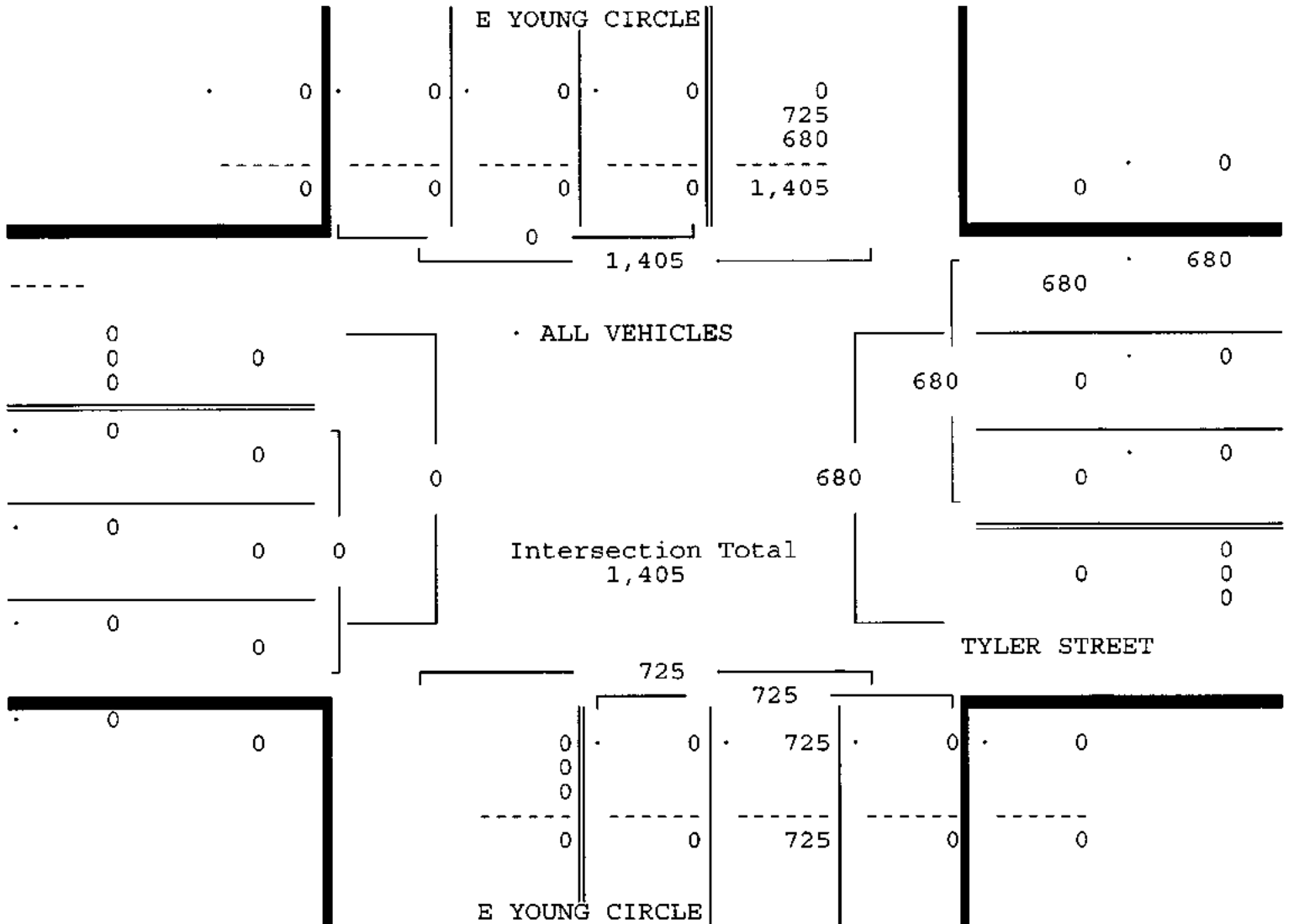
ALL VEHICLES

E YOUNG CIRCLE From North				TYLER STREET From East				E YOUNG CIRCLE From South				From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/23/17

Peak start 07:45	07:45								07:45							
Volume	0	0	0	0	0	0	0	680	0	0	0	725	0	0	0	0
Percent	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%
Pk total	0				680				725				0			
Highest	07:00				08:00				08:15				07:00			
Volume	0	0	0	0	0	0	0	209	0	0	0	203	0	0	0	0
Hi total	0				209				203				0			
PHF	.0				.81				.89				.0			



TYLER STREET & E YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: KAYLA BARNETT  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : TYL\_EYOU  
 Page : 3

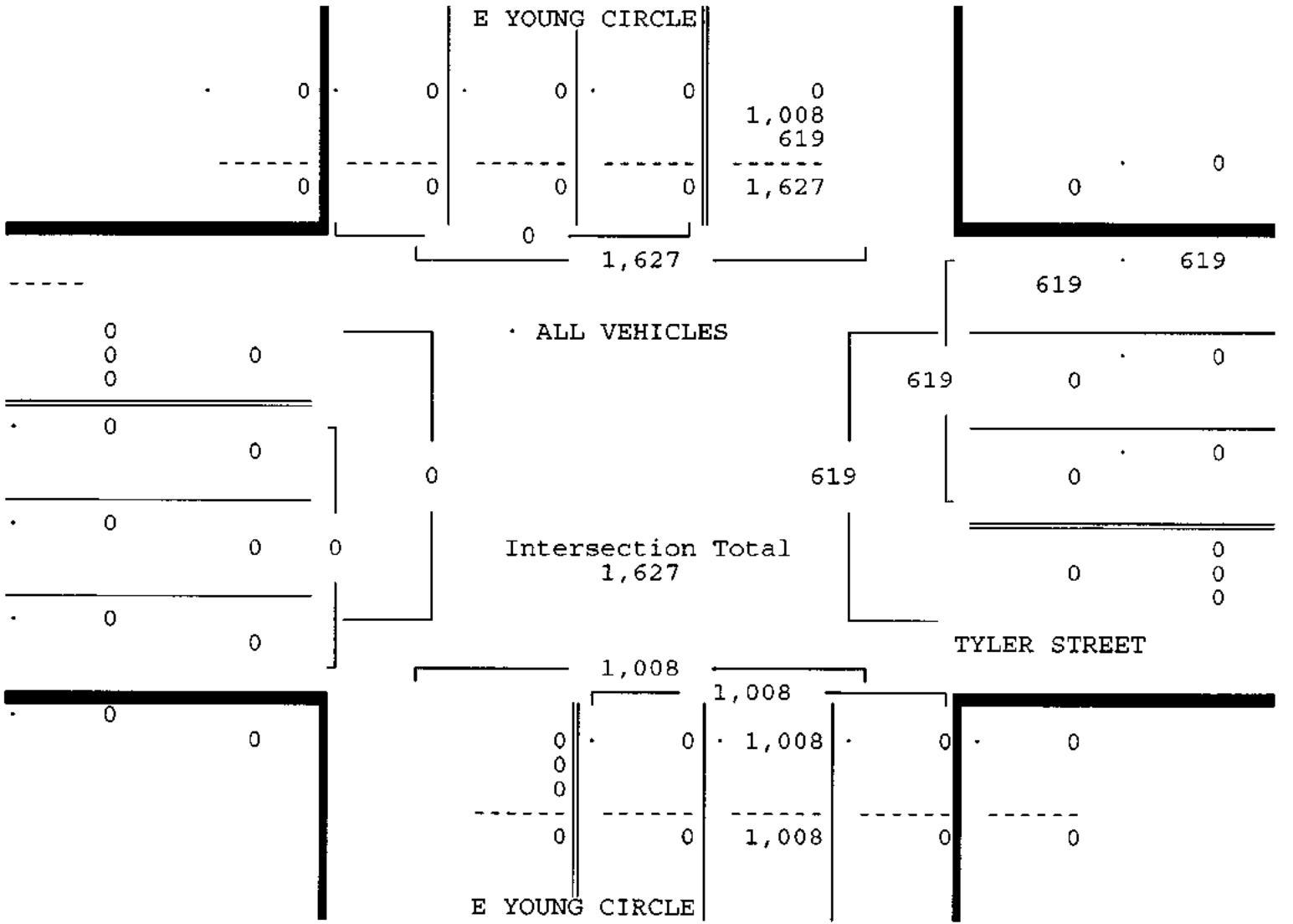
ALL VEHICLES

E YOUNG CIRCLE From North				TYLER STREET From East				E YOUNG CIRCLE From South				From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/23/17

Peak start 17:00				17:00				17:00				17:00			
Volume	0	0	0	0	0	0	619	0	0	1008	0	0	0	0	0
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%
Pk total	0			619			1008			0			0		
Highest	07:00			17:00			17:45			07:00					
Volume	0	0	0	0	0	0	171	0	0	259	0	0	0	0	0
Hi total	0			171			259			0			0		
PHF	.0			.90			.97			.0			.0		



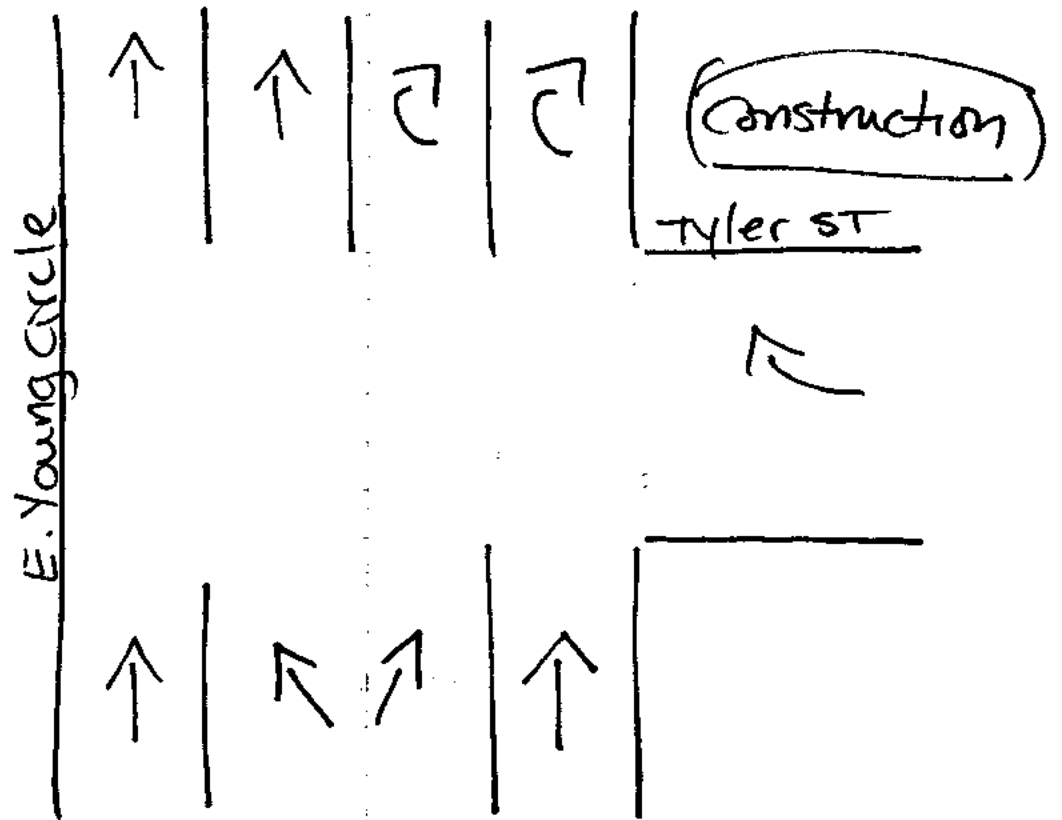
TYLER STREET & E YOUNG CIRCLE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: KAYLA BARNETT  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : TYL\_EYOU  
 Page : 1

PEDESTRIANS & BIKES

Date	E YOUNG CIRCLE From North				TYLER STREET From East				E YOUNG CIRCLE From South				From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
03/23/17	-----																
07:00	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	11
07:15	0	0	0	0	0	0	0	2	0	0	0	6	0	0	0	0	8
07:30	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11
07:45	0	0	0	0	0	0	0	1	0	2	0	9	0	0	0	0	12
Hr Total	0	0	0	0	0	0	0	3	0	5	0	34	0	0	0	0	42
08:00	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	0	9
08:15	0	0	0	0	0	0	0	1	0	6	0	6	0	0	0	0	13
08:30	0	0	0	0	0	0	0	2	0	3	0	5	0	0	0	0	10
08:45	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	6
Hr Total	0	0	0	0	0	0	0	4	0	12	0	22	0	0	0	0	38
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
16:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
16:30	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0	0	16
16:45	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6
Hr Total	0	0	0	0	0	0	0	1	0	1	0	40	0	0	0	0	42
17:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	2	0	12	0	0	0	0	14
-----																	
*TOTAL*	0	0	0	0	0	0	0	8	0	20	0	108	0	0	0	0	136



Hollywood, Florida

March 23, 2017

drawn by: Luis Palomino  
 signalized

TRAFFIC SURVEY SPECIALISTS, INC.

VAN BUREN STREET & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: RALPH MARTINEZ  
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : VANB\_US1  
 Page : 1

ALL VEHICLES

Date	US 1 From North				VAN BUREN STREET From East				US 1 From South				VAN BUREN STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07:00	0	12	107	0	0	2	5	4	0	9	127	3	0	2	9	4	284
07:15	0	16	163	2	0	2	4	2	0	8	144	2	0	6	5	6	360
07:30	0	19	183	1	0	5	3	3	0	22	174	1	0	6	8	6	431
07:45	0	12	205	1	0	0	1	1	1	21	157	2	0	14	21	5	441
<b>Hr Total</b>	<b>0</b>	<b>59</b>	<b>658</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>60</b>	<b>602</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>43</b>	<b>21</b>	<b>1516</b>
08:00	0	9	227	5	0	3	7	3	0	30	233	4	0	11	37	6	575
08:15	0	15	221	4	0	7	11	4	0	32	178	4	0	7	7	2	492
08:30	1	7	226	5	0	8	6	3	0	23	176	4	0	6	13	0	478
08:45	0	9	186	4	0	4	7	8	0	16	180	9	0	3	3	4	433
<b>Hr Total</b>	<b>1</b>	<b>40</b>	<b>860</b>	<b>18</b>	<b>0</b>	<b>22</b>	<b>31</b>	<b>18</b>	<b>0</b>	<b>101</b>	<b>767</b>	<b>21</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>12</b>	<b>1978</b>
----- * BREAK * -----																	
16:00	0	19	178	6	0	9	17	2	0	11	176	1	0	3	10	15	447
16:15	0	11	188	7	0	17	8	5	0	15	217	6	0	9	16	9	508
16:30	0	12	174	4	0	3	14	3	0	15	205	4	0	9	12	9	464
16:45	2	11	203	4	0	8	12	3	0	13	220	4	0	9	9	7	505
<b>Hr Total</b>	<b>2</b>	<b>53</b>	<b>743</b>	<b>21</b>	<b>0</b>	<b>37</b>	<b>51</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>818</b>	<b>15</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>40</b>	<b>1924</b>
17:00	0	13	204	7	0	13	11	3	0	12	234	3	0	9	16	14	539
17:15	0	11	184	5	0	5	17	5	0	11	220	14	0	9	16	10	507
17:30	0	18	161	7	0	8	24	4	0	21	271	6	0	13	21	13	567
17:45	0	13	211	3	0	10	16	3	0	17	268	7	0	5	13	17	583
<b>Hr Total</b>	<b>0</b>	<b>55</b>	<b>760</b>	<b>22</b>	<b>0</b>	<b>36</b>	<b>68</b>	<b>15</b>	<b>0</b>	<b>61</b>	<b>993</b>	<b>30</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>54</b>	<b>2196</b>
<b>*TOTAL*</b>	<b>3</b>	<b>207</b>	<b>3021</b>	<b>65</b>	<b>0</b>	<b>104</b>	<b>163</b>	<b>56</b>	<b>1</b>	<b>276</b>	<b>3180</b>	<b>74</b>	<b>0</b>	<b>121</b>	<b>216</b>	<b>127</b>	<b>7614</b>

VAN BUREN STREET & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: RALPH MARTINEZ  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : VANB\_US1  
 Page : 2

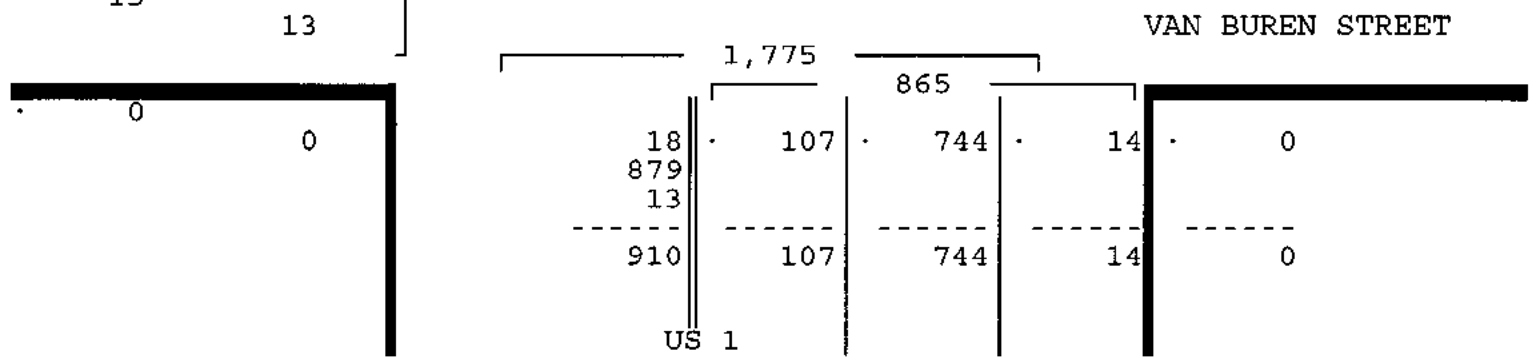
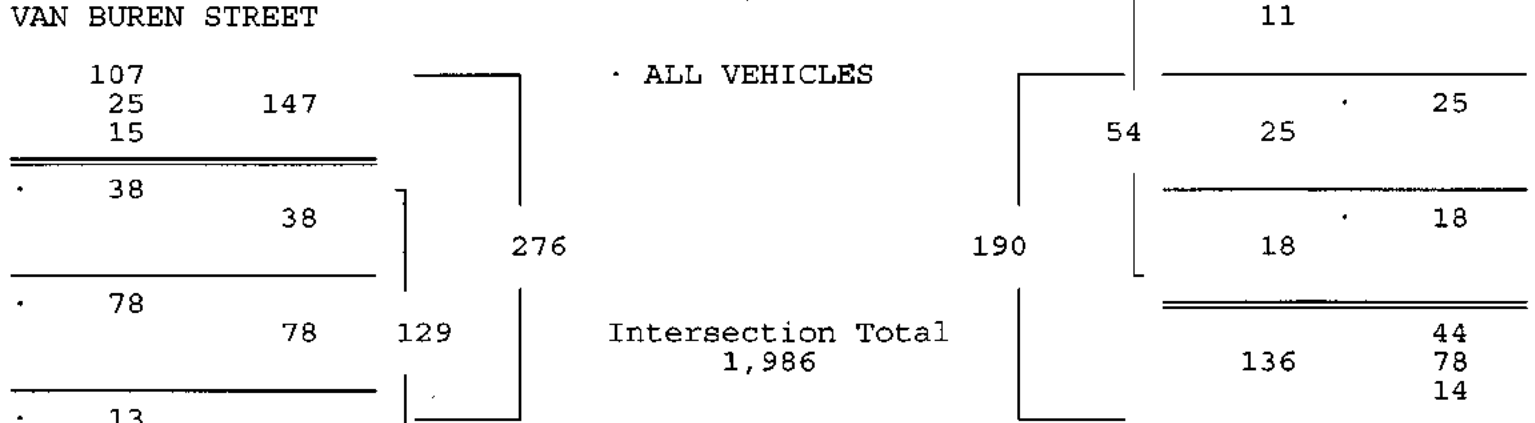
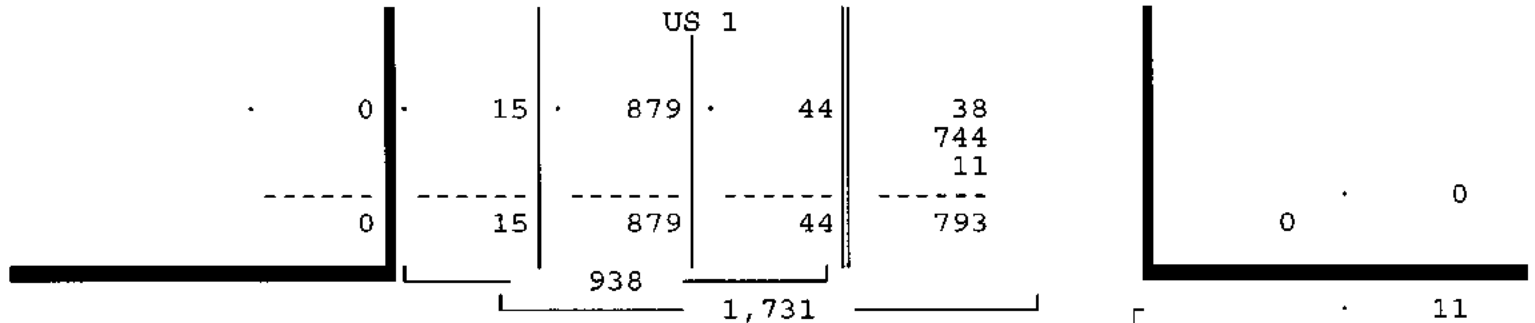
ALL VEHICLES

US 1 From North				VAN BUREN STREET From East				US 1 From South				VAN BUREN STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/23/17

Peak start 07:45				07:45				07:45				07:45				
Volume	1	43	879	15	0	18	25	11	1	106	744	14	0	38	78	13
Percent	0%	5%	94%	2%	0%	33%	46%	20%	0%	12%	86%	2%	0%	29%	60%	10%
Pk total	938				54				865				129			
Highest	08:00				08:15				08:00				08:00			
Volume	0	9	227	5	0	7	11	4	0	30	233	4	0	11	37	6
Hi total	241				22				267				54			
PHF	.97				.61				.81				.60			



TRAFFIC SURVEY SPECIALISTS, INC.

VAN BUREN STREET & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: RALPH MARTINEZ  
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : VANB\_US1  
 Page : 3

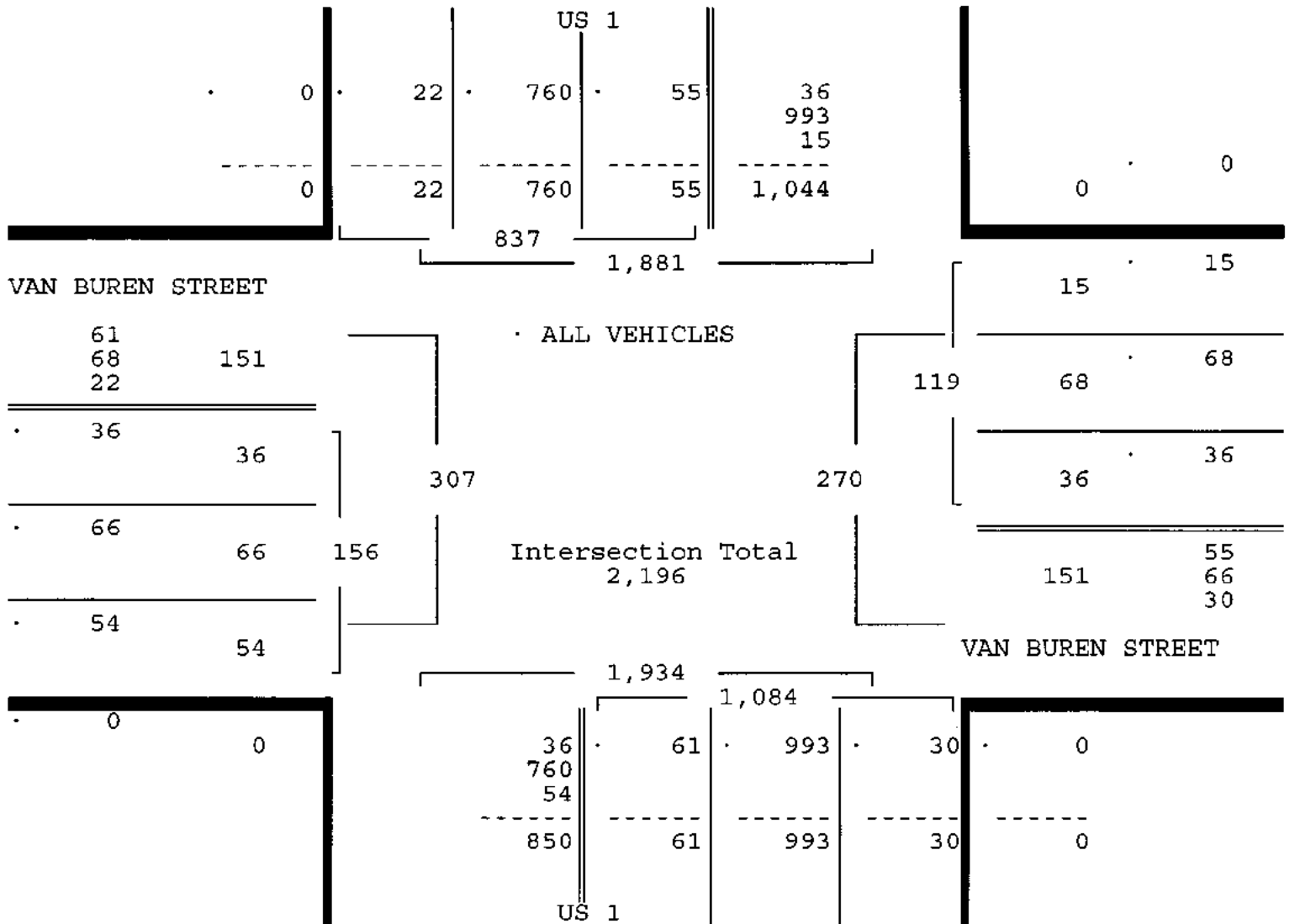
ALL VEHICLES

US 1 From North				VAN BUREN STREET From East				US 1 From South				VAN BUREN STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/23/17

Peak start 17:00				17:00				17:00				17:00				
Volume	0	55	760	22	0	36	68	15	0	61	993	30	0	36	66	54
Percent	0%	7%	91%	3%	0%	30%	57%	13%	0%	6%	92%	3%	0%	23%	42%	35%
Pk total	837				119				1084				156			
Highest	17:45				17:30				17:30				17:30			
Volume	0	13	211	3	0	8	24	4	0	21	271	6	0	13	21	13
Hi total	227				36				298				47			
PHF	.92				.83				.91				.83			



TRAFFIC SURVEY SPECIALISTS, INC.

VAN BUREN STREET & US 1  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: RALPH MARTINEZ  
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

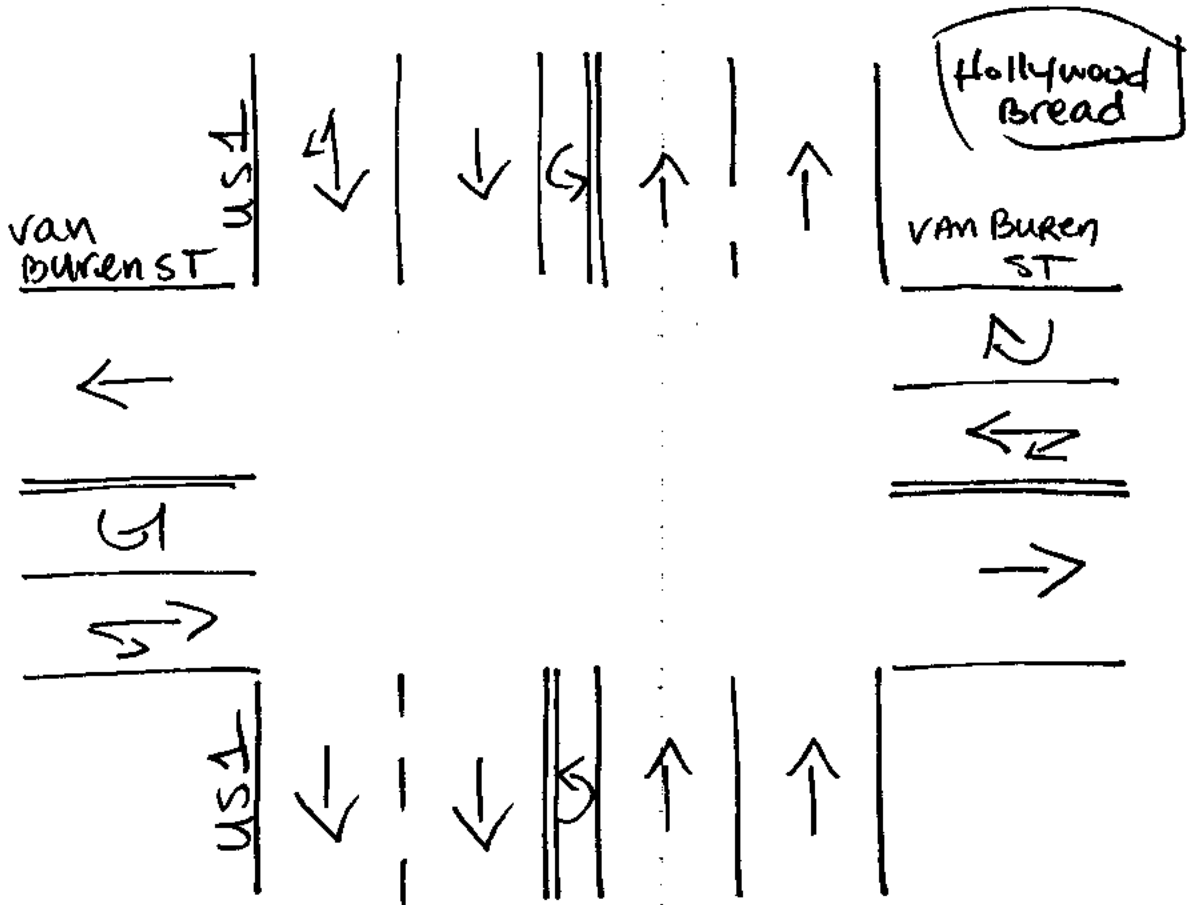
Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : VANB\_US1  
 Page : 1

PEDESTRIANS & BIKES

Date 03/23/17	US 1 From North				VAN BUREN STREET From East				US 1 From South				VAN BUREN STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
07:00	0	0	0	1	0	3	0	2	0	1	0	2	0	0	0	3	12
07:15	0	0	0	6	0	0	0	1	0	1	0	0	0	0	0	4	12
07:30	0	0	0	12	0	1	0	6	0	0	0	0	0	1	0	10	30
07:45	0	0	0	9	0	3	0	11	0	0	0	0	0	3	0	3	29
Hr Total	0	0	0	28	0	7	0	20	0	2	0	2	0	4	0	20	83
08:00	0	0	0	23	0	1	0	5	0	0	0	2	0	0	0	4	35
08:15	0	0	0	2	0	3	0	7	0	1	0	0	0	1	0	2	16
08:30	0	0	0	6	0	0	0	4	0	0	0	2	0	1	0	0	13
08:45	0	1	0	2	0	3	0	1	0	0	0	0	0	0	0	6	13
Hr Total	0	1	0	33	0	7	0	17	0	1	0	4	0	2	0	12	77
* BREAK *																	
16:00	0	1	0	8	0	0	0	1	0	0	0	1	0	3	0	8	22
16:15	0	0	0	1	0	3	0	1	0	1	0	0	0	3	0	5	14
16:30	0	0	0	4	0	2	0	6	0	1	0	0	0	1	0	2	16
16:45	0	0	0	1	0	2	0	1	0	0	0	2	0	1	0	1	8
Hr Total	0	1	0	14	0	7	0	9	0	2	0	3	0	8	0	16	60
17:00	0	1	0	0	0	1	0	2	0	1	0	0	0	2	0	4	11
17:15	0	1	0	5	0	2	0	5	0	2	0	2	0	0	0	6	23
17:30	0	0	0	0	0	1	0	4	0	1	0	3	0	2	0	7	18
17:45	0	0	0	1	0	4	0	7	0	0	0	4	0	3	0	3	22
Hr Total	0	2	0	6	0	8	0	18	0	4	0	9	0	7	0	20	74
*TOTAL*	0	4	0	81	0	29	0	64	0	9	0	18	0	21	0	68	294



North



Hollywood, Florida

March 23, 2017

drawn by: Luis Palomino  
signalized

TRAFFIC SURVEY SPECIALISTS, INC.

HARRISON STREET & S 17TH AVENUE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : HARR17AV  
 Page : 1

ALL VEHICLES

Date	S 17TH AVENUE From North				HARRISON STREET From East				S 17TH AVENUE From South				HARRISON STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
03/23/17																	
07:00	0	0	0	0	0	0	0	41	0	0	6	4	0	50	6	1	108
07:15	0	0	0	0	0	0	0	42	0	0	10	2	0	57	14	0	125
07:30	0	0	0	0	0	0	0	67	0	0	16	6	0	61	29	0	179
07:45	0	0	0	0	0	0	0	67	0	0	73	12	0	75	83	0	310
Hr Total	0	0	0	0	0	0	0	217	0	0	105	24	0	243	132	1	722
08:00	0	0	0	0	0	0	0	79	0	0	89	21	0	115	88	0	392
08:15	0	0	0	0	0	0	0	61	0	0	70	31	0	92	46	8	308
08:30	0	0	0	0	0	0	0	38	0	0	25	2	0	93	26	12	196
08:45	0	0	0	0	0	0	0	59	0	0	14	1	0	98	14	10	196
Hr Total	0	0	0	0	0	0	0	237	0	0	198	55	0	398	174	30	1092
* BREAK *																	
16:00	0	0	0	0	0	0	0	44	0	0	58	4	0	75	14	24	219
16:15	0	0	0	0	0	0	0	39	0	0	45	6	0	74	19	16	199
16:30	0	0	0	0	0	0	0	45	0	0	40	1	0	88	21	21	216
16:45	0	0	0	0	0	0	0	35	0	0	26	7	0	78	18	19	183
Hr Total	0	0	0	0	0	0	0	163	0	0	169	18	0	315	72	80	817
17:00	0	0	0	0	0	0	0	48	0	0	40	2	0	93	21	24	228
17:15	0	0	0	0	0	0	0	56	0	0	38	5	0	94	23	21	237
17:30	0	0	0	0	0	0	0	38	0	0	44	5	0	91	17	28	223
17:45	0	0	0	0	0	0	0	43	0	0	30	3	0	98	13	24	211
Hr Total	0	0	0	0	0	0	0	185	0	0	152	15	0	376	74	97	899
*TOTAL*	0	0	0	0	0	0	0	802	0	0	624	112	0	1332	452	208	3530

HARRISON STREET & S 17TH AVENUE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : HARR17AV  
 Page : 2

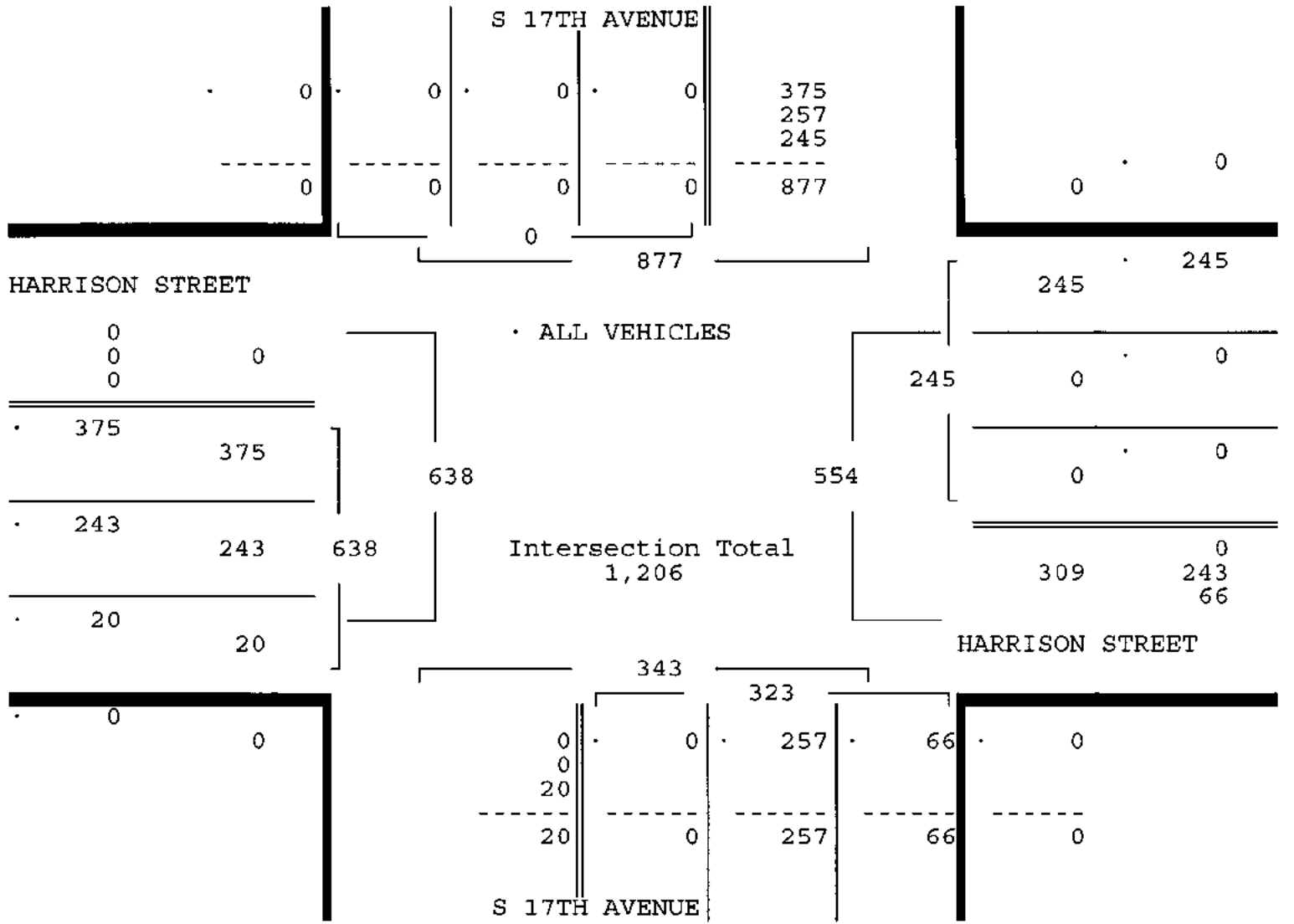
ALL VEHICLES

S 17TH AVENUE From North				HARRISON STREET From East				S 17TH AVENUE From South				HARRISON STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/23/17

Peak start 07:45				07:45				07:45				07:45			
Volume	0	0	0	0	0	0	245	0	0	257	66	0	375	243	20
Percent	0%	0%	0%	0%	0%	0%	100%	0%	0%	80%	20%	0%	59%	38%	3%
Pk total	0			245				323				638			
Highest	07:00			08:00				08:00				08:00			
Volume	0	0	0	0	0	0	79	0	0	89	21	0	115	88	0
Hi total	0			79				110				203			
PHF	.0			.78				.73				.79			



HARRISON STREET & S 17TH AVENUE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : HARR17AV  
 Page : 3

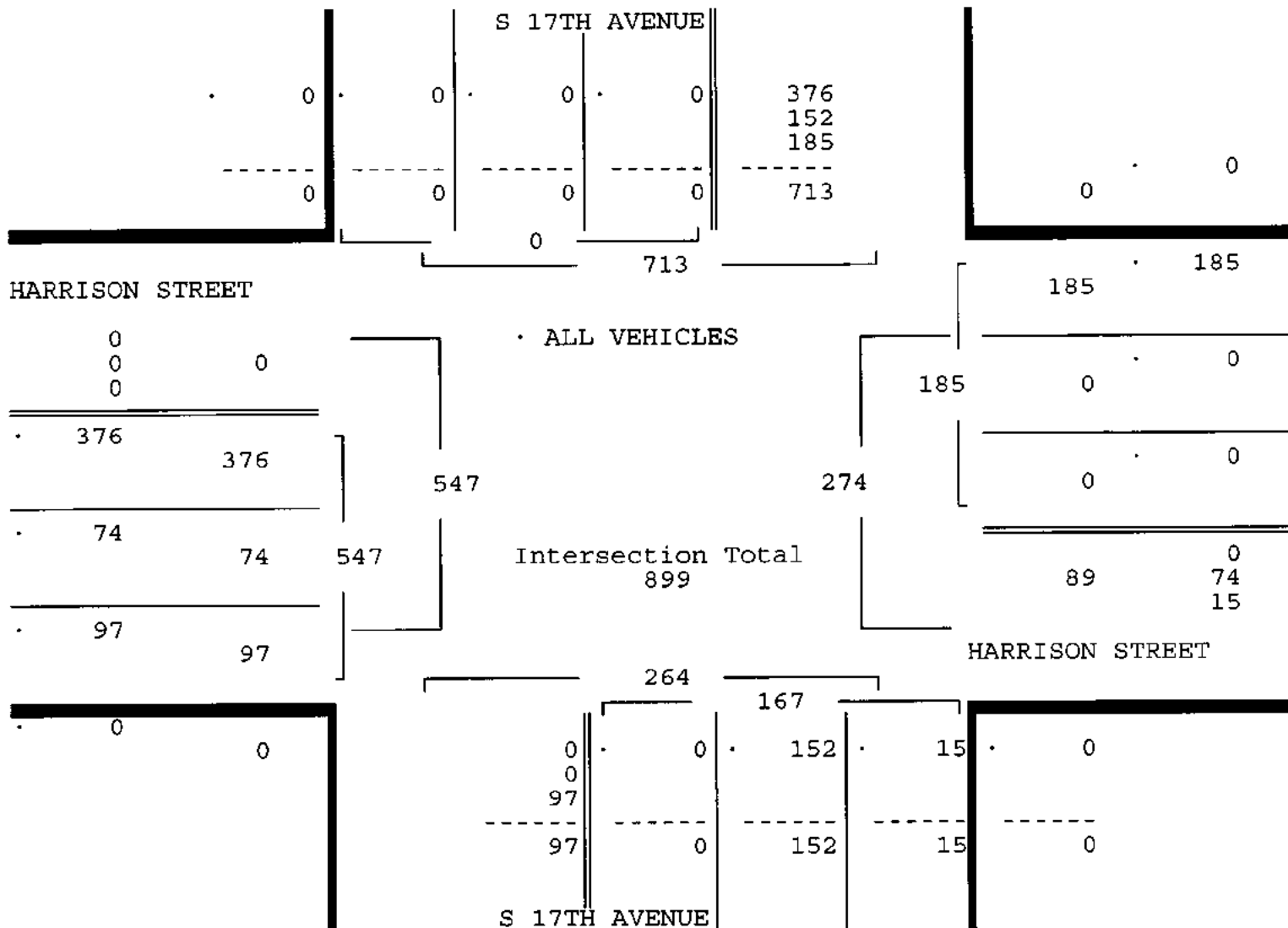
ALL VEHICLES

S 17TH AVENUE From North				HARRISON STREET From East				S 17TH AVENUE From South				HARRISON STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/23/17

Peak start 17:00	17:00				17:00				17:00							
Volume	0	0	0	0	0	0	0	185	0	0	152	15	0	376	74	97
Percent	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	91%	9%	0%	69%	14%	18%
Pk total	0				185				167				547			
Highest	07:00				17:15				17:30				17:00			
Volume	0	0	0	0	0	0	0	56	0	0	44	5	0	93	21	24
Hi total	0				56				49				138			
BHF	.0				.83				.85				.99			



TRAFFIC SURVEY SPECIALISTS, INC.

HARRISON STREET & S 17TH AVENUE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
 NOT SIGNALIZED

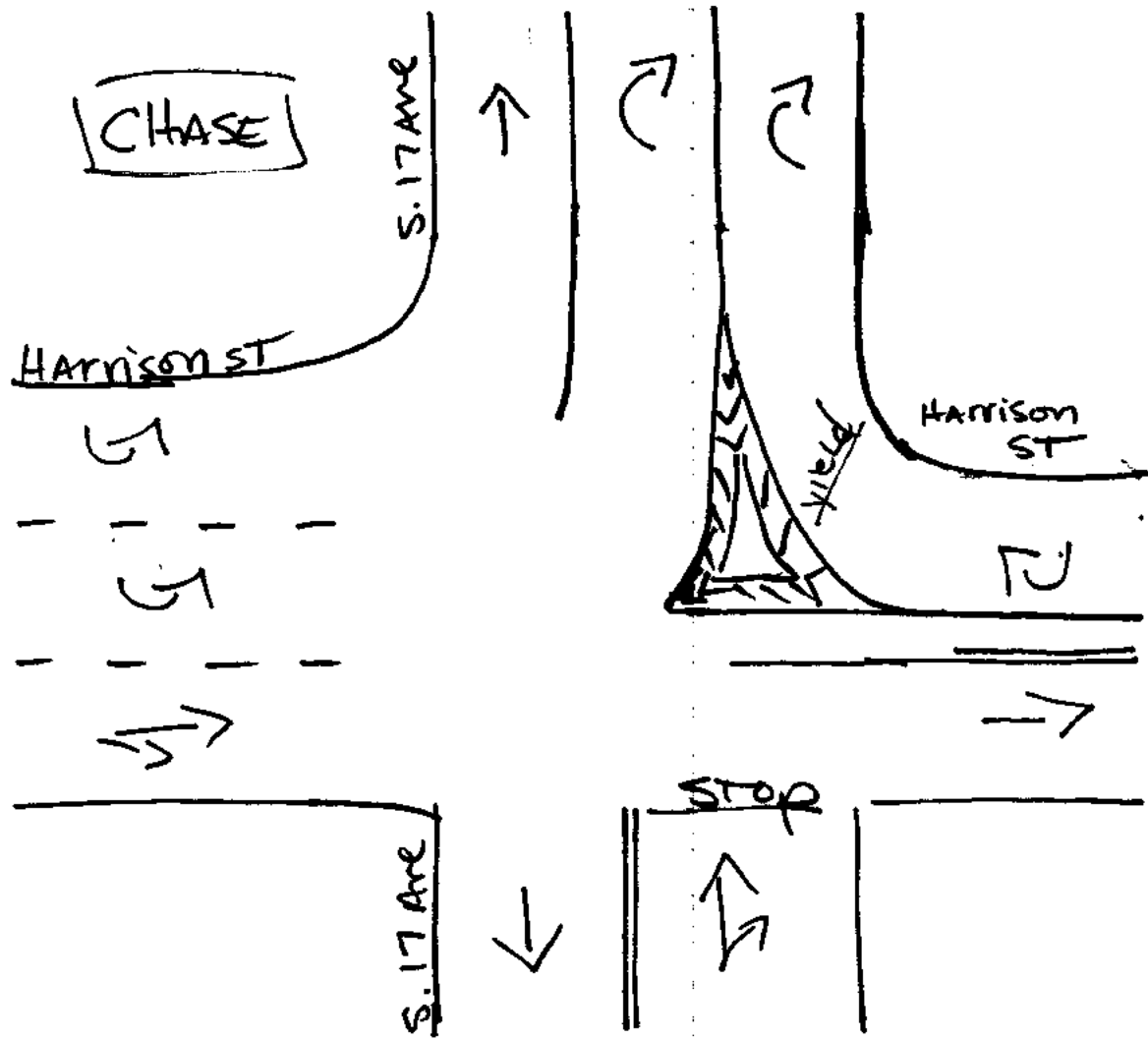
85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/23/17  
 File I.D. : HARR17AV  
 Page : 1

PEDESTRIANS & BIKES

Date	S 17TH AVENUE From North				HARRISON STREET From East				S 17TH AVENUE From South				HARRISON STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	10	12
07:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	31	35
07:45	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	163	190
Hr Total	0	0	0	0	0	0	0	30	0	2	0	2	0	0	0	204	238
08:00	0	0	0	0	0	0	0	38	0	0	0	2	0	0	0	202	242
08:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	51	55
08:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	6	8
08:45	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	6	12
Hr Total	0	0	0	0	0	0	0	42	0	1	0	9	0	0	0	265	317
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	5	8
16:15	0	0	0	0	0	3	0	1	0	2	0	3	0	1	0	14	24
16:30	0	0	0	0	0	2	0	1	0	1	0	7	0	0	0	5	16
16:45	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3
Hr Total	0	0	0	0	0	7	0	2	0	4	0	13	0	1	0	24	51
17:00	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	6
17:15	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	7
17:30	0	0	0	0	0	1	0	3	0	0	0	2	0	0	0	0	6
17:45	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	5
Hr Total	0	0	0	0	0	1	0	10	0	1	0	11	0	0	0	1	24
*TOTAL*	0	0	0	0	0	8	0	84	0	8	0	35	0	1	0	494	630

↑  
North



Hollywood, Florida  
March 23, 2017  
drawn by: Luis Palomero  
NOT signalized

VAN BUREN STREET & S 17TH AVENUE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: KAYLA BURNETT  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : VANB17AV  
 Page : 1

ALL VEHICLES

Date	S 17TH AVENUE From North				VAN BUREN STREET From East				S 17TH AVENUE From South				VAN BUREN STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07:00	0	0	0	0	0	2	5	0	0	1	0	2	0	0	0	8	18
07:15	0	0	1	0	0	0	11	0	0	3	0	2	0	0	8	21	46
07:30	0	0	0	0	0	4	31	0	0	6	0	1	0	0	6	20	68
07:45	0	0	0	0	0	5	104	0	0	0	0	8	0	0	6	32	155
Hr Total	0	0	1	0	0	11	151	0	0	10	0	13	0	0	20	81	287
08:00	0	0	0	0	0	1	134	0	0	0	0	19	0	0	4	28	186
08:15	0	1	5	2	0	2	40	1	0	4	10	4	1	2	6	8	86
08:30	0	0	10	9	0	0	14	0	0	3	17	1	0	1	6	2	63
08:45	0	1	10	4	0	0	11	2	0	4	8	1	0	7	5	3	56
Hr Total	0	2	25	15	0	3	199	3	0	11	35	25	1	10	21	41	391
* BREAK *																	
16:00	0	1	15	9	0	1	10	3	0	5	12	0	0	7	8	9	80
16:15	0	1	12	17	0	0	26	4	0	8	13	1	0	9	14	10	115
16:30	0	2	21	15	0	0	16	5	0	5	19	3	0	7	11	7	111
16:45	1	0	15	12	0	0	12	2	0	4	22	0	0	7	12	6	93
Hr Total	1	4	63	53	0	1	64	14	0	22	66	4	0	30	45	32	399
17:00	0	0	17	12	0	1	13	7	0	2	30	1	0	11	11	5	110
17:15	0	2	19	16	0	0	17	3	0	6	20	1	0	6	9	12	111
17:30	0	0	21	12	0	1	17	5	0	6	28	1	0	14	10	10	125
17:45	0	2	19	8	0	2	18	4	0	5	18	3	0	11	9	4	103
Hr Total	0	4	76	48	0	4	65	19	0	19	96	6	0	42	39	31	449
*TOTAL*	1	10	165	116	0	19	479	36	0	62	197	48	1	82	125	185	1526

VAN BUREN STREET & S 17TH AVENUE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: KAYLA BURNETT  
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : VANB17AV  
 Page : 2

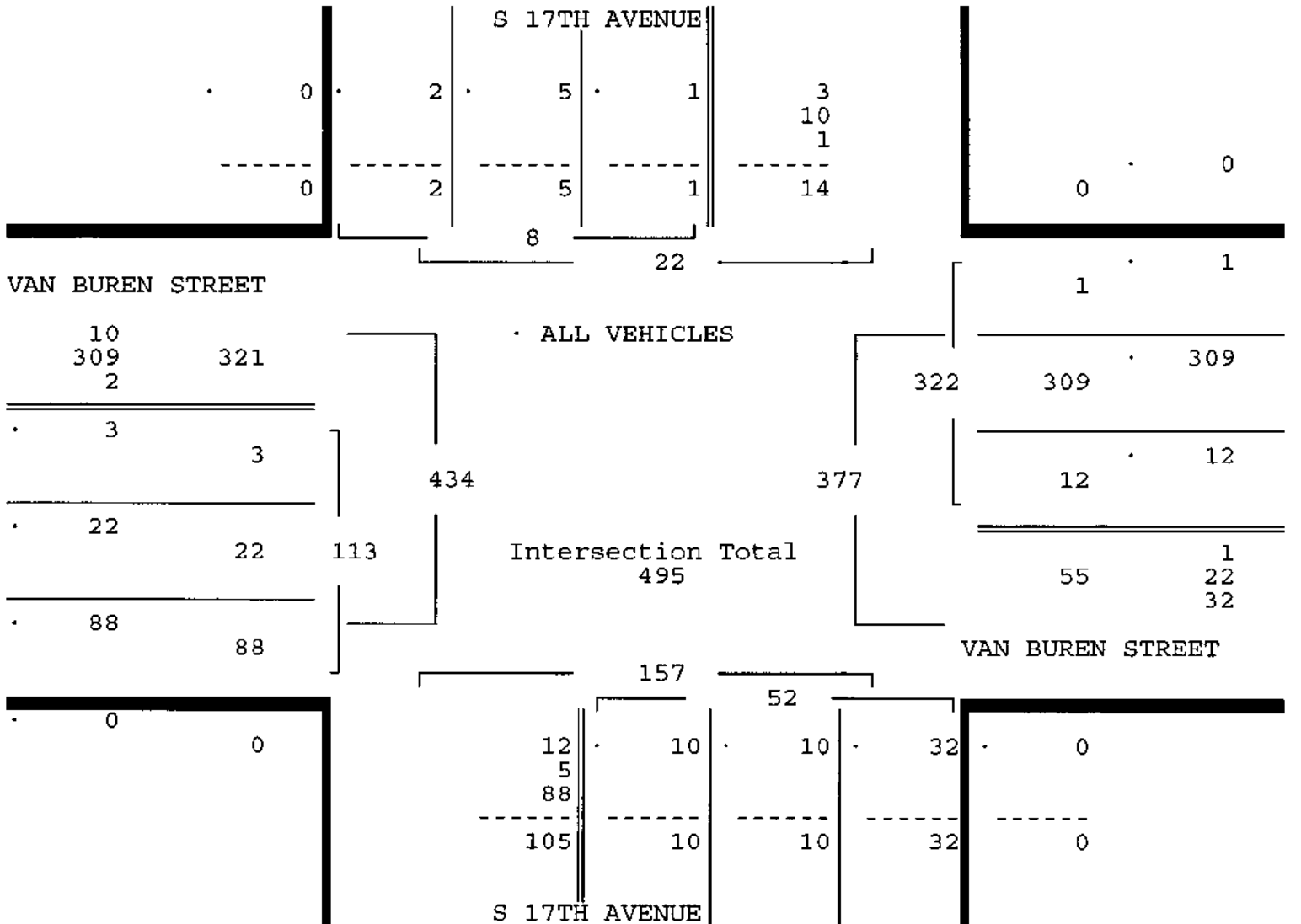
ALL VEHICLES

S 17TH AVENUE From North				VAN BUREN STREET From East				S 17TH AVENUE From South				VAN BUREN STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

Peak start 07:30				07:30				07:30				07:30				
Volume	0	1	5	2	0	12	309	1	0	10	10	32	1	2	22	88
Percent	0%	12%	62%	25%	0%	4%	96%	0%	0%	19%	19%	62%	1%	2%	19%	78%
Pk total	8				322				52				113			
Highest	08:15				08:00				08:00				07:45			
Volume	0	1	5	2	0	1	134	0	0	0	0	19	0	0	6	32
Hi total	8				135				19				38			
PHF	.25				.60				.68				.74			





TRAFFIC SURVEY SPECIALISTS, INC.

VAN BUREN STREET & S 17TH AVENUE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: KAYLA BURNETT  
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : VANB17AV  
 Page : 3

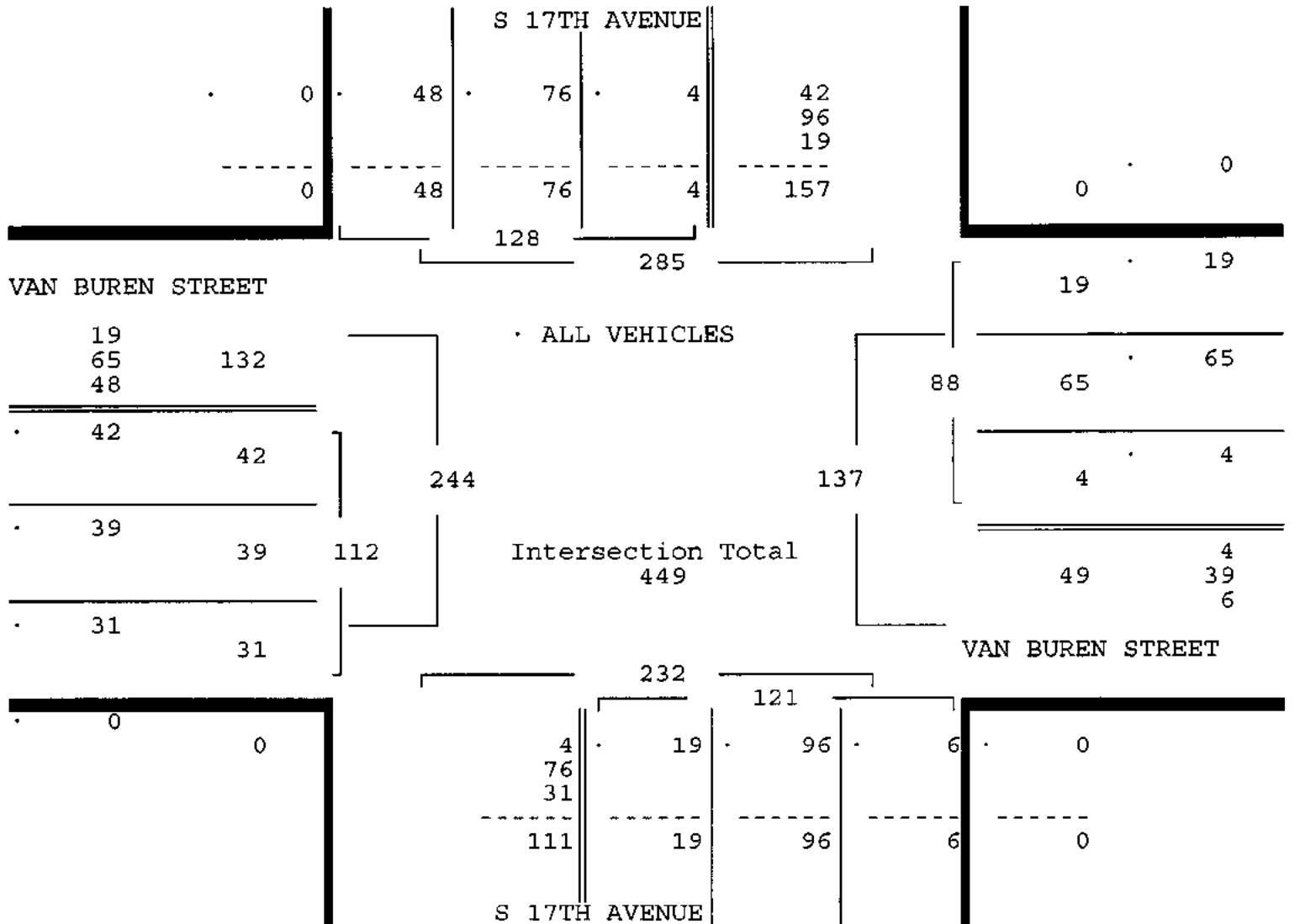
ALL VEHICLES

S 17TH AVENUE From North				VAN BUREN STREET From East				S 17TH AVENUE From South				VAN BUREN STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

Peak start 17:00	17:00				17:00				17:00							
Volume	0	4	76	48	0	4	65	19	0	19	96	6	0	42	39	31
Percent	0%	3%	59%	38%	0%	5%	74%	22%	0%	16%	79%	5%	0%	38%	35%	28%
Pk total	128				88				121							
Highest	17:15				17:45				17:30							
Volume	0	2	19	16	0	2	18	4	0	6	28	1	0	14	10	10
Hi total	37				24				35							
PHF	.86				.92				.86							



VAN BUREN STREET & S 17TH AVENUE  
 HOLLYWOOD, FLORIDA  
 COUNTED BY: KAYLA BURNETT  
 NOT SIGNALIZED

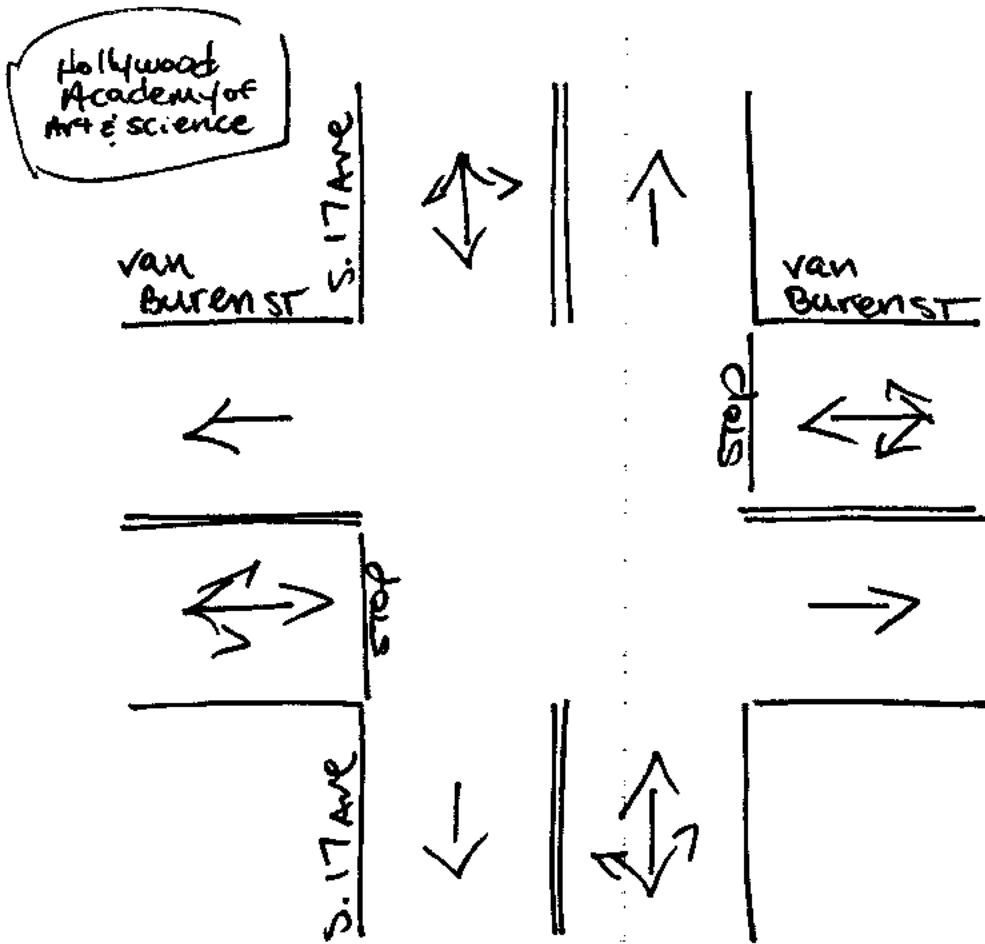
TRAFFIC SURVEY SPECIALISTS, INC.  
 85 SE 4TH AVENUE, UNIT 109  
 DELRAY BEACH, FLORIDA  
 PHONE (561)272-3255

Site Code : 00170062  
 Start Date: 03/22/17  
 File I.D. : VANB17AV  
 Page : 1

PEDESTRIANS & BIKES

Date	S 17TH AVENUE From North				VAN BUREN STREET From East				S 17TH AVENUE From South				VAN BUREN STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
03/22/17																	
07:00	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	2	9
07:15	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	15	22
07:30	0	0	0	1	0	0	0	15	0	0	0	2	0	0	0	37	55
07:45	0	0	0	4	0	0	0	25	0	0	0	0	0	1	0	103	133
Hr Total	0	0	0	13	0	0	0	45	0	0	0	3	0	1	0	157	219
08:00	0	1	0	6	0	1	0	55	0	0	0	0	0	0	0	134	197
08:15	0	0	0	46	0	0	0	13	0	0	0	36	0	0	0	62	157
08:30	0	0	0	40	0	0	0	0	0	0	0	20	0	0	0	24	84
08:45	0	0	0	3	0	0	0	3	0	2	0	1	0	1	0	2	12
Hr Total	0	1	0	95	0	1	0	71	0	2	0	57	0	1	0	222	450
* BREAK *																	
16:00	0	1	0	1	0	0	0	2	0	0	0	0	0	2	0	19	25
16:15	0	0	0	9	0	0	0	2	0	0	0	0	0	1	0	14	26
16:30	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	9	13
16:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	9	12
Hr Total	0	1	0	12	0	3	0	5	0	0	0	0	0	4	0	51	76
17:00	0	0	0	0	0	0	0	3	0	1	0	0	0	1	0	14	19
17:15	0	0	0	2	0	2	0	5	0	0	0	1	0	1	0	8	19
17:30	0	1	0	0	0	2	0	1	0	0	0	3	0	0	0	17	24
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	9	11
Hr Total	0	1	0	2	0	4	0	9	0	1	0	6	0	2	0	48	73
*TOTAL*	0	3	0	122	0	8	0	130	0	3	0	66	0	8	0	478	818

North



Hollywood, Florida

March 22, 2017

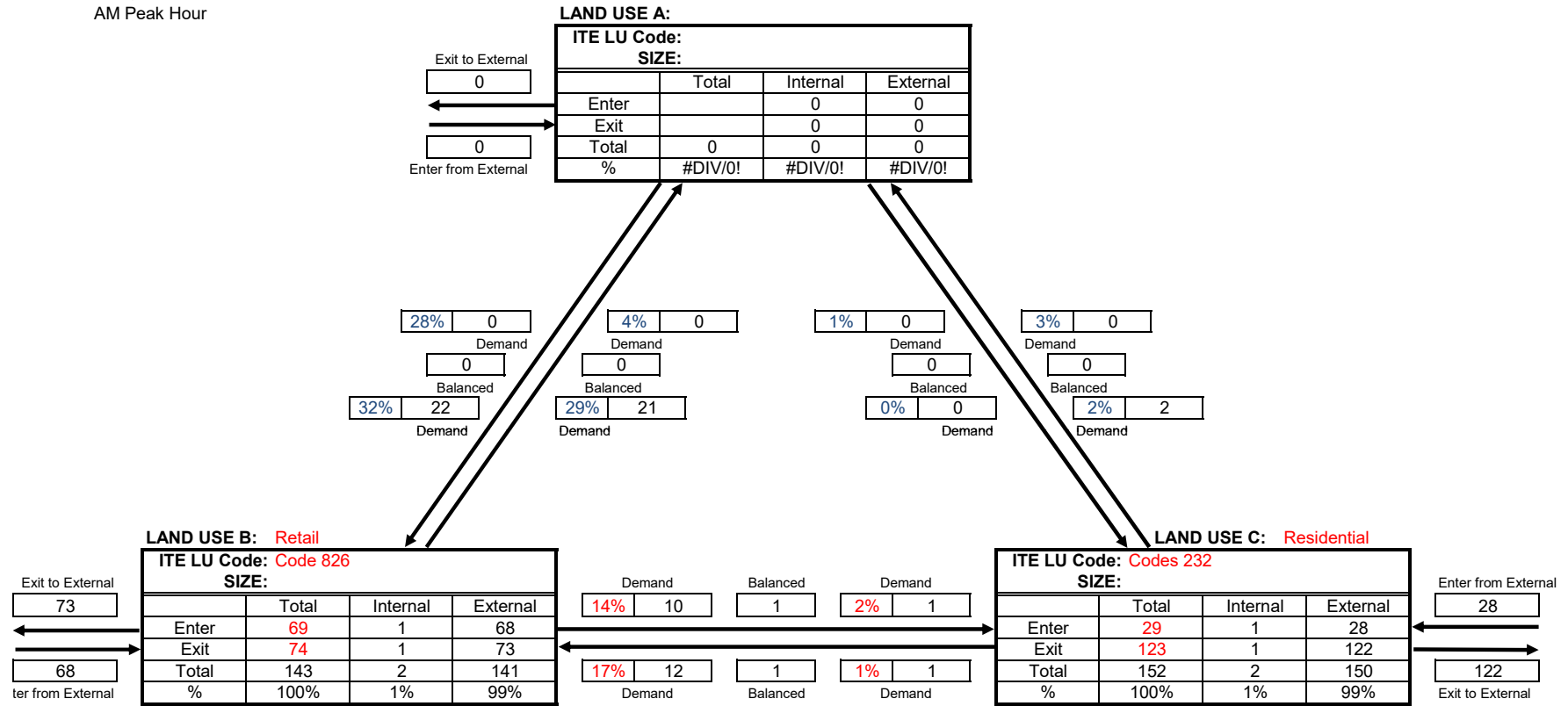
drawn by: Luis Palomino

NOT signalized

**APPENDIX E**  
**Internalization Calculations**

**PROPOSED LAND USES  
Trip Generation  
and Internal Capture Summary**

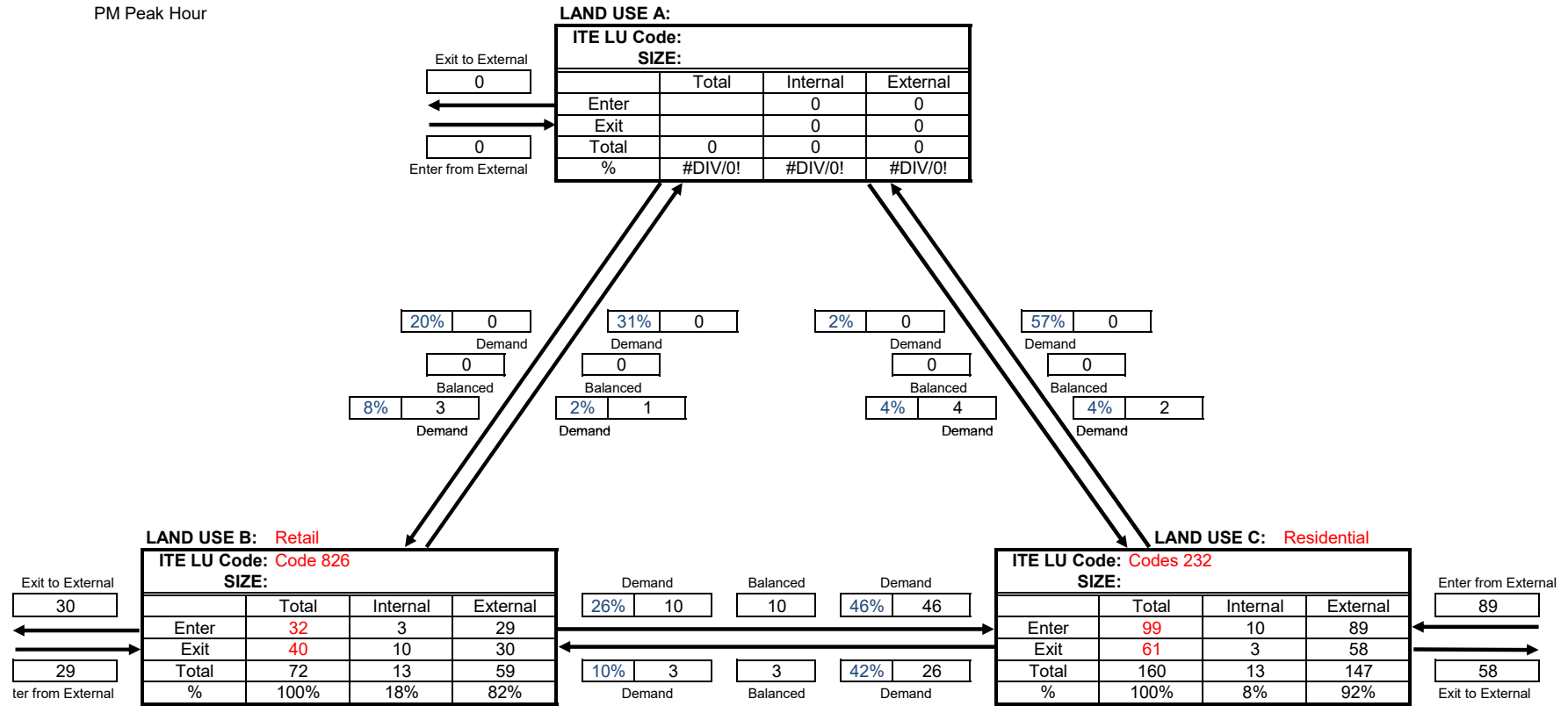
**Analyst:** Danielsen  
**Date:** 18-Apr-17  
AM Peak Hour



Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	0	68	28	96
Exit	0	73	122	195
Total	0	141	150	291
Single-Use Trip Gen. Est.	0	143	152	295
				INTERNAL CAPTURE
				1%

**PROPOSED LAND USES  
Trip Generation  
and Internal Capture Summary**

**Analyst:** Danielsen  
**Date:** 18-Apr-17  
PM Peak Hour



Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	0	29	89	118
Exit	0	30	58	88
Total	0	59	147	206
Single-Use Trip Gen. Est.	0	72	160	232
				INTERNAL CAPTURE
				11%

# **APPENDIX F**

## **Peak Season Conversion Factors**

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8600 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.91 PSCF
1	01/01/2015 - 01/03/2015	0.96	1.05
2	01/04/2015 - 01/10/2015	0.95	1.04
* 3	01/11/2015 - 01/17/2015	0.94	1.03
* 4	01/18/2015 - 01/24/2015	0.94	1.03
* 5	01/25/2015 - 01/31/2015	0.93	1.02
* 6	02/01/2015 - 02/07/2015	0.93	1.02
* 7	02/08/2015 - 02/14/2015	0.92	1.01
* 8	02/15/2015 - 02/21/2015	0.91	1.00
* 9	02/22/2015 - 02/28/2015	0.89	0.98
*10	03/01/2015 - 03/07/2015	0.88	0.97
*11	03/08/2015 - 03/14/2015	0.87	0.96
*12	03/15/2015 - 03/21/2015	0.89	0.98
*13	03/22/2015 - 03/28/2015	0.90	0.99
*14	03/29/2015 - 04/04/2015	0.92	1.01
*15	04/05/2015 - 04/11/2015	0.94	1.03
16	04/12/2015 - 04/18/2015	0.95	1.04
17	04/19/2015 - 04/25/2015	0.97	1.07
18	04/26/2015 - 05/02/2015	0.98	1.08
19	05/03/2015 - 05/09/2015	1.00	1.10
20	05/10/2015 - 05/16/2015	1.01	1.11
21	05/17/2015 - 05/23/2015	1.03	1.13
22	05/24/2015 - 05/30/2015	1.05	1.15
23	05/31/2015 - 06/06/2015	1.07	1.18
24	06/07/2015 - 06/13/2015	1.09	1.20
25	06/14/2015 - 06/20/2015	1.08	1.19
26	06/21/2015 - 06/27/2015	1.08	1.19
27	06/28/2015 - 07/04/2015	1.07	1.18
28	07/05/2015 - 07/11/2015	1.06	1.16
29	07/12/2015 - 07/18/2015	1.07	1.18
30	07/19/2015 - 07/25/2015	1.07	1.18
31	07/26/2015 - 08/01/2015	1.08	1.19
32	08/02/2015 - 08/08/2015	1.09	1.20
33	08/09/2015 - 08/15/2015	1.09	1.20
34	08/16/2015 - 08/22/2015	1.10	1.21
35	08/23/2015 - 08/29/2015	1.12	1.23
36	08/30/2015 - 09/05/2015	1.13	1.24
37	09/06/2015 - 09/12/2015	1.14	1.25
38	09/13/2015 - 09/19/2015	1.12	1.23
39	09/20/2015 - 09/26/2015	1.11	1.22
40	09/27/2015 - 10/03/2015	1.09	1.20
41	10/04/2015 - 10/10/2015	1.08	1.19
42	10/11/2015 - 10/17/2015	1.07	1.18
43	10/18/2015 - 10/24/2015	1.06	1.16
44	10/25/2015 - 10/31/2015	1.04	1.14
45	11/01/2015 - 11/07/2015	1.03	1.13
46	11/08/2015 - 11/14/2015	1.02	1.12
47	11/15/2015 - 11/21/2015	1.01	1.11
48	11/22/2015 - 11/28/2015	0.99	1.09
49	11/29/2015 - 12/05/2015	0.98	1.08
50	12/06/2015 - 12/12/2015	0.96	1.05
51	12/13/2015 - 12/19/2015	0.96	1.05
52	12/20/2015 - 12/26/2015	0.95	1.04
53	12/27/2015 - 12/31/2015	0.94	1.03

\* PEAK SEASON

03-MAR-2016 11:19:08

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4\_8600\_PKSEASON.TXT



2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2015 - 01/03/2015	1.00	1.04
2	01/04/2015 - 01/10/2015	1.00	1.04
3	01/11/2015 - 01/17/2015	0.99	1.03
* 4	01/18/2015 - 01/24/2015	0.98	1.02
* 5	01/25/2015 - 01/31/2015	0.97	1.01
* 6	02/01/2015 - 02/07/2015	0.96	1.00
* 7	02/08/2015 - 02/14/2015	0.95	0.99
* 8	02/15/2015 - 02/21/2015	0.95	0.99
* 9	02/22/2015 - 02/28/2015	0.95	0.99
*10	03/01/2015 - 03/07/2015	0.95	0.99
*11	03/08/2015 - 03/14/2015	0.95	0.99
*12	03/15/2015 - 03/21/2015	0.96	1.00
*13	03/22/2015 - 03/28/2015	0.97	1.01
*14	03/29/2015 - 04/04/2015	0.97	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.03
17	04/19/2015 - 04/25/2015	0.99	1.03
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.00	1.04
20	05/10/2015 - 05/16/2015	1.01	1.05
21	05/17/2015 - 05/23/2015	1.01	1.05
22	05/24/2015 - 05/30/2015	1.02	1.06
23	05/31/2015 - 06/06/2015	1.02	1.06
24	06/07/2015 - 06/13/2015	1.03	1.07
25	06/14/2015 - 06/20/2015	1.03	1.07
26	06/21/2015 - 06/27/2015	1.04	1.08
27	06/28/2015 - 07/04/2015	1.05	1.09
28	07/05/2015 - 07/11/2015	1.05	1.09
29	07/12/2015 - 07/18/2015	1.05	1.09
30	07/19/2015 - 07/25/2015	1.05	1.09
31	07/26/2015 - 08/01/2015	1.04	1.08
32	08/02/2015 - 08/08/2015	1.04	1.08
33	08/09/2015 - 08/15/2015	1.04	1.08
34	08/16/2015 - 08/22/2015	1.04	1.08
35	08/23/2015 - 08/29/2015	1.04	1.08
36	08/30/2015 - 09/05/2015	1.04	1.08
37	09/06/2015 - 09/12/2015	1.04	1.08
38	09/13/2015 - 09/19/2015	1.03	1.07
39	09/20/2015 - 09/26/2015	1.03	1.07
40	09/27/2015 - 10/03/2015	1.02	1.06
41	10/04/2015 - 10/10/2015	1.02	1.06
42	10/11/2015 - 10/17/2015	1.01	1.05
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	1.01	1.05
45	11/01/2015 - 11/07/2015	1.01	1.05
46	11/08/2015 - 11/14/2015	1.01	1.05
47	11/15/2015 - 11/21/2015	1.01	1.05
48	11/22/2015 - 11/28/2015	1.01	1.05
49	11/29/2015 - 12/05/2015	1.00	1.04
50	12/06/2015 - 12/12/2015	1.00	1.04
51	12/13/2015 - 12/19/2015	1.00	1.04
52	12/20/2015 - 12/26/2015	1.00	1.04
53	12/27/2015 - 12/31/2015	0.99	1.03

\* PEAK SEASON

03-MAR-2016 11:19:09

830UPD

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2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8630 WEST-W OF US441

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2015 - 01/03/2015	1.00	1.02
2	01/04/2015 - 01/10/2015	1.00	1.02
3	01/11/2015 - 01/17/2015	1.01	1.03
4	01/18/2015 - 01/24/2015	1.00	1.02
5	01/25/2015 - 01/31/2015	0.99	1.01
* 6	02/01/2015 - 02/07/2015	0.98	1.00
* 7	02/08/2015 - 02/14/2015	0.97	0.99
* 8	02/15/2015 - 02/21/2015	0.97	0.99
* 9	02/22/2015 - 02/28/2015	0.97	0.99
*10	03/01/2015 - 03/07/2015	0.97	0.99
*11	03/08/2015 - 03/14/2015	0.97	0.99
*12	03/15/2015 - 03/21/2015	0.97	0.99
*13	03/22/2015 - 03/28/2015	0.98	1.00
*14	03/29/2015 - 04/04/2015	0.98	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.01
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	0.99	1.01
*18	04/26/2015 - 05/02/2015	0.99	1.01
19	05/03/2015 - 05/09/2015	0.99	1.01
20	05/10/2015 - 05/16/2015	1.00	1.02
21	05/17/2015 - 05/23/2015	1.00	1.02
22	05/24/2015 - 05/30/2015	1.01	1.03
23	05/31/2015 - 06/06/2015	1.02	1.04
24	06/07/2015 - 06/13/2015	1.02	1.04
25	06/14/2015 - 06/20/2015	1.03	1.05
26	06/21/2015 - 06/27/2015	1.04	1.06
27	06/28/2015 - 07/04/2015	1.05	1.07
28	07/05/2015 - 07/11/2015	1.06	1.08
29	07/12/2015 - 07/18/2015	1.05	1.07
30	07/19/2015 - 07/25/2015	1.05	1.07
31	07/26/2015 - 08/01/2015	1.04	1.06
32	08/02/2015 - 08/08/2015	1.04	1.06
33	08/09/2015 - 08/15/2015	1.03	1.05
34	08/16/2015 - 08/22/2015	1.03	1.05
35	08/23/2015 - 08/29/2015	1.03	1.05
36	08/30/2015 - 09/05/2015	1.02	1.04
37	09/06/2015 - 09/12/2015	1.02	1.04
38	09/13/2015 - 09/19/2015	1.01	1.03
39	09/20/2015 - 09/26/2015	1.01	1.03
40	09/27/2015 - 10/03/2015	1.00	1.02
41	10/04/2015 - 10/10/2015	0.99	1.01
42	10/11/2015 - 10/17/2015	0.99	1.01
43	10/18/2015 - 10/24/2015	0.99	1.01
44	10/25/2015 - 10/31/2015	0.99	1.01
45	11/01/2015 - 11/07/2015	1.00	1.02
46	11/08/2015 - 11/14/2015	1.00	1.02
47	11/15/2015 - 11/21/2015	1.00	1.02
48	11/22/2015 - 11/28/2015	1.00	1.02
49	11/29/2015 - 12/05/2015	1.00	1.02
50	12/06/2015 - 12/12/2015	1.00	1.02
51	12/13/2015 - 12/19/2015	1.00	1.02
52	12/20/2015 - 12/26/2015	1.00	1.02
53	12/27/2015 - 12/31/2015	1.01	1.03

\* PEAK SEASON

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2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8659 BROWARD I595

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2015 - 01/03/2015	0.99	1.03
2	01/04/2015 - 01/10/2015	0.99	1.03
3	01/11/2015 - 01/17/2015	0.99	1.03
* 4	01/18/2015 - 01/24/2015	0.98	1.02
* 5	01/25/2015 - 01/31/2015	0.98	1.02
* 6	02/01/2015 - 02/07/2015	0.97	1.01
* 7	02/08/2015 - 02/14/2015	0.96	1.00
* 8	02/15/2015 - 02/21/2015	0.96	1.00
* 9	02/22/2015 - 02/28/2015	0.95	0.99
*10	03/01/2015 - 03/07/2015	0.95	0.99
*11	03/08/2015 - 03/14/2015	0.94	0.98
*12	03/15/2015 - 03/21/2015	0.95	0.99
*13	03/22/2015 - 03/28/2015	0.96	1.00
*14	03/29/2015 - 04/04/2015	0.97	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.03
17	04/19/2015 - 04/25/2015	1.00	1.04
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.01	1.05
20	05/10/2015 - 05/16/2015	1.02	1.06
21	05/17/2015 - 05/23/2015	1.02	1.06
22	05/24/2015 - 05/30/2015	1.02	1.06
23	05/31/2015 - 06/06/2015	1.02	1.06
24	06/07/2015 - 06/13/2015	1.02	1.06
25	06/14/2015 - 06/20/2015	1.03	1.07
26	06/21/2015 - 06/27/2015	1.03	1.07
27	06/28/2015 - 07/04/2015	1.04	1.08
28	07/05/2015 - 07/11/2015	1.04	1.08
29	07/12/2015 - 07/18/2015	1.04	1.08
30	07/19/2015 - 07/25/2015	1.04	1.08
31	07/26/2015 - 08/01/2015	1.03	1.07
32	08/02/2015 - 08/08/2015	1.03	1.07
33	08/09/2015 - 08/15/2015	1.03	1.07
34	08/16/2015 - 08/22/2015	1.04	1.08
35	08/23/2015 - 08/29/2015	1.04	1.08
36	08/30/2015 - 09/05/2015	1.05	1.09
37	09/06/2015 - 09/12/2015	1.05	1.09
38	09/13/2015 - 09/19/2015	1.04	1.08
39	09/20/2015 - 09/26/2015	1.03	1.07
40	09/27/2015 - 10/03/2015	1.03	1.07
41	10/04/2015 - 10/10/2015	1.02	1.06
42	10/11/2015 - 10/17/2015	1.01	1.05
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	1.01	1.05
45	11/01/2015 - 11/07/2015	1.01	1.05
46	11/08/2015 - 11/14/2015	1.01	1.05
47	11/15/2015 - 11/21/2015	1.01	1.05
48	11/22/2015 - 11/28/2015	1.00	1.04
49	11/29/2015 - 12/05/2015	1.00	1.04
50	12/06/2015 - 12/12/2015	0.99	1.03
51	12/13/2015 - 12/19/2015	0.99	1.03
52	12/20/2015 - 12/26/2015	0.99	1.03
53	12/27/2015 - 12/31/2015	0.99	1.03

\* PEAK SEASON

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2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8675 BROWARD I75 URBAN

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2015 - 01/03/2015	0.99	1.00
2	01/04/2015 - 01/10/2015	1.02	1.03
3	01/11/2015 - 01/17/2015	1.04	1.05
4	01/18/2015 - 01/24/2015	1.03	1.04
5	01/25/2015 - 01/31/2015	1.02	1.03
6	02/01/2015 - 02/07/2015	1.00	1.01
* 7	02/08/2015 - 02/14/2015	0.99	1.00
* 8	02/15/2015 - 02/21/2015	0.99	1.00
* 9	02/22/2015 - 02/28/2015	0.99	1.00
*10	03/01/2015 - 03/07/2015	0.98	0.99
*11	03/08/2015 - 03/14/2015	0.98	0.99
*12	03/15/2015 - 03/21/2015	0.98	0.99
*13	03/22/2015 - 03/28/2015	0.99	1.00
*14	03/29/2015 - 04/04/2015	0.99	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.00
*16	04/12/2015 - 04/18/2015	0.99	1.00
*17	04/19/2015 - 04/25/2015	0.99	1.00
*18	04/26/2015 - 05/02/2015	1.00	1.01
*19	05/03/2015 - 05/09/2015	1.00	1.01
20	05/10/2015 - 05/16/2015	1.00	1.01
21	05/17/2015 - 05/23/2015	1.00	1.01
22	05/24/2015 - 05/30/2015	1.01	1.02
23	05/31/2015 - 06/06/2015	1.01	1.02
24	06/07/2015 - 06/13/2015	1.01	1.02
25	06/14/2015 - 06/20/2015	1.02	1.03
26	06/21/2015 - 06/27/2015	1.03	1.04
27	06/28/2015 - 07/04/2015	1.03	1.04
28	07/05/2015 - 07/11/2015	1.04	1.05
29	07/12/2015 - 07/18/2015	1.03	1.04
30	07/19/2015 - 07/25/2015	1.02	1.03
31	07/26/2015 - 08/01/2015	1.02	1.03
32	08/02/2015 - 08/08/2015	1.01	1.02
33	08/09/2015 - 08/15/2015	1.00	1.01
34	08/16/2015 - 08/22/2015	1.01	1.02
35	08/23/2015 - 08/29/2015	1.01	1.02
36	08/30/2015 - 09/05/2015	1.02	1.03
37	09/06/2015 - 09/12/2015	1.02	1.03
38	09/13/2015 - 09/19/2015	1.01	1.02
39	09/20/2015 - 09/26/2015	1.01	1.02
40	09/27/2015 - 10/03/2015	1.00	1.01
41	10/04/2015 - 10/10/2015	1.00	1.01
42	10/11/2015 - 10/17/2015	0.99	1.00
43	10/18/2015 - 10/24/2015	0.99	1.00
44	10/25/2015 - 10/31/2015	1.00	1.01
45	11/01/2015 - 11/07/2015	1.00	1.01
46	11/08/2015 - 11/14/2015	1.00	1.01
47	11/15/2015 - 11/21/2015	1.00	1.01
48	11/22/2015 - 11/28/2015	1.00	1.01
49	11/29/2015 - 12/05/2015	0.99	1.00
50	12/06/2015 - 12/12/2015	0.99	1.00
51	12/13/2015 - 12/19/2015	1.01	1.02
52	12/20/2015 - 12/26/2015	1.02	1.03
53	12/27/2015 - 12/31/2015	1.04	1.05

\* PEAK SEASON

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2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	0.95	1.01
2	01/04/2015 - 01/10/2015	0.97	1.03
3	01/11/2015 - 01/17/2015	1.00	1.06
* 4	01/18/2015 - 01/24/2015	0.98	1.04
* 5	01/25/2015 - 01/31/2015	0.96	1.02
* 6	02/01/2015 - 02/07/2015	0.94	1.00
* 7	02/08/2015 - 02/14/2015	0.92	0.98
* 8	02/15/2015 - 02/21/2015	0.91	0.97
* 9	02/22/2015 - 02/28/2015	0.90	0.96
*10	03/01/2015 - 03/07/2015	0.90	0.96
*11	03/08/2015 - 03/14/2015	0.89	0.95
*12	03/15/2015 - 03/21/2015	0.91	0.97
*13	03/22/2015 - 03/28/2015	0.93	0.99
*14	03/29/2015 - 04/04/2015	0.95	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.04
*16	04/12/2015 - 04/18/2015	0.99	1.05
17	04/19/2015 - 04/25/2015	1.00	1.06
18	04/26/2015 - 05/02/2015	1.01	1.07
19	05/03/2015 - 05/09/2015	1.02	1.09
20	05/10/2015 - 05/16/2015	1.04	1.11
21	05/17/2015 - 05/23/2015	1.04	1.11
22	05/24/2015 - 05/30/2015	1.05	1.12
23	05/31/2015 - 06/06/2015	1.06	1.13
24	06/07/2015 - 06/13/2015	1.07	1.14
25	06/14/2015 - 06/20/2015	1.07	1.14
26	06/21/2015 - 06/27/2015	1.06	1.13
27	06/28/2015 - 07/04/2015	1.06	1.13
28	07/05/2015 - 07/11/2015	1.06	1.13
29	07/12/2015 - 07/18/2015	1.06	1.13
30	07/19/2015 - 07/25/2015	1.07	1.14
31	07/26/2015 - 08/01/2015	1.07	1.14
32	08/02/2015 - 08/08/2015	1.08	1.15
33	08/09/2015 - 08/15/2015	1.08	1.15
34	08/16/2015 - 08/22/2015	1.09	1.16
35	08/23/2015 - 08/29/2015	1.10	1.17
36	08/30/2015 - 09/05/2015	1.11	1.18
37	09/06/2015 - 09/12/2015	1.12	1.19
38	09/13/2015 - 09/19/2015	1.11	1.18
39	09/20/2015 - 09/26/2015	1.10	1.17
40	09/27/2015 - 10/03/2015	1.09	1.16
41	10/04/2015 - 10/10/2015	1.08	1.15
42	10/11/2015 - 10/17/2015	1.07	1.14
43	10/18/2015 - 10/24/2015	1.04	1.11
44	10/25/2015 - 10/31/2015	1.01	1.07
45	11/01/2015 - 11/07/2015	0.99	1.05
46	11/08/2015 - 11/14/2015	0.96	1.02
47	11/15/2015 - 11/21/2015	0.96	1.02
48	11/22/2015 - 11/28/2015	0.95	1.01
49	11/29/2015 - 12/05/2015	0.95	1.01
50	12/06/2015 - 12/12/2015	0.95	1.01
51	12/13/2015 - 12/19/2015	0.96	1.02
52	12/20/2015 - 12/26/2015	0.98	1.04
53	12/27/2015 - 12/31/2015	1.00	1.06

\* PEAK SEASON

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2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8695 BROWARD I95

MOCF: 0.96

WEEK	DATES	SF	PSCF
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3	01/11/2015 - 01/17/2015	0.99	1.03
* 4	01/18/2015 - 01/24/2015	0.98	1.02
* 5	01/25/2015 - 01/31/2015	0.98	1.02
* 6	02/01/2015 - 02/07/2015	0.97	1.01
* 7	02/08/2015 - 02/14/2015	0.96	1.00
* 8	02/15/2015 - 02/21/2015	0.96	1.00
* 9	02/22/2015 - 02/28/2015	0.95	0.99
*10	03/01/2015 - 03/07/2015	0.95	0.99
*11	03/08/2015 - 03/14/2015	0.94	0.98
*12	03/15/2015 - 03/21/2015	0.95	0.99
*13	03/22/2015 - 03/28/2015	0.96	1.00
*14	03/29/2015 - 04/04/2015	0.97	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.03
17	04/19/2015 - 04/25/2015	1.00	1.04
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.01	1.05
20	05/10/2015 - 05/16/2015	1.02	1.06
21	05/17/2015 - 05/23/2015	1.02	1.06
22	05/24/2015 - 05/30/2015	1.02	1.06
23	05/31/2015 - 06/06/2015	1.02	1.06
24	06/07/2015 - 06/13/2015	1.02	1.06
25	06/14/2015 - 06/20/2015	1.03	1.07
26	06/21/2015 - 06/27/2015	1.03	1.07
27	06/28/2015 - 07/04/2015	1.04	1.08
28	07/05/2015 - 07/11/2015	1.04	1.08
29	07/12/2015 - 07/18/2015	1.04	1.08
30	07/19/2015 - 07/25/2015	1.04	1.08
31	07/26/2015 - 08/01/2015	1.03	1.07
32	08/02/2015 - 08/08/2015	1.03	1.07
33	08/09/2015 - 08/15/2015	1.03	1.07
34	08/16/2015 - 08/22/2015	1.04	1.08
35	08/23/2015 - 08/29/2015	1.04	1.08
36	08/30/2015 - 09/05/2015	1.05	1.09
37	09/06/2015 - 09/12/2015	1.05	1.09
38	09/13/2015 - 09/19/2015	1.04	1.08
39	09/20/2015 - 09/26/2015	1.03	1.07
40	09/27/2015 - 10/03/2015	1.03	1.07
41	10/04/2015 - 10/10/2015	1.02	1.06
42	10/11/2015 - 10/17/2015	1.01	1.05
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	1.01	1.05
45	11/01/2015 - 11/07/2015	1.01	1.05
46	11/08/2015 - 11/14/2015	1.01	1.05
47	11/15/2015 - 11/21/2015	1.01	1.05
48	11/22/2015 - 11/28/2015	1.00	1.04
49	11/29/2015 - 12/05/2015	1.00	1.04
50	12/06/2015 - 12/12/2015	0.99	1.03
51	12/13/2015 - 12/19/2015	0.99	1.03
52	12/20/2015 - 12/26/2015	0.99	1.03
53	12/27/2015 - 12/31/2015	0.99	1.03

\* PEAK SEASON

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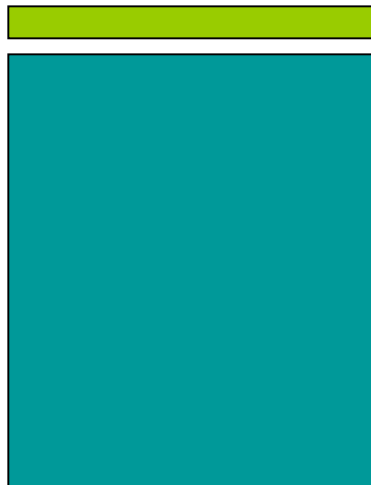
# **APPENDIX G**

## **Historic Growth and Approved Development**

# Block 40

## Hollywood, Florida

traffic study



prepared for:  
**Block 40 LLC**

**Traf Tech**  
ENGINEERING, INC.

June 2016  
Updated August 2016



August 11, 2016

Mr. Charles R. Abele  
Block 40 LLC  
290 N. Federal Highway,  
Hollywood, Florida 33020

**Re: Block 40 (Young Circle), Hollywood, Florida – Traffic Impact Study**

Dear Mr. Abele:

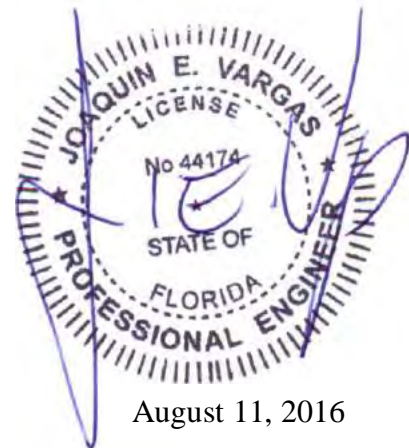
Traf Tech Engineering, Inc. is pleased to provide you with the results of the Traffic Impact Study undertaken for the proposed Block 40 project planned to be bounded by Hollywood Boulevard on the north, Harrison Street on the south, Young Circle on the east and 19<sup>th</sup> Avenue on the west. The project site is within the municipal boundaries of the City of Hollywood. The study addresses the traffic impacts created by the proposed project to the surrounding street system.

It has been a pleasure working with Block 40 LLC on this project.

Sincerely,

**TRAF TECH ENGINEERING, INC.**

Joaquin E. Vargas, P.E.  
Senior Transportation Engineer



August 11, 2016

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## **INTRODUCTION**

---

Block 40 is a proposed mixed-use consisting in residential, hotel and retail uses to be located in the City of Hollywood in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by Block 40 LLC to conduct a traffic study in connection with the proposed mixed-use development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Capacity Evaluation
7. Conclusions





## INVENTORY

---

### **Existing Land Use**

The existing site has one commercial building.

### **Proposed Land Use and Access**

The proposed project will be developed with the following land uses and intensity:

- 173 residential units
- 103 hotel keys
- 11,604 square feet of retail use

Access to the site will be provided via a full-access driveway off of 19<sup>th</sup> Avenue. Appendix A contains a copy of the proposed site plan for the Block 40 project.

## **EXISTING CONDITIONS**

---

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

### **Roadway System**

The roadway system located near the project site includes Hollywood Boulevard, Young Circle/Federal Highway, Harrison Street and 19<sup>th</sup> Avenue. In the Vicinity of the project site, Hollywood Boulevard is an east-west arterial roadway with one through lane in each direction and angled parking on both sides of each travel lane. Young Circle/Federal Highway is a one-way (counter-clockwise) traffic circle with three through lanes plus auxiliary lanes at key intersections. Harrison Street is a 2-way, 2-lane local street with parallel on-street parking on both sides of the roadway. 19<sup>th</sup> Street serves as a local street with one through lane in each direction.

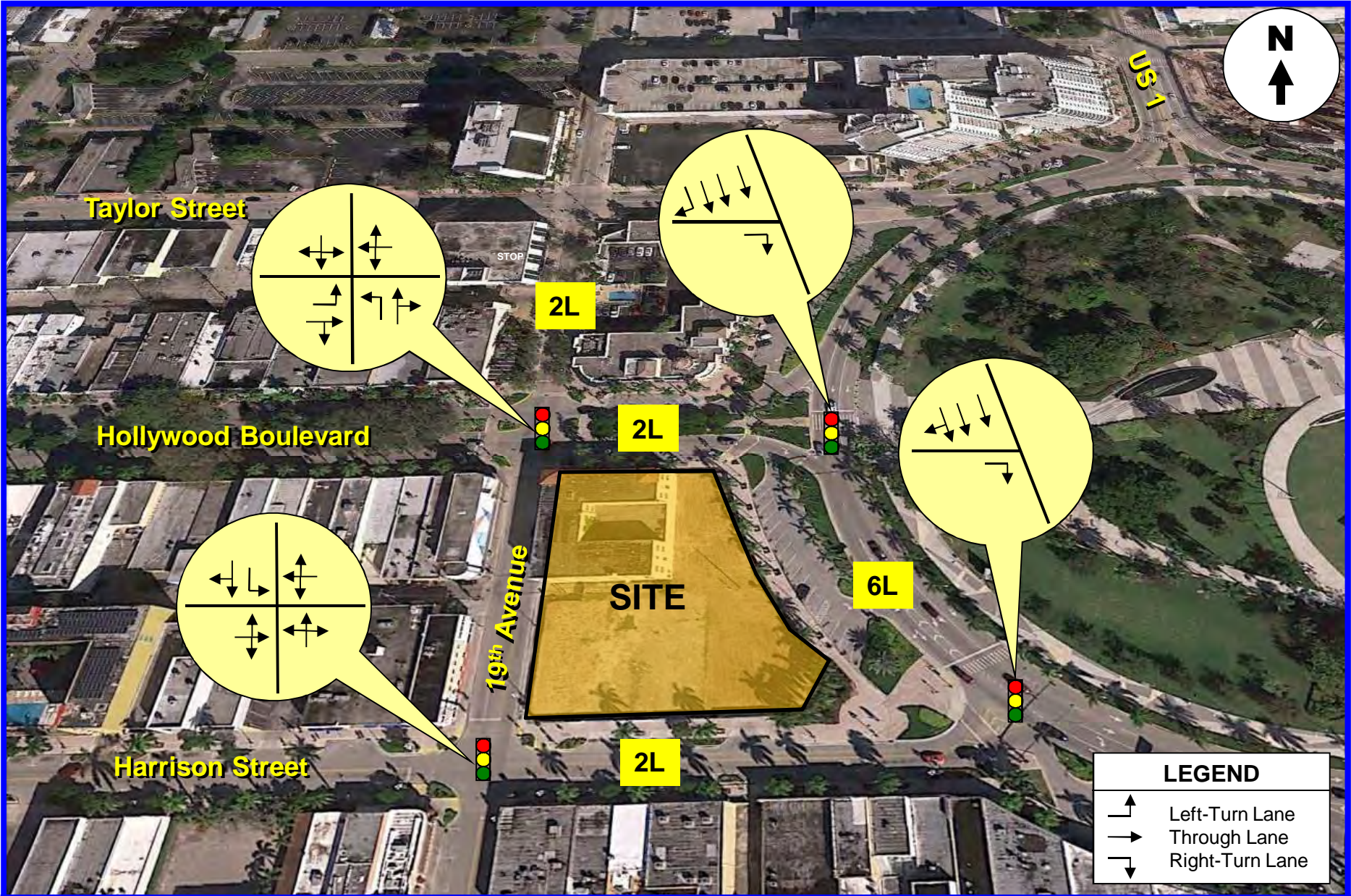
### **Nearby Intersections**

The Block 40 site is surrounded by four signalized intersections. These nearby signalized intersections are:

1. Hollywood Boulevard and 19<sup>th</sup> Avenue
2. Hollywood Boulevard and Young Circle/Federal Highway
3. Harrison Street and 19<sup>th</sup> Avenue
4. Harrison Street and Young Circle/Federal Highway

Figure 2 shows the existing lane geometry of the four signalized intersections surrounding the project site.





## TRAFFIC COUNTS

---

Traf Tech Engineering, Inc., in association with Video Data Solutions, Inc., collected traffic data at the following locations:

- Hollywood Boulevard and 19<sup>th</sup> Avenue
- Hollywood Boulevard and Young Circle/Federal Highway
- Harrison Street and 19<sup>th</sup> Avenue
- Harrison Street and Young Circle/Federal Highway

The intersection turning movement counts performed by Video Data Solutions, Inc., were collected on Thursday, June 23, 2016 during the AM and PM peak periods (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively).

Figure 3 summarizes the results of the intersection turning movement counts undertaken during the weekday peak hours. Appendix B contains the intersection turning movement counts, as collected in the field. The signal timing plans for the signalized intersections were obtained from Broward County Traffic Engineering Division and are also included in Appendix B.





## TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer’s (ITE) *Trip Generation Manual* (9<sup>th</sup> Edition). According to the subject ITE manual, the most appropriate “land use” category for the proposed land uses includes: Land Use 220 – Apartment, Land Use 310 - Hotel and Land Use 826 – Specialty Retail. Table 1 summarizes the trips associated with the proposed developments.

<b>Table 1 Trip Generation Summary Block 40 - Hollywood, Florida</b>								
<b>Land Use</b>	<b>Size</b>	<b>Daily Trips</b>	<b>AM Peak Hour Trips</b>			<b>PM Peak Hour Trips</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Residential - Apartment	173 Units	1,150	18	70	88	70	37	107
Commercial Retail	11,604 S.F.	514	0	0	0	14	17	31
Hotel	103 Rooms	842	29	26	55	32	30	62
<b>Total Trips</b>		<b>2,506</b>	<b>47</b>	<b>96</b>	<b>143</b>	<b>116</b>	<b>84</b>	<b>200</b>

*Compiled by: Traf Tech Engineering, Inc. (April 2016).  
Source: Institute of Transportation Engineers (ITE) Trip Generation (9th Edition).*

As indicated in Table 1, the new trips anticipated to be generated by the proposed development consist of approximately 2,506 daily trips, approximately 143 trips during the AM peak hour (47 inbound and 96 outbound) and approximately 200 PM peak hour trips (116 inbound and 84 outbound).

The trip generation rates used to determine the trips associated with the proposed land uses are presented on the following page:

---

## **ITE Land Use 220 – Apartments**

### Daily Trips

$$T = 6.65(X)$$

Where T = number of daily trips and X = Dwelling units

### AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

$$T = 0.51(X)$$

Where T = number of daily trips and X = Dwelling units

### PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

$$T = 0.62(X)$$

Where T = number of daily trips and X = Dwelling units

## **ITE Land Use 310 – Hotel**

### Daily Trips

$$T = 6.65(X)$$

Where T = number of daily trips and X = number of rooms  
X = Dwelling units

### AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

$$T = 0.51(X)$$

Where T = number of daily trips and X = number of rooms

### PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

$$T = 0.62(X)$$

Where T = number of daily trips and X = number of rooms

## **ITE Land Use 826 – Specialty Retail**

### Daily Trips

$$T = 44.32(X)$$

Where T = number of daily trips  
X = 1,000 Square feet gross floor area

### PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

$$T = 2.71(X)$$

Where T = number of daily trips  
X = 1,000 Square feet gross floor area

## **TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT**

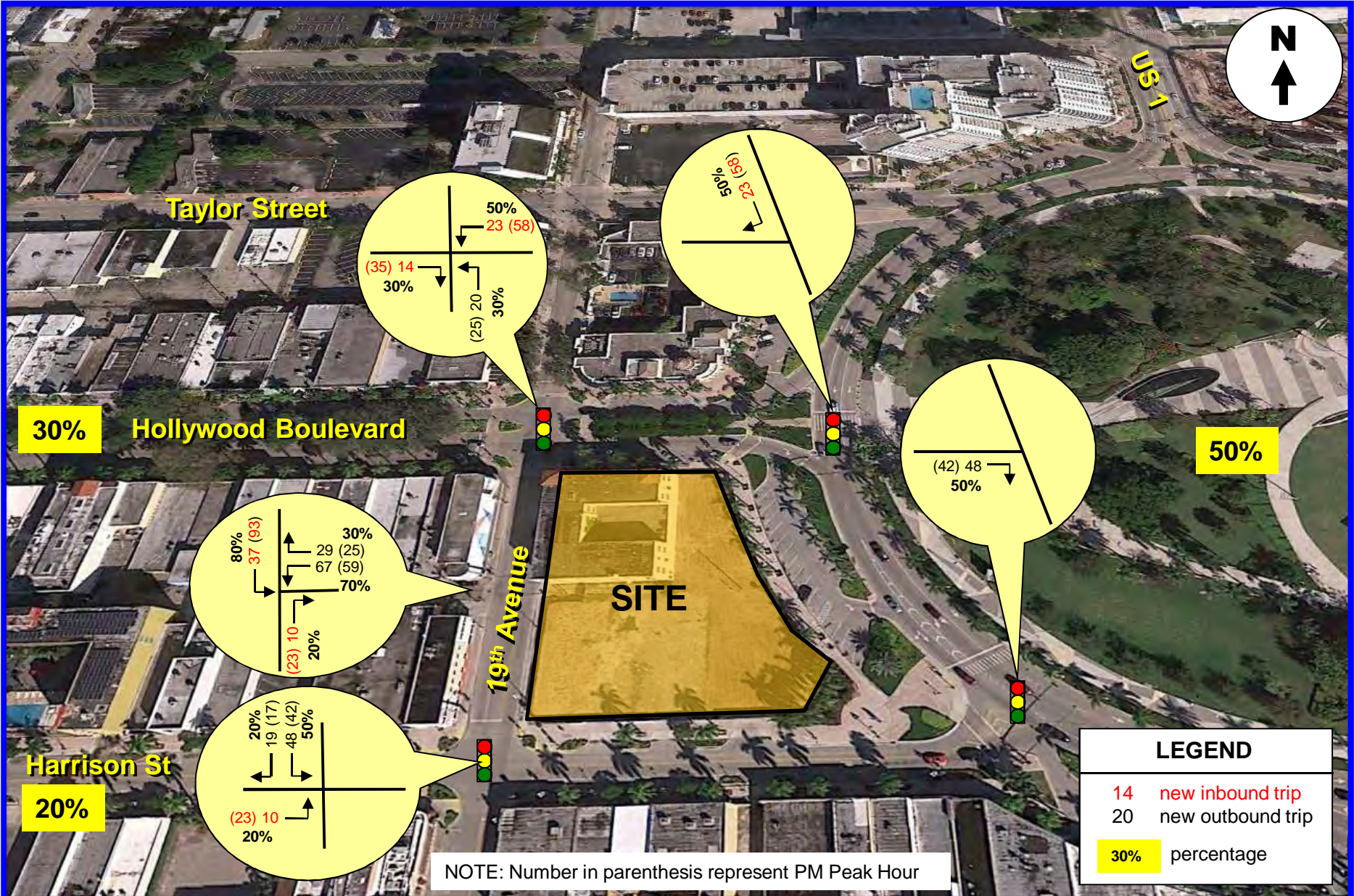
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Based on the existing street system surrounding the project and the current traffic volumes on Hollywood Boulevard and Harrison Street, the following traffic assignment was developed for the subject mixed-use project:

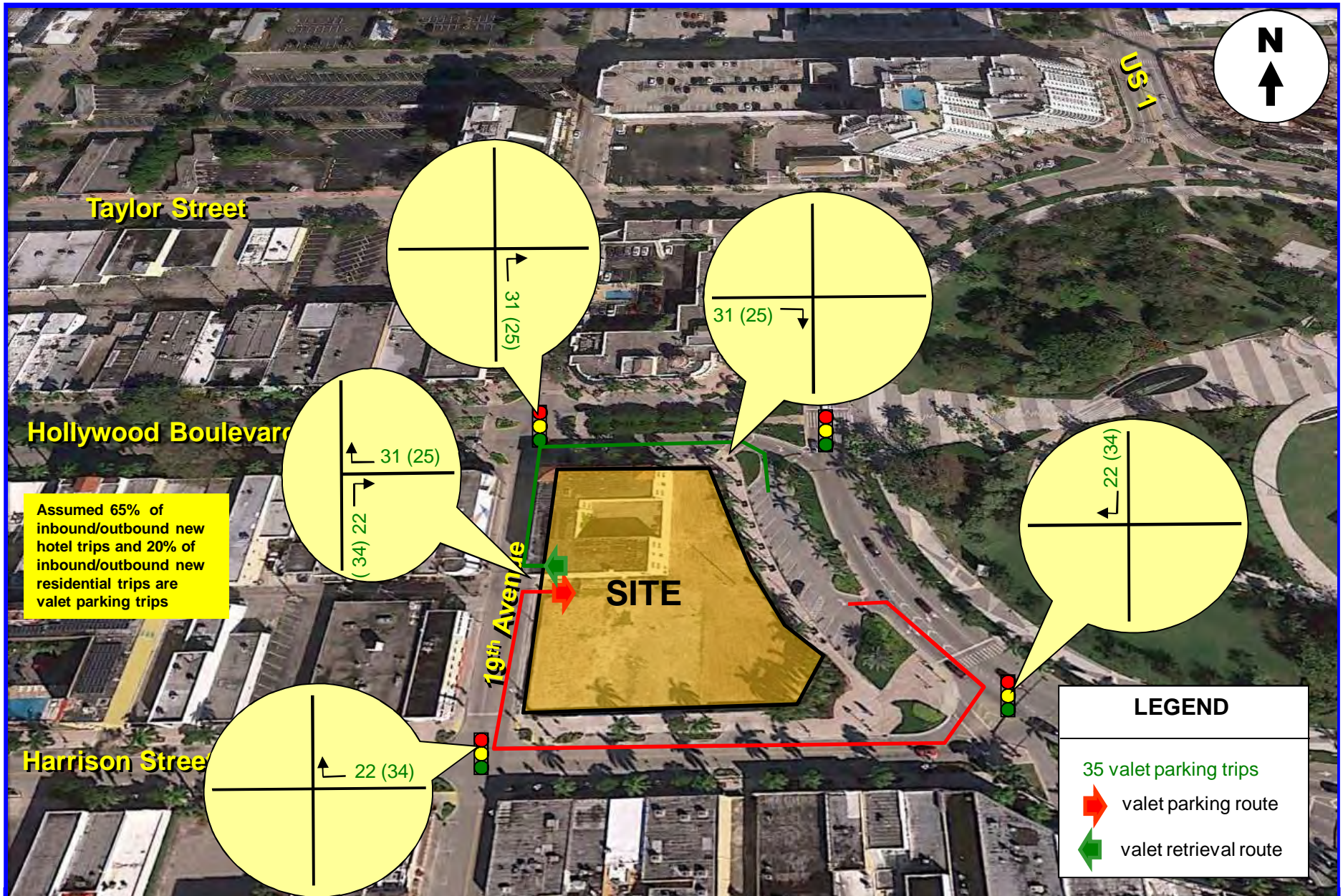
- 25% to and from the north via US 1/Federal Highway
- 25% to and from the south via US 1/Federal Highway
- 30% to and from the west via Hollywood Boulevard
- 20% to and from the west via Harrison Street

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figures 4 and 4A.









Assumed 65% of inbound/outbound new hotel trips and 20% of inbound/outbound new residential trips are valet parking trips

## **TRAFFIC ANALYSIS**

---

This section of the study is divided into three parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

### **Future Conditions Traffic Volumes**

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2018 traffic volumes (project anticipated to be built and occupied by the year 2018), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of June to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.08 is required to convert traffic counts collected during the fourth week of June to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2016 peak season traffic volumes to the year 2018. For purposes of this traffic study, a 1.0% growth rate was applied to the 2016 traffic counts in order to develop 2018 background traffic conditions. The 1.0 % traffic growth rate was applied in order to account for nearby committed developments.

The new trips generated by the Block 40 project (refer to Figures 4 and 4A) were added to the 2016 background traffic in order to develop total traffic conditions. The future traffic projections for the study intersections (peak season adjustments, traffic growth rates, committed developments and project traffic) are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2018 future traffic volumes for the study area.

Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed project.

### Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the four study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 2.

As indicated in Table 2, all intersections are currently operating adequately and will continue to operate at acceptable level of service in the year 2018 with the proposed project in place. Appendix E contains the results of the SYNCHRO analyses.

<b>TABLE 2 Intersection Level of Service Block 40</b>			
		<b>Future Traffic Conditions</b>	
<b>Intersection</b>	<b>2016 Existing</b>	<b>2018 w/o Project</b>	<b>2018 With Project</b>
Hollywood Boulevard and 19 <sup>th</sup> Avenue	B (B)	B (B)	B (C)
Hollywood Boulevard and Young Circle/Federal Highway	C (C)	C (C)	C (C)
Harrison Street and 19 <sup>th</sup> Avenue	B (B)	B (B)	B (B)
Harrison Street and Young Circle/Federal Highway	A (A)	A (A)	A (A)
19 <sup>th</sup> Avenue and Driveway - WB			B (B)

Source: Highway Capacity Manual



---

## **Valet Operation**

The proposed development will provide one (1) valet service area located on Young Circle. This is the main valet drop-off/pick up area. All vehicles served by valet parking will stop at this valet station. The valet parking and retrieval routes are Figure 4A.

In order to determine the stacking requirements associated with the valet operation, a queuing analysis was undertaken. As indicated in Table 1, the maximum number of inbound vehicles associated with the hotel and residential units during a one-hour period is approximately 102 vehicles (PM peak).

The length of queue anticipated was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities<sup>1</sup>. For this analysis, the following input variables were used:

Service Rate: is the average time to park/unpark a vehicle by a valet runner. A weighted average service rate was determined based on the service rate for standard parking spaces. The average time by a valet runner is approximately 3 minutes, or 20 vehicles per hour per valet runner. Assuming up to three (3) valet runners, the maximum service rate of the facility is 60 vehicles in a one-hour period.

Demand Rate: As indicated above, a maximum of 102 vehicles will arrive during the highest hour. However, it was found that approximately 65% of the vehicles arriving to limited service branded hotels, such as the proposed project, will require valet parking. Therefore, it was assumed that 65% of the trips generated by the hotel will use valet parking. Similarly, it conservatively assumed that 20% of the trips generated by the residential units will use valet parking. Thus, the maximum number of vehicles that will use valet during the highest hour is 35 vehicles.

---

<sup>1</sup> By Vergil G. Stover and Frank J. Koepke.

---

Consistent with valet-analysis practice in cities with high valet usage, such as Miami Beach, only the inbound traffic was used for queueing purposes. This is because the inbound vehicular demand is not controlled by the valet operator (the outbound depends on the valet operation and the number of valet runners). The inbound volume determines the stacking requirements while the outbound retrieval process is controlled by the valet operation and is coordinated via two-way radio with the valet station depending on level of congestion at the valet drop-off. Moreover, the success of the valet station (no undesired spillback condition) depends on the appropriate number of valet runners during the peak valet period. Typically, a condition stating that the appropriate number of valet runners shall be provided in order to prevent queues to block parking spaces, parking aisles and/or public streets is incorporated as part of the valet approvals.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated at the 90% confidence level, is three (3) vehicles with three (3) valet runners. Therefore, the valet station on Young Circle should provide parking for at least three (3) vehicles.

As shown in the site plan contained in Appendix A, the proposed valet ramp provides stacking for at least three (3) vehicles, which is sufficient to storage the maximum length of queue anticipated for the project. The service rate calculations and results of the ITE queuing procedure are contained in Appendix F.







## CONCLUSIONS

---

Block 40 is a proposed mixed-use consisting in residential, hotel and retail uses to be located in the City of Hollywood in Broward County, Florida. Traf Tech Engineering, Inc. was retained by Block 40 LLC to conduct a traffic study in connection with the proposed mixed-use development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network.

The Block 40 site will be re-developed with the following land uses and intensity:

- 173 residential units
- 103 hotel keys
- 11,604 square feet of retail use

Access to the site will be provided via a full-access driveway off of 19<sup>th</sup> Avenue. The conclusions of the traffic study are presented below:

- The new trips anticipated to be generated by the proposed development consist of approximately 2,506 daily trips, approximately 143 trips during the AM peak hour (47 inbound and 96 outbound) and approximately 200 PM peak hour trips (116 inbound and 84 outbound).
- All intersections are currently operating adequately and will continue to operate at acceptable level of service in the year 2018 with the proposed project in place.
- The valet the valet ramp on Young Circle should provide stacking for at least three (3) vehicles and up to three (3) valet runners should be assigned to this facility during the anticipated peak periods. The site plan contained in Appendix As shows that the proposed valet station provides stacking for at least three (3) vehicles, which is sufficient to storage the maximum length of queue anticipated for the project.

# Traffic Impact Study



## Block 55 - Young Circle

February 2008

07-0708

TAC No. 07-DPY-45

**E-J3T**  
ERNEST-JONES ENTER  
TRANSPORTATION PLANNERS AND TRAFFIC ENGINEERS

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## Traffic Impact Study

### BLOCK 55 – YOUNG CIRCLE

TAC No. 07-DPY-45

Project No. 07-0708

*Prepared for:*

**BLOCK 55, LLC**

441 NE 4<sup>th</sup> Avenue, Suite 100  
Fort Lauderdale, Florida 33301

*Prepared by:*

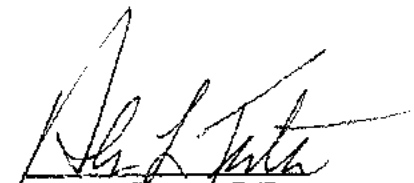


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February, 2008



Alan L. Tinter, P.E.  
P.E. Reg. #28405  
February, 2008



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## Executive Summary

Block 55, LLC is proposing to develop property located east of US 1/Federal Highway, south of Polk Street and north of Tyler Street in Hollywood, Florida. A mixed used development comprised of Retail, Publix and Apartments is proposed at the project site. This development will include the removal of existing uses and the construction of new facilities.

The Traffic Impact Study prepared by **Ernest-Jones Tinter, Transportation Planners and Traffic Engineers**, a division of **Rhon Ernest-Jones Consulting Engineers, Inc.** includes an assessment of existing conditions, an estimation of trip generation characteristics associated with the proposed development, and an analysis of anticipated operating conditions of area roadways and intersections. In accordance with the agreed upon methodology, this analysis considers traffic generation characteristics of the existing development that will be removed and the proposed new development on the site.

This is the second traffic impact study that has been prepared for the Block 55 development due to the changes in the site plan intensities to 424 apartment units, 46,031 square feet for the publix store and 22,000 square feet of retail. All analyses have been revised to reflect these land use intensities.

Construction of the project is expected to be complete in 2010. All analyses in this study have been carried out to that year. In addition, the analyses have been projected to the Broward County Planning Horizon of 2030.

Trip generation characteristics were quantified through use of data available from the Institute of Transportation Engineers (ITE) report *Trip Generation*, 7<sup>th</sup> Edition. This document provides trip generation data for the proposed development based on daily and PM peak-hour scenarios, and indicates the percentage split between entering and exiting trips.

The table below summarizes the net new trips expected to be generated by the proposed land uses on both a PM peak hour and a daily basis. Total new vehicle trips were determined by subtracting the vehicle trips generated by the existing development from the total vehicle trips generated by the proposed development. As shown in the table the proposed development is expected to generate 287 new vehicle trips during the PM peak hour and 2,534 new vehicle trips per day.

### Net New Traffic

	Enter	Exit	Total
PM Peak Hour	148 vph	139 vph	287 vph
Daily	1,267 vpd	1,267 vpd	2,534 vpd

Existing traffic volumes on the surrounding roadway network were projected to the anticipated build-out date of the project (2010). Site traffic was then added to represent the total anticipated roadway traffic volumes at the time that this project is completed. Capacity analyses were then performed for existing and projected future traffic volumes without the additional site traffic, as well as future conditions with the site traffic.

Key points of the analyses are summarized as follows:

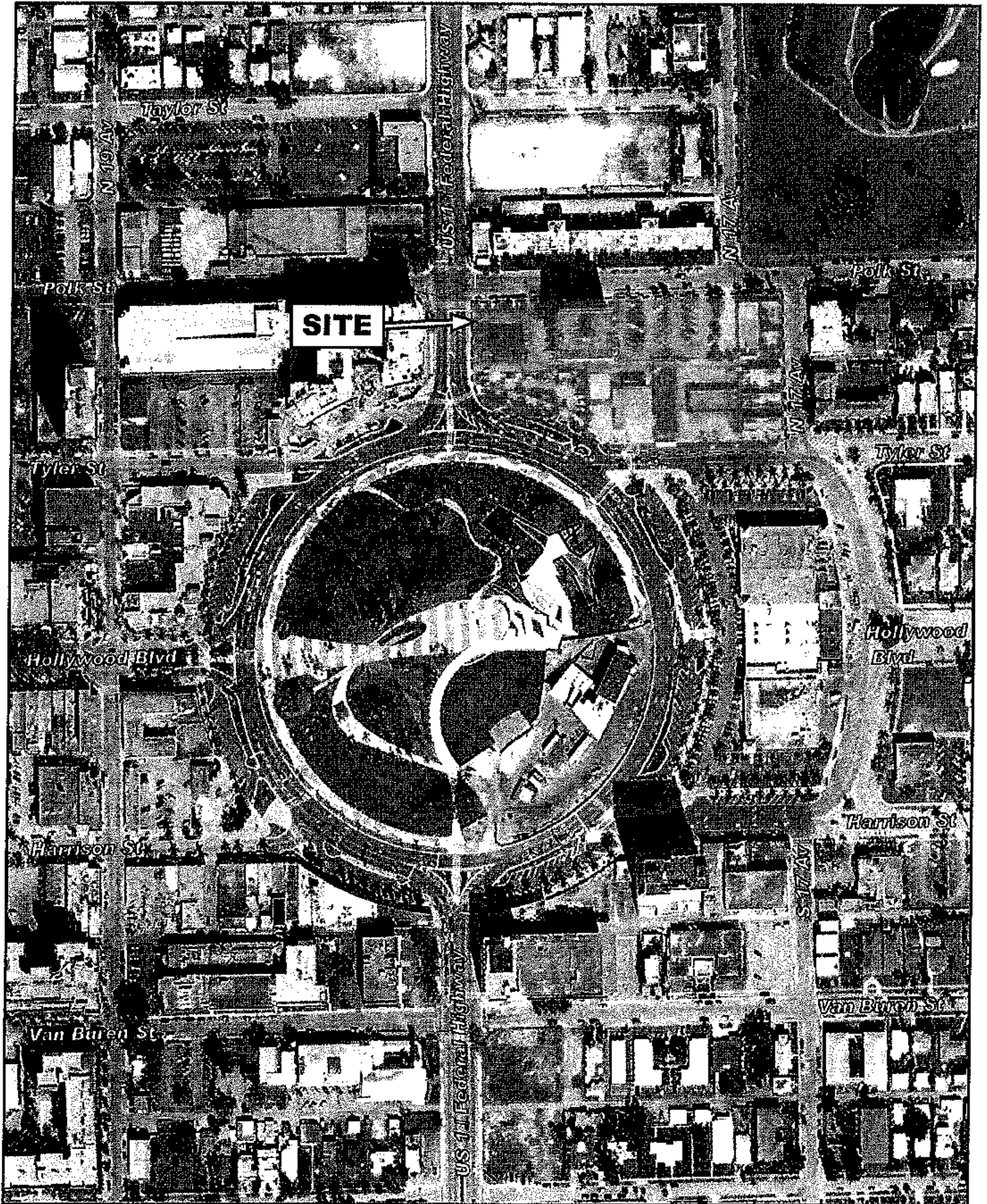
- The proposed mixed use development is expected to generate 2,534 daily trips with 287 new vehicle trips during the P.M. peak hour. The total number of vehicles entering the project site during the PM peak hour is 148 and those leaving are 139.
- The Roadway Link Analyses show that the roadways in the immediate study area will operate at acceptable LOS (B, C and D) at the build out of the project and 2030. The new trips generated by the proposed development during the P.M. peak hour do not significantly contribute in deteriorating the operational performance of the analyzed roadway segments.
- **INTERSECTION ANALYSES:** The Synchro Analyses show that the intersection at US 1/Federal Highway and Polk Street will operate at LOS B upon build out of the project. Polk Street and North 17<sup>th</sup> Avenue (Southbound) will operate at LOS D upon build out of the project for P.M. peak hour conditions. Polk Street and North 17<sup>th</sup> Avenue (Northbound) will operate at LOS D upon build out of the project for P.M. peak hour conditions.

Based on the traffic analyses conducted, it has been determined that the traffic generated from the Proposed Block 55-Young Circle development does not have a detrimental effect on the operational performance of the surrounding roadway network.

## Introduction

Block 55, LLC is proposing to develop property located east of US 1/Federal Highway, south of Polk Street and north of Tyler Street in Hollywood, Florida. A mixed used development comprised of Retail, Publix and Apartments is proposed at the project site. This development will include the removal of the existing uses and the construction of new facilities. Technical Advisory Committee (TAC 07-DPY-45) comments have indicated the need for a Traffic Impact Analysis to assess potential transportation-related impacts created by the proposed development. **Figure 1** shows an aerial view of the location of the subject property. **Figure 2** shows a map of the project location along with the adjacent roadway segments.

This report, prepared in accordance with a methodology meeting on October 19, 2007 includes an assessment of existing traffic conditions, an estimation of trip generation characteristics associated with the proposed development and an analysis of anticipated operating conditions of area roadways and intersections. In accordance with the methodology, this analysis considers traffic generation characteristics of the existing facilities that will be removed and the proposed new facilities on the site. A copy of the letter summarizing the methodology meeting and serving as a Methodology Statement is included as **Appendix A**. A field visit was conducted on October 17, 2007. **Appendix B** contains photographs of existing conditions during the site visit.



Block 55 - Young Circle

Aerial Location Map

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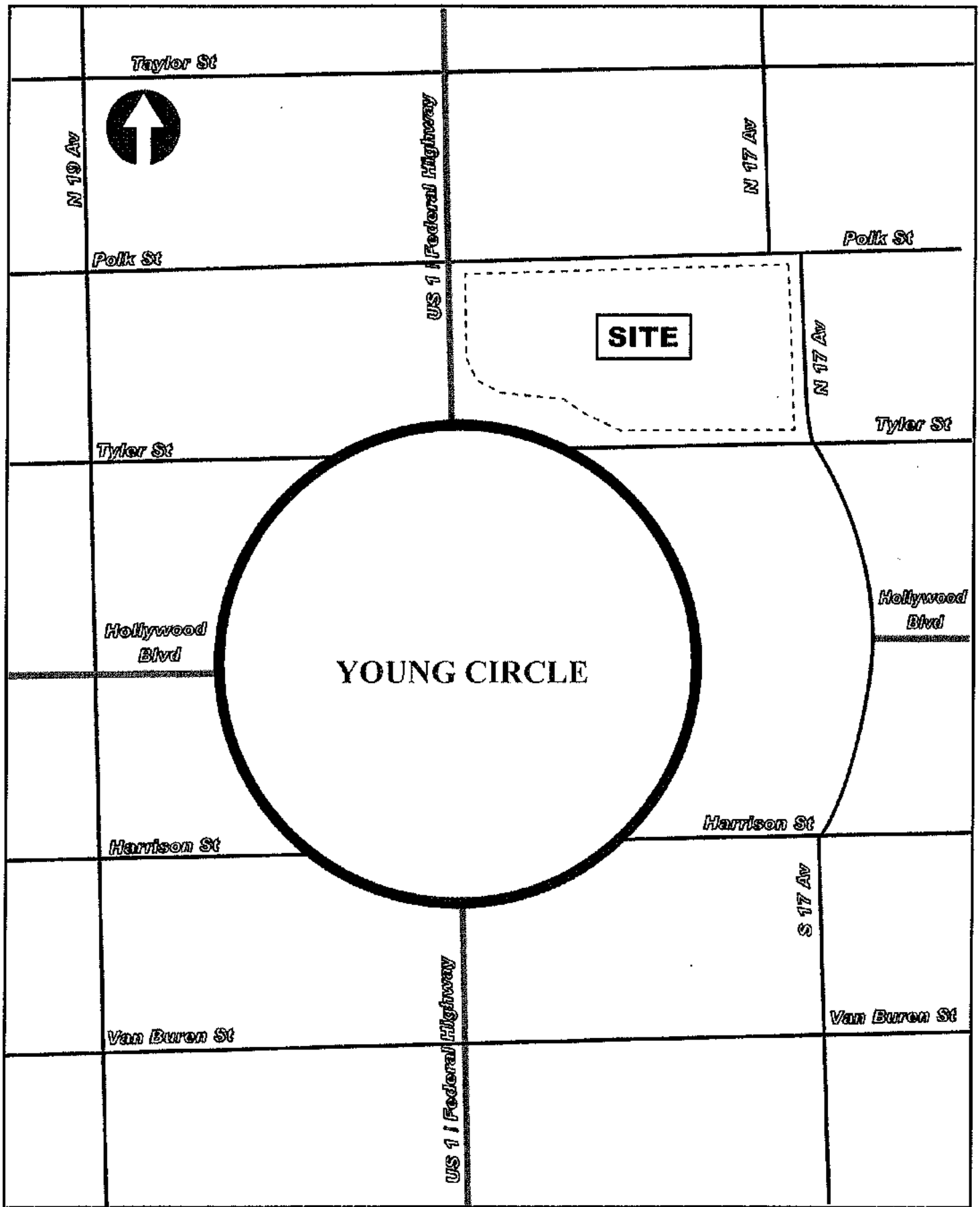
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FIGURE

**1**

07-0708.



**Block 55 - Young Circle**

**Site Location Map**

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## **Proposed Development**

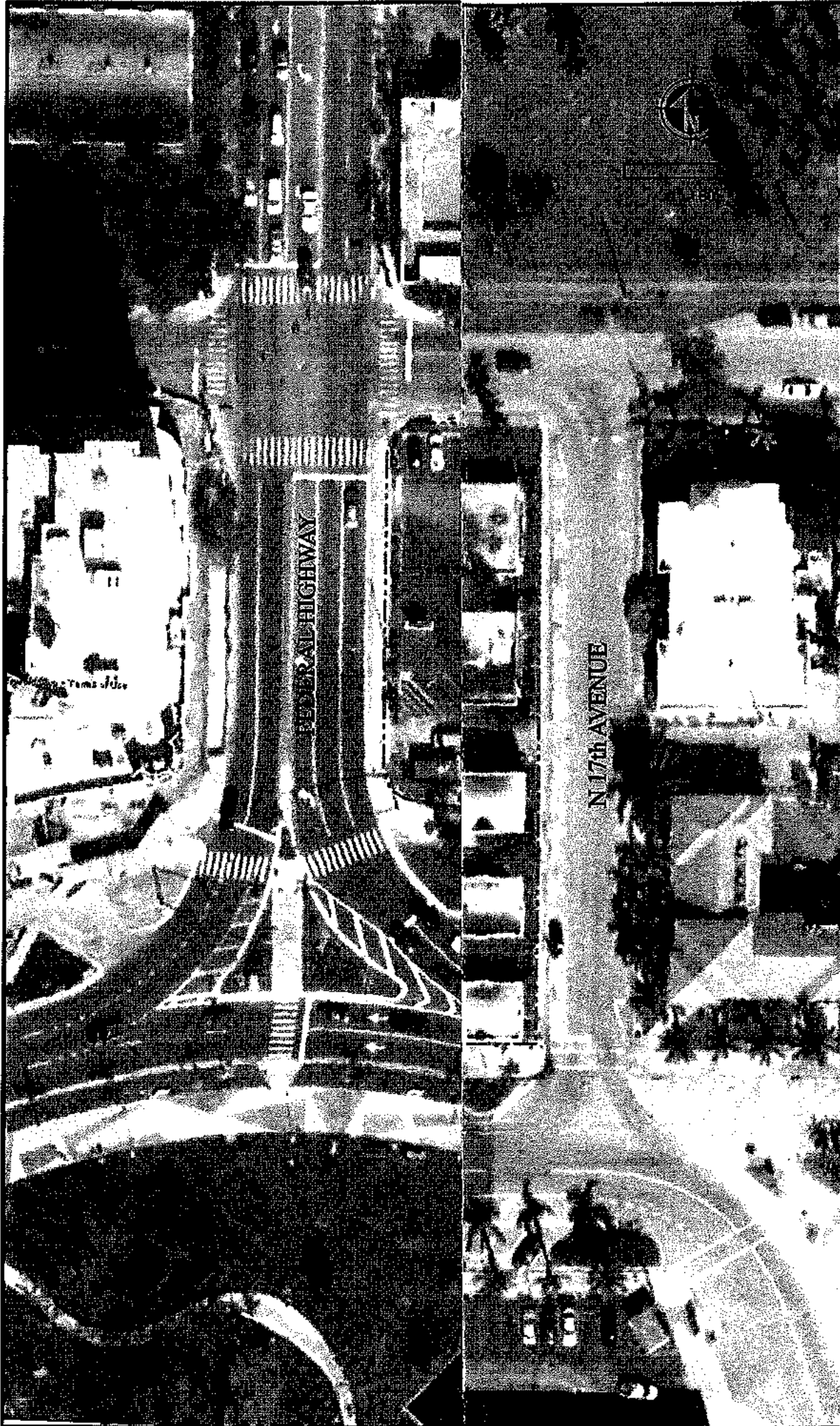
A land use intensity data sheet (A.0) prepared by Cohen, Freedman, Encinosa and Associates, dated January 22, 2008 and a 1<sup>st</sup> level site plan drawing (A.1) dated January 22, 2008 are included in **Appendix T**. Vehicular ingress and egress will be accommodated along a main project driveway on Polk Street. Publix truck traffic will be accommodated using a separate ingress and egress driveway as shown in the site plan. The ingress for the truck traffic will be accommodated along a one-way driveway entrance on Polk Street while the egress will be accommodated along a one-way exit driveway on North 17<sup>th</sup> Avenue.

Construction of the project is expected to be complete in 2010. All analyses in this study have been carried out to that year. In addition, the analyses have been projected to the Broward County Planning Horizon of 2030.

were examined and a passby reduction of 40% was used for the subject land use as a reasonable estimate. This is a conservative approach, as a lower passby percentage would provide a higher credit for the existing traffic. The Internal Capture and Passby reduction calculations are included in **Appendix D**.

Total new vehicle trips were determined by subtracting the vehicle trips generated by the existing development from the total vehicle trips generated by the proposed development. As shown in **Table 1** the proposed development is expected to generate 2,534 new vehicle trips on a daily basis with 287 vehicle trips occurring during the P.M. peak hour. The total number of vehicles entering the project site during the PM peak hour is 148, and those leaving are 139.





**BLOCK 55**

Original Land Use

PROJECT NO: **07-0708**

DATE: **02.14.08**

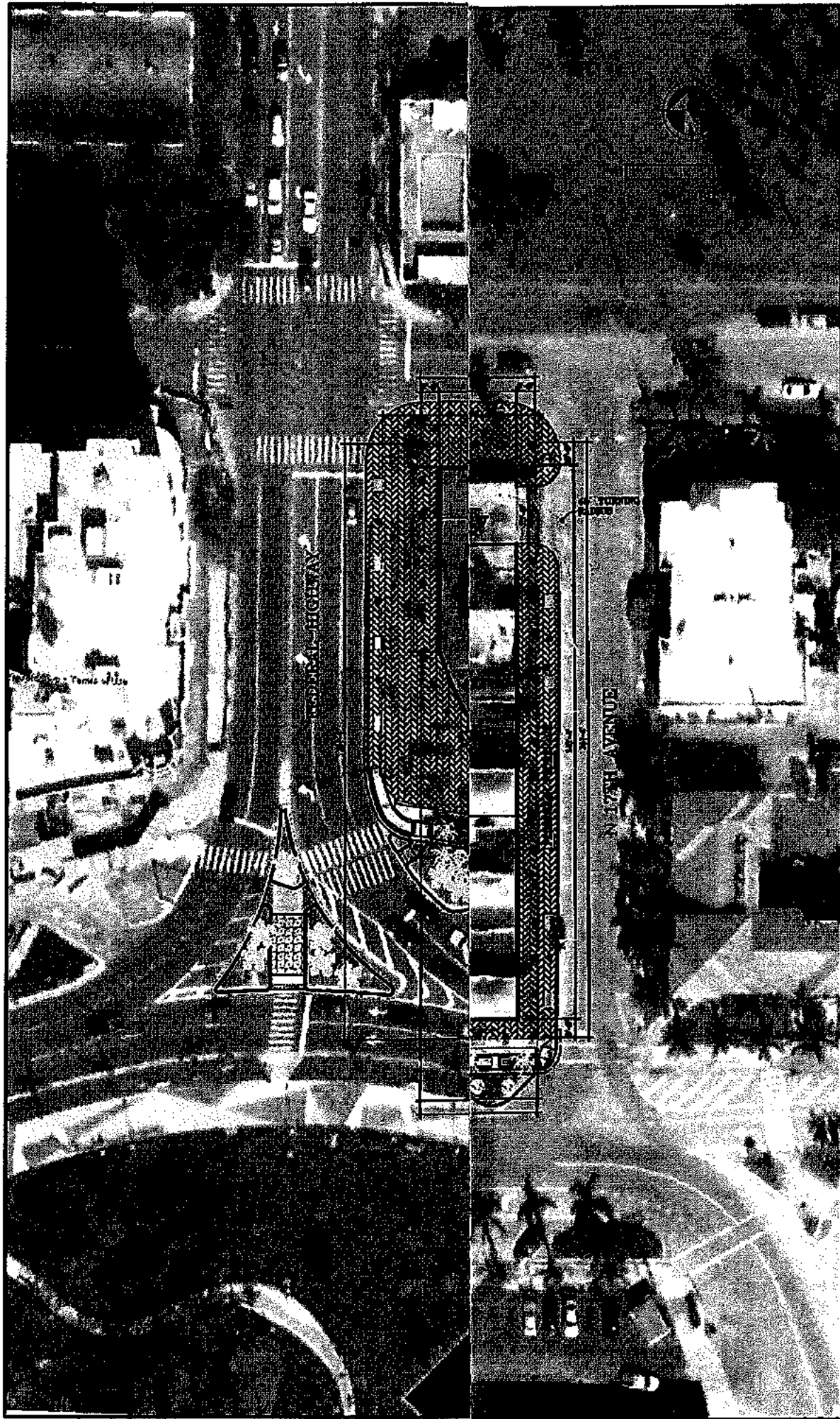
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FIGURE

**4**



**BLOCK 55**

**1st Level Site Plan**

PROJECT NO: **07-0708**

DATE: **02-27-08**



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FIGURE

**5**

**Table 1: Trip Generation Comparison**

**Daily Analysis**

Land Use	LUC	Units	Size	Daily Trip Generation Equation	Site Traffic	Site Traffic	
					vpd	Enter	Exit
					vpd	vpd	vpd
<b>Existing Land Use</b>							
Greyhound Bus Station	90	Acres	0.087	$T=372.32 \cdot X$	24	12	12
Retail	814	sf	2,480	$T=44.32 \cdot X$	110	55	55
Commercial (Papa John Pizza)	933	sf	1,905	$T=716 \cdot X$	1364	682	682
Apartments	222	du	241	$\ln(T)=0.83 \cdot \ln(x)+2.50$	1,156	578	578
<b>Total Existing Land Use Trips</b>					<b>2,852</b>	<b>1,326</b>	<b>1,326</b>
Internal Capture (13 %)					344	172	172
Passby Reduction for Papa John Pizza (40%)					474	237	237
Passby for Retail (45%)					44	22	22
<b>Net Existing Land Use Trips</b>					<b>1,780</b>	<b>895</b>	<b>895</b>
<b>Proposed Land Use</b>							
Apartments	222	du	424	$\ln(T)=0.83 \cdot \ln(x)+2.50$	1,848	924	924
Publix	860	sf	46,031	$T=102.24 \cdot X$	4,706	2,353	2,353
Retail	814	sf	22,000	$T=44.32 \cdot X$	976	488	488
<b>Total Proposed Land Use Trips</b>					<b>7,530</b>	<b>3,766</b>	<b>3,766</b>
Internal Capture (20 %)					1,506	753	753
Passby Reduction for Publix (36%)					1,356	678	678
Passby Reduction for Retail (44%)					344	172	172
<b>Net Proposed Land Use Trips</b>					<b>4,324</b>	<b>2,162</b>	<b>2,162</b>
<b>Total Net Trips due to Proposed Development</b>					<b>2,534</b>	<b>1,267</b>	<b>1,267</b>

**P.M. Peak Hour**

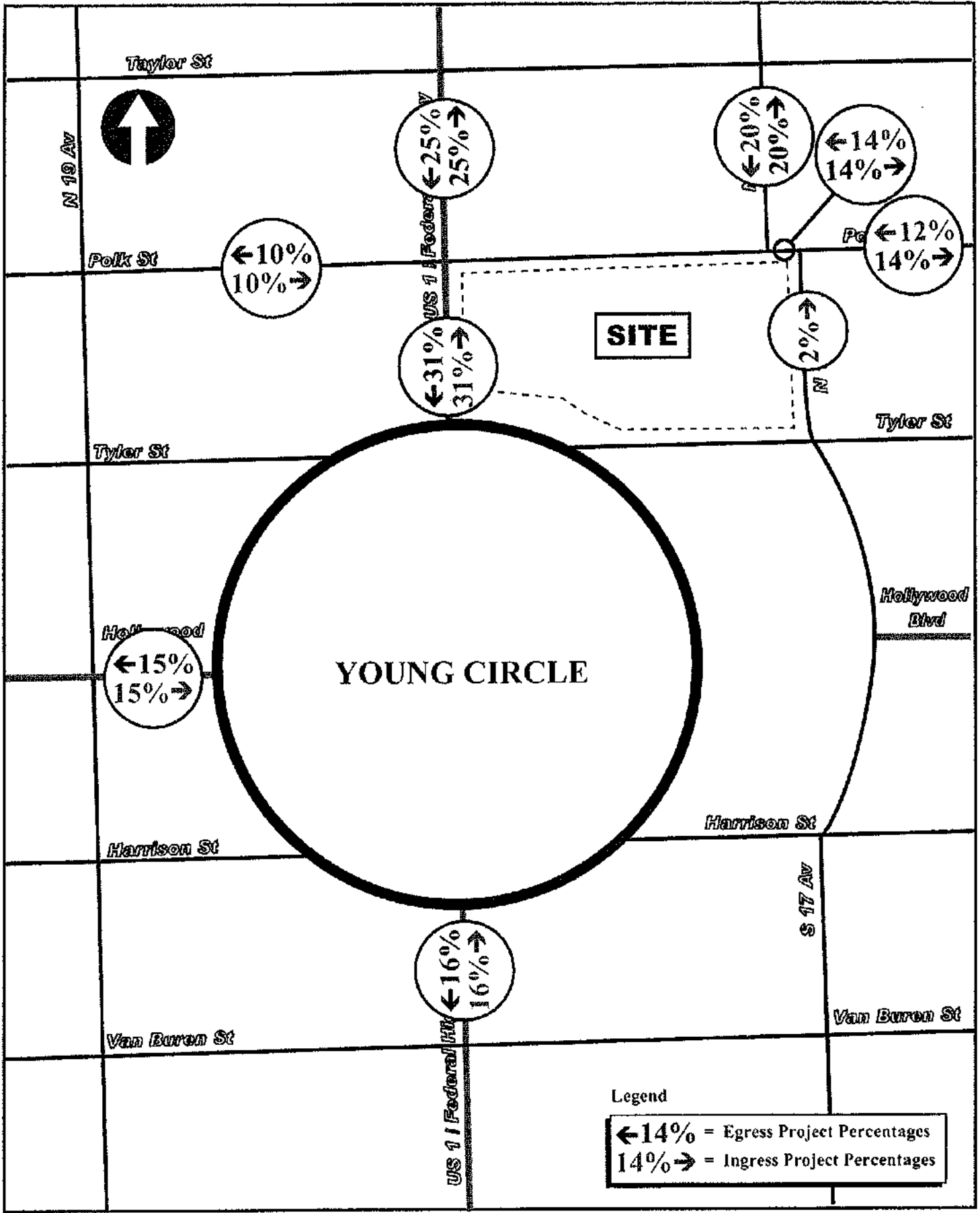
Land Use	LUC	Units	Size	P.M. Peak Hour Trip Generation Equation	Site Traffic	Site Traffic	
					vph	Enter	Exit
					vph	vph	vph
<b>Existing Land Use</b>							
Greyhound Bus Station	90	Acres	0.087	$T=43.75 \cdot X$	3	2	1
Retail	814	sf	2,480	$T=2.40 \cdot X+21.48$	27	12	15
Commercial (Papa John Pizza)	933	sf	1,905	$T=26.15 \cdot X$	50	26	24
Apartments	222	du	241	$T=0.32 \cdot X+12.30$	89	55	34
<b>Total Existing Land Use Trips</b>					<b>169</b>	<b>95</b>	<b>74</b>
Internal Capture (12 %)					20	11	9
Passby Reduction for Papa John Pizza (40%)					18	9	9
Passby for Retail (45%)					11	5	6
<b>Net Existing Land Use Trips</b>					<b>120</b>	<b>70</b>	<b>60</b>
<b>Proposed Land Use</b>							
Apartments	222	du	424	$T=0.32 \cdot X+12.30$	148	90	58
Publix	850	sf	46,031	$T=10.45 \cdot X$	481	245	236
Retail	814	sf	22,000	$T=2.40 \cdot X+21.48$	74	33	41
<b>Total Trips</b>					<b>703</b>	<b>368</b>	<b>335</b>
Internal Capture (18 %)					127	66	61
Passby Reduction for Publix (36%)					142	72	70
Passby Reduction for Retail (44%)					27	12	15
<b>Net Trips</b>					<b>407</b>	<b>218</b>	<b>189</b>
<b>Total Net Trips due to Proposed Development</b>					<b>287</b>	<b>148</b>	<b>139</b>

**Note:**  
Source: Trip Generation, 7th Edition as published by the Institute of Transportation Engineers  
E-J3T Project No. 07-0708  
February 27, 2008

## **Project Traffic Distribution:**

Cardinal Distribution of the project traffic was based on the review of the output from the Florida Standard Urban Transportation Model Structure (FSUTMS) model. **Appendix E** includes the FSUTMS model output. Project traffic distribution on the local roadway network surrounding the project site was based on review of turning movement counts at the surrounding intersections, examination of surrounding roadway characteristics and connectivity to the adjacent street network and the land uses. The result of the traffic distribution is shown in **Figure 6**.

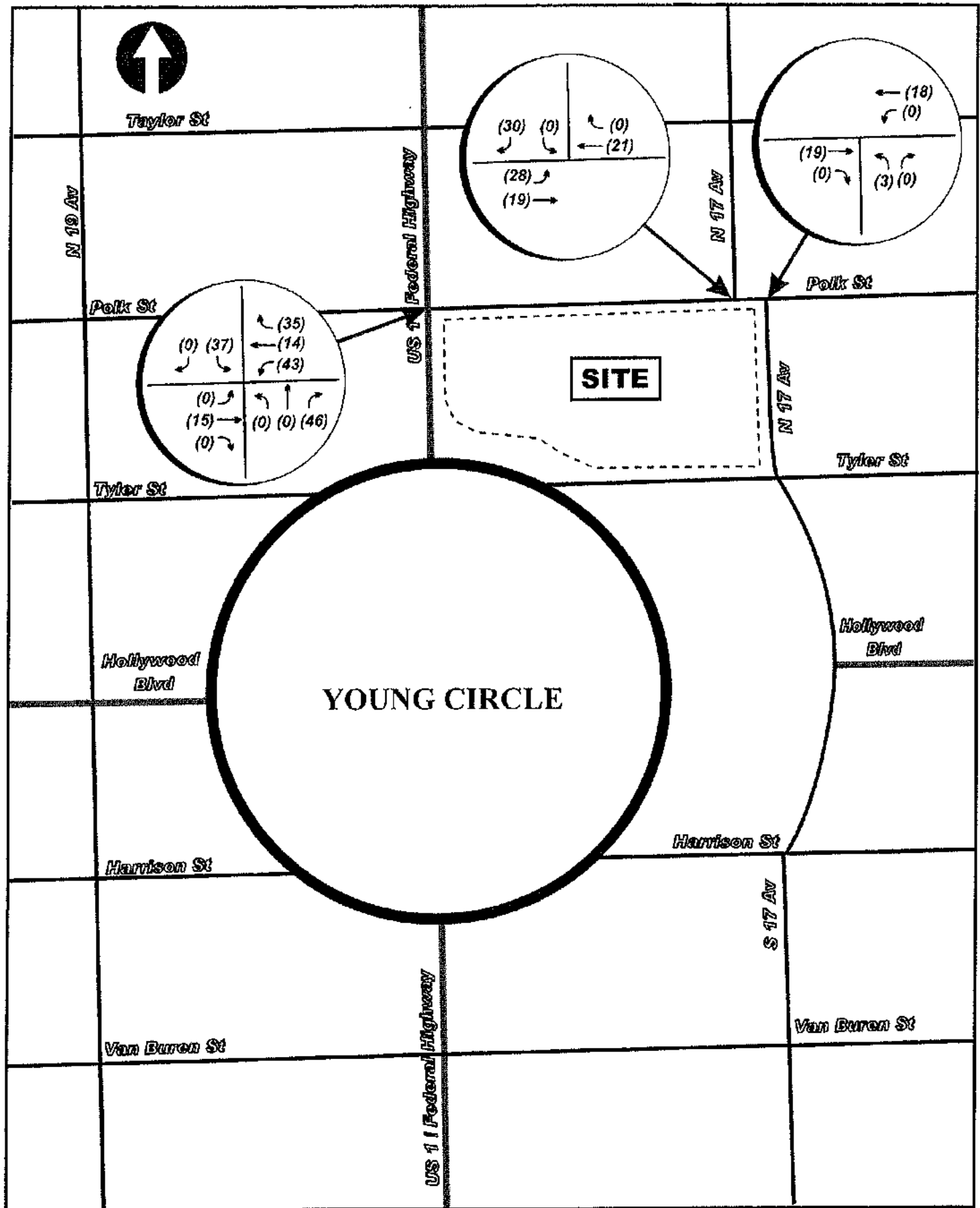
**Figure 7** shows the P.M. peak project traffic turning movement volumes.



**Block 55 - Young Circle**  
**Project Traffic Distribution**

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FIGURE  
**6**  
 07-0708.



**Block 55 - Young Circle**

**Project Traffic Volumes- PM Peak Hour**

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## Existing Traffic

The traffic volume count data was collected at the following signalized and unsignalized intersections:

### Signalized Intersections:

US 1/Federal Highway and Polk Street

### Unsignalized Intersections:

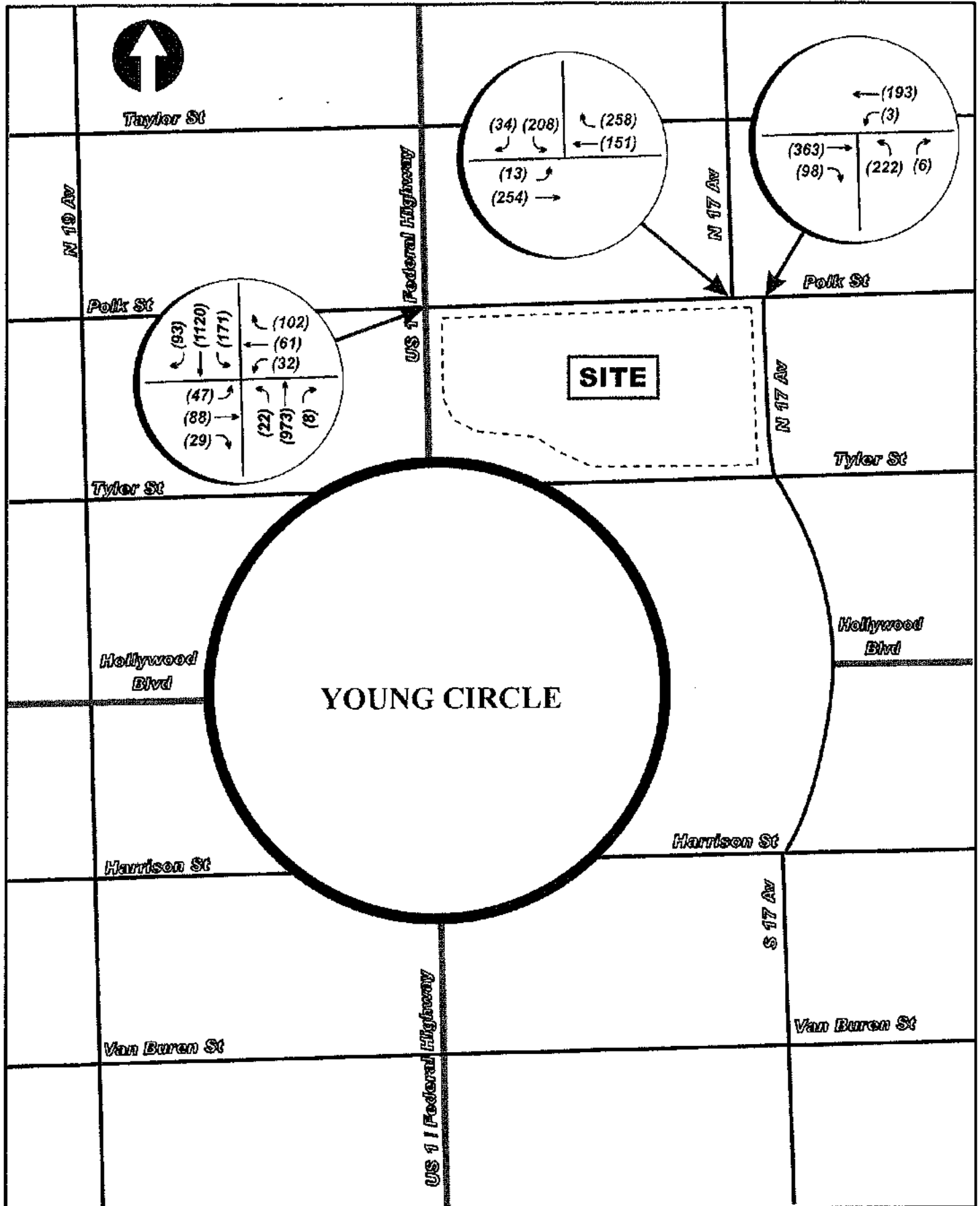
Polk Street and N 17<sup>th</sup> Avenue (Southbound)

Polk Street and N 17<sup>th</sup> Avenue (Northbound)

All data collection efforts were conducted during A.M. and P.M. peak hours of the area roadway network (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.). The data was collected on Wednesday, October 24, 2007. **Appendix F** includes the turning movement count data as collected.

The peak season category factor (PSCF) of 1.27 for existing traffic at signalized and unsignalized intersections has been included in accordance with the FDOT publication as shown in **Appendix G**. The peak season A.M. and P.M. peak hour turning movement traffic volumes for the above referenced intersections were examined to determine the worst case peak hour (representing the maximum turning movement volumes). Based on the review conducted, it was determined that P.M. peak hour turning movement volumes are higher than that of the A.M. peak hour. Therefore, this study includes the analysis on the P.M. peak hour only.

**Figure 8** presents the adjusted weekday Existing Conditions turning movement volumes for the P.M. peak hour. The count data is depicted graphically at each intersection within the study area for existing conditions and has been adjusted to peak season values. Peak hour roadway link volumes for study area roadways were calculated from the turning movement count data previously discussed.



**Block 55 - Young Circle**  
**Adjusted Existing Conditions Turning Movement Volumes- PM Peak Hour**

**E-J3T**  
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## Future Background Traffic

Future levels of service were determined through review of background traffic expected in the year 2010. Annual Average Daily Traffic (AADT) volumes as published by Broward County for the years 2000 through 2006 were examined. **Appendix H** includes Historical AADT information for the roadway segments. Count locations and respective AADT volumes are summarized in **Table 2**:

**Table 2 – Historic Growth Analysis (AADT)**

Site id	Roadway Segment	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	Growth Rate (%)	Adjusted Growth Rate (%)
5033	US 1/N Federal Highway	29,298	30,113	31,310	31,336	32,244	33500	26,851	0.14%	0.60%
9217	Tyler Street	6,984	8,422	9,909	7,474	7,298	7,104	-	-7.60%	0.60%

**Note :**

- 1) Growth rate on Tyler Street were found to be negative. Therefore, a minimum growth rate of 0.5% was assumed for conservative analysis.
  - 2) Growth rate on US 1 was found to be low. Therefore, a minimum growth rate of 0.5% was assumed for conservative analysis.
  - 3) Historical AADT data for Park Street and N. 17th Avenue was not available. Therefore, the growth rate on the near by roadway segment Tyler Street has been assumed for a conservative analysis.
  - 4) Historical AADT data for US 1 was obtained from 2006 FDOT Traffic Information CD.
- E-J3T Project No 07-0708  
 November 14, 2007

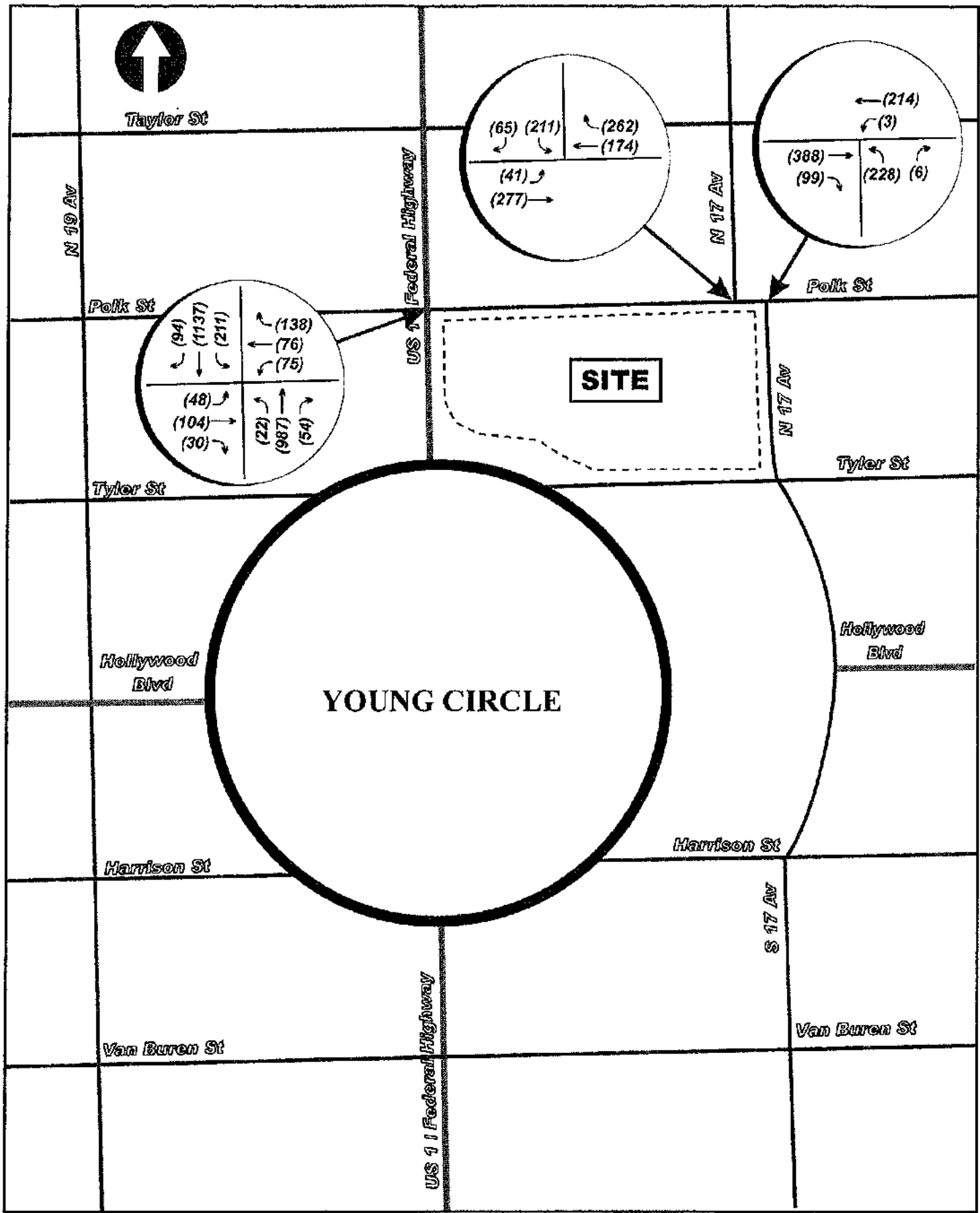
Average annual background traffic growth rates for the roadway segments have been applied to estimate background traffic volumes along each roadway segment and at each intersection to the build-out year of 2010 as agreed in the methodology meeting of October 17, 2007.

**Figure 9** shows Expected Future Background turning movement traffic volumes for the studied intersections for PM peak hour conditions.



## Future Total Traffic

Future total traffic volumes for the study area roadway network were calculated by combining project traffic volumes with future background traffic volumes. Resulting P.M. peak hour future total traffic volumes are shown in **Figure 10**. **Appendix I** shows the intersection volume development worksheets both for existing and future conditions.



**Block 55 - Young Circle**  
**Future Total Turning Movement**  
**Volumes-PM Peak Hour**

**E-E-J3T**  
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## Capacity Analysis

### *P.M. Peak Hour Roadway Segment Analysis*

Analysis of P.M. peak hour conditions on area roadway segments was performed for existing and anticipated future traffic conditions. The generalized maximum Level of Service volumes are those developed by the Florida Department of Transportation as outlined in their most recent edition of *Quality/Level of Service Handbook*. **Appendix J** includes the capacity information used in the analyses.

Projection of existing traffic volumes into 2010 shows little change in expected future operating conditions. Similarly, traffic attributable to the proposed development is shown to have minimal effect on future volume to capacity ratios.

### **Peak Hour Link Comparisons:**

Analysis of hourly volume capacity of the following roadway segments was performed as discussed in the methodology meeting on October 17, 2007.

- US 1/Federal Highway (North of Polk Street)
- US 1/Federal Highway (South of Polk Street)
- Polk Street East of US 1/Federal Highway
- Polk Street West of US 1/Federal Highway
- N. 17<sup>th</sup> Avenue North of Polk Street
- N. 17<sup>th</sup> Avenue South of Polk Street

**Table 3** summarizes the analyses for weekday P.M. peak hour conditions, projected out to the Broward County Planning Horizon of the year 2030

Table 3: Roadway Segment Analysis – PM Peak Hour

Serial No.	Roadway Segment	Existing Volume (Vph)	LOS D Capacity (Vph)	Existing LOS	Year 2008 Background Volume (Vph)	Year 2010 LOS D Capacity (Vph)	Proposed Project Volume (Vph)	Project Trips as % of Volume	Year 2010 LOS D Capacity (Vph)	Year 2010 LOS D Capacity (Vph)	Year 2010 Volume (Vph)	Year 2010 LOS D Capacity (Vph)	Year 2010 Volume (Vph)	Year 2010 LOS D Capacity (Vph)
1	US 1/Federal Highway, North of Polk Street	2,906	3,110	D	2,544	D	72	2.75%	2,616	D	2,616	D	2,616	D
2	US 1/Federal Highway, South of Polk Street	2,183	3,110	D	2,216	D	89	3.86%	2,305	D	2,305	D	2,305	D
3	Polk Street East of US 1/Federal Highway	340	950	B	345	B	189	35.39%	534	C	534	C	534	C
4	Polk Street West of US 1/Federal Highway	266	950	B	300	B	29	8.11%	329	B	329	B	329	B
5	N 17th Avenue North of Polk Street	513	950	C	521	C	57	8.85%	578	C	578	C	578	C
6	N 17th Avenue South of Polk Street	329	950	B	334	B	3	0.89%	337	B	337	B	337	B

Notes:  
 VPH - vehicles per PM Peak hour (obtained from Timing Movement Counts data)  
 LOS - Level of Service  
 LOS D Capacity values from FDOT QualityLevel of Service Handbook  
 Year 2008 represents the project build-out year.  
 E-J3T Project No. 07-0706  
 February 27, 2008

As shown in **Table 3**, the project traffic has minimal impact on the operational performance of all the City roadway segments considered in the analyses with level of service of B, C and D.

### ***Intersection Capacity Analysis***

Intersection capacity analyses were completed for existing and projected peak hour conditions for the following signalized and unsignalized intersections:

#### **Signalized Intersections:**

- US 1/Federal Highway and Polk Street

#### **Unsignalized Intersections:**

- Polk Street and N. 17<sup>th</sup> Avenue (Southbound)
- Polk Street and N. 17<sup>th</sup> Avenue (Northbound)

Signal timing was specified by the Broward County Traffic Engineering Division (included in **Appendix K**) and Synchro 6, a microcomputer software program based on methods outlined in the latest edition of the Highway Capacity Manual was used for the analysis of both signalized and unsignalized intersections.

The results of the intersection capacity analysis for weekday P.M. peak hour conditions are summarized in **Table 4**.

**Table 4: Intersection Analysis Summary - PM Peak Hour**

Serial No.	Intersection Location	Type	Existing LOS	Future LOS	Total LOS
1	US 1/Federal Highway and Polk Street	Signalized	B	B	B
2	Polk Street and N 17th Avenue (Southbound)	Unsignalized	SB:B*	SB:C*	SB:D*
3	Polk Street and N 17th Avenue (Northbound)	Unsignalized	NB:C*	NB:D*	NB:D*

**Note:**  
 \* - LOS for minor street has been reported  
 SB - Southbound  
 NB - Northbound  
 E-J3T Project No.07-0708  
 February 27, 2008

As shown in **Table 4** and detailed in the analyses included in **Appendices L through Q**, the project, as proposed, is not expected to have a detrimental impact on overall levels of service experienced at the subject intersections. The control delay contributed by the proposed development amounts to a maximum of 9.0 seconds per vehicle at all the intersections. For the intersection at US 1/Federal Highway, the delay encountered from Future Background traffic to Total with Project traffic is from 10.8 to 14.2 seconds. This is an increase of 3.4 seconds or a factor of 31.48%. For the intersection at Polk Street and N. 17<sup>th</sup> Avenue (Southbound), the delay encountered from Future Background traffic to Total with Project traffic is from 21.8 to 30.8 seconds. This is an increase of 9.0 seconds or a factor of 41.20%. For the intersection at Polk Street and N. 17<sup>th</sup> Avenue (Northbound), the delay encountered from Future Background traffic to Total with Project traffic is from 29.9 to 34.8 seconds. This is an increase of 4.9 seconds or a factor of 16.38%.

The intersections are projected to operate at an acceptable level of service even with the project traffic. Based on the analyses conducted, it has been determined that the project traffic does not significantly contribute in deteriorating the operational performance of the intersections beyond an acceptable level of service. Therefore, the impact of the project traffic on the surrounding roadway network is not significant.



## **Stacking of Vehicles**

The City of Hollywood has requested that an additional left turn lane on Polk Street (to the east of the main project driveway) be considered to accommodate the traffic from the proposed development. The information regarding the stacking of vehicles on the additional left turn lane was also requested. In conjunction with this request, a detailed analysis has been performed to show the potential stacking of vehicles on the additional left turn lane on Polk Street. The vehicle stacking configuration is included in **Appendix R**. The analysis shows room for 6 vehicles but is dependent on removal of parking along the north side of Polk Street.

## **Vehicle Turning Template**

The City of Hollywood has requested that the turning template of the vehicles accessing the main project driveway be provided. In conjunction with this request, a detailed analysis has been performed. The turning template of the standard Urban Land Institute (ULI) vehicle has been included in **Appendix S**. This analysis shows there is adequate room to make the turning movements at the project entrance/exit.

## Conclusions

The foregoing analysis has addressed transportation-related impacts associated with development of the proposed Block 55-Young Circle project. Key points of the analyses are summarized as follows:

- The proposed mixed use development is expected to generate 2,534 daily trips with 287 new vehicle trips during the P.M. peak hour. The total number of vehicles entering the project site during the PM peak hour is 148, and those leaving are 139.
- The Roadway Link Analyses show that the roadways in the immediate study area will operate at acceptable LOS (B, C and D) at the build out of the project and 2030. The new trips generated by the proposed development during the P.M. peak hour do not significantly contribute in deteriorating the operational performance of the analyzed roadway segments.
- **INTERSECTION ANALYSES:** The Synchro Analyses show that the intersection at US 1/Federal Highway and Polk Street will operate at LOS B upon build out of the project. Polk Street and North 17<sup>th</sup> Avenue (Southbound) will operate at LOS D upon build out of the project for P.M. peak hour conditions. Polk Street and North 17<sup>th</sup> Avenue (Northbound) will operate at LOS D upon build out of the project for P.M. peak hour conditions.

Based on the traffic analyses conducted, it has been determined that the traffic generated from the Proposed Block 55-Young Circle development does not have a detrimental effect on the operational performance of the surrounding roadway network.

# **APPENDIX H**

## **Volume Development Worksheets**

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at N. Young Circle  
AM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			N. Young Circle Eastbound			N. Young Circle Westbound		
	Left	Through	Right	Left	Through	Right*	Left	Through	Right	Left	Through	Right*
Existing Traffic (3/22/2017)						1,043				598	767	
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	0	1043	0	0	0	0	598	767
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55						43						46
Block 40						12				11	24	
2022 Background Traffic	0	0	0	0	0	1,124	0	0	0	0	624	856
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)						8				4	17	
Primary Trip (Phase 2 and 3)						20				12	41	
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>640</b>	<b>914</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at N. Young Circle  
PM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			N. Young Circle Eastbound			N. Young Circle Westbound		
	Left	Through	Right	Left	Through	Right*	Left	Through	Right	Left	Through	Right*
Existing Traffic (3/22/2017)						937				632		993
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	0	937	0	0	0	0	632	993
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55						43						46
Block 40						29					29	21
2022 Background Traffic	0	0	0	0	0	1,033	0	0	0	0	677	1,085
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)						10					2	8
Primary Trip (Phase 2 and 3)						25					5	19
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,068</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>684</b>	<b>1,112</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Tyler Street  
AM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Tyler Street Eastbound			Tyler Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)		725										680
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	725	0	0	0	0	0	0	0	0	0	680
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55		46										
Block 40		35										
2022 Background Traffic	0	824	0	0	0	0	0	0	0	0	0	697
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)		21										
Primary Trip (Phase 2 and 3)		53										
<b>2022 Total Traffic</b>	<b>0</b>	<b>898</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>697</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Tyler Street  
PM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Tyler Street Eastbound			Tyler Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)		1,008										619
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	1008	0	0	0	0	0	0	0	0	0	619
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55		46										
Block 40		50										
2022 Background Traffic	0	1,129	0	0	0	0	0	0	0	0	0	635
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)		10										
Primary Trip (Phase 2 and 3)		24										
<b>2022 Total Traffic</b>	<b>0</b>	<b>1,163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>635</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Hollywood Boulevard  
AM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Hollywood Boulevard Eastbound			Hollywood Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)					982	130			240			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	982	130	0	0	240	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55					22	21			22			
Block 40						23						
2022 Background Traffic	0	0	0	0	1,029	177	0	0	268	0	0	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)					8				5			
Primary Trip (Phase 2 and 3)					20				12			
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,057</b>	<b>177</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>0</b>



**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Hollywood Boulevard  
PM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Hollywood Boulevard Eastbound			Hollywood Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)					894	158			262			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	894	158	0	0	262	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55					22	21			22			
Block 40						58						
2022 Background Traffic	0	0	0	0	939	241	0	0	291	0	0	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)					10				6			
Primary Trip (Phase 2 and 3)					25				15			
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>974</b>	<b>241</b>	<b>0</b>	<b>0</b>	<b>312</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Harrison Street (W)  
AM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Harrison Street (W) Eastbound			Harrison Street (W) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)					1,224	13			200			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	1224	13	0	0	200	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55					44							
Block 40								48				
2022 Background Traffic	0	0	0	0	1,299	13	0	0	253	0	0	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)					13			3				
Primary Trip (Phase 2 and 3)					32			8				
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,344</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Harrison Street (W)  
PM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Harrison Street (W) Eastbound			Harrison Street (W) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)					1,101	43			248			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	1101	43	0	0	248	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55					44							
Block 40									42			
2022 Background Traffic	0	0	0	0	1,173	44	0	0	296	0	0	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)					16				4			
Primary Trip (Phase 2 and 3)					40				9			
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,229</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>309</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at S. Young Circle  
AM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			S. Young Circle Eastbound			S. Young Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)			780				3	658	774			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	780	0	0	0	3	658	774	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55			24					22	22			
Block 40			11					24	24			
<b>2022 Background Traffic</b>	<b>0</b>	<b>0</b>	<b>835</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>721</b>	<b>840</b>	<b>0</b>	<b>0</b>	<b>0</b>
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)			21					16				
Primary Trip (Phase 2 and 3)			53						40			
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>909</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>737</b>	<b>880</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at S. Young Circle  
PM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			S. Young Circle Eastbound			S. Young Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)			1,082				3	546	796			
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	1082	0	0	0	3	546	796	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55			24					22	22			
Block 40			29					21	21			
2022 Background Traffic	0	0	1,162	0	0	0	3	603	859	0	0	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)			10					20				
Primary Trip (Phase 2 and 3)			24						49			
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>1,196</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>623</b>	<b>908</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Harrison Street (E)  
AM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Harrison Street (E) Eastbound			Harrison Street (E) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)		784	623									
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	784	623	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55		46										
Block 40		35										
<b>2022 Background Traffic</b>	<b>0</b>	<b>885</b>	<b>639</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)		21	16									
Primary Trip (Phase 2 and 3)		53										
<b>2022 Total Traffic</b>	<b>0</b>	<b>959</b>	<b>655</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Harrison Street (E)  
PM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Harrison Street (E) Eastbound			Harrison Street (E) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)		1,119	482									
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	1119	482	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55		46										
Block 40		50										
2022 Background Traffic	0	1,243	494	0	0	0	0	0	0	0	0	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)		10	20									
Primary Trip (Phase 2 and 3)		24										
<b>2022 Total Traffic</b>	<b>0</b>	<b>1,277</b>	<b>514</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Van Buren Street  
AM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)	107	744	14	44	879	15	38	78	13	18	25	11
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	107	744	14	44	879	15	38	78	13	18	25	11
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55		24			24							
Block 40		11			24							
<b>2022 Background Traffic</b>	<b>110</b>	<b>798</b>	<b>14</b>	<b>45</b>	<b>949</b>	<b>15</b>	<b>39</b>	<b>80</b>	<b>13</b>	<b>18</b>	<b>26</b>	<b>11</b>
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)			9							18	12	21
Primary Trip (Phase 2 and 3)			19	40						39	29	53
<b>2022 Total Traffic</b>	<b>110</b>	<b>798</b>	<b>42</b>	<b>85</b>	<b>949</b>	<b>15</b>	<b>39</b>	<b>80</b>	<b>13</b>	<b>75</b>	<b>67</b>	<b>85</b>



**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Federal Highway\US 1 at Van Buren Street  
PM Peak Hour**

Description	Federal Highway\US 1 Northbound			Federal Highway\US 1 Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)	61	993	30	55	760	22	36	66	54	36	68	15
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	61	993	30	55	760	22	36	66	54	36	68	15
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b>												
Block 55		24			24							
Block 40		29			21							
<b>2022 Background Traffic</b>	<b>63</b>	<b>1,071</b>	<b>31</b>	<b>56</b>	<b>824</b>	<b>23</b>	<b>37</b>	<b>68</b>	<b>55</b>	<b>37</b>	<b>70</b>	<b>15</b>
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)			11							8	5	10
Primary Trip (Phase 2 and 3)			24	49						17	13	24
<b>2022 Total Traffic</b>	<b>63</b>	<b>1,071</b>	<b>66</b>	<b>105</b>	<b>824</b>	<b>23</b>	<b>37</b>	<b>68</b>	<b>55</b>	<b>62</b>	<b>88</b>	<b>49</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Harrison Street at S. 17th Avenue  
AM Peak Hour**

Description	S. 17th Avenue Northbound			S. 17th Avenue Southbound			Harrison Street Eastbound			Harrison Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)		257	66				375	243	20			245
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	257	66	0	0	0	375	243	20	0	0	245
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	0	263	68	0	0	0	384	249	21	0	0	251
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)		8							16			
Primary Trip (Phase 2 and 3)		15										
<b>2022 Total Traffic</b>	<b>0</b>	<b>286</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>384</b>	<b>249</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>251</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Harrison Street at S. 17th Avenue  
PM Peak Hour**

Description	S. 17th Avenue Northbound			S. 17th Avenue Southbound			Harrison Street Eastbound			Harrison Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)		152	15				376	74	97			185
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	152	15	0	0	0	376	74	97	0	0	185
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	0	156	15	0	0	0	385	76	99	0	0	190
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)		4							20			
Primary Trip (Phase 2 and 3)		7										
<b>2022 Total Traffic</b>	<b>0</b>	<b>167</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>385</b>	<b>76</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>190</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Van Buren Street at S. 17th Avenue  
AM Peak Hour**

Description	S. 17th Avenue Northbound			S. 17th Avenue Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)	10	10	32	1	5	2	3	22	88	12	309	1
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	10	10	32	1	5	2	3	22	88	12	309	1
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	10	10	33	1	5	2	3	23	90	12	317	1
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)						51	9					4
Primary Trip (Phase 2 and 3)							15			8		
<b>2022 Total Traffic</b>	<b>10</b>	<b>10</b>	<b>33</b>	<b>1</b>	<b>5</b>	<b>53</b>	<b>27</b>	<b>23</b>	<b>90</b>	<b>12</b>	<b>325</b>	<b>5</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Van Buren Street at S. 17th Avenue  
PM Peak Hour**

Description	S. 17th Avenue Northbound			S. 17th Avenue Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/22/2017)	19	96	6	4	76	48	42	39	31	4	65	19
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	19	96	6	4	76	48	42	39	31	4	65	19
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	19	98	6	4	78	49	43	40	32	4	67	19
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)						23	11					5
Primary Trip (Phase 2 and 3)							7			9		
<b>2022 Total Traffic</b>	<b>19</b>	<b>98</b>	<b>6</b>	<b>4</b>	<b>78</b>	<b>72</b>	<b>61</b>	<b>40</b>	<b>32</b>	<b>4</b>	<b>76</b>	<b>24</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Driveway 1 at S. 17th Avenue  
AM Peak Hour**

Description	S. 17th Avenue Northbound			S. 17th Avenue Southbound			Driveway 1 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)		323			20							
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	323	0	0	20	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	0	331	0	0	21	0	0	0	0	0	0	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)	13					16	8		51			
Primary Trip (Phase 2 and 3)		15										
<b>2022 Total Traffic</b>	<b>13</b>	<b>346</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Driveway 1 at S. 17th Avenue  
PM Peak Hour**

Description	S. 17th Avenue Northbound			S. 17th Avenue Southbound			Driveway 1 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)		167			97							
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	167	0	0	97	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	0	171	0	0	99	0	0	0	0	0	0	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)	16				20		4		23			
Primary Trip (Phase 2 and 3)		7										
<b>2022 Total Traffic</b>	<b>16</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Driveway 2 (East Driveway) at Van Buren Street  
AM Peak Hour**

Description	Northbound			East Driveway Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)								136			54	
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	0	0	0	136	0	0	54	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	0	0	0	0	0	0	0	139	0	0	55	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)									9		51	
Primary Trip (Phase 2 and 3)				8		60	29	7			4	4
Displaced Parking Spaces				4		4	8					8
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>64</b>	<b>37</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>12</b>



**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Driveway 2 (East Driveway) at Van Buren Street  
PM Peak Hour**

Description	Northbound			East Driveway Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)								151				119
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	0	0	0	151	0	0	119	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	0	0	0	0	0	0	0	155	0	0	122	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)									11			23
Primary Trip (Phase 2 and 3)				4		27	36	3			4	5
Displaced Parking Spaces				8		8	4					4
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>35</b>	<b>40</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>9</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Driveway 3 (West Driveway) at Van Buren Street  
AM Peak Hour**

Description	Northbound			West Driveway Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)								136			54	
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	0	0	0	136	0	0	54	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	0	0	0	0	0	0	0	139	0	0	55	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)								9			51	
Primary Trip (Phase 2 and 3)				7		61	30	29			60	4
Displaced Parking Spaces				4		4	8					8
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>65</b>	<b>38</b>	<b>177</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>12</b>

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Driveway 3 (West Driveway) at Van Buren Street  
PM Peak Hour**

Description	Northbound			West Driveway Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/23/2017)								151			119	
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2017 Peak Season Traffic	0	0	0	0	0	0	0	151	0	0	119	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Committed Developments:</b> Block 55 Block 40												
2022 Background Traffic	0	0	0	0	0	0	0	155	0	0	122	0
Existing Development												
<b>Parc Place:</b>												
Primary Trip (Phase 1)									11		23	
Primary Trip (Phase 2 and 3)				3		27	37	36			27	4
Displaced Parking Spaces				8		8	4					4
<b>2022 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>41</b>	<b>202</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>8</b>

**APPENDIX I**  
**Intersection Capacity Analysis**

Timings  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



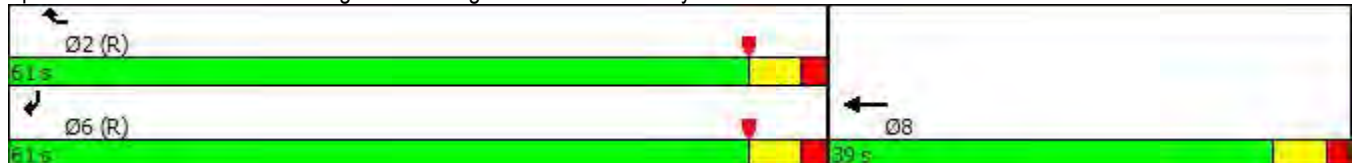
Lane Group	WBT	WBR	SBR
Lane Configurations	↑↑	↑↑	↑↑
Traffic Volume (vph)	598	767	1043
Future Volume (vph)	598	767	1043
Turn Type	NA	custom	Prot
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	36.0	27.0	27.0
Total Split (s)	39.0	61.0	61.0
Total Split (%)	39.0%	61.0%	61.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min
Act Effct Green (s)	25.7	62.3	62.3
Actuated g/C Ratio	0.26	0.62	0.62
v/c Ratio	0.74	0.50	0.67
Control Delay	43.1	11.8	15.6
Queue Delay	27.1	0.5	0.0
Total Delay	70.2	12.3	15.6
LOS	E	B	B
Approach Delay	37.7		
Approach LOS	D		

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 45 (45%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 28.1  
 Intersection Capacity Utilization 69.8%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



## 101: N Young Cir./E Young Cir. &amp; N Federal Hwy.



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	672	862	1172
v/c Ratio	0.74	0.50	0.67
Control Delay	43.1	11.8	15.6
Queue Delay	27.1	0.5	0.0
Total Delay	70.2	12.3	15.6
Queue Length 50th (ft)	217	112	255
Queue Length 95th (ft)	272	323	387
Internal Link Dist (ft)	71		
Turn Bay Length (ft)			
Base Capacity (vph)	1167	1737	1737
Starvation Cap Reductn	515	450	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.03	0.67	0.67
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑↑		↑↑
Traffic Volume (vph)	0	0	598	767	0	1043
Future Volume (vph)	0	0	598	767	0	1043
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0		6.0
Lane Util. Factor			0.95	0.88		0.88
Frbp, ped/bikes			1.00	1.00		1.00
Flpb, ped/bikes			1.00	1.00		1.00
Frt			1.00	0.85		0.85
Flt Protected			1.00	1.00		1.00
Satd. Flow (prot)			3539	2787		2787
Flt Permitted			1.00	1.00		1.00
Satd. Flow (perm)			3539	2787		2787
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	672	862	0	1172
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	672	862	0	1172
Confl. Peds. (#/hr)	48			48	44	
Turn Type			NA	custom		Prot
Protected Phases			8	2		6
Permitted Phases						
Actuated Green, G (s)			25.7	62.3		62.3
Effective Green, g (s)			25.7	62.3		62.3
Actuated g/C Ratio			0.26	0.62		0.62
Clearance Time (s)			6.0	6.0		6.0
Vehicle Extension (s)			3.0	0.2		3.0
Lane Grp Cap (vph)			909	1736		1736
v/s Ratio Prot			c0.19	0.31		c0.42
v/s Ratio Perm						
v/c Ratio			0.74	0.50		0.68
Uniform Delay, d1			34.1	10.3		12.3
Progression Factor			1.14	0.97		1.00
Incremental Delay, d2			2.8	0.9		2.1
Delay (s)			41.7	10.9		14.4
Level of Service			D	B		B
Approach Delay (s)		0.0	24.4		14.4	
Approach LOS		A	C		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			20.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.69			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			69.8%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



Lane Group	EBR	SBT	SBR	Ø2
Lane Configurations	↗	↑↑↑	↘	
Traffic Volume (vph)	240	982	130	
Future Volume (vph)	240	982	130	
Turn Type	Prot	NA	Perm	
Protected Phases	5	8		2
Permitted Phases				8
Detector Phase	5	8	8	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	23.0	23.0	24.0
Total Split (s)	62.0	38.0	38.0	62.0
Total Split (%)	62.0%	38.0%	38.0%	62%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Max	Max	C-Max
Act Effct Green (s)	58.0	34.0	34.0	
Actuated g/C Ratio	0.58	0.34	0.34	
v/c Ratio	0.35	0.73	0.39	
Control Delay	12.2	34.6	29.9	
Queue Delay	0.0	0.0	0.0	
Total Delay	12.2	34.6	29.9	
LOS	B	C	C	
Approach Delay		34.0		
Approach LOS		C		

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 30.1  
 Intersection Capacity Utilization 46.1%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.





## 102: N Young Cir. &amp; Hollywood Blvd.



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	270	1103	146
v/c Ratio	0.35	0.73	0.39
Control Delay	12.2	34.6	29.9
Queue Delay	0.0	0.0	0.0
Total Delay	12.2	34.6	29.9
Queue Length 50th (ft)	81	250	83
Queue Length 95th (ft)	131	254	m105
Internal Link Dist (ft)		246	
Turn Bay Length (ft)			60
Base Capacity (vph)	761	1504	376
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.35	0.73	0.39

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖↖	↗
Traffic Volume (vph)	0	240	0	0	982	130
Future Volume (vph)	0	240	0	0	982	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0
Lane Util. Factor		1.00			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.86
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1305			4424	1106
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1305			4424	1106
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	270	0	0	1103	146
RTOR Reduction (vph)	0	5	0	0	0	0
Lane Group Flow (vph)	0	265	0	0	1103	146
Confl. Peds. (#/hr)		19	12			12
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	Perm
Protected Phases		5			8	
Permitted Phases						8
Actuated Green, G (s)		58.0			34.0	34.0
Effective Green, g (s)		58.0			34.0	34.0
Actuated g/C Ratio		0.58			0.34	0.34
Clearance Time (s)		4.0			4.0	4.0
Vehicle Extension (s)		0.2			0.2	0.2
Lane Grp Cap (vph)		756			1504	376
v/s Ratio Prot		c0.20			c0.25	
v/s Ratio Perm						0.13
v/c Ratio		0.35			0.73	0.39
Uniform Delay, d1		11.1			29.0	25.1
Progression Factor		1.00			1.09	1.07
Incremental Delay, d2		0.1			2.5	2.3
Delay (s)		11.2			34.2	29.1
Level of Service		B			C	C
Approach Delay (s)	11.2			0.0	33.6	
Approach LOS	B			A	C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			29.6		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.49			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			46.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
 103: Harrison St. (W) & N Young Cir.

05/10/2017

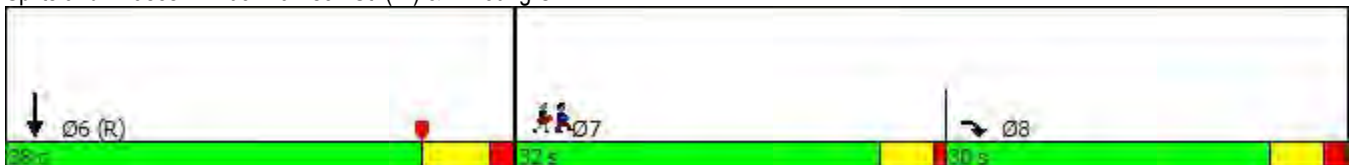


Lane Group	EBR	SBT	Ø7
Lane Configurations	↗	↑↑↑	
Traffic Volume (vph)	200	1224	
Future Volume (vph)	200	1224	
Turn Type	Prot	NA	
Protected Phases	8	6	7
Permitted Phases			
Detector Phase	8	6	
Switch Phase			
Minimum Initial (s)	6.0	10.0	10.0
Minimum Split (s)	28.0	27.0	27.0
Total Split (s)	30.0	38.0	32.0
Total Split (%)	30.0%	38.0%	32%
Yellow Time (s)	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	7.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	C-Min	None
Act Effct Green (s)	22.2	64.8	
Actuated g/C Ratio	0.22	0.65	
v/c Ratio	0.82	0.51	
Control Delay	57.9	6.3	
Queue Delay	22.5	0.1	
Total Delay	80.3	6.4	
LOS	F	A	
Approach Delay		6.4	
Approach LOS		A	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 38 (38%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 16.7  
 Intersection Capacity Utilization 51.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



## 103: Harrison St. (W) &amp; N Young Cir.



Lane Group	EBR	SBT
Lane Group Flow (vph)	235	1455
v/c Ratio	0.82	0.51
Control Delay	57.9	6.3
Queue Delay	22.5	0.1
Total Delay	80.3	6.4
Queue Length 50th (ft)	142	63
Queue Length 95th (ft)	196	112
Internal Link Dist (ft)		274
Turn Bay Length (ft)		
Base Capacity (vph)	333	2862
Starvation Cap Reductn	0	433
Spillback Cap Reductn	92	424
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.98	0.60
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
 103: Harrison St. (W) & N Young Cir.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	200	0	0	1224	13
Future Volume (vph)	0	200	0	0	1224	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			7.0	
Lane Util. Factor		1.00			0.91	
Frbp, ped/bikes		1.00			1.00	
Flpb, ped/bikes		1.00			1.00	
Frt		0.86			1.00	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		1305			4416	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		1305			4416	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	235	0	0	1440	15
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	235	0	0	1454	0
Confl. Peds. (#/hr)	5					
Confl. Bikes (#/hr)						4
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	
Protected Phases		8			6	
Permitted Phases						
Actuated Green, G (s)		22.2			64.8	
Effective Green, g (s)		22.2			64.8	
Actuated g/C Ratio		0.22			0.65	
Clearance Time (s)		6.0			7.0	
Vehicle Extension (s)		1.5			3.0	
Lane Grp Cap (vph)		289			2861	
v/s Ratio Prot		c0.18			c0.33	
v/s Ratio Perm						
v/c Ratio		0.81			0.51	
Uniform Delay, d1		36.9			9.2	
Progression Factor		1.00			0.57	
Incremental Delay, d2		15.1			0.5	
Delay (s)		52.0			5.8	
Level of Service		D			A	
Approach Delay (s)	52.0			0.0	5.8	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
104: S Federal Hwy. & S Young Cir.

05/10/2017

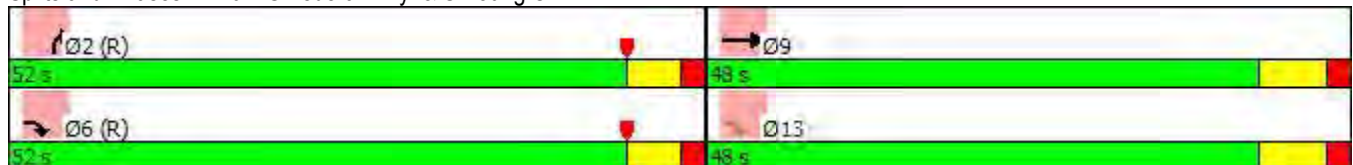


Lane Group	EBT	EBR	NBR	Ø13
Lane Configurations	↑↑	↑↑	↑↑	
Traffic Volume (vph)	658	774	780	
Future Volume (vph)	658	774	780	
Turn Type	NA	custom	Prot	
Protected Phases	9	6	2	13
Permitted Phases		13		
Detector Phase	9	6	2	
Switch Phase				
Minimum Initial (s)	4.0	5.0	12.0	5.0
Minimum Split (s)	25.0	25.0	26.0	25.0
Total Split (s)	48.0	52.0	52.0	48.0
Total Split (%)	48.0%	52.0%	52.0%	48%
Yellow Time (s)	5.0	4.0	4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	7.0	6.0	6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None
Act Effct Green (s)	27.3	88.0	59.7	
Actuated g/C Ratio	0.27	0.88	0.60	
v/c Ratio	0.78	0.37	0.54	
Control Delay	46.7	2.1	8.1	
Queue Delay	0.3	0.3	0.0	
Total Delay	47.0	2.4	8.2	
LOS	D	A	A	
Approach Delay	22.9			
Approach LOS	C			

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 17.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 56.3%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



## 104: S Federal Hwy. &amp; S Young Cir.



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	756	890	897
v/c Ratio	0.78	0.37	0.54
Control Delay	46.7	2.1	8.1
Queue Delay	0.3	0.3	0.0
Total Delay	47.0	2.4	8.2
Queue Length 50th (ft)	269	0	67
Queue Length 95th (ft)	224	2	73
Internal Link Dist (ft)	121		
Turn Bay Length (ft)			
Base Capacity (vph)	1450	2389	1662
Starvation Cap Reductn	231	810	53
Spillback Cap Reductn	0	189	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.62	0.56	0.56
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 104: S Federal Hwy. & S Young Cir.

05/10/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑				↑↑
Traffic Volume (vph)	658	774	0	0	0	780
Future Volume (vph)	658	774	0	0	0	780
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0				6.0
Lane Util. Factor	0.95	0.88				0.88
Frbp, ped/bikes	1.00	0.97				1.00
Flpb, ped/bikes	1.00	1.00				1.00
Frt	1.00	0.85				0.85
Flt Protected	1.00	1.00				1.00
Satd. Flow (prot)	3539	2716				2787
Flt Permitted	1.00	1.00				1.00
Satd. Flow (perm)	3539	2716				2787
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	756	890	0	0	0	897
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	756	890	0	0	0	897
Confl. Peds. (#/hr)		16				
Turn Type	NA	custom				Prot
Protected Phases	9	6				2
Permitted Phases		13				
Actuated Green, G (s)	27.3	87.0				59.7
Effective Green, g (s)	27.3	87.0				59.7
Actuated g/C Ratio	0.27	0.87				0.60
Clearance Time (s)	7.0	6.0				6.0
Vehicle Extension (s)	2.0	3.0				3.0
Lane Grp Cap (vph)	966	2525				1663
v/s Ratio Prot	c0.21	0.21				c0.32
v/s Ratio Perm		0.12				
v/c Ratio	0.78	0.35				0.54
Uniform Delay, d1	33.6	1.2				12.0
Progression Factor	1.25	3.07				0.53
Incremental Delay, d2	3.3	0.0				1.2
Delay (s)	45.3	3.8				7.5
Level of Service	D	A				A
Approach Delay (s)	22.9			0.0	7.5	
Approach LOS	C			A	A	

Intersection Summary

HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			





Lane Group	NBT	Ø11
Lane Configurations	↑↑↑	
Traffic Volume (vph)	784	
Future Volume (vph)	784	
Turn Type	NA	
Protected Phases	2	11
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	24.0	26.0
Total Split (s)	74.0	26.0
Total Split (%)	74.0%	26%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	None
Act Effct Green (s)	100.0	
Actuated g/C Ratio	1.00	
v/c Ratio	0.36	
Control Delay	0.2	
Queue Delay	0.0	
Total Delay	0.2	
LOS	A	
Approach Delay	0.2	
Approach LOS	A	

**Intersection Summary**

Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 90 (90%), Referenced to phase 2:NBT and 6:, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 0.2	Intersection LOS: A
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)

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Lane Group	NBT
Lane Group Flow (vph)	1675
v/c Ratio	0.36
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	17
Turn Bay Length (ft)	
Base Capacity (vph)	4607
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.36
<b>Intersection Summary</b>	

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HCM Signalized Intersection Capacity Analysis  
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Traffic Volume (vph)	0	0	784	623	0	0
Future Volume (vph)	0	0	784	623	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			
Lane Util. Factor			0.91			
Frbp, ped/bikes			0.97			
Flpb, ped/bikes			1.00			
Frt			0.93			
Flt Protected			1.00			
Satd. Flow (prot)			4610			
Flt Permitted			1.00			
Satd. Flow (perm)			4610			
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	933	742	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1675	0	0	0
Confl. Peds. (#/hr)		13		9		
Confl. Bikes (#/hr)		2		15		
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Actuated Green, G (s)			100.0			
Effective Green, g (s)			100.0			
Actuated g/C Ratio			1.00			
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)			4610			
v/s Ratio Prot			c0.36			
v/s Ratio Perm						
v/c Ratio			0.36			
Uniform Delay, d1			0.0			
Progression Factor			1.00			
Incremental Delay, d2			0.2			
Delay (s)			0.2			
Level of Service			A			
Approach Delay (s)	0.0		0.2		0.0	
Approach LOS	A		A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			0.2	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.41			
Actuated Cycle Length (s)			100.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			66.1%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
106: S Federal Hwy. & Van Buren St.

05/10/2017



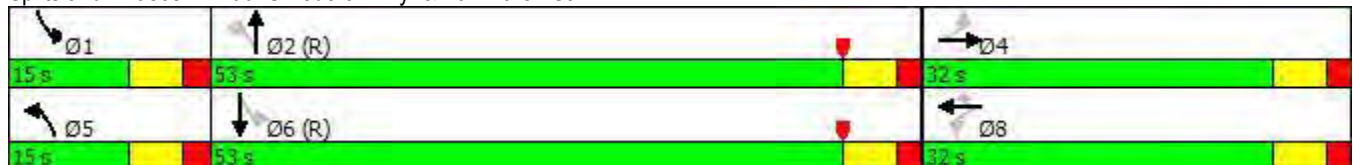
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗		↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	38	78	18	25	11	107	744	44	879
Future Volume (vph)	38	78	18	25	11	107	744	44	879
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0	11.0	24.0	11.0	24.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	15.0	53.0	15.0	53.0
Total Split (%)	32.0%	32.0%	32.0%	32.0%	32.0%	15.0%	53.0%	15.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	10.8	10.8		10.8	10.8	73.5	67.3	70.1	63.9
Actuated g/C Ratio	0.11	0.11		0.11	0.11	0.74	0.67	0.70	0.64
v/c Ratio	0.32	0.52		0.31	0.05	0.30	0.37	0.11	0.46
Control Delay	46.1	47.5		44.8	0.4	5.3	8.7	3.9	10.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	46.1	47.5		44.8	0.4	5.3	8.7	3.9	10.8
LOS	D	D		D	A	A	A	A	B
Approach Delay		47.1		35.6			8.3		10.5
Approach LOS		D		D			A		B

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 12.6  
 Intersection Capacity Utilization 62.2%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



## 106: S Federal Hwy. &amp; Van Buren St.



























Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	44	106	50	13	124	881	51	1039
v/c Ratio	0.32	0.52	0.31	0.05	0.30	0.37	0.11	0.46
Control Delay	46.1	47.5	44.8	0.4	5.3	8.7	3.9	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	46.1	47.5	44.8	0.4	5.3	8.7	3.9	10.8
Queue Length 50th (ft)	26	60	30	0	16	123	6	92
Queue Length 95th (ft)	56	104	61	0	33	176	14	310
Internal Link Dist (ft)		621	258			295		199
Turn Bay Length (ft)	65			60	172		100	
Base Capacity (vph)	333	478	393	458	434	2370	517	2254
Starvation Cap Reductn	0	0	0	0	0	0	0	672
Spillback Cap Reductn	0	0	0	0	0	30	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.22	0.13	0.03	0.29	0.38	0.10	0.66

## Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 106: S Federal Hwy. & Van Buren St.

05/10/2017

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	38	78	13	18	25	11	107	744	14	44	879	15	
Future Volume (vph)	38	78	13	18	25	11	107	744	14	44	879	15	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95		
Frbp, ped/bikes	1.00	1.00			1.00	0.94	1.00	1.00		1.00	1.00		
Flpb, ped/bikes	0.95	1.00			1.00	1.00	1.00	1.00		0.99	1.00		
Frt	1.00	0.98			1.00	0.85	1.00	1.00		1.00	1.00		
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1683	1818			1821	1483	1768	3523		1760	3528		
Flt Permitted	0.72	1.00			0.82	1.00	0.23	1.00		0.30	1.00		
Satd. Flow (perm)	1284	1818			1516	1483	420	3523		564	3528		
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	44	91	15	21	29	13	124	865	16	51	1022	17	
RTOR Reduction (vph)	0	7	0	0	0	12	0	1	0	0	1	0	
Lane Group Flow (vph)	44	99	0	0	50	1	124	880	0	51	1038	0	
Confl. Peds. (#/hr)	40		4	4		40	9		27	27		9	
Confl. Bikes (#/hr)			1						7			5	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA		
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)	10.8	10.8			10.8	10.8	73.4	66.1		69.0	63.9		
Effective Green, g (s)	10.8	10.8			10.8	10.8	73.4	66.1		69.0	63.9		
Actuated g/C Ratio	0.11	0.11			0.11	0.11	0.73	0.66		0.69	0.64		
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	138	196			163	160	406	2328		450	2254		
v/s Ratio Prot		c0.05					c0.02	0.25		0.01	c0.29		
v/s Ratio Perm	0.03				0.03	0.00	0.20			0.07			
v/c Ratio	0.32	0.50			0.31	0.01	0.31	0.38		0.11	0.46		
Uniform Delay, d1	41.2	42.1			41.1	39.8	4.7	7.7		5.0	9.2		
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		0.97	0.98		
Incremental Delay, d2	1.3	2.0			1.1	0.0	0.4	0.5		0.1	0.7		
Delay (s)	42.5	44.1			42.2	39.8	5.2	8.1		5.0	9.7		
Level of Service	D	D			D	D	A	A		A	A		
Approach Delay (s)		43.7			41.7			7.8			9.5		
Approach LOS		D			D			A			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			11.8		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.45										
Actuated Cycle Length (s)			100.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			62.2%		ICU Level of Service						B		
Analysis Period (min)			15										
c Critical Lane Group													

Timings  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017

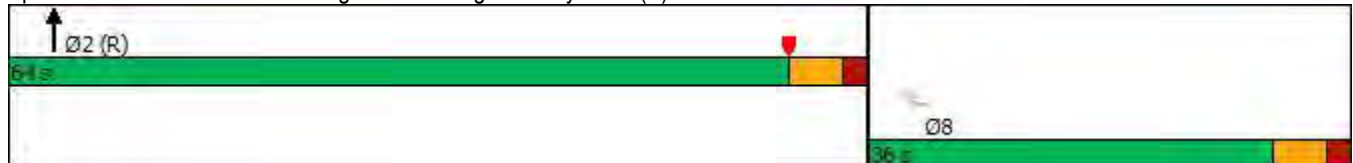


Lane Group	WBR	NBT
Lane Configurations	↑↑	↑↑↑
Traffic Volume (vph)	680	725
Future Volume (vph)	680	725
Turn Type	Perm	NA
Protected Phases		2
Permitted Phases	8	
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	6.0	12.0
Minimum Split (s)	28.0	24.0
Total Split (s)	36.0	64.0
Total Split (%)	36.0%	64.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min
Act Effct Green (s)	24.3	63.7
Actuated g/C Ratio	0.24	0.64
v/c Ratio	0.88	0.26
Control Delay	34.2	10.3
Queue Delay	5.0	0.0
Total Delay	39.2	10.4
LOS	D	B
Approach Delay		10.4
Approach LOS		B

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 38 (38%), Referenced to phase 2:NBT and 6:, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 24.3  
 Intersection Capacity Utilization 47.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



## 107: E Young Cir. /E Young Cir. &amp; Tyler St. (E)



Lane Group	WBR	NBT
Lane Group Flow (vph)	782	833
v/c Ratio	0.88	0.26
Control Delay	34.2	10.3
Queue Delay	5.0	0.0
Total Delay	39.2	10.4
Queue Length 50th (ft)	181	99
Queue Length 95th (ft)	219	123
Internal Link Dist (ft)		614
Turn Bay Length (ft)		
Base Capacity (vph)	1047	3267
Starvation Cap Reductn	0	0
Spillback Cap Reductn	201	635
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.92	0.32
<b>Intersection Summary</b>		



HCM Signalized Intersection Capacity Analysis  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑↑			
Traffic Volume (vph)	0	680	725	0	0	0
Future Volume (vph)	0	680	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			
Lane Util. Factor		0.88	0.91			
Frbp, ped/bikes		1.00	1.00			
Flpb, ped/bikes		1.00	1.00			
Frt		0.85	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		2787	5085			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		2787	5085			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	782	833	0	0	0
RTOR Reduction (vph)	0	215	0	0	0	0
Lane Group Flow (vph)	0	567	833	0	0	0
Confl. Peds. (#/hr)	28			5	5	
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Actuated Green, G (s)		24.3	63.7			
Effective Green, g (s)		24.3	63.7			
Actuated g/C Ratio		0.24	0.64			
Clearance Time (s)		6.0	6.0			
Vehicle Extension (s)		2.0	3.0			
Lane Grp Cap (vph)		677	3239			
v/s Ratio Prot			c0.16			
v/s Ratio Perm		c0.20				
v/c Ratio		0.84	0.26			
Uniform Delay, d1		36.0	7.9			
Progression Factor		1.00	1.17			
Incremental Delay, d2		8.5	0.2			
Delay (s)		44.5	9.4			
Level of Service		D	A			
Approach Delay (s)	44.5		9.4		0.0	
Approach LOS	D		A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			26.4		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.42			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			47.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis  
 201: N 17 Ave. & Harrison St. (E)

05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	243	20	0	0	245	0	257	66	0	0	0
Future Volume (Veh/h)	375	243	20	0	0	245	0	257	66	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	493	320	26	0	0	322	0	338	87	0	0	0
Pedestrians		422			67			5				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		3.5			3.5			3.5				
Percent Blockage		40			6			0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		507										
pX, platoon unblocked												
vC, conflicting volume	0			351			1907	1324	405	1629	1337	422
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			351			1907	1324	405	1629	1337	422
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	70			100			100	0	86	0	100	100
cM capacity (veh/h)	1623			1202			24	108	602	0	106	378

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	NB 1
Volume Total	246	246	346	322	425
Volume Left	246	246	0	0	0
Volume Right	0	0	26	322	87
cSH	1623	1623	1700	1700	130
Volume to Capacity	0.30	0.30	0.20	0.19	3.27
Queue Length 95th (ft)	32	32	0	0	Err
Control Delay (s)	8.2	8.2	0.0	0.0	Err
Lane LOS	A	A			F
Approach Delay (s)	4.8			0.0	Err
Approach LOS					F

Intersection Summary

Average Delay		2682.0			
Intersection Capacity Utilization		54.4%		ICU Level of Service	A
Analysis Period (min)		15			

HCM Unsignalized Intersection Capacity Analysis  
 202: N 17 Ave. & Van Buren St.

05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	22	88	12	309	1	10	10	32	1	5	2
Future Volume (Veh/h)	3	22	88	12	309	1	10	10	32	1	5	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Hourly flow rate (vph)	5	33	133	18	468	2	15	15	48	2	8	3
Pedestrians		336			108			38			57	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		32			10			4			5	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	712	550	384	378	528	204	347			171		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	712	550	384	378	528	204	347			171		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	88	69	92	0	100	98			100		
cM capacity (veh/h)	0	265	435	218	273	710	824			1262		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	171	488	78	13								
Volume Left	5	18	15	2								
Volume Right	133	2	48	3								
cSH	0	271	824	1262								
Volume to Capacity	Err	1.80	0.02	0.00								
Queue Length 95th (ft)	Err	819	1	0								
Control Delay (s)	Err	407.3	2.0	1.2								
Lane LOS	F	F	A	A								
Approach Delay (s)	Err	407.3	2.0	1.2								
Approach LOS	F	F										
<b>Intersection Summary</b>												
Average Delay			Err									
Intersection Capacity Utilization			41.9%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017

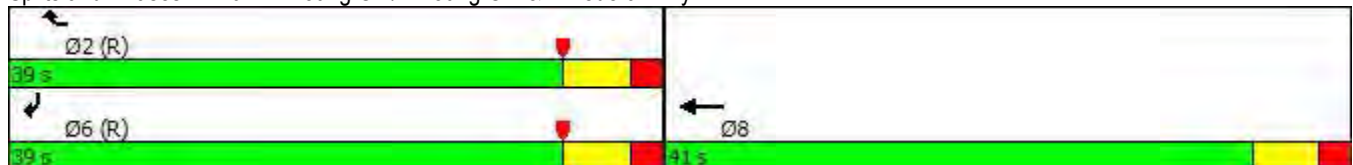


Lane Group	WBT	WBR	SBR
Lane Configurations	↑↑	↑↑	↑↑
Traffic Volume (vph)	598	767	1043
Future Volume (vph)	598	767	1043
Turn Type	NA	custom	Prot
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	36.0	27.0	27.0
Total Split (s)	41.0	39.0	39.0
Total Split (%)	51.3%	48.8%	48.8%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min
Act Effct Green (s)	20.8	47.2	47.2
Actuated g/C Ratio	0.26	0.59	0.59
v/c Ratio	0.68	0.49	0.66
Control Delay	30.1	11.5	14.5
Queue Delay	0.4	6.0	0.0
Total Delay	30.5	17.5	14.5
LOS	C	B	B
Approach Delay	23.2		
Approach LOS	C		

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 45 (56%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 19.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 70.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



## 101: N Young Cir./E Young Cir. &amp; N Federal Hwy.



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	623	799	1086
v/c Ratio	0.68	0.49	0.66
Control Delay	30.1	11.5	14.5
Queue Delay	0.4	6.0	0.0
Total Delay	30.5	17.5	14.5
Queue Length 50th (ft)	147	117	186
Queue Length 95th (ft)	181	202	318
Internal Link Dist (ft)	71		
Turn Bay Length (ft)			
Base Capacity (vph)	1548	1645	1645
Starvation Cap Reductn	437	779	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.56	0.92	0.66
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑↑		↑↑
Traffic Volume (vph)	0	0	598	767	0	1043
Future Volume (vph)	0	0	598	767	0	1043
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0		6.0
Lane Util. Factor			0.95	0.88		0.88
Frbp, ped/bikes			1.00	1.00		1.00
Flpb, ped/bikes			1.00	1.00		1.00
Frt			1.00	0.85		0.85
Flt Protected			1.00	1.00		1.00
Satd. Flow (prot)			3539	2787		2787
Flt Permitted			1.00	1.00		1.00
Satd. Flow (perm)			3539	2787		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	623	799	0	1086
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	623	799	0	1086
Confl. Peds. (#/hr)				52		
Confl. Bikes (#/hr)				5		
Turn Type			NA	custom		Prot
Protected Phases			8	2		6
Permitted Phases						
Actuated Green, G (s)			20.8	47.2		47.2
Effective Green, g (s)			20.8	47.2		47.2
Actuated g/C Ratio			0.26	0.59		0.59
Clearance Time (s)			6.0	6.0		6.0
Vehicle Extension (s)			3.0	0.2		3.0
Lane Grp Cap (vph)			920	1644		1644
v/s Ratio Prot			c0.18	0.29		c0.39
v/s Ratio Perm						
v/c Ratio			0.68	0.49		0.66
Uniform Delay, d1			26.6	9.4		11.0
Progression Factor			1.00	1.00		1.00
Incremental Delay, d2			2.0	1.0		2.1
Delay (s)			28.6	10.5		13.1
Level of Service			C	B		B
Approach Delay (s)		0.0	18.4		13.1	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			16.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.67			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			70.0%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
102: N Young Cir. & Hollywood Blvd.

05/10/2017



Lane Group	EBR	SBT	SBR	Ø2
Lane Configurations	↗	↑↑↑	↘	
Traffic Volume (vph)	240	982	130	
Future Volume (vph)	240	982	130	
Turn Type	Prot	NA	Perm	
Protected Phases	5	8		2
Permitted Phases				8
Detector Phase	5	8	8	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	23.0	23.0	24.0
Total Split (s)	51.0	29.0	29.0	51.0
Total Split (%)	63.8%	36.3%	36.3%	64%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Max	Max	C-Max
Act Effct Green (s)	47.0	25.0	25.0	
Actuated g/C Ratio	0.59	0.31	0.31	
v/c Ratio	0.33	0.76	0.72	
Control Delay	9.7	26.9	43.5	
Queue Delay	0.0	0.0	0.0	
Total Delay	9.7	26.9	43.5	
LOS	A	C	D	
Approach Delay		28.8		
Approach LOS		C		

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 25.4  
 Intersection Capacity Utilization 45.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



## 102: N Young Cir. &amp; Hollywood Blvd.



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	255	1045	138
v/c Ratio	0.33	0.76	0.72
Control Delay	9.7	26.9	43.5
Queue Delay	0.0	0.0	0.0
Total Delay	9.7	26.9	43.5
Queue Length 50th (ft)	58	128	45
Queue Length 95th (ft)	102	203	m#130
Internal Link Dist (ft)		246	
Turn Bay Length (ft)			60
Base Capacity (vph)	769	1382	193
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.33	0.76	0.72

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



HCM Signalized Intersection Capacity Analysis  
102: N Young Cir. & Hollywood Blvd.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	240	0	0	982	130
Future Volume (vph)	0	240	0	0	982	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0
Lane Util. Factor		1.00			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.48
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1305			4424	620
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1305			4424	620
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	255	0	0	1045	138
RTOR Reduction (vph)	0	2	0	0	0	0
Lane Group Flow (vph)	0	253	0	0	1045	138
Confl. Peds. (#/hr)		17				65
Confl. Bikes (#/hr)		1				5
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	Perm
Protected Phases		5			8	
Permitted Phases						8
Actuated Green, G (s)		47.0			25.0	25.0
Effective Green, g (s)		47.0			25.0	25.0
Actuated g/C Ratio		0.59			0.31	0.31
Clearance Time (s)		4.0			4.0	4.0
Vehicle Extension (s)		0.2			0.2	0.2
Lane Grp Cap (vph)		766			1382	193
v/s Ratio Prot		c0.19			c0.24	
v/s Ratio Perm						0.22
v/c Ratio		0.33			0.76	0.72
Uniform Delay, d1		8.4			24.8	24.3
Progression Factor		1.00			0.94	0.95
Incremental Delay, d2		0.1			3.3	17.2
Delay (s)		8.5			26.6	40.2
Level of Service		A			C	D
Approach Delay (s)	8.5			0.0	28.2	
Approach LOS	A			A	C	

**Intersection Summary**

HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
 103: Harrison St. (W) & N Young Cir.

05/10/2017



Lane Group	EBR	SBT	Ø7
Lane Configurations	↗	↑↑↑	
Traffic Volume (vph)	200	1224	
Future Volume (vph)	200	1224	
Turn Type	Prot	NA	
Protected Phases	8	6	7
Permitted Phases			
Detector Phase	8	6	
Switch Phase			
Minimum Initial (s)	6.0	10.0	10.0
Minimum Split (s)	28.0	27.0	27.0
Total Split (s)	24.0	29.0	27.0
Total Split (%)	30.0%	36.3%	34%
Yellow Time (s)	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	7.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	C-Min	None
Act Effct Green (s)	18.0	49.0	
Actuated g/C Ratio	0.22	0.61	
v/c Ratio	0.77	0.51	
Control Delay	45.6	4.3	
Queue Delay	0.0	0.0	
Total Delay	45.6	4.3	
LOS	D	A	
Approach Delay		4.3	
Approach LOS		A	

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 38 (48%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 10.0  
 Intersection Capacity Utilization 51.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



## 103: Harrison St. (W) &amp; N Young Cir.



Lane Group	EBR	SBT
Lane Group Flow (vph)	225	1390
v/c Ratio	0.77	0.51
Control Delay	45.6	4.3
Queue Delay	0.0	0.0
Total Delay	45.6	4.3
Queue Length 50th (ft)	105	44
Queue Length 95th (ft)	164	58
Internal Link Dist (ft)		274
Turn Bay Length (ft)		
Base Capacity (vph)	326	2704
Starvation Cap Reductn	0	54
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.69	0.52
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
 103: Harrison St. (W) & N Young Cir.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	200	0	0	1224	13
Future Volume (vph)	0	200	0	0	1224	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			7.0	
Lane Util. Factor		1.00			0.91	
Frbp, ped/bikes		1.00			1.00	
Flpb, ped/bikes		1.00			1.00	
Frt		0.86			1.00	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		1305			4416	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		1305			4416	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	225	0	0	1375	15
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	225	0	0	1389	0
Confl. Peds. (#/hr)		2				3
Confl. Bikes (#/hr)						2
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	
Protected Phases		8			6	
Permitted Phases						
Actuated Green, G (s)		18.0			49.0	
Effective Green, g (s)		18.0			49.0	
Actuated g/C Ratio		0.22			0.61	
Clearance Time (s)		6.0			7.0	
Vehicle Extension (s)		1.5			3.0	
Lane Grp Cap (vph)		293			2704	
v/s Ratio Prot		c0.17			c0.31	
v/s Ratio Perm						
v/c Ratio		0.77			0.51	
Uniform Delay, d1		29.0			8.8	
Progression Factor		1.00			0.38	
Incremental Delay, d2		10.4			0.5	
Delay (s)		39.4			3.9	
Level of Service		D			A	
Approach Delay (s)	39.4			0.0	3.9	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
104: S Federal Hwy. & S Young Cir.

05/10/2017



Lane Group	EBT	EBR	NBR	Ø13
Lane Configurations	↑↑	↑↑	↑↑	
Traffic Volume (vph)	658	774	780	
Future Volume (vph)	658	774	780	
Turn Type	NA	custom	Prot	
Protected Phases	9	6	2	13
Permitted Phases		13		
Detector Phase	9	6	2	
Switch Phase				
Minimum Initial (s)	4.0	5.0	12.0	5.0
Minimum Split (s)	25.0	25.0	26.0	25.0
Total Split (s)	48.0	52.0	52.0	48.0
Total Split (%)	48.0%	52.0%	52.0%	48%
Yellow Time (s)	5.0	4.0	4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	7.0	6.0	6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None
Act Effct Green (s)	24.7	88.0	62.3	
Actuated g/C Ratio	0.25	0.88	0.62	
v/c Ratio	0.77	0.34	0.46	
Control Delay	40.8	0.9	11.8	
Queue Delay	0.5	0.3	3.1	
Total Delay	41.3	1.3	14.9	
LOS	D	A	B	
Approach Delay	19.6			
Approach LOS	B			

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



## 104: S Federal Hwy. &amp; S Young Cir.



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	671	790	796
v/c Ratio	0.77	0.34	0.46
Control Delay	40.8	0.9	11.8
Queue Delay	0.5	0.3	3.1
Total Delay	41.3	1.3	14.9
Queue Length 50th (ft)	209	0	139
Queue Length 95th (ft)	250	0	223
Internal Link Dist (ft)	121		
Turn Bay Length (ft)			
Base Capacity (vph)	1450	2335	1735
Starvation Cap Reductn	354	901	808
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.61	0.55	0.86
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 104: S Federal Hwy. & S Young Cir.

05/10/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑				↑↑
Traffic Volume (vph)	658	774	0	0	0	780
Future Volume (vph)	658	774	0	0	0	780
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0				6.0
Lane Util. Factor	0.95	0.88				0.88
Frbp, ped/bikes	1.00	0.95				1.00
Flpb, ped/bikes	1.00	1.00				1.00
Frt	1.00	0.85				0.85
Flt Protected	1.00	1.00				1.00
Satd. Flow (prot)	3539	2658				2787
Flt Permitted	1.00	1.00				1.00
Satd. Flow (perm)	3539	2658				2787
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	671	790	0	0	0	796
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	671	790	0	0	0	796
Confl. Peds. (#/hr)		37				
Confl. Bikes (#/hr)		8				
Turn Type	NA	custom				Prot
Protected Phases	9	6				2
Permitted Phases		13				
Actuated Green, G (s)	24.7	87.0				62.3
Effective Green, g (s)	24.7	87.0				62.3
Actuated g/C Ratio	0.25	0.87				0.62
Clearance Time (s)	7.0	6.0				6.0
Vehicle Extension (s)	2.0	3.0				3.0
Lane Grp Cap (vph)	874	2471				1736
v/s Ratio Prot	c0.19	0.20				c0.29
v/s Ratio Perm		0.10				
v/c Ratio	0.77	0.32				0.46
Uniform Delay, d1	35.0	1.2				9.9
Progression Factor	1.00	1.00				1.00
Incremental Delay, d2	3.7	0.0				0.9
Delay (s)	38.7	1.2				10.8
Level of Service	D	A				B
Approach Delay (s)	18.4			0.0	10.8	
Approach LOS	B			A	B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			15.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.55			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			56.3%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017

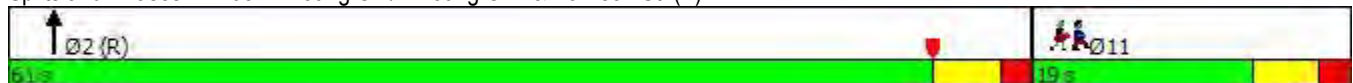


Lane Group	NBT	Ø11
Lane Configurations	↑↑↑↑	
Traffic Volume (vph)	784	
Future Volume (vph)	784	
Turn Type	NA	
Protected Phases	2	11
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	24.0	26.0
Total Split (s)	61.0	19.0
Total Split (%)	76.3%	24%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	None
Act Effct Green (s)	80.0	
Actuated g/C Ratio	1.00	
v/c Ratio	0.32	
Control Delay	0.2	
Queue Delay	0.0	
Total Delay	0.2	
LOS	A	
Approach Delay	0.2	
Approach LOS	A	

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 10 (13%), Referenced to phase 2:NBT and 6:, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 0.2	Intersection LOS: A
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)







Lane Group	NBT
Lane Group Flow (vph)	1450
v/c Ratio	0.32
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	17
Turn Bay Length (ft)	
Base Capacity (vph)	4562
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.32
Intersection Summary	

HCM Signalized Intersection Capacity Analysis  
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Traffic Volume (vph)	0	0	784	623	0	0
Future Volume (vph)	0	0	784	623	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			
Lane Util. Factor			0.91			
Frbp, ped/bikes			0.96			
Flpb, ped/bikes			1.00			
Frt			0.93			
Flt Protected			1.00			
Satd. Flow (prot)			4563			
Flt Permitted			1.00			
Satd. Flow (perm)			4563			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	808	642	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1450	0	0	0
Confl. Peds. (#/hr)				18		
Confl. Bikes (#/hr)				10		
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Actuated Green, G (s)			80.0			
Effective Green, g (s)			80.0			
Actuated g/C Ratio			1.00			
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)			4563			
v/s Ratio Prot			c0.32			
v/s Ratio Perm						
v/c Ratio			0.32			
Uniform Delay, d1			0.0			
Progression Factor			1.00			
Incremental Delay, d2			0.2			
Delay (s)			0.2			
Level of Service			A			
Approach Delay (s)	0.0		0.2		0.0	
Approach LOS	A		A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			0.2	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.37			
Actuated Cycle Length (s)			80.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			66.1%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
106: S Federal Hwy. & Van Buren St.

05/10/2017



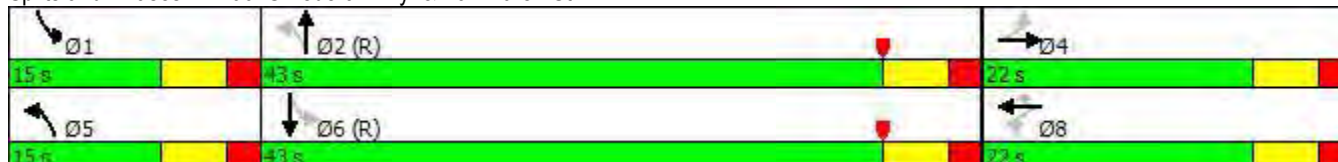
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	78	18	25	11	107	744	44	879
Future Volume (vph)	38	78	18	25	11	107	744	44	879
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0	11.0	24.0	11.0	24.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	15.0	43.0	15.0	43.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	18.8%	53.8%	18.8%	53.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	9.3	9.3		9.3	9.3	58.3	54.8	55.4	51.6
Actuated g/C Ratio	0.12	0.12		0.12	0.12	0.73	0.68	0.69	0.64
v/c Ratio	0.26	0.44		0.26	0.04	0.25	0.33	0.09	0.42
Control Delay	35.1	35.5		34.8	0.3	5.0	8.3	4.2	10.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.8
Total Delay	35.1	35.5		34.8	0.3	5.0	8.3	4.2	11.2
LOS	D	D		C	A	A	A	A	B
Approach Delay		35.4		27.6			7.9		10.9
Approach LOS		D		C			A		B

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 57.2%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



## 106: S Federal Hwy. &amp; Van Buren St.

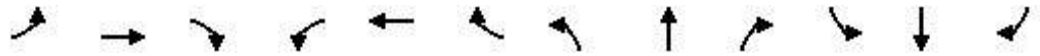


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	97	46	12	114	806	47	951
v/c Ratio	0.26	0.44	0.26	0.04	0.25	0.33	0.09	0.42
Control Delay	35.1	35.5	34.8	0.3	5.0	8.3	4.2	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total Delay	35.1	35.5	34.8	0.3	5.0	8.3	4.2	11.2
Queue Length 50th (ft)	19	42	21	0	13	103	5	133
Queue Length 95th (ft)	45	83	50	0	31	164	16	212
Internal Link Dist (ft)		621	258			295		199
Turn Bay Length (ft)	65			60	172		100	
Base Capacity (vph)	269	370	305	408	489	2415	577	2274
Starvation Cap Reductn	0	0	0	0	0	0	0	929
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.26	0.15	0.03	0.23	0.33	0.08	0.71

## Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 106: S Federal Hwy. & Van Buren St.

05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	78	13	18	25	11	107	744	14	44	879	15
Future Volume (vph)	38	78	13	18	25	11	107	744	14	44	879	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1759	1815			1819	1548	1766	3525		1763	3526	
Flt Permitted	0.73	1.00			0.82	1.00	0.25	1.00		0.34	1.00	
Satd. Flow (perm)	1346	1815			1526	1548	466	3525		628	3526	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	40	83	14	19	27	12	114	791	15	47	935	16
RTOR Reduction (vph)	0	8	0	0	0	11	0	1	0	0	1	0
Lane Group Flow (vph)	40	89	0	0	46	1	114	805	0	47	950	0
Confl. Peds. (#/hr)	6		9	9		6	20		18	18		20
Confl. Bikes (#/hr)			4			2			8			7
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	8.1	8.1			8.1	8.1	55.9	50.0		51.9	48.0	
Effective Green, g (s)	8.1	8.1			8.1	8.1	55.9	50.0		51.9	48.0	
Actuated g/C Ratio	0.10	0.10			0.10	0.10	0.70	0.62		0.65	0.60	
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	136	183			154	156	421	2203		462	2115	
v/s Ratio Prot		c0.05					c0.02	0.23		0.00	c0.27	
v/s Ratio Perm	0.03				0.03	0.00	0.17			0.06		
v/c Ratio	0.29	0.49			0.30	0.01	0.27	0.37		0.10	0.45	
Uniform Delay, d1	33.3	34.0			33.3	32.3	4.4	7.3		5.1	8.8	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	2.0			1.1	0.0	0.3	0.5		0.1	0.7	
Delay (s)	34.5	36.0			34.4	32.4	4.8	7.8		5.2	9.5	
Level of Service	C	D			C	C	A	A		A	A	
Approach Delay (s)		35.6			34.0			7.4			9.3	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



Lane Group	WBR	NBT
Lane Configurations	↑↑	↑↑↑
Traffic Volume (vph)	680	725
Future Volume (vph)	680	725
Turn Type	Perm	NA
Protected Phases		2
Permitted Phases	8	
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	6.0	12.0
Minimum Split (s)	28.0	24.0
Total Split (s)	36.0	46.0
Total Split (%)	43.9%	56.1%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min
Act Effct Green (s)	19.4	50.6
Actuated g/C Ratio	0.24	0.62
v/c Ratio	0.83	0.24
Control Delay	27.8	8.0
Queue Delay	0.0	0.0
Total Delay	27.8	8.0
LOS	C	A
Approach Delay		8.0
Approach LOS		A

Intersection Summary

Cycle Length: 82  
 Actuated Cycle Length: 82  
 Offset: 38 (46%), Referenced to phase 2:NBT and 6:, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 17.6  
 Intersection Capacity Utilization 47.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



## 107: E Young Cir. /E Young Cir. &amp; Tyler St. (E)



Lane Group	WBR	NBT
Lane Group Flow (vph)	708	755
v/c Ratio	0.83	0.24
Control Delay	27.8	8.0
Queue Delay	0.0	0.0
Total Delay	27.8	8.0
Queue Length 50th (ft)	128	57
Queue Length 95th (ft)	177	97
Internal Link Dist (ft)		614
Turn Bay Length (ft)		
Base Capacity (vph)	1178	3138
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.60	0.24

## Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↘	↑↑↑			
Traffic Volume (vph)	0	680	725	0	0	0
Future Volume (vph)	0	680	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			
Lane Util. Factor		0.88	0.91			
Frt		0.85	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		2787	5085			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		2787	5085			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	708	755	0	0	0
RTOR Reduction (vph)	0	191	0	0	0	0
Lane Group Flow (vph)	0	517	755	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Actuated Green, G (s)		19.4	50.6			
Effective Green, g (s)		19.4	50.6			
Actuated g/C Ratio		0.24	0.62			
Clearance Time (s)		6.0	6.0			
Vehicle Extension (s)		2.0	3.0			
Lane Grp Cap (vph)		659	3137			
v/s Ratio Prot			c0.15			
v/s Ratio Perm		c0.19				
v/c Ratio		0.78	0.24			
Uniform Delay, d1		29.3	7.1			
Progression Factor		1.00	1.00			
Incremental Delay, d2		5.6	0.2			
Delay (s)		35.0	7.2			
Level of Service		C	A			
Approach Delay (s)	35.0		7.2		0.0	
Approach LOS	C		A		A	

**Intersection Summary**


















HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



HCM Unsignalized Intersection Capacity Analysis  
 201: N 17 Ave. & Harrison St. (E)

05/10/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 											
Traffic Volume (veh/h)	375	243	20	0	0	245	0	257	66	0	0	0
Future Volume (Veh/h)	375	243	20	0	0	245	0	257	66	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	399	259	21	0	0	261	0	273	70	0	0	0
Pedestrians		1			10			11				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		3.5			3.5			3.5				
Percent Blockage		0			1			1				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		507										
pX, platoon unblocked												
vC, conflicting volume	0			291			1210	1078	290	1274	1089	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			291			1210	1078	290	1274	1089	1
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	75			100			100	0	90	0	100	100
cM capacity (veh/h)	1623			1257			127	163	734	0	161	1083
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>WB 1</b>	<b>NB 1</b>							
Volume Total	200	200	280	261	343							
Volume Left	200	200	0	0	0							
Volume Right	0	0	21	261	70							
cSH	1623	1623	1700	1700	194							
Volume to Capacity	0.25	0.25	0.16	0.15	1.77							
Queue Length 95th (ft)	24	24	0	0	600							
Control Delay (s)	7.9	7.9	0.0	0.0	408.3							
Lane LOS	A	A			F							
Approach Delay (s)	4.7			0.0	408.3							
Approach LOS					F							
<b>Intersection Summary</b>												
Average Delay			111.6									
Intersection Capacity Utilization			53.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 202: N 17 Ave. & Van Buren St.

05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	22	88	12	309	1	10	10	32	1	5	2
Future Volume (Veh/h)	3	22	88	12	309	1	10	10	32	1	5	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	25	99	13	347	1	11	11	36	1	6	2
Pedestrians		48			9			6			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	284	135	61	186	118	40	56			56		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	284	135	61	186	118	40	56			56		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	96	90	98	52	100	99			100		
cM capacity (veh/h)	380	709	953	634	725	1021	1478			1535		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	127	361	58	9								
Volume Left	3	13	11	1								
Volume Right	99	1	36	2								
cSH	864	722	1478	1535								
Volume to Capacity	0.15	0.50	0.01	0.00								
Queue Length 95th (ft)	13	71	1	0								
Control Delay (s)	9.9	14.9	1.5	0.8								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.9	14.9	1.5	0.8								
Approach LOS	A	B										
<b>Intersection Summary</b>												
Average Delay			12.1									
Intersection Capacity Utilization			39.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



Lane Group	WBT	WBR	SBR
Lane Configurations	↑↑	↑↑	↑↑
Traffic Volume (vph)	624	856	1124
Future Volume (vph)	624	856	1124
Turn Type	NA	custom	Prot
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	36.0	27.0	27.0
Total Split (s)	39.0	61.0	61.0
Total Split (%)	39.0%	61.0%	61.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min
Act Effct Green (s)	26.7	61.3	61.3
Actuated g/C Ratio	0.27	0.61	0.61
v/c Ratio	0.74	0.56	0.74
Control Delay	42.9	12.6	18.1
Queue Delay	52.4	1.1	0.0
Total Delay	95.4	13.6	18.1
LOS	F	B	B
Approach Delay	48.1		
Approach LOS	D		

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 45 (45%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 35.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 72.8%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



## 101: N Young Cir./E Young Cir. &amp; N Federal Hwy.



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	701	962	1263
v/c Ratio	0.74	0.56	0.74
Control Delay	42.9	12.6	18.1
Queue Delay	52.4	1.1	0.0
Total Delay	95.4	13.6	18.1
Queue Length 50th (ft)	234	114	298
Queue Length 95th (ft)	280	373	456
Internal Link Dist (ft)	71		
Turn Bay Length (ft)			
Base Capacity (vph)	1167	1709	1709
Starvation Cap Reductn	547	470	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.13	0.78	0.74
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑↑		↑↑
Traffic Volume (vph)	0	0	624	856	0	1124
Future Volume (vph)	0	0	624	856	0	1124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0		6.0
Lane Util. Factor			0.95	0.88		0.88
Frbp, ped/bikes			1.00	1.00		1.00
Flpb, ped/bikes			1.00	1.00		1.00
Frt			1.00	0.85		0.85
Flt Protected			1.00	1.00		1.00
Satd. Flow (prot)			3539	2787		2787
Flt Permitted			1.00	1.00		1.00
Satd. Flow (perm)			3539	2787		2787
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	701	962	0	1263
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	701	962	0	1263
Confl. Peds. (#/hr)	48			48	44	
Turn Type			NA	custom		Prot
Protected Phases			8	2		6
Permitted Phases						
Actuated Green, G (s)			26.7	61.3		61.3
Effective Green, g (s)			26.7	61.3		61.3
Actuated g/C Ratio			0.27	0.61		0.61
Clearance Time (s)			6.0	6.0		6.0
Vehicle Extension (s)			3.0	0.2		3.0
Lane Grp Cap (vph)			944	1708		1708
v/s Ratio Prot			c0.20	0.35		c0.45
v/s Ratio Perm						
v/c Ratio			0.74	0.56		0.74
Uniform Delay, d1			33.5	11.4		13.7
Progression Factor			1.16	0.91		1.00
Incremental Delay, d2			2.7	1.2		2.9
Delay (s)			41.7	11.6		16.6
Level of Service			D	B		B
Approach Delay (s)		0.0	24.3		16.6	
Approach LOS		A	C		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			21.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.74			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			72.8%		ICU Level of Service	C
Analysis Period (min)			15			
c	Critical Lane Group					

Timings  
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



Lane Group	EBR	SBT	SBR	Ø2
Lane Configurations	↗	↑↑↑	↘	
Traffic Volume (vph)	268	1029	177	
Future Volume (vph)	268	1029	177	
Turn Type	Prot	NA	Perm	
Protected Phases	5	8		2
Permitted Phases				8
Detector Phase	5	8	8	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	23.0	23.0	24.0
Total Split (s)	62.0	38.0	38.0	62.0
Total Split (%)	62.0%	38.0%	38.0%	62%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Max	Max	C-Max
Act Effct Green (s)	58.0	34.0	34.0	
Actuated g/C Ratio	0.58	0.34	0.34	
v/c Ratio	0.40	0.77	0.53	
Control Delay	13.0	34.3	32.2	
Queue Delay	0.0	0.0	0.0	
Total Delay	13.0	34.3	32.2	
LOS	B	C	C	
Approach Delay		34.0		
Approach LOS		C		

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 30.2  
 Intersection Capacity Utilization 49.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



## 102: N Young Cir. &amp; Hollywood Blvd.



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	301	1156	199
v/c Ratio	0.40	0.77	0.53
Control Delay	13.0	34.3	32.2
Queue Delay	0.0	0.0	0.0
Total Delay	13.0	34.3	32.2
Queue Length 50th (ft)	94	262	116
Queue Length 95th (ft)	151	277	m147
Internal Link Dist (ft)		246	
Turn Bay Length (ft)			60
Base Capacity (vph)	760	1504	376
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.77	0.53

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	268	0	0	1029	177
Future Volume (vph)	0	268	0	0	1029	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0
Lane Util. Factor		1.00			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.86
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1305			4424	1106
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1305			4424	1106
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	301	0	0	1156	199
RTOR Reduction (vph)	0	4	0	0	0	0
Lane Group Flow (vph)	0	297	0	0	1156	199
Confl. Peds. (#/hr)		19	12			12
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	Perm
Protected Phases		5			8	
Permitted Phases						8
Actuated Green, G (s)		58.0			34.0	34.0
Effective Green, g (s)		58.0			34.0	34.0
Actuated g/C Ratio		0.58			0.34	0.34
Clearance Time (s)		4.0			4.0	4.0
Vehicle Extension (s)		0.2			0.2	0.2
Lane Grp Cap (vph)		756			1504	376
v/s Ratio Prot		c0.23			c0.26	
v/s Ratio Perm						0.18
v/c Ratio		0.39			0.77	0.53
Uniform Delay, d1		11.4			29.5	26.6
Progression Factor		1.00			1.06	1.03
Incremental Delay, d2		0.1			2.8	3.8
Delay (s)		11.5			34.0	31.2
Level of Service		B			C	C
Approach Delay (s)	11.5			0.0	33.6	
Approach LOS	B			A	C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			29.6		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			49.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Timings  
 103: Harrison St. (W) & N Young Cir.

05/10/2017

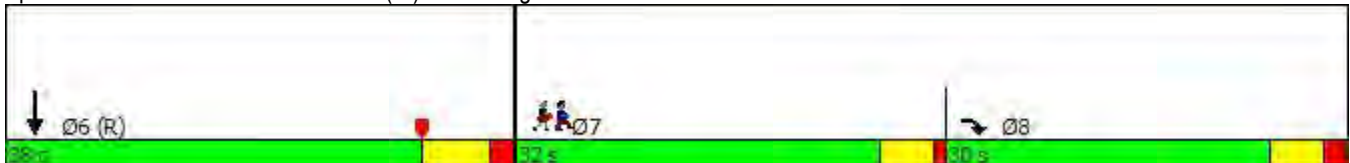


Lane Group	EBR	SBT	Ø7
Lane Configurations	↗	↑↑↑	↘
Traffic Volume (vph)	253	1299	
Future Volume (vph)	253	1299	
Turn Type	Prot	NA	
Protected Phases	8	6	7
Permitted Phases			
Detector Phase	8	6	
Switch Phase			
Minimum Initial (s)	6.0	10.0	10.0
Minimum Split (s)	28.0	27.0	27.0
Total Split (s)	30.0	38.0	32.0
Total Split (%)	30.0%	38.0%	32%
Yellow Time (s)	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	7.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	C-Min	None
Act Effct Green (s)	28.9	58.1	
Actuated g/C Ratio	0.29	0.58	
v/c Ratio	0.79	0.60	
Control Delay	48.1	8.7	
Queue Delay	57.2	0.2	
Total Delay	105.4	8.9	
LOS	F	A	
Approach Delay		8.9	
Approach LOS		A	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 38 (38%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 24.5  
 Intersection Capacity Utilization 56.4%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



## 103: Harrison St. (W) &amp; N Young Cir.



Lane Group	EBR	SBT
Lane Group Flow (vph)	298	1543
v/c Ratio	0.79	0.60
Control Delay	48.1	8.7
Queue Delay	57.2	0.2
Total Delay	105.4	8.9
Queue Length 50th (ft)	172	80
Queue Length 95th (ft)	241	138
Internal Link Dist (ft)		274
Turn Bay Length (ft)		
Base Capacity (vph)	382	2567
Starvation Cap Reductn	0	220
Spillback Cap Reductn	129	336
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.18	0.69
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
 103: Harrison St. (W) & N Young Cir.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	253	0	0	1299	13
Future Volume (vph)	0	253	0	0	1299	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			7.0	
Lane Util. Factor		1.00			0.91	
Frbp, ped/bikes		1.00			1.00	
Flpb, ped/bikes		1.00			1.00	
Frt		0.86			1.00	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		1305			4417	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		1305			4417	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	298	0	0	1528	15
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	298	0	0	1543	0
Confl. Peds. (#/hr)	5					
Confl. Bikes (#/hr)						4
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	
Protected Phases		8			6	
Permitted Phases						
Actuated Green, G (s)		28.9			58.1	
Effective Green, g (s)		28.9			58.1	
Actuated g/C Ratio		0.29			0.58	
Clearance Time (s)		6.0			7.0	
Vehicle Extension (s)		1.5			3.0	
Lane Grp Cap (vph)		377			2566	
v/s Ratio Prot		c0.23			c0.35	
v/s Ratio Perm						
v/c Ratio		0.79			0.60	
Uniform Delay, d1		32.8			13.5	
Progression Factor		1.00			0.55	
Incremental Delay, d2		10.1			0.8	
Delay (s)		42.8			8.2	
Level of Service		D			A	
Approach Delay (s)	42.8			0.0	8.2	
Approach LOS	D			A	A	

**Intersection Summary**

HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
104: S Federal Hwy. & S Young Cir.

05/10/2017

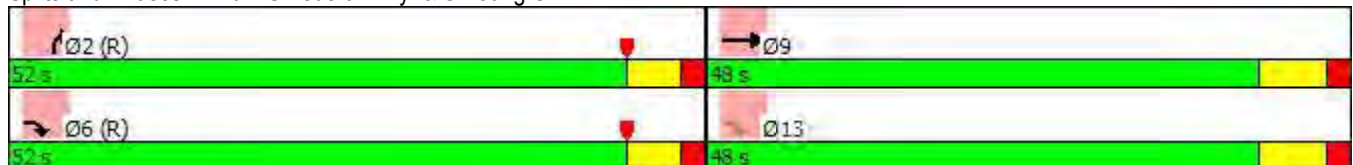


Lane Group	EBT	EBR	NBR	Ø13
Lane Configurations	↑↑	↑↑	↑↑	
Traffic Volume (vph)	721	840	835	
Future Volume (vph)	721	840	835	
Turn Type	NA	custom	Prot	
Protected Phases	9	6	2	13
Permitted Phases		13		
Detector Phase	9	6	2	
Switch Phase				
Minimum Initial (s)	4.0	5.0	12.0	5.0
Minimum Split (s)	25.0	25.0	26.0	25.0
Total Split (s)	48.0	52.0	52.0	48.0
Total Split (%)	48.0%	52.0%	52.0%	48%
Yellow Time (s)	5.0	4.0	4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	7.0	6.0	6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None
Act Effct Green (s)	29.8	88.0	57.2	
Actuated g/C Ratio	0.30	0.88	0.57	
v/c Ratio	0.79	0.41	0.60	
Control Delay	40.8	1.8	10.0	
Queue Delay	0.6	0.4	0.0	
Total Delay	41.4	2.2	10.0	
LOS	D	A	A	
Approach Delay	20.3			
Approach LOS	C			

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 16.7  
 Intersection Capacity Utilization 60.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



## 104: S Federal Hwy. &amp; S Young Cir.



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	829	966	960
v/c Ratio	0.79	0.41	0.60
Control Delay	40.8	1.8	10.0
Queue Delay	0.6	0.4	0.0
Total Delay	41.4	2.2	10.0
Queue Length 50th (ft)	296	3	69
Queue Length 95th (ft)	191	2	321
Internal Link Dist (ft)	121		
Turn Bay Length (ft)			
Base Capacity (vph)	1450	2383	1594
Starvation Cap Reductn	271	794	0
Spillback Cap Reductn	0	219	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.70	0.61	0.60
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 104: S Federal Hwy. & S Young Cir.

05/10/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑				↑↑
Traffic Volume (vph)	721	840	0	0	0	835
Future Volume (vph)	721	840	0	0	0	835
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0				6.0
Lane Util. Factor	0.95	0.88				0.88
Frbp, ped/bikes	1.00	0.97				1.00
Flpb, ped/bikes	1.00	1.00				1.00
Frt	1.00	0.85				0.85
Flt Protected	1.00	1.00				1.00
Satd. Flow (prot)	3539	2710				2787
Flt Permitted	1.00	1.00				1.00
Satd. Flow (perm)	3539	2710				2787
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	829	966	0	0	0	960
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	829	966	0	0	0	960
Confl. Peds. (#/hr)		16				
Turn Type	NA	custom				Prot
Protected Phases	9	6				2
Permitted Phases		13				
Actuated Green, G (s)	29.8	87.0				57.2
Effective Green, g (s)	29.8	87.0				57.2
Actuated g/C Ratio	0.30	0.87				0.57
Clearance Time (s)	7.0	6.0				6.0
Vehicle Extension (s)	2.0	3.0				3.0
Lane Grp Cap (vph)	1054	2520				1594
v/s Ratio Prot	c0.23	0.22				c0.34
v/s Ratio Perm		0.14				
v/c Ratio	0.79	0.38				0.60
Uniform Delay, d1	32.2	1.3				14.0
Progression Factor	1.14	2.44				0.55
Incremental Delay, d2	2.8	0.0				1.6
Delay (s)	39.5	3.1				9.3
Level of Service	D	A				A
Approach Delay (s)	19.9			0.0	9.3	
Approach LOS	B			A	A	

**Intersection Summary**

HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



Lane Group	NBT	Ø11
Lane Configurations	↑↑↑↑	
Traffic Volume (vph)	885	
Future Volume (vph)	885	
Turn Type	NA	
Protected Phases	2	11
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	24.0	26.0
Total Split (s)	74.0	26.0
Total Split (%)	74.0%	26%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	None
Act Effct Green (s)	100.0	
Actuated g/C Ratio	1.00	
v/c Ratio	0.39	
Control Delay	0.2	
Queue Delay	0.0	
Total Delay	0.2	
LOS	A	
Approach Delay	0.2	
Approach LOS	A	

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 90 (90%), Referenced to phase 2:NBT and 6:, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 0.2	Intersection LOS: A
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)

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Lane Group	NBT
Lane Group Flow (vph)	1815
v/c Ratio	0.39
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	17
Turn Bay Length (ft)	
Base Capacity (vph)	4629
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.39
<b>Intersection Summary</b>	

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HCM Signalized Intersection Capacity Analysis  
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Traffic Volume (vph)	0	0	885	639	0	0
Future Volume (vph)	0	0	885	639	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			
Lane Util. Factor			0.91			
Frbp, ped/bikes			0.97			
Flpb, ped/bikes			1.00			
Frt			0.94			
Flt Protected			1.00			
Satd. Flow (prot)			4635			
Flt Permitted			1.00			
Satd. Flow (perm)			4635			
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	1054	761	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1815	0	0	0
Confl. Peds. (#/hr)		13		9		
Confl. Bikes (#/hr)		2		15		
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Actuated Green, G (s)			100.0			
Effective Green, g (s)			100.0			
Actuated g/C Ratio			1.00			
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)			4635			
v/s Ratio Prot			c0.39			
v/s Ratio Perm						
v/c Ratio			0.39			
Uniform Delay, d1			0.0			
Progression Factor			1.00			
Incremental Delay, d2			0.2			
Delay (s)			0.2			
Level of Service			A			
Approach Delay (s)	0.0		0.2		0.0	
Approach LOS	A		A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			0.2	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			100.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			69.1%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
106: S Federal Hwy. & Van Buren St.

05/10/2017



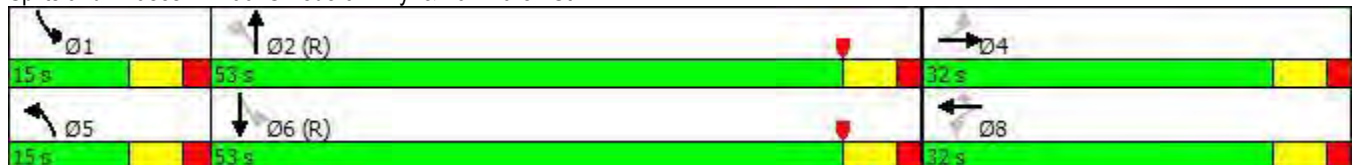
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗		↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	39	80	18	26	11	110	798	45	949
Future Volume (vph)	39	80	18	26	11	110	798	45	949
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0	11.0	24.0	11.0	24.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	15.0	53.0	15.0	53.0
Total Split (%)	32.0%	32.0%	32.0%	32.0%	32.0%	15.0%	53.0%	15.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	10.9	10.9		10.9	10.9	73.4	67.2	70.0	63.7
Actuated g/C Ratio	0.11	0.11		0.11	0.11	0.73	0.67	0.70	0.64
v/c Ratio	0.32	0.53		0.31	0.05	0.34	0.40	0.12	0.50
Control Delay	46.1	47.6		44.7	0.4	5.9	9.0	4.5	11.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	46.1	47.6		44.7	0.4	5.9	9.0	4.5	12.3
LOS	D	D		D	A	A	A	A	B
Approach Delay		47.2		35.7			8.6		12.0
Approach LOS		D		D			A		B

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 13.3  
 Intersection Capacity Utilization 64.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



## 106: S Federal Hwy. &amp; Van Buren St.
























Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	108	51	13	128	944	52	1120
v/c Ratio	0.32	0.53	0.31	0.05	0.34	0.40	0.12	0.50
Control Delay	46.1	47.6	44.7	0.4	5.9	9.0	4.5	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	46.1	47.6	44.7	0.4	5.9	9.0	4.5	12.3
Queue Length 50th (ft)	27	61	30	0	16	136	7	110
Queue Length 95th (ft)	56	105	61	0	34	193	16	323
Internal Link Dist (ft)		621	258			295		199
Turn Bay Length (ft)	65			60	172		100	
Base Capacity (vph)	333	478	394	458	402	2368	489	2250
Starvation Cap Reductn	0	0	0	0	0	0	0	572
Spillback Cap Reductn	0	0	0	3	0	133	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.23	0.13	0.03	0.32	0.42	0.11	0.67

## Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 106: S Federal Hwy. & Van Buren St.

05/10/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	80	13	18	26	11	110	798	14	45	949	15
Future Volume (vph)	39	80	13	18	26	11	110	798	14	45	949	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00			1.00	0.94	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.95	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1684	1819			1822	1483	1769	3524		1762	3529	
Flt Permitted	0.72	1.00			0.82	1.00	0.20	1.00		0.28	1.00	
Satd. Flow (perm)	1283	1819			1520	1483	373	3524		521	3529	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	45	93	15	21	30	13	128	928	16	52	1103	17
RTOR Reduction (vph)	0	7	0	0	0	12	0	1	0	0	1	0
Lane Group Flow (vph)	45	101	0	0	51	1	128	943	0	52	1119	0
Confl. Peds. (#/hr)	40		4	4		40	9		27	27		9
Confl. Bikes (#/hr)			1						7			5
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	10.9	10.9			10.9	10.9	73.4	66.0		68.8	63.7	
Effective Green, g (s)	10.9	10.9			10.9	10.9	73.4	66.0		68.8	63.7	
Actuated g/C Ratio	0.11	0.11			0.11	0.11	0.73	0.66		0.69	0.64	
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	139	198			165	161	377	2325		421	2247	
v/s Ratio Prot		c0.06					c0.03	0.27		0.01	c0.32	
v/s Ratio Perm	0.04				0.03	0.00	0.22			0.08		
v/c Ratio	0.32	0.51			0.31	0.01	0.34	0.41		0.12	0.50	
Uniform Delay, d1	41.1	42.0			41.1	39.7	5.2	7.9		5.1	9.7	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.09	1.07	
Incremental Delay, d2	1.4	2.1			1.1	0.0	0.5	0.5		0.1	0.8	
Delay (s)	42.5	44.1			42.1	39.8	5.7	8.4		5.7	11.1	
Level of Service	D	D			D	D	A	A		A	B	
Approach Delay (s)		43.6			41.7			8.1			10.9	
Approach LOS		D			D			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.5		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)						18.0	
Intersection Capacity Utilization			64.3%		ICU Level of Service						C	
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



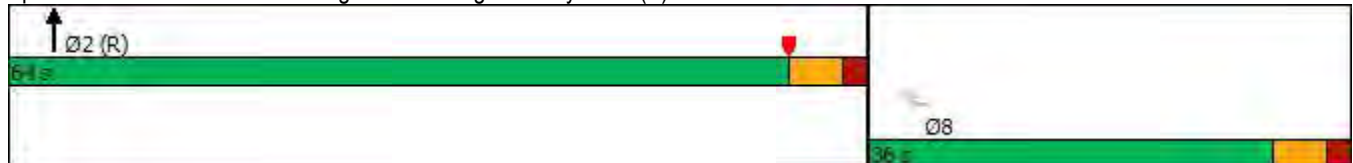
Lane Group	WBR	NBT
Lane Configurations	↑↑	↑↑↑
Traffic Volume (vph)	697	824
Future Volume (vph)	697	824
Turn Type	Perm	NA
Protected Phases		2
Permitted Phases	8	
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	6.0	12.0
Minimum Split (s)	28.0	24.0
Total Split (s)	36.0	64.0
Total Split (%)	36.0%	64.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min
Act Effct Green (s)	27.1	60.9
Actuated g/C Ratio	0.27	0.61
v/c Ratio	0.88	0.31
Control Delay	36.4	11.3
Queue Delay	15.8	0.1
Total Delay	52.1	11.4
LOS	D	B
Approach Delay		11.4
Approach LOS		B

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 38 (38%), Referenced to phase 2:NBT and 6:, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 30.0  
 Intersection Capacity Utilization 50.3%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



## 107: E Young Cir. /E Young Cir. &amp; Tyler St. (E)



Lane Group	WBR	NBT
Lane Group Flow (vph)	801	947
v/c Ratio	0.88	0.31
Control Delay	36.4	11.3
Queue Delay	15.8	0.1
Total Delay	52.1	11.4
Queue Length 50th (ft)	208	115
Queue Length 95th (ft)	248	139
Internal Link Dist (ft)		614
Turn Bay Length (ft)		
Base Capacity (vph)	1014	3149
Starvation Cap Reductn	0	0
Spillback Cap Reductn	214	718
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.39
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

















11/16/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↗	↑↑↑			
Traffic Volume (vph)	0	697	824	0	0	0
Future Volume (vph)	0	697	824	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			
Lane Util. Factor		0.88	0.91			
Frbp, ped/bikes		1.00	1.00			
Flpb, ped/bikes		1.00	1.00			
Frt		0.85	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		2787	5085			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		2787	5085			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	801	947	0	0	0
RTOR Reduction (vph)	0	158	0	0	0	0
Lane Group Flow (vph)	0	643	947	0	0	0
Confl. Peds. (#/hr)	28			5	5	
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Actuated Green, G (s)		27.1	60.9			
Effective Green, g (s)		27.1	60.9			
Actuated g/C Ratio		0.27	0.61			
Clearance Time (s)		6.0	6.0			
Vehicle Extension (s)		2.0	3.0			
Lane Grp Cap (vph)		755	3096			
v/s Ratio Prot			c0.19			
v/s Ratio Perm		c0.23				
v/c Ratio		0.85	0.31			
Uniform Delay, d1		34.5	9.4			
Progression Factor		1.00	1.09			
Incremental Delay, d2		8.8	0.2			
Delay (s)		43.4	10.5			
Level of Service		D	B			
Approach Delay (s)	43.4		10.5		0.0	
Approach LOS	D		B		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			25.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.47			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			50.3%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis  
 201: N 17 Ave. & Harrison St. (E)

05/10/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	384	249	21	0	0	251	0	263	68	0	0	0
Future Volume (Veh/h)	384	249	21	0	0	251	0	263	68	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	505	328	28	0	0	330	0	346	89	0	0	0
Pedestrians		422			67			5				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		3.5			3.5			3.5				
Percent Blockage		40			6			0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		507										
pX, platoon unblocked												
vC, conflicting volume	0			361			1944	1357	414	1667	1371	422
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			361			1944	1357	414	1667	1371	422
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	69			100			100	0	85	0	100	100
cM capacity (veh/h)	1623			1192			22	102	595	0	100	378
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>WB 1</b>	<b>NB 1</b>							
Volume Total	252	252	356	330	435							
Volume Left	252	252	0	0	0							
Volume Right	0	0	28	330	89							
cSH	1623	1623	1700	1700	123							
Volume to Capacity	0.31	0.31	0.21	0.19	3.54							
Queue Length 95th (ft)	34	34	0	0	Err							
Control Delay (s)	8.2	8.2	0.0	0.0	Err							
Lane LOS	A	A			F							
Approach Delay (s)	4.8			0.0	Err							
Approach LOS					F							
<b>Intersection Summary</b>												
Average Delay			2677.6									
Intersection Capacity Utilization			55.5%		ICU Level of Service				B			
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
 202: N 17 Ave. & Van Buren St.

05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	23	90	12	317	1	10	10	33	1	5	2
Future Volume (Veh/h)	3	23	90	12	317	1	10	10	33	1	5	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Hourly flow rate (vph)	5	35	136	18	480	2	15	15	50	2	8	3
Pedestrians		336			108			38			57	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		32			10			4			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	718	552	384	383	529	205	347			173		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	718	552	384	383	529	205	347			173		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	87	69	92	0	100	98			100		
cM capacity (veh/h)	0	264	435	213	272	709	824			1259		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	176	500	80	13								
Volume Left	5	18	15	2								
Volume Right	136	2	50	3								
cSH	0	270	824	1259								
Volume to Capacity	Err	1.85	0.02	0.00								
Queue Length 95th (ft)	Err	855	1	0								
Control Delay (s)	Err	428.4	1.9	1.2								
Lane LOS	F	F	A	A								
Approach Delay (s)	Err	428.4	1.9	1.2								
Approach LOS	F	F										
<b>Intersection Summary</b>												
Average Delay			Err									
Intersection Capacity Utilization			42.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017

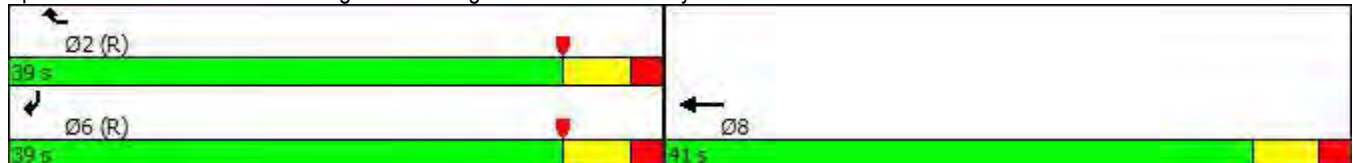


Lane Group	WBT	WBR	SBR
Lane Configurations	↑↑	↑↑	↑↑
Traffic Volume (vph)	677	1085	1033
Future Volume (vph)	677	1085	1033
Turn Type	NA	custom	Prot
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	36.0	27.0	27.0
Total Split (s)	41.0	39.0	39.0
Total Split (%)	51.3%	48.8%	48.8%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min
Act Effct Green (s)	23.2	44.8	44.8
Actuated g/C Ratio	0.29	0.56	0.56
v/c Ratio	0.69	0.72	0.69
Control Delay	28.4	17.9	16.7
Queue Delay	0.8	49.5	0.0
Total Delay	29.2	67.4	16.7
LOS	C	E	B
Approach Delay	52.7		
Approach LOS	D		

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 45 (56%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 39.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 70.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



## 101: N Young Cir./E Young Cir. &amp; N Federal Hwy.



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	705	1130	1076
v/c Ratio	0.69	0.72	0.69
Control Delay	28.4	17.9	16.7
Queue Delay	0.8	49.5	0.0
Total Delay	29.2	67.4	16.7
Queue Length 50th (ft)	163	219	202
Queue Length 95th (ft)	195	#372	338
Internal Link Dist (ft)	71		
Turn Bay Length (ft)			
Base Capacity (vph)	1548	1560	1560
Starvation Cap Reductn	516	586	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	1.16	0.69

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑↑		↑↑
Traffic Volume (vph)	0	0	677	1085	0	1033
Future Volume (vph)	0	0	677	1085	0	1033
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0		6.0
Lane Util. Factor			0.95	0.88		0.88
Frbp, ped/bikes			1.00	1.00		1.00
Flpb, ped/bikes			1.00	1.00		1.00
Frt			1.00	0.85		0.85
Flt Protected			1.00	1.00		1.00
Satd. Flow (prot)			3539	2787		2787
Flt Permitted			1.00	1.00		1.00
Satd. Flow (perm)			3539	2787		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	705	1130	0	1076
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	705	1130	0	1076
Confl. Peds. (#/hr)				52		
Confl. Bikes (#/hr)				5		
Turn Type			NA	custom		Prot
Protected Phases			8	2		6
Permitted Phases						
Actuated Green, G (s)			23.2	44.8		44.8
Effective Green, g (s)			23.2	44.8		44.8
Actuated g/C Ratio			0.29	0.56		0.56
Clearance Time (s)			6.0	6.0		6.0
Vehicle Extension (s)			3.0	0.2		3.0
Lane Grp Cap (vph)			1026	1560		1560
v/s Ratio Prot			c0.20	c0.41		0.39
v/s Ratio Perm						
v/c Ratio			0.69	0.72		0.69
Uniform Delay, d1			25.2	13.0		12.6
Progression Factor			1.00	1.00		1.00
Incremental Delay, d2			1.9	3.0		2.5
Delay (s)			27.1	16.0		15.1
Level of Service			C	B		B
Approach Delay (s)		0.0	20.3		15.1	
Approach LOS		A	C		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			18.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.71			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			70.0%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
102: N Young Cir. & Hollywood Blvd.

05/10/2017

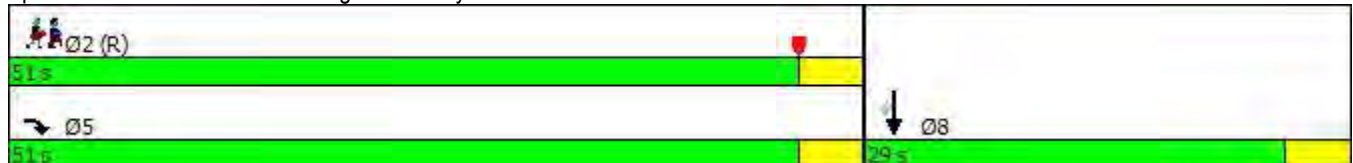


Lane Group	EBR	SBT	SBR	Ø2
Lane Configurations	↗	↑↑↑	↘	
Traffic Volume (vph)	291	939	241	
Future Volume (vph)	291	939	241	
Turn Type	Prot	NA	Perm	
Protected Phases	5	8		2
Permitted Phases				8
Detector Phase	5	8	8	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	23.0	23.0	24.0
Total Split (s)	51.0	29.0	29.0	51.0
Total Split (%)	63.8%	36.3%	36.3%	64%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Max	Max	C-Max
Act Effct Green (s)	47.0	25.0	25.0	
Actuated g/C Ratio	0.59	0.31	0.31	
v/c Ratio	0.40	0.72	1.33	
Control Delay	10.6	26.9	200.2	
Queue Delay	0.0	0.0	0.0	
Total Delay	10.6	26.9	200.2	
LOS	B	C	F	
Approach Delay		62.2		
Approach LOS		E		

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.33  
 Intersection Signal Delay: 52.0  
 Intersection Capacity Utilization 48.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



## 102: N Young Cir. &amp; Hollywood Blvd.



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	310	999	256
v/c Ratio	0.40	0.72	1.33
Control Delay	10.6	26.9	200.2
Queue Delay	0.0	0.0	0.0
Total Delay	10.6	26.9	200.2
Queue Length 50th (ft)	74	134	~166
Queue Length 95th (ft)	128	205	m#299
Internal Link Dist (ft)		246	
Turn Bay Length (ft)			60
Base Capacity (vph)	769	1382	193
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.72	1.33

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	↘
Traffic Volume (vph)	0	291	0	0	939	241
Future Volume (vph)	0	291	0	0	939	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0
Lane Util. Factor		1.00			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.48
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1305			4424	620
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1305			4424	620
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	310	0	0	999	256
RTOR Reduction (vph)	0	3	0	0	0	0
Lane Group Flow (vph)	0	307	0	0	999	256
Confl. Peds. (#/hr)		17				65
Confl. Bikes (#/hr)		1				5
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	Perm
Protected Phases		5			8	
Permitted Phases						8
Actuated Green, G (s)		47.0			25.0	25.0
Effective Green, g (s)		47.0			25.0	25.0
Actuated g/C Ratio		0.59			0.31	0.31
Clearance Time (s)		4.0			4.0	4.0
Vehicle Extension (s)		0.2			0.2	0.2
Lane Grp Cap (vph)		766			1382	193
v/s Ratio Prot		c0.24			0.23	
v/s Ratio Perm						c0.41
v/c Ratio		0.40			0.72	1.33
Uniform Delay, d1		8.9			24.4	27.5
Progression Factor		1.00			0.98	0.97
Incremental Delay, d2		0.1			2.7	172.8
Delay (s)		9.0			26.6	199.4
Level of Service		A			C	F
Approach Delay (s)	9.0			0.0	61.8	
Approach LOS	A			A	E	

Intersection Summary

HCM 2000 Control Delay	51.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings

05/10/2017

103: Harrison St. (W) & N Young Cir.



Lane Group	EBR	SBT	Ø7
Lane Configurations	↗	↑↑↑	
Traffic Volume (vph)	296	1173	
Future Volume (vph)	296	1173	
Turn Type	Prot	NA	
Protected Phases	8	6	7
Permitted Phases			
Detector Phase	8	6	
Switch Phase			
Minimum Initial (s)	6.0	10.0	10.0
Minimum Split (s)	28.0	27.0	27.0
Total Split (s)	24.0	29.0	27.0
Total Split (%)	30.0%	36.3%	34%
Yellow Time (s)	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	7.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	C-Min	None
Act Effct Green (s)	29.7	37.3	
Actuated g/C Ratio	0.37	0.47	
v/c Ratio	0.69	0.66	
Control Delay	31.1	7.9	
Queue Delay	0.0	0.0	
Total Delay	31.1	7.9	
LOS	C	A	
Approach Delay		7.9	
Approach LOS		A	

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 38 (48%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization 57.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 103: Harrison St. (W) & N Young Cir.





## 103: Harrison St. (W) &amp; N Young Cir.



Lane Group	EBR	SBT
Lane Group Flow (vph)	333	1367
v/c Ratio	0.69	0.66
Control Delay	31.1	7.9
Queue Delay	0.0	0.0
Total Delay	31.1	7.9
Queue Length 50th (ft)	141	60
Queue Length 95th (ft)	#261	71
Internal Link Dist (ft)		274
Turn Bay Length (ft)		
Base Capacity (vph)	484	2056
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.69	0.66

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 103: Harrison St. (W) & N Young Cir.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	296	0	0	1173	44
Future Volume (vph)	0	296	0	0	1173	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			7.0	
Lane Util. Factor		1.00			0.91	
Frbp, ped/bikes		1.00			1.00	
Flpb, ped/bikes		1.00			1.00	
Frt		0.86			0.99	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		1305			4396	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		1305			4396	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	333	0	0	1318	49
RTOR Reduction (vph)	0	0	0	0	4	0
Lane Group Flow (vph)	0	333	0	0	1363	0
Confl. Peds. (#/hr)		2				3
Confl. Bikes (#/hr)						2
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	
Protected Phases		8			6	
Permitted Phases						
Actuated Green, G (s)		29.7			37.3	
Effective Green, g (s)		29.7			37.3	
Actuated g/C Ratio		0.37			0.47	
Clearance Time (s)		6.0			7.0	
Vehicle Extension (s)		1.5			3.0	
Lane Grp Cap (vph)		484			2049	
v/s Ratio Prot		c0.26			c0.31	
v/s Ratio Perm						
v/c Ratio		0.69			0.67	
Uniform Delay, d1		21.2			16.5	
Progression Factor		1.00			0.40	
Incremental Delay, d2		3.2			1.4	
Delay (s)		24.5			7.9	
Level of Service		C			A	
Approach Delay (s)	24.5			0.0	7.9	
Approach LOS	C			A	A	

Intersection Summary

HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
104: S Federal Hwy. & S Young Cir.

05/10/2017

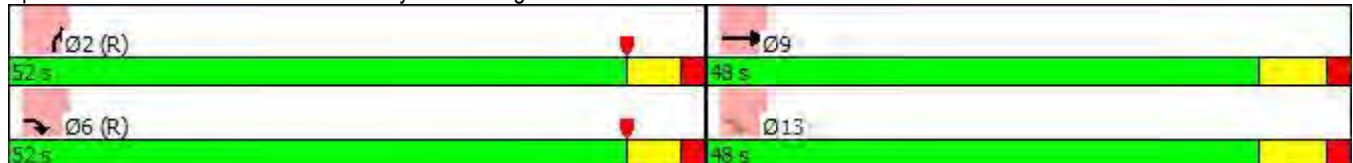


Lane Group	EBT	EBR	NBR	Ø13
Lane Configurations	↑↑	↑↑	↑↑	
Traffic Volume (vph)	603	859	1162	
Future Volume (vph)	603	859	1162	
Turn Type	NA	custom	Prot	
Protected Phases	9	6	2	13
Permitted Phases		13		
Detector Phase	9	6	2	
Switch Phase				
Minimum Initial (s)	4.0	5.0	12.0	5.0
Minimum Split (s)	25.0	25.0	26.0	25.0
Total Split (s)	48.0	52.0	52.0	48.0
Total Split (%)	48.0%	52.0%	52.0%	48%
Yellow Time (s)	5.0	4.0	4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	7.0	6.0	6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None
Act Effct Green (s)	22.9	88.0	64.1	
Actuated g/C Ratio	0.23	0.88	0.64	
v/c Ratio	0.76	0.37	0.66	
Control Delay	42.0	1.0	14.5	
Queue Delay	0.3	0.4	32.4	
Total Delay	42.3	1.4	46.9	
LOS	D	A	D	
Approach Delay	18.3			
Approach LOS	B			

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 30.9  
 Intersection Capacity Utilization 68.2%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



## 104: S Federal Hwy. &amp; S Young Cir.



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	615	877	1186
v/c Ratio	0.76	0.37	0.66
Control Delay	42.0	1.0	14.5
Queue Delay	0.3	0.4	32.4
Total Delay	42.3	1.4	46.9
Queue Length 50th (ft)	193	0	245
Queue Length 95th (ft)	234	0	389
Internal Link Dist (ft)	121		
Turn Bay Length (ft)			
Base Capacity (vph)	1450	2344	1785
Starvation Cap Reductn	311	865	664
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.54	0.59	1.06
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 104: S Federal Hwy. & S Young Cir.

05/10/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑				↑↑
Traffic Volume (vph)	603	859	0	0	0	1162
Future Volume (vph)	603	859	0	0	0	1162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0				6.0
Lane Util. Factor	0.95	0.88				0.88
Frbp, ped/bikes	1.00	0.96				1.00
Flpb, ped/bikes	1.00	1.00				1.00
Frt	1.00	0.85				0.85
Flt Protected	1.00	1.00				1.00
Satd. Flow (prot)	3539	2668				2787
Flt Permitted	1.00	1.00				1.00
Satd. Flow (perm)	3539	2668				2787
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	615	877	0	0	0	1186
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	615	877	0	0	0	1186
Confl. Peds. (#/hr)		37				
Confl. Bikes (#/hr)		8				
Turn Type	NA	custom				Prot
Protected Phases	9	6				2
Permitted Phases		13				
Actuated Green, G (s)	22.9	87.0				64.1
Effective Green, g (s)	22.9	87.0				64.1
Actuated g/C Ratio	0.23	0.87				0.64
Clearance Time (s)	7.0	6.0				6.0
Vehicle Extension (s)	2.0	3.0				3.0
Lane Grp Cap (vph)	810	2481				1786
v/s Ratio Prot	c0.17	0.23				c0.43
v/s Ratio Perm		0.10				
v/c Ratio	0.76	0.35				0.66
Uniform Delay, d1	36.0	1.2				11.2
Progression Factor	1.00	1.00				1.00
Incremental Delay, d2	3.7	0.0				2.0
Delay (s)	39.6	1.3				13.2
Level of Service	D	A				B
Approach Delay (s)	17.1			0.0	13.2	
Approach LOS	B			A	B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		15.4		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio		0.69				
Actuated Cycle Length (s)		100.0		Sum of lost time (s)		13.0
Intersection Capacity Utilization		68.2%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						



Lane Group	NBT	Ø11
Lane Configurations	↑↑↑	
Traffic Volume (vph)	1243	
Future Volume (vph)	1243	
Turn Type	NA	
Protected Phases	2	11
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	24.0	26.0
Total Split (s)	61.0	19.0
Total Split (%)	76.3%	24%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	None
Act Effct Green (s)	80.0	
Actuated g/C Ratio	1.00	
v/c Ratio	0.38	
Control Delay	0.2	
Queue Delay	0.0	
Total Delay	0.2	
LOS	A	
Approach Delay	0.2	
Approach LOS	A	

**Intersection Summary**

Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 10 (13%), Referenced to phase 2:NBT and 6:, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 0.2	Intersection LOS: A
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)

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Lane Group	NBT
Lane Group Flow (vph)	1790
v/c Ratio	0.38
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	17
Turn Bay Length (ft)	
Base Capacity (vph)	4743
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.38
<b>Intersection Summary</b>	

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HCM Signalized Intersection Capacity Analysis  
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Traffic Volume (vph)	0	0	1243	494	0	0
Future Volume (vph)	0	0	1243	494	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			
Lane Util. Factor			0.91			
Frbp, ped/bikes			0.98			
Flpb, ped/bikes			1.00			
Frt			0.96			
Flt Protected			1.00			
Satd. Flow (prot)			4747			
Flt Permitted			1.00			
Satd. Flow (perm)			4747			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1281	509	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1790	0	0	0
Confl. Peds. (#/hr)				18		
Confl. Bikes (#/hr)				10		
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Actuated Green, G (s)			80.0			
Effective Green, g (s)			80.0			
Actuated g/C Ratio			1.00			
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)			4747			
v/s Ratio Prot			c0.38			
v/s Ratio Perm						
v/c Ratio			0.38			
Uniform Delay, d1			0.0			
Progression Factor			1.00			
Incremental Delay, d2			0.2			
Delay (s)			0.2			
Level of Service			A			
Approach Delay (s)	0.0		0.2		0.0	
Approach LOS	A		A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			0.2	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			80.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			71.1%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						



Timings  
106: S Federal Hwy. & Van Buren St.

05/10/2017



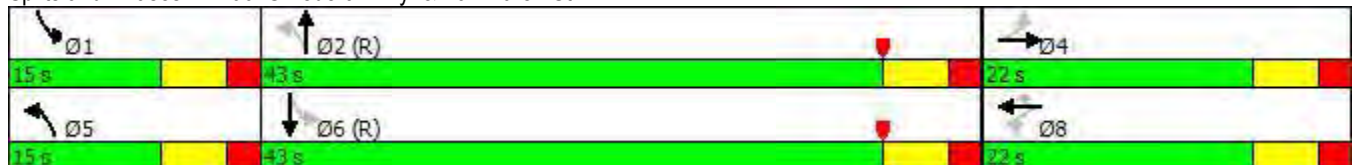
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	68	37	70	15	63	1071	56	824
Future Volume (vph)	37	68	37	70	15	63	1071	56	824
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0	11.0	24.0	11.0	24.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	15.0	43.0	15.0	43.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	18.8%	53.8%	18.8%	53.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	11.0	11.0		11.0	11.0	53.5	49.3	52.1	46.8
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.67	0.62	0.65	0.58
v/c Ratio	0.23	0.48		0.53	0.05	0.16	0.54	0.18	0.44
Control Delay	32.3	26.1		40.6	0.3	5.2	11.9	5.6	11.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	1.4
Total Delay	32.3	26.1		40.6	0.3	5.2	11.9	5.6	12.9
LOS	C	C		D	A	A	B	A	B
Approach Delay		27.5		35.6			11.6		12.4
Approach LOS		C		D			B		B

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 14.2  
 Intersection Capacity Utilization 72.6%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



## 106: S Federal Hwy. &amp; Van Buren St.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	131	113	16	67	1172	60	901
v/c Ratio	0.23	0.48	0.53	0.05	0.16	0.54	0.18	0.44
Control Delay	32.3	26.1	40.6	0.3	5.2	11.9	5.6	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Total Delay	32.3	26.1	40.6	0.3	5.2	11.9	5.6	12.9
Queue Length 50th (ft)	18	39	53	0	8	187	7	129
Queue Length 95th (ft)	43	85	97	m0	23	294	21	207
Internal Link Dist (ft)		621	258			295		199
Turn Bay Length (ft)	65			60	172		100	
Base Capacity (vph)	253	380	309	408	478	2170	396	2062
Starvation Cap Reductn	0	0	0	0	0	0	0	902
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.34	0.37	0.04	0.14	0.54	0.15	0.78

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 106: S Federal Hwy. & Van Buren St.

05/10/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	37	68	55	37	70	15	63	1071	31	56	824	23	
Future Volume (vph)	37	68	55	37	70	15	63	1071	31	56	824	23	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00	0.99			1.00	0.98	1.00	1.00		1.00	1.00		
Flpb, ped/bikes	0.99	1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Frt	1.00	0.93			1.00	0.85	1.00	1.00		1.00	1.00		
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1760	1715			1826	1550	1766	3518		1768	3519		
Flt Permitted	0.68	1.00			0.83	1.00	0.26	1.00		0.19	1.00		
Satd. Flow (perm)	1268	1715			1548	1550	492	3518		351	3519		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	39	72	59	39	74	16	67	1139	33	60	877	24	
RTOR Reduction (vph)	0	40	0	0	0	14	0	2	0	0	2	0	
Lane Group Flow (vph)	39	91	0	0	113	2	67	1170	0	60	899	0	
Confl. Peds. (#/hr)	6		9	9		6	20		18	18		20	
Confl. Bikes (#/hr)			4			2			8			7	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA		
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)	11.0	11.0			11.0	11.0	52.3	46.9		49.7	45.6		
Effective Green, g (s)	11.0	11.0			11.0	11.0	52.3	46.9		49.7	45.6		
Actuated g/C Ratio	0.14	0.14			0.14	0.14	0.65	0.59		0.62	0.57		
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	174	235			212	213	407	2062		290	2005		
v/s Ratio Prot		0.05					c0.01	c0.33		0.01	0.26		
v/s Ratio Perm	0.03				c0.07	0.00	0.10			0.12			
v/c Ratio	0.22	0.39			0.53	0.01	0.16	0.57		0.21	0.45		
Uniform Delay, d1	30.7	31.4			32.1	29.8	5.4	10.3		6.7	9.9		
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.7	1.1			2.6	0.0	0.2	1.1		0.4	0.7		
Delay (s)	31.4	32.5			34.7	29.8	5.6	11.4		7.0	10.7		
Level of Service	C	C			C	C	A	B		A	B		
Approach Delay (s)		32.2			34.1			11.1			10.4		
Approach LOS		C			C			B			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			13.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.54										
Actuated Cycle Length (s)			80.0									Sum of lost time (s)	18.0
Intersection Capacity Utilization			72.6%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Timings  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



Lane Group	WBR	NBT
Lane Configurations	↑↑	↑↑↑
Traffic Volume (vph)	635	1129
Future Volume (vph)	635	1129
Turn Type	Perm	NA
Protected Phases		2
Permitted Phases	8	
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	6.0	12.0
Minimum Split (s)	28.0	24.0
Total Split (s)	36.0	46.0
Total Split (%)	43.9%	56.1%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min
Act Effct Green (s)	22.3	47.7
Actuated g/C Ratio	0.27	0.58
v/c Ratio	0.82	0.40
Control Delay	33.0	10.5
Queue Delay	0.0	0.0
Total Delay	33.0	10.5
LOS	C	B
Approach Delay		10.5
Approach LOS		B

Intersection Summary

Cycle Length: 82  
 Actuated Cycle Length: 82  
 Offset: 38 (46%), Referenced to phase 2:NBT and 6:, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 18.6  
 Intersection Capacity Utilization 54.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



## 107: E Young Cir. /E Young Cir. &amp; Tyler St. (E)



Lane Group	WBR	NBT
Lane Group Flow (vph)	661	1176
v/c Ratio	0.82	0.40
Control Delay	33.0	10.5
Queue Delay	0.0	0.0
Total Delay	33.0	10.5
Queue Length 50th (ft)	160	110
Queue Length 95th (ft)	205	169
Internal Link Dist (ft)		614
Turn Bay Length (ft)		
Base Capacity (vph)	1067	2960
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.62	0.40
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017




















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↗	↑↑↑			
Traffic Volume (vph)	0	635	1129	0	0	0
Future Volume (vph)	0	635	1129	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			
Lane Util. Factor		0.88	0.91			
Frt		0.85	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		2787	5085			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		2787	5085			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	661	1176	0	0	0
RTOR Reduction (vph)	0	55	0	0	0	0
Lane Group Flow (vph)	0	606	1176	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Actuated Green, G (s)		22.3	47.7			
Effective Green, g (s)		22.3	47.7			
Actuated g/C Ratio		0.27	0.58			
Clearance Time (s)		6.0	6.0			
Vehicle Extension (s)		2.0	3.0			
Lane Grp Cap (vph)		757	2957			
v/s Ratio Prot			c0.23			
v/s Ratio Perm		c0.22				
v/c Ratio		0.80	0.40			
Uniform Delay, d1		27.8	9.3			
Progression Factor		1.00	1.00			
Incremental Delay, d2		5.8	0.4			
Delay (s)		33.5	9.7			
Level of Service		C	A			
Approach Delay (s)	33.5		9.7		0.0	
Approach LOS	C		A		A	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 201: N 17 Ave. & Harrison St. (E)

05/10/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 											
Traffic Volume (veh/h)	385	76	99	0	0	190	0	156	15	0	0	0
Future Volume (Veh/h)	385	76	99	0	0	190	0	156	15	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	410	81	105	0	0	202	0	166	16	0	0	0
Pedestrians		1			10			11				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		3.5			3.5			3.5				
Percent Blockage		0			1			1				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		507										
pX, platoon unblocked												
vC, conflicting volume	0			197			1066	964	154	1010	1017	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			197			1066	964	154	1010	1017	1
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	75			100			100	12	98	100	100	100
cM capacity (veh/h)	1623			1361			158	189	874	44	176	1083
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>WB 1</b>	<b>NB 1</b>							
Volume Total	205	205	186	202	182							
Volume Left	205	205	0	0	0							
Volume Right	0	0	105	202	16							
cSH	1623	1623	1700	1700	203							
Volume to Capacity	0.25	0.25	0.11	0.12	0.90							
Queue Length 95th (ft)	25	25	0	0	177							
Control Delay (s)	8.0	8.0	0.0	0.0	87.7							
Lane LOS	A	A			F							
Approach Delay (s)	5.5			0.0	87.7							
Approach LOS					F							
<b>Intersection Summary</b>												
Average Delay			19.6									
Intersection Capacity Utilization			43.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 202: N 17 Ave. & Van Buren St.

05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	43	40	32	4	67	19	19	98	6	4	78	49
Future Volume (Veh/h)	43	40	32	4	67	19	19	98	6	4	78	49
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	48	45	36	4	75	21	21	110	7	4	88	55
Pedestrians		48			9			6			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	388	340	170	352	364	124	191			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	388	340	170	352	364	124	191			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	92	96	99	86	98	98			100		
cM capacity (veh/h)	448	540	830	503	524	916	1319			1448		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	129	100	138	147								
Volume Left	48	4	21	4								
Volume Right	36	21	7	55								
cSH	552	575	1319	1448								
Volume to Capacity	0.23	0.17	0.02	0.00								
Queue Length 95th (ft)	23	16	1	0								
Control Delay (s)	13.5	12.6	1.3	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.5	12.6	1.3	0.2								
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			6.2									
Intersection Capacity Utilization			34.6%		ICU Level of Service				A			
Analysis Period (min)			15									



Timings  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017

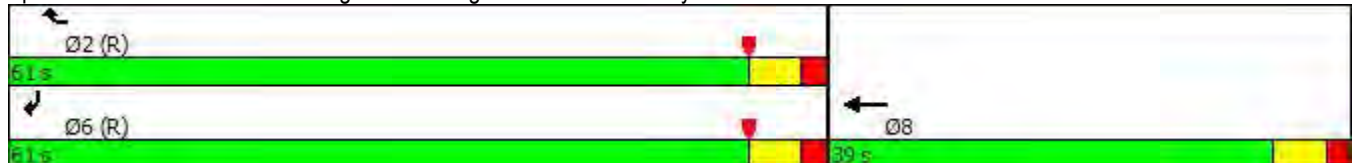


Lane Group	WBT	WBR	SBR
Lane Configurations	↑↑	↑↑	↑↑
Traffic Volume (vph)	640	914	1152
Future Volume (vph)	640	914	1152
Turn Type	NA	custom	Prot
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	36.0	27.0	27.0
Total Split (s)	39.0	61.0	61.0
Total Split (%)	39.0%	61.0%	61.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min
Act Effct Green (s)	27.2	60.8	60.8
Actuated g/C Ratio	0.27	0.61	0.61
v/c Ratio	0.75	0.61	0.76
Control Delay	43.2	13.6	19.2
Queue Delay	52.5	1.1	0.0
Total Delay	95.8	14.7	19.2
LOS	F	B	B
Approach Delay	48.1		
Approach LOS	D		

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 45 (45%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 35.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 73.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



## 101: N Young Cir./E Young Cir. &amp; N Federal Hwy.



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	719	1027	1294
v/c Ratio	0.75	0.61	0.76
Control Delay	43.2	13.6	19.2
Queue Delay	52.5	1.1	0.0
Total Delay	95.8	14.7	19.2
Queue Length 50th (ft)	237	125	316
Queue Length 95th (ft)	m285	398	477
Internal Link Dist (ft)	71		
Turn Bay Length (ft)			
Base Capacity (vph)	1167	1694	1694
Starvation Cap Reductn	559	405	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.18	0.80	0.76

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑↑		↑↑
Traffic Volume (vph)	0	0	640	914	0	1152
Future Volume (vph)	0	0	640	914	0	1152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0		6.0
Lane Util. Factor			0.95	0.88		0.88
Frbp, ped/bikes			1.00	1.00		1.00
Flpb, ped/bikes			1.00	1.00		1.00
Frt			1.00	0.85		0.85
Flt Protected			1.00	1.00		1.00
Satd. Flow (prot)			3539	2787		2787
Flt Permitted			1.00	1.00		1.00
Satd. Flow (perm)			3539	2787		2787
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	719	1027	0	1294
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	719	1027	0	1294
Confl. Peds. (#/hr)	48			48	44	
Turn Type			NA	custom		Prot
Protected Phases			8	2		6
Permitted Phases						
Actuated Green, G (s)			27.2	60.8		60.8
Effective Green, g (s)			27.2	60.8		60.8
Actuated g/C Ratio			0.27	0.61		0.61
Clearance Time (s)			6.0	6.0		6.0
Vehicle Extension (s)			3.0	0.2		3.0
Lane Grp Cap (vph)			962	1694		1694
v/s Ratio Prot			c0.20	0.37		c0.46
v/s Ratio Perm						
v/c Ratio			0.75	0.61		0.76
Uniform Delay, d1			33.3	12.2		14.3
Progression Factor			1.18	0.92		1.00
Incremental Delay, d2			2.7	1.4		3.3
Delay (s)			42.0	12.6		17.7
Level of Service			D	B		B
Approach Delay (s)		0.0	24.7		17.7	
Approach LOS		A	C		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			21.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.76			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			73.8%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
102: N Young Cir. & Hollywood Blvd.

05/10/2017

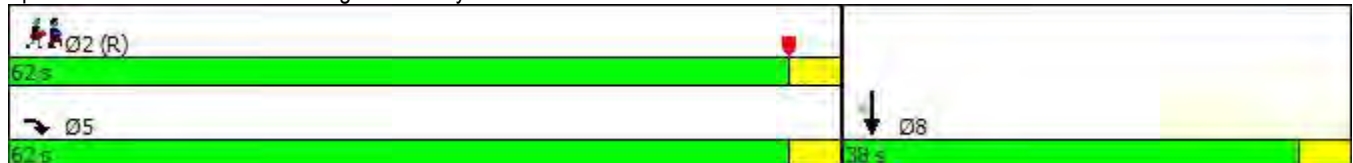


Lane Group	EBR	SBT	SBR	Ø2
Lane Configurations	↗	↑↑↑	↖	
Traffic Volume (vph)	285	1057	177	
Future Volume (vph)	285	1057	177	
Turn Type	Prot	NA	Perm	
Protected Phases	5	8		2
Permitted Phases			8	
Detector Phase	5	8	8	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	23.0	23.0	24.0
Total Split (s)	62.0	38.0	38.0	62.0
Total Split (%)	62.0%	38.0%	38.0%	62%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Max	Max	C-Max
Act Effct Green (s)	58.0	34.0	34.0	
Actuated g/C Ratio	0.58	0.34	0.34	
v/c Ratio	0.42	0.79	0.53	
Control Delay	13.5	34.4	31.5	
Queue Delay	0.0	0.0	0.0	
Total Delay	13.5	34.4	31.5	
LOS	B	C	C	
Approach Delay		34.0		
Approach LOS		C		

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 30.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 50.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



## 102: N Young Cir. &amp; Hollywood Blvd.



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	320	1188	199
v/c Ratio	0.42	0.79	0.53
Control Delay	13.5	34.4	31.5
Queue Delay	0.0	0.0	0.0
Total Delay	13.5	34.4	31.5
Queue Length 50th (ft)	103	271	109
Queue Length 95th (ft)	164	288	m145
Internal Link Dist (ft)		246	
Turn Bay Length (ft)			60
Base Capacity (vph)	760	1504	376
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.42	0.79	0.53

## Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖↖	↗
Traffic Volume (vph)	0	285	0	0	1057	177
Future Volume (vph)	0	285	0	0	1057	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0
Lane Util. Factor		1.00			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.86
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1305			4424	1106
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1305			4424	1106
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	320	0	0	1188	199
RTOR Reduction (vph)	0	3	0	0	0	0
Lane Group Flow (vph)	0	317	0	0	1188	199
Confl. Peds. (#/hr)		19	12			12
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	Perm
Protected Phases		5			8	
Permitted Phases						8
Actuated Green, G (s)		58.0			34.0	34.0
Effective Green, g (s)		58.0			34.0	34.0
Actuated g/C Ratio		0.58			0.34	0.34
Clearance Time (s)		4.0			4.0	4.0
Vehicle Extension (s)		0.2			0.2	0.2
Lane Grp Cap (vph)		756			1504	376
v/s Ratio Prot		c0.24			c0.27	
v/s Ratio Perm						0.18
v/c Ratio		0.42			0.79	0.53
Uniform Delay, d1		11.7			29.8	26.6
Progression Factor		1.00			1.04	1.01
Incremental Delay, d2		0.1			3.0	3.6
Delay (s)		11.8			34.1	30.5
Level of Service		B			C	C
Approach Delay (s)	11.8			0.0	33.6	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

103: Harrison St. (W) & N Young Cir.



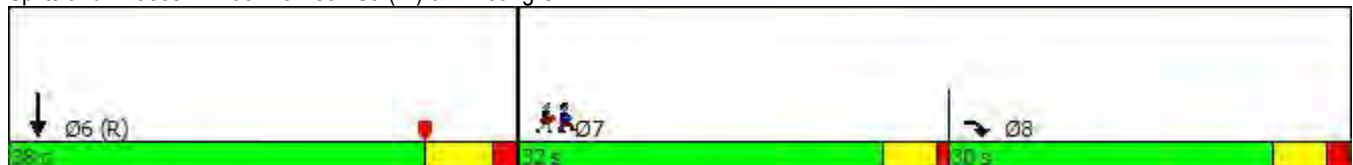
Lane Group	EBR	SBT	Ø7
Lane Configurations	↗	↑↑↑	↘
Traffic Volume (vph)	264	1344	
Future Volume (vph)	264	1344	
Turn Type	Prot	NA	
Protected Phases	8	6	7
Permitted Phases			
Detector Phase	8	6	
Switch Phase			
Minimum Initial (s)	6.0	10.0	10.0
Minimum Split (s)	28.0	27.0	27.0
Total Split (s)	30.0	38.0	32.0
Total Split (%)	30.0%	38.0%	32%
Yellow Time (s)	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	7.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	C-Min	None
Act Effct Green (s)	31.0	56.0	
Actuated g/C Ratio	0.31	0.56	
v/c Ratio	0.77	0.64	
Control Delay	44.8	9.6	
Queue Delay	10.5	0.4	
Total Delay	55.3	10.0	
LOS	E	B	
Approach Delay		10.0	
Approach LOS		B	

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 38 (38%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 17.4  
 Intersection Capacity Utilization 58.2%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



## 103: Harrison St. (W) &amp; N Young Cir.



Lane Group	EBR	SBT
Lane Group Flow (vph)	311	1596
v/c Ratio	0.77	0.64
Control Delay	44.8	9.6
Queue Delay	10.5	0.4
Total Delay	55.3	10.0
Queue Length 50th (ft)	177	88
Queue Length 95th (ft)	251	152
Internal Link Dist (ft)		274
Turn Bay Length (ft)		
Base Capacity (vph)	404	2475
Starvation Cap Reductn	0	178
Spillback Cap Reductn	70	370
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.93	0.76
<b>Intersection Summary</b>		



HCM Signalized Intersection Capacity Analysis  
 103: Harrison St. (W) & N Young Cir.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	264	0	0	1344	13
Future Volume (vph)	0	264	0	0	1344	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			7.0	
Lane Util. Factor		1.00			0.91	
Frbp, ped/bikes		1.00			1.00	
Flpb, ped/bikes		1.00			1.00	
Frt		0.86			1.00	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		1305			4417	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		1305			4417	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	311	0	0	1581	15
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	311	0	0	1596	0
Confl. Peds. (#/hr)	5					
Confl. Bikes (#/hr)						4
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	
Protected Phases		8			6	
Permitted Phases						
Actuated Green, G (s)		31.0			56.0	
Effective Green, g (s)		31.0			56.0	
Actuated g/C Ratio		0.31			0.56	
Clearance Time (s)		6.0			7.0	
Vehicle Extension (s)		1.5			3.0	
Lane Grp Cap (vph)		404			2473	
v/s Ratio Prot		c0.24			c0.36	
v/s Ratio Perm						
v/c Ratio		0.77			0.65	
Uniform Delay, d1		31.3			15.2	
Progression Factor		1.00			0.55	
Incremental Delay, d2		7.8			1.0	
Delay (s)		39.0			9.3	
Level of Service		D			A	
Approach Delay (s)	39.0			0.0	9.3	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
104: S Federal Hwy. & S Young Cir.

05/10/2017

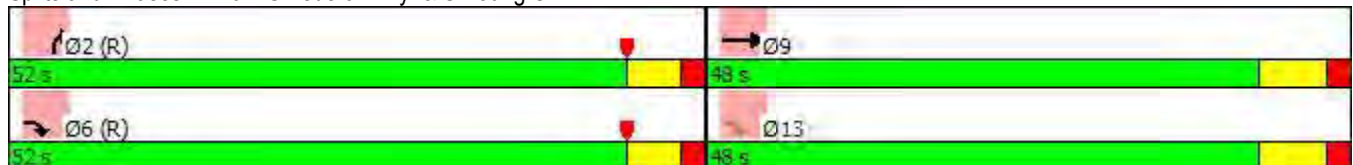


Lane Group	EBT	EBR	NBR	Ø13
Lane Configurations	↑↑	↑↑	↑↑	
Traffic Volume (vph)	737	880	909	
Future Volume (vph)	737	880	909	
Turn Type	NA	custom	Prot	
Protected Phases	9	6	2	13
Permitted Phases		13		
Detector Phase	9	6	2	
Switch Phase				
Minimum Initial (s)	4.0	5.0	12.0	5.0
Minimum Split (s)	25.0	25.0	26.0	25.0
Total Split (s)	48.0	52.0	52.0	48.0
Total Split (%)	48.0%	52.0%	52.0%	48%
Yellow Time (s)	5.0	4.0	4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	7.0	6.0	6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None
Act Effct Green (s)	30.3	88.0	56.7	
Actuated g/C Ratio	0.30	0.88	0.57	
v/c Ratio	0.79	0.42	0.66	
Control Delay	37.5	1.8	10.7	
Queue Delay	0.7	0.4	0.0	
Total Delay	38.2	2.2	10.7	
LOS	D	A	B	
Approach Delay	18.6			
Approach LOS	B			

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 15.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 63.0%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



## 104: S Federal Hwy. &amp; S Young Cir.



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	847	1011	1045
v/c Ratio	0.79	0.42	0.66
Control Delay	37.5	1.8	10.7
Queue Delay	0.7	0.4	0.0
Total Delay	38.2	2.2	10.7
Queue Length 50th (ft)	270	3	78
Queue Length 95th (ft)	185	2	111
Internal Link Dist (ft)	121		
Turn Bay Length (ft)			
Base Capacity (vph)	1450	2382	1580
Starvation Cap Reductn	284	780	0
Spillback Cap Reductn	0	485	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.63	0.66
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 104: S Federal Hwy. & S Young Cir.

05/10/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑				↑↑
Traffic Volume (vph)	737	880	0	0	0	909
Future Volume (vph)	737	880	0	0	0	909
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0				6.0
Lane Util. Factor	0.95	0.88				0.88
Frbp, ped/bikes	1.00	0.97				1.00
Flpb, ped/bikes	1.00	1.00				1.00
Frt	1.00	0.85				0.85
Flt Protected	1.00	1.00				1.00
Satd. Flow (prot)	3539	2709				2787
Flt Permitted	1.00	1.00				1.00
Satd. Flow (perm)	3539	2709				2787
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	847	1011	0	0	0	1045
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	847	1011	0	0	0	1045
Confl. Peds. (#/hr)		16				
Turn Type	NA	custom				Prot
Protected Phases	9	6				2
Permitted Phases		13				
Actuated Green, G (s)	30.3	87.0				56.7
Effective Green, g (s)	30.3	87.0				56.7
Actuated g/C Ratio	0.30	0.87				0.57
Clearance Time (s)	7.0	6.0				6.0
Vehicle Extension (s)	2.0	3.0				3.0
Lane Grp Cap (vph)	1072	2519				1580
v/s Ratio Prot	c0.24	0.23				c0.38
v/s Ratio Perm		0.15				
v/c Ratio	0.79	0.40				0.66
Uniform Delay, d1	31.9	1.3				15.0
Progression Factor	1.05	2.29				0.53
Incremental Delay, d2	2.8	0.0				2.0
Delay (s)	36.4	3.0				10.0
Level of Service	D	A				A
Approach Delay (s)	18.2			0.0	10.0	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	NBT	Ø11
Lane Configurations	↑↑↑↑	
Traffic Volume (vph)	959	
Future Volume (vph)	959	
Turn Type	NA	
Protected Phases	2	11
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	24.0	26.0
Total Split (s)	74.0	26.0
Total Split (%)	74.0%	26%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	None
Act Effct Green (s)	100.0	
Actuated g/C Ratio	1.00	
v/c Ratio	0.41	
Control Delay	0.2	
Queue Delay	0.0	
Total Delay	0.2	
LOS	A	
Approach Delay	0.2	
Approach LOS	A	

**Intersection Summary**

Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 90 (90%), Referenced to phase 2:NBT and 6:, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 0.2	Intersection LOS: A
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)

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Lane Group	NBT
Lane Group Flow (vph)	1922
v/c Ratio	0.41
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	17
Turn Bay Length (ft)	
Base Capacity (vph)	4643
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.41
Intersection Summary	

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HCM Signalized Intersection Capacity Analysis  
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Traffic Volume (vph)	0	0	959	655	0	0
Future Volume (vph)	0	0	959	655	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			
Lane Util. Factor			0.91			
Frbp, ped/bikes			0.97			
Flpb, ped/bikes			1.00			
Frt			0.94			
Flt Protected			1.00			
Satd. Flow (prot)			4649			
Flt Permitted			1.00			
Satd. Flow (perm)			4649			
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	1142	780	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1922	0	0	0
Confl. Peds. (#/hr)		13		9		
Confl. Bikes (#/hr)		2		15		
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Actuated Green, G (s)			100.0			
Effective Green, g (s)			100.0			
Actuated g/C Ratio			1.00			
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)			4649			
v/s Ratio Prot			c0.41			
v/s Ratio Perm						
v/c Ratio			0.41			
Uniform Delay, d1			0.0			
Progression Factor			1.00			
Incremental Delay, d2			0.2			
Delay (s)			0.2			
Level of Service			A			
Approach Delay (s)	0.0		0.2		0.0	
Approach LOS	A		A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			0.2	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.47			
Actuated Cycle Length (s)			100.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			70.5%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
106: S Federal Hwy. & Van Buren St.

05/10/2017



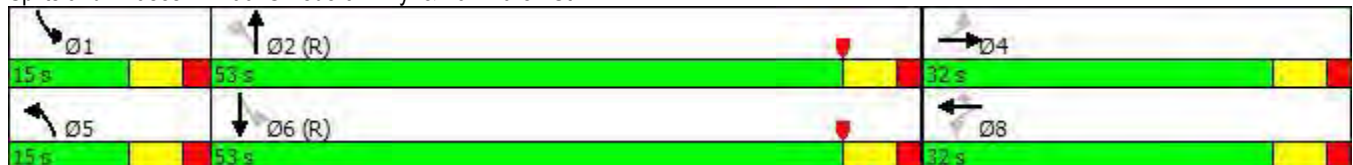
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗		↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	39	80	75	67	85	110	798	85	949
Future Volume (vph)	39	80	75	67	85	110	798	85	949
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0	11.0	24.0	11.0	24.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	15.0	53.0	15.0	53.0
Total Split (%)	32.0%	32.0%	32.0%	32.0%	32.0%	15.0%	53.0%	15.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	16.8	16.8		16.8	16.8	66.9	60.2	64.6	57.2
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.67	0.60	0.65	0.57
v/c Ratio	0.27	0.35		0.68	0.30	0.38	0.46	0.25	0.55
Control Delay	38.2	35.4		52.5	9.1	8.8	13.6	7.8	18.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	38.2	35.4		52.5	9.1	8.8	13.6	7.8	18.7
LOS	D	D		D	A	A	B	A	B
Approach Delay		36.2		36.2			13.1		17.8
Approach LOS		D		D			B		B

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 18.7  
 Intersection Capacity Utilization 65.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 106: S Federal Hwy. & Van Buren St.





## 106: S Federal Hwy. &amp; Van Buren St.

























Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	108	165	99	128	977	99	1120
v/c Ratio	0.27	0.35	0.68	0.30	0.38	0.46	0.25	0.55
Control Delay	38.2	35.4	52.5	9.1	8.8	13.6	7.8	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	38.2	35.4	52.5	9.1	8.8	13.6	7.8	18.7
Queue Length 50th (ft)	25	57	100	1	22	176	16	326
Queue Length 95th (ft)	51	93	147	35	49	267	57	352
Internal Link Dist (ft)		621	258			295		199
Turn Bay Length (ft)	65			60	172		100	
Base Capacity (vph)	257	478	375	458	363	2105	423	2021
Starvation Cap Reductn	0	0	0	0	0	0	0	473
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.23	0.44	0.22	0.35	0.46	0.23	0.72

## Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 106: S Federal Hwy. & Van Buren St.

05/10/2017

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	39	80	13	75	67	85	110	798	42	85	949	15	
Future Volume (vph)	39	80	13	75	67	85	110	798	42	85	949	15	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95		
Frbp, ped/bikes	1.00	1.00			1.00	0.94	1.00	1.00		1.00	1.00		
Flpb, ped/bikes	0.96	1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Frt	1.00	0.98			1.00	0.85	1.00	0.99		1.00	1.00		
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1700	1819			1811	1483	1769	3495		1764	3529		
Flt Permitted	0.56	1.00			0.78	1.00	0.18	1.00		0.25	1.00		
Satd. Flow (perm)	1001	1819			1445	1483	341	3495		462	3529		
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	45	93	15	87	78	99	128	928	49	99	1103	17	
RTOR Reduction (vph)	0	7	0	0	0	82	0	3	0	0	1	0	
Lane Group Flow (vph)	45	101	0	0	165	17	128	974	0	99	1119	0	
Confl. Peds. (#/hr)	40		4	4		40	9		27	27		9	
Confl. Bikes (#/hr)			1						7			5	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA		
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)	16.8	16.8			16.8	16.8	66.9	59.0		63.5	57.3		
Effective Green, g (s)	16.8	16.8			16.8	16.8	66.9	59.0		63.5	57.3		
Actuated g/C Ratio	0.17	0.17			0.17	0.17	0.67	0.59		0.64	0.57		
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	168	305			242	249	340	2062		374	2022		
v/s Ratio Prot		0.06					c0.03	0.28		0.02	c0.32		
v/s Ratio Perm	0.04				c0.11	0.01	0.22			0.15			
v/c Ratio	0.27	0.33			0.68	0.07	0.38	0.47		0.26	0.55		
Uniform Delay, d1	36.2	36.7			39.1	35.0	7.8	11.7		7.5	13.4		
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.10	1.15		
Incremental Delay, d2	0.9	0.6			7.7	0.1	0.7	0.8		0.4	1.0		
Delay (s)	37.1	37.3			46.9	35.1	8.5	12.4		8.7	16.4		
Level of Service	D	D			D	D	A	B		A	B		
Approach Delay (s)		37.2			42.5			12.0			15.8		
Approach LOS		D			D			B			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			18.0									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.56										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	18.0
Intersection Capacity Utilization			65.7%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Timings  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017

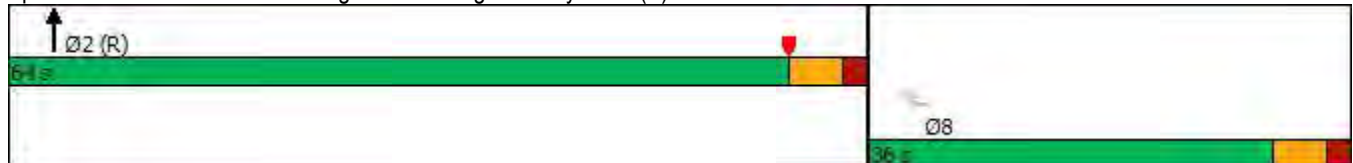


Lane Group	WBR	NBT
Lane Configurations	↑↑↑	↑↑↑
Traffic Volume (vph)	697	898
Future Volume (vph)	697	898
Turn Type	Perm	NA
Protected Phases		2
Permitted Phases	8	
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	6.0	12.0
Minimum Split (s)	28.0	24.0
Total Split (s)	36.0	64.0
Total Split (%)	36.0%	64.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min
Act Effct Green (s)	28.3	59.7
Actuated g/C Ratio	0.28	0.60
v/c Ratio	0.88	0.34
Control Delay	37.5	12.2
Queue Delay	32.5	0.1
Total Delay	70.0	12.3
LOS	E	B
Approach Delay		12.3
Approach LOS		B

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 38 (38%), Referenced to phase 2:NBT and 6:, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 37.5  
 Intersection Capacity Utilization 51.7%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



## 107: E Young Cir. /E Young Cir. &amp; Tyler St. (E)



Lane Group	WBR	NBT
Lane Group Flow (vph)	801	1032
v/c Ratio	0.88	0.34
Control Delay	37.5	12.2
Queue Delay	32.5	0.1
Total Delay	70.0	12.3
Queue Length 50th (ft)	220	124
Queue Length 95th (ft)	260	163
Internal Link Dist (ft)		614
Turn Bay Length (ft)		
Base Capacity (vph)	995	3106
Starvation Cap Reductn	0	0
Spillback Cap Reductn	236	747
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.06	0.44

## Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↗	↑↑↑			
Traffic Volume (vph)	0	697	898	0	0	0
Future Volume (vph)	0	697	898	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			
Lane Util. Factor		0.88	0.91			
Frbp, ped/bikes		1.00	1.00			
Flpb, ped/bikes		1.00	1.00			
Frt		0.85	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		2787	5085			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		2787	5085			
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	801	1032	0	0	0
RTOR Reduction (vph)	0	127	0	0	0	0
Lane Group Flow (vph)	0	674	1032	0	0	0
Confl. Peds. (#/hr)	28			5	5	
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Actuated Green, G (s)		28.3	59.7			
Effective Green, g (s)		28.3	59.7			
Actuated g/C Ratio		0.28	0.60			
Clearance Time (s)		6.0	6.0			
Vehicle Extension (s)		2.0	3.0			
Lane Grp Cap (vph)		788	3035			
v/s Ratio Prot			c0.20			
v/s Ratio Perm		c0.24				
v/c Ratio		0.86	0.34			
Uniform Delay, d1		33.9	10.2			
Progression Factor		1.00	1.09			
Incremental Delay, d2		8.7	0.3			
Delay (s)		42.6	11.4			
Level of Service		D	B			
Approach Delay (s)	42.6		11.4		0.0	
Approach LOS	D		B		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			25.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			51.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis  
 201: N 17 Ave. & Harrison St. (E)

05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔				↔		↔				
Traffic Volume (veh/h)	384	249	37	0	0	251	0	286	68	0	0	0
Future Volume (Veh/h)	384	249	37	0	0	251	0	286	68	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	505	328	49	0	0	330	0	376	89	0	0	0
Pedestrians		422			67			5				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		3.5			3.5			3.5				
Percent Blockage		40			6			0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		507										
pX, platoon unblocked												
vC, conflicting volume	0			382			1954	1368	424	1682	1392	422
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			382			1954	1368	424	1682	1392	422
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	69			100			100	0	85	0	100	100
cM capacity (veh/h)	1623			1171			22	101	587	0	97	378
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>WB 1</b>	<b>NB 1</b>							
Volume Total	252	252	377	330	465							
Volume Left	252	252	0	0	0							
Volume Right	0	0	49	330	89							
cSH	1623	1623	1700	1700	120							
Volume to Capacity	0.31	0.31	0.22	0.19	3.89							
Queue Length 95th (ft)	34	34	0	0	Err							
Control Delay (s)	8.2	8.2	0.0	0.0	Err							
Lane LOS	A	A			F							
Approach Delay (s)	4.7			0.0	Err							
Approach LOS					F							
<b>Intersection Summary</b>												
Average Delay			2775.0									
Intersection Capacity Utilization			56.6%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 202: N 17 Ave. & Van Buren St.

05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	27	23	90	12	325	5	10	10	33	1	5	53
Future Volume (Veh/h)	27	23	90	12	325	5	10	10	33	1	5	53
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Hourly flow rate (vph)	41	35	136	18	492	8	15	15	50	2	8	80
Pedestrians		336			108			38			57	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		32			10			4			5	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	769	591	422	422	606	205	424			173		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	769	591	422	422	606	205	424			173		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	86	67	91	0	99	98			100		
cM capacity (veh/h)	0	251	414	195	246	709	772			1259		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	212	518	80	90								
Volume Left	41	18	15	2								
Volume Right	136	8	50	80								
cSH	0	246	772	1259								
Volume to Capacity	Err	2.11	0.02	0.00								
Queue Length 95th (ft)	Err	975	1	0								
Control Delay (s)	Err	543.9	2.0	0.2								
Lane LOS	F	F	A	A								
Approach Delay (s)	Err	543.9	2.0	0.2								
Approach LOS	F	F										
<b>Intersection Summary</b>												
Average Delay			Err									
Intersection Capacity Utilization			42.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017

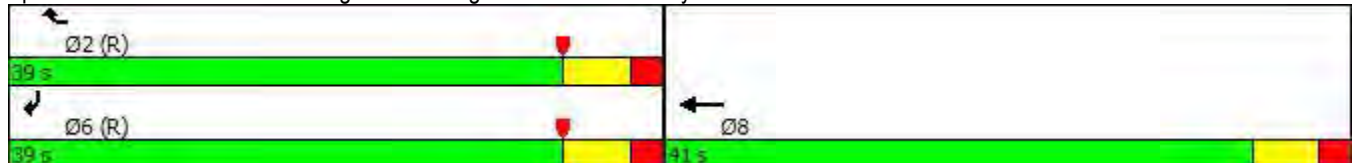


Lane Group	WBT	WBR	SBR
Lane Configurations	↑↑	↑↑	↑↑
Traffic Volume (vph)	684	1112	1068
Future Volume (vph)	684	1112	1068
Turn Type	NA	custom	Prot
Protected Phases	8	2	6
Permitted Phases			
Detector Phase	8	2	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	36.0	27.0	27.0
Total Split (s)	41.0	39.0	39.0
Total Split (%)	51.3%	48.8%	48.8%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min
Act Effct Green (s)	23.4	44.6	44.6
Actuated g/C Ratio	0.29	0.56	0.56
v/c Ratio	0.69	0.75	0.72
Control Delay	28.3	18.7	17.7
Queue Delay	0.9	49.4	0.0
Total Delay	29.2	68.1	17.7
LOS	C	E	B
Approach Delay	53.3		
Approach LOS	D		

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 45 (56%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 40.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 71.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.





## 101: N Young Cir./E Young Cir. &amp; N Federal Hwy.



Lane Group	WBT	WBR	SBR
Lane Group Flow (vph)	713	1158	1113
v/c Ratio	0.69	0.75	0.72
Control Delay	28.3	18.7	17.7
Queue Delay	0.9	49.4	0.0
Total Delay	29.2	68.1	17.7
Queue Length 50th (ft)	165	230	215
Queue Length 95th (ft)	197	#428	360
Internal Link Dist (ft)	71		
Turn Bay Length (ft)			
Base Capacity (vph)	1548	1553	1553
Starvation Cap Reductn	521	572	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	1.18	0.72

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↑↑		↑↑
Traffic Volume (vph)	0	0	684	1112	0	1068
Future Volume (vph)	0	0	684	1112	0	1068
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0		6.0
Lane Util. Factor			0.95	0.88		0.88
Frbp, ped/bikes			1.00	1.00		1.00
Flpb, ped/bikes			1.00	1.00		1.00
Frt			1.00	0.85		0.85
Flt Protected			1.00	1.00		1.00
Satd. Flow (prot)			3539	2787		2787
Flt Permitted			1.00	1.00		1.00
Satd. Flow (perm)			3539	2787		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	712	1158	0	1112
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	713	1158	0	1113
Confl. Peds. (#/hr)				52		
Confl. Bikes (#/hr)				5		
Turn Type			NA	custom		Prot
Protected Phases			8	2		6
Permitted Phases						
Actuated Green, G (s)			23.4	44.6		44.6
Effective Green, g (s)			23.4	44.6		44.6
Actuated g/C Ratio			0.29	0.56		0.56
Clearance Time (s)			6.0	6.0		6.0
Vehicle Extension (s)			3.0	0.2		3.0
Lane Grp Cap (vph)			1035	1553		1553
v/s Ratio Prot			c0.20	c0.42		0.40
v/s Ratio Perm						
v/c Ratio			0.69	0.75		0.72
Uniform Delay, d1			25.1	13.4		13.0
Progression Factor			1.00	1.00		1.00
Incremental Delay, d2			1.9	3.3		2.9
Delay (s)			27.0	16.7		15.9
Level of Service			C	B		B
Approach Delay (s)		0.0	20.6		15.9	
Approach LOS		A	C		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			18.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.73			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			71.3%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
 102: N Young Cir. & Hollywood Blvd.

05/10/2017

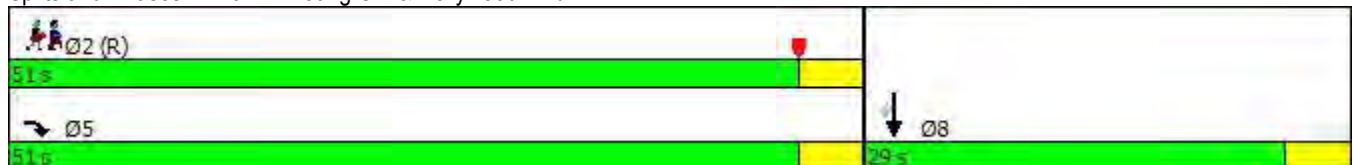


Lane Group	EBR	SBT	SBR	Ø2
Lane Configurations	↗	↑↑↑	↘	
Traffic Volume (vph)	312	974	241	
Future Volume (vph)	312	974	241	
Turn Type	Prot	NA	Perm	
Protected Phases	5	8		2
Permitted Phases				8
Detector Phase	5	8	8	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	23.0	23.0	24.0
Total Split (s)	51.0	29.0	29.0	51.0
Total Split (%)	63.8%	36.3%	36.3%	64%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Max	Max	C-Max
Act Effct Green (s)	47.0	25.0	25.0	
Actuated g/C Ratio	0.59	0.31	0.31	
v/c Ratio	0.43	0.75	1.33	
Control Delay	11.1	27.3	199.6	
Queue Delay	0.0	0.0	0.0	
Total Delay	11.1	27.3	199.6	
LOS	B	C	F	
Approach Delay		61.4		
Approach LOS		E		

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.33  
 Intersection Signal Delay: 51.1  
 Intersection Capacity Utilization 50.7%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



## 102: N Young Cir. &amp; Hollywood Blvd.



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	332	1036	256
v/c Ratio	0.43	0.75	1.33
Control Delay	11.1	27.3	199.6
Queue Delay	0.0	0.0	0.0
Total Delay	11.1	27.3	199.6
Queue Length 50th (ft)	82	143	~166
Queue Length 95th (ft)	141	213	m#291
Internal Link Dist (ft)		246	
Turn Bay Length (ft)			60
Base Capacity (vph)	769	1382	193
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.43	0.75	1.33

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	↖
Traffic Volume (vph)	0	312	0	0	974	241
Future Volume (vph)	0	312	0	0	974	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0
Lane Util. Factor		1.00			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.48
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.86			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		1305			4424	620
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		1305			4424	620
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	332	0	0	1036	256
RTOR Reduction (vph)	0	2	0	0	0	0
Lane Group Flow (vph)	0	330	0	0	1036	256
Confl. Peds. (#/hr)		17				65
Confl. Bikes (#/hr)		1				5
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	Perm
Protected Phases		5			8	
Permitted Phases						8
Actuated Green, G (s)		47.0			25.0	25.0
Effective Green, g (s)		47.0			25.0	25.0
Actuated g/C Ratio		0.59			0.31	0.31
Clearance Time (s)		4.0			4.0	4.0
Vehicle Extension (s)		0.2			0.2	0.2
Lane Grp Cap (vph)		766			1382	193
v/s Ratio Prot		c0.25			0.23	
v/s Ratio Perm						c0.41
v/c Ratio		0.43			0.75	1.33
Uniform Delay, d1		9.1			24.7	27.5
Progression Factor		1.00			0.97	0.96
Incremental Delay, d2		0.1			3.0	172.3
Delay (s)		9.3			27.0	198.6
Level of Service		A			C	F
Approach Delay (s)	9.3			0.0	61.0	
Approach LOS	A			A	E	

**Intersection Summary**

HCM 2000 Control Delay	50.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
 103: Harrison St. (W) & N Young Cir.

05/10/2017



Lane Group	EBR	SBT	Ø7
Lane Configurations	↗	↑↑↑	
Traffic Volume (vph)	309	1229	
Future Volume (vph)	309	1229	
Turn Type	Prot	NA	
Protected Phases	8	6	7
Permitted Phases			
Detector Phase	8	6	
Switch Phase			
Minimum Initial (s)	6.0	10.0	10.0
Minimum Split (s)	28.0	27.0	27.0
Total Split (s)	24.0	29.0	27.0
Total Split (%)	30.0%	36.3%	34%
Yellow Time (s)	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	7.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	None	C-Min	None
Act Effct Green (s)	31.2	35.8	
Actuated g/C Ratio	0.39	0.45	
v/c Ratio	0.68	0.73	
Control Delay	30.2	9.0	
Queue Delay	0.0	0.0	
Total Delay	30.2	9.0	
LOS	C	A	
Approach Delay		9.0	
Approach LOS		A	

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 38 (48%), Referenced to phase 6:SBT, Start of Yellow  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 13.2  
 Intersection Capacity Utilization 59.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



## 103: Harrison St. (W) &amp; N Young Cir.



Lane Group	EBR	SBT
Lane Group Flow (vph)	347	1430
v/c Ratio	0.68	0.73
Control Delay	30.2	9.0
Queue Delay	0.0	0.0
Total Delay	30.2	9.0
Queue Length 50th (ft)	145	67
Queue Length 95th (ft)	#280	76
Internal Link Dist (ft)		274
Turn Bay Length (ft)		
Base Capacity (vph)	509	1970
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.68	0.73

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 103: Harrison St. (W) & N Young Cir.

05/10/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	309	0	0	1229	44
Future Volume (vph)	0	309	0	0	1229	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			7.0	
Lane Util. Factor		1.00			0.91	
Frbp, ped/bikes		1.00			1.00	
Flpb, ped/bikes		1.00			1.00	
Frt		0.86			0.99	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		1305			4397	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		1305			4397	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	347	0	0	1381	49
RTOR Reduction (vph)	0	0	0	0	3	0
Lane Group Flow (vph)	0	347	0	0	1427	0
Confl. Peds. (#/hr)		2				3
Confl. Bikes (#/hr)						2
Parking (#/hr)	0	0	0	0	0	0
Turn Type		Prot			NA	
Protected Phases		8			6	
Permitted Phases						
Actuated Green, G (s)		31.2			35.8	
Effective Green, g (s)		31.2			35.8	
Actuated g/C Ratio		0.39			0.45	
Clearance Time (s)		6.0			7.0	
Vehicle Extension (s)		1.5			3.0	
Lane Grp Cap (vph)		508			1967	
v/s Ratio Prot		c0.27			c0.32	
v/s Ratio Perm						
v/c Ratio		0.68			0.73	
Uniform Delay, d1		20.3			18.1	
Progression Factor		1.00			0.41	
Incremental Delay, d2		3.0			1.8	
Delay (s)		23.3			9.1	
Level of Service		C			A	
Approach Delay (s)	23.3			0.0	9.1	
Approach LOS	C			A	A	

Intersection Summary

HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Timings  
104: S Federal Hwy. & S Young Cir.

05/10/2017

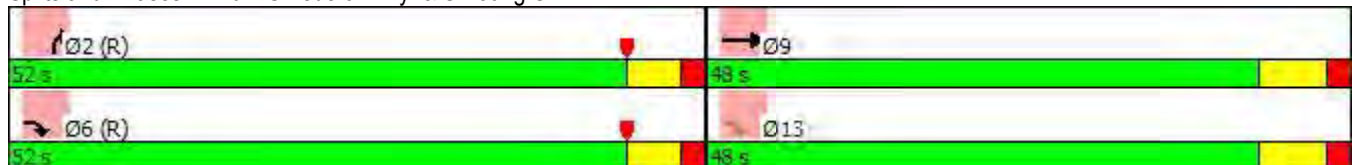


Lane Group	EBT	EBR	NBR	Ø13
Lane Configurations	↑↑	↑↑	↑↑	
Traffic Volume (vph)	623	908	1196	
Future Volume (vph)	623	908	1196	
Turn Type	NA	custom	Prot	
Protected Phases	9	6	2	13
Permitted Phases		13		
Detector Phase	9	6	2	
Switch Phase				
Minimum Initial (s)	4.0	5.0	12.0	5.0
Minimum Split (s)	25.0	25.0	26.0	25.0
Total Split (s)	48.0	52.0	52.0	48.0
Total Split (%)	48.0%	52.0%	52.0%	48%
Yellow Time (s)	5.0	4.0	4.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	7.0	6.0	6.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None
Act Effct Green (s)	23.6	88.0	63.4	
Actuated g/C Ratio	0.24	0.88	0.63	
v/c Ratio	0.76	0.40	0.69	
Control Delay	41.6	1.1	15.5	
Queue Delay	0.3	0.4	40.8	
Total Delay	42.0	1.5	56.2	
LOS	D	A	E	
Approach Delay	18.0			
Approach LOS	B			

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 34.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 69.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



## 104: S Federal Hwy. &amp; S Young Cir.



Lane Group	EBT	EBR	NBR
Lane Group Flow (vph)	636	927	1220
v/c Ratio	0.76	0.40	0.69
Control Delay	41.6	1.1	15.5
Queue Delay	0.3	0.4	40.8
Total Delay	42.0	1.5	56.2
Queue Length 50th (ft)	198	0	264
Queue Length 95th (ft)	240	0	417
Internal Link Dist (ft)	121		
Turn Bay Length (ft)			
Base Capacity (vph)	1450	2341	1768
Starvation Cap Reductn	329	837	638
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.57	0.62	1.08
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 104: S Federal Hwy. & S Young Cir.

05/10/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑				↑↑
Traffic Volume (vph)	623	908	0	0	0	1196
Future Volume (vph)	623	908	0	0	0	1196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0				6.0
Lane Util. Factor	0.95	0.88				0.88
Frbp, ped/bikes	1.00	0.96				1.00
Flpb, ped/bikes	1.00	1.00				1.00
Frt	1.00	0.85				0.85
Flt Protected	1.00	1.00				1.00
Satd. Flow (prot)	3539	2664				2787
Flt Permitted	1.00	1.00				1.00
Satd. Flow (perm)	3539	2664				2787
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	636	927	0	0	0	1220
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	636	927	0	0	0	1220
Confl. Peds. (#/hr)		37				
Confl. Bikes (#/hr)		8				
Turn Type	NA	custom				Prot
Protected Phases	9	6				2
Permitted Phases		13				
Actuated Green, G (s)	23.6	87.0				63.4
Effective Green, g (s)	23.6	87.0				63.4
Actuated g/C Ratio	0.24	0.87				0.63
Clearance Time (s)	7.0	6.0				6.0
Vehicle Extension (s)	2.0	3.0				3.0
Lane Grp Cap (vph)	835	2477				1766
v/s Ratio Prot	c0.18	0.24				c0.44
v/s Ratio Perm		0.11				
v/c Ratio	0.76	0.37				0.69
Uniform Delay, d1	35.6	1.3				11.9
Progression Factor	1.00	1.00				1.00
Incremental Delay, d2	3.7	0.0				2.2
Delay (s)	39.3	1.3				14.2
Level of Service	D	A				B
Approach Delay (s)	16.8			0.0	14.2	
Approach LOS	B			A	B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay		15.6		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio		0.71				
Actuated Cycle Length (s)		100.0		Sum of lost time (s)		13.0
Intersection Capacity Utilization		69.9%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						



Lane Group	NBT	Ø11
Lane Configurations	↑↑↑	
Traffic Volume (vph)	1277	
Future Volume (vph)	1277	
Turn Type	NA	
Protected Phases	2	11
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	24.0	26.0
Total Split (s)	61.0	19.0
Total Split (%)	76.3%	24%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	None
Act Effct Green (s)	80.0	
Actuated g/C Ratio	1.00	
v/c Ratio	0.39	
Control Delay	0.2	
Queue Delay	0.0	
Total Delay	0.2	
LOS	A	
Approach Delay	0.2	
Approach LOS	A	

**Intersection Summary**

Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 10 (13%), Referenced to phase 2:NBT and 6:, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 0.2	Intersection LOS: A
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)





Lane Group	NBT
Lane Group Flow (vph)	1846
v/c Ratio	0.39
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	17
Turn Bay Length (ft)	
Base Capacity (vph)	4742
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.39
Intersection Summary	

HCM Signalized Intersection Capacity Analysis  
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			
Traffic Volume (vph)	0	0	1277	514	0	0
Future Volume (vph)	0	0	1277	514	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			
Lane Util. Factor			0.91			
Frbp, ped/bikes			0.97			
Flpb, ped/bikes			1.00			
Frt			0.96			
Flt Protected			1.00			
Satd. Flow (prot)			4744			
Flt Permitted			1.00			
Satd. Flow (perm)			4744			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1316	530	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1846	0	0	0
Confl. Peds. (#/hr)				18		
Confl. Bikes (#/hr)				10		
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Actuated Green, G (s)			80.0			
Effective Green, g (s)			80.0			
Actuated g/C Ratio			1.00			
Clearance Time (s)			6.0			
Vehicle Extension (s)			2.0			
Lane Grp Cap (vph)			4744			
v/s Ratio Prot			c0.39			
v/s Ratio Perm						
v/c Ratio			0.39			
Uniform Delay, d1			0.0			
Progression Factor			1.00			
Incremental Delay, d2			0.2			
Delay (s)			0.2			
Level of Service			A			
Approach Delay (s)	0.0		0.2		0.0	
Approach LOS	A		A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			0.2	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			80.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization			71.8%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

Timings  
106: S Federal Hwy. & Van Buren St.

05/10/2017



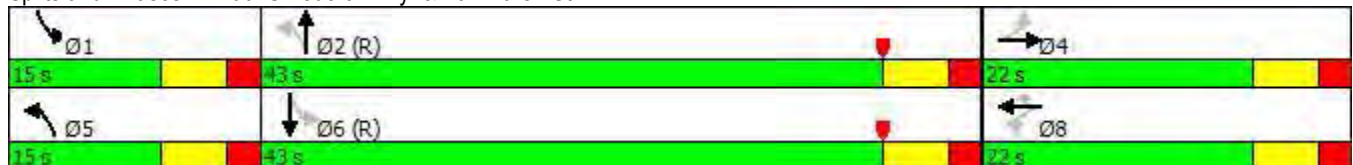
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	68	62	88	49	63	1071	105	824
Future Volume (vph)	37	68	62	88	49	63	1071	105	824
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	29.0	29.0	29.0	29.0	29.0	11.0	24.0	11.0	24.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	15.0	43.0	15.0	43.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	18.8%	53.8%	18.8%	53.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	13.0	13.0		13.0	13.0	49.5	44.0	50.8	44.7
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.62	0.55	0.64	0.56
v/c Ratio	0.21	0.41		0.66	0.15	0.16	0.63	0.36	0.46
Control Delay	30.3	23.0		44.0	0.9	6.1	15.9	8.4	12.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	1.6
Total Delay	30.3	23.0		44.0	0.9	6.1	15.9	8.4	14.5
LOS	C	C		D	A	A	B	A	B
Approach Delay		24.7		33.4			15.4		13.8
Approach LOS		C		C			B		B

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 16.8  
 Intersection Capacity Utilization 78.1%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



## 106: S Federal Hwy. &amp; Van Buren St.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	131	160	52	67	1209	112	901
v/c Ratio	0.21	0.41	0.66	0.15	0.16	0.63	0.36	0.46
Control Delay	30.3	23.0	44.0	0.9	6.1	15.9	8.4	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Total Delay	30.3	23.0	44.0	0.9	6.1	15.9	8.4	14.5
Queue Length 50th (ft)	17	37	75	0	10	220	16	142
Queue Length 95th (ft)	43	84	133	0	24	326	36	211
Internal Link Dist (ft)		621	258			295		199
Turn Bay Length (ft)	65			60	172		100	
Base Capacity (vph)	233	380	299	408	460	1926	351	1967
Starvation Cap Reductn	0	0	0	0	0	0	0	835
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.34	0.54	0.13	0.15	0.63	0.32	0.80

## Intersection Summary



HCM Signalized Intersection Capacity Analysis  
 106: S Federal Hwy. & Van Buren St.

05/10/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	68	55	62	88	49	63	1071	66	105	824	23
Future Volume (vph)	37	68	55	62	88	49	63	1071	66	105	824	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99			1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.93			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1761	1716			1819	1550	1765	3495		1769	3519	
Flt Permitted	0.63	1.00			0.81	1.00	0.27	1.00		0.15	1.00	
Satd. Flow (perm)	1165	1716			1498	1550	499	3495		285	3519	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	72	59	66	94	52	67	1139	70	112	877	24
RTOR Reduction (vph)	0	39	0	0	0	44	0	5	0	0	2	0
Lane Group Flow (vph)	39	92	0	0	160	8	67	1204	0	112	899	0
Confl. Peds. (#/hr)	6		9	9		6	20		18	18		20
Confl. Bikes (#/hr)			4			2			8			7
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	13.0	13.0			13.0	13.0	48.4	42.9		49.6	43.5	
Effective Green, g (s)	13.0	13.0			13.0	13.0	48.4	42.9		49.6	43.5	
Actuated g/C Ratio	0.16	0.16			0.16	0.16	0.60	0.54		0.62	0.54	
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	189	278			243	251	388	1874		289	1913	
v/s Ratio Prot		0.05					0.01	c0.34		c0.03	0.26	
v/s Ratio Perm	0.03				c0.11	0.01	0.09			0.21		
v/c Ratio	0.21	0.33			0.66	0.03	0.17	0.64		0.39	0.47	
Uniform Delay, d1	29.0	29.7			31.4	28.2	6.8	13.1		8.0	11.2	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.7			6.3	0.1	0.2	1.7		0.9	0.8	
Delay (s)	29.6	30.4			37.7	28.3	7.0	14.8		8.9	12.0	
Level of Service	C	C			D	C	A	B		A	B	
Approach Delay (s)		30.2			35.4			14.4			11.7	
Approach LOS		C			D			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			16.0								HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			80.0								Sum of lost time (s)	18.0
Intersection Capacity Utilization			78.1%								ICU Level of Service	D
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



Lane Group	WBR	NBT
Lane Configurations	↑↑	↑↑↑
Traffic Volume (vph)	635	1163
Future Volume (vph)	635	1163
Turn Type	Perm	NA
Protected Phases		2
Permitted Phases	8	
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	6.0	12.0
Minimum Split (s)	28.0	24.0
Total Split (s)	36.0	46.0
Total Split (%)	43.9%	56.1%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min
Act Effct Green (s)	22.4	47.6
Actuated g/C Ratio	0.27	0.58
v/c Ratio	0.82	0.41
Control Delay	33.3	10.7
Queue Delay	0.0	0.0
Total Delay	33.3	10.7
LOS	C	B
Approach Delay		10.7
Approach LOS		B

Intersection Summary

Cycle Length: 82  
 Actuated Cycle Length: 82  
 Offset: 38 (46%), Referenced to phase 2:NBT and 6:, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 18.6  
 Intersection Capacity Utilization 54.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



## 107: E Young Cir. /E Young Cir. &amp; Tyler St. (E)



Lane Group	WBR	NBT
Lane Group Flow (vph)	661	1211
v/c Ratio	0.82	0.41
Control Delay	33.3	10.7
Queue Delay	0.0	0.0
Total Delay	33.3	10.7
Queue Length 50th (ft)	161	115
Queue Length 95th (ft)	206	175
Internal Link Dist (ft)		614
Turn Bay Length (ft)		
Base Capacity (vph)	1062	2953
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.62	0.41
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017




















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑↑			
Traffic Volume (vph)	0	635	1163	0	0	0
Future Volume (vph)	0	635	1163	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			
Lane Util. Factor		0.88	0.91			
Frt		0.85	1.00			
Flt Protected		1.00	1.00			
Satd. Flow (prot)		2787	5085			
Flt Permitted		1.00	1.00			
Satd. Flow (perm)		2787	5085			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	661	1211	0	0	0
RTOR Reduction (vph)	0	49	0	0	0	0
Lane Group Flow (vph)	0	612	1211	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Actuated Green, G (s)		22.4	47.6			
Effective Green, g (s)		22.4	47.6			
Actuated g/C Ratio		0.27	0.58			
Clearance Time (s)		6.0	6.0			
Vehicle Extension (s)		2.0	3.0			
Lane Grp Cap (vph)		761	2951			
v/s Ratio Prot			c0.24			
v/s Ratio Perm		c0.22				
v/c Ratio		0.80	0.41			
Uniform Delay, d1		27.8	9.5			
Progression Factor		1.00	1.00			
Incremental Delay, d2		5.8	0.4			
Delay (s)		33.6	9.9			
Level of Service		C	A			
Approach Delay (s)	33.6		9.9		0.0	
Approach LOS	C		A		A	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 201: N 17 Ave. & Harrison St. (E)

05/10/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 											
Traffic Volume (veh/h)	385	76	119	0	0	190	0	167	15	0	0	0
Future Volume (Veh/h)	385	76	119	0	0	190	0	167	15	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	410	81	127	0	0	202	0	178	16	0	0	0
Pedestrians		1			10			11				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		3.5			3.5			3.5				
Percent Blockage		0			1			1				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		507										
pX, platoon unblocked												
vC, conflicting volume	0			219			1078	976	166	1016	1039	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			219			1078	976	166	1016	1039	1
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	75			100			100	4	98	100	100	100
cM capacity (veh/h)	1623			1336			155	186	861	24	171	1083
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>WB 1</b>	<b>NB 1</b>							
Volume Total	205	205	208	202	194							
Volume Left	205	205	0	0	0							
Volume Right	0	0	127	202	16							
cSH	1623	1623	1700	1700	199							
Volume to Capacity	0.25	0.25	0.12	0.12	0.98							
Queue Length 95th (ft)	25	25	0	0	206							
Control Delay (s)	8.0	8.0	0.0	0.0	107.2							
Lane LOS	A	A			F							
Approach Delay (s)	5.3			0.0	107.2							
Approach LOS					F							
<b>Intersection Summary</b>												
Average Delay			23.7									
Intersection Capacity Utilization			43.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 202: N 17 Ave. & Van Buren St.

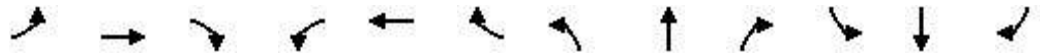
05/10/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	61	40	32	4	76	24	19	98	6	4	78	72
Future Volume (Veh/h)	61	40	32	4	76	24	19	98	6	4	78	72
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	69	45	36	4	85	27	21	110	7	4	88	81
Pedestrians		48			9			6			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	412	352	182	366	390	124	217			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	412	352	182	366	390	124	217			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	92	96	99	83	97	98			100		
cM capacity (veh/h)	420	531	816	492	506	916	1291			1448		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	150	116	138	173								
Volume Left	69	4	21	4								
Volume Right	36	27	7	81								
cSH	512	565	1291	1448								
Volume to Capacity	0.29	0.21	0.02	0.00								
Queue Length 95th (ft)	30	19	1	0								
Control Delay (s)	14.9	13.0	1.3	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.9	13.0	1.3	0.2								
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			6.9									
Intersection Capacity Utilization			36.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 301: N 17 Ave. & Driveway 1

05/21/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑			↓	
Traffic Volume (veh/h)	8	0	51	0	0	0	13	346	0	0	21	16
Future Volume (Veh/h)	8	0	51	0	0	0	13	346	0	0	21	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	55	0	0	0	14	376	0	0	23	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	436	436	32	490	444	376	40			376		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	436	436	32	490	444	376	40			376		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	95	100	100	100	99			100		
cM capacity (veh/h)	527	509	1043	459	504	670	1570			1182		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	64	390	40									
Volume Left	9	14	0									
Volume Right	55	0	17									
cSH	917	1570	1700									
Volume to Capacity	0.07	0.01	0.02									
Queue Length 95th (ft)	6	1	0									
Control Delay (s)	9.2	0.3	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.2	0.3	0.0									
Approach LOS	A											
<b>Intersection Summary</b>												
Average Delay			1.5									
Intersection Capacity Utilization			35.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 302: Van Buren St. & Driveway 2

05/21/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	155	110	12	12	64
Future Volume (Veh/h)	37	155	110	12	12	64
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	168	120	13	13	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		389				
pX, platoon unblocked					1.00	
vC, conflicting volume	133				374	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	133				370	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				98	92
cM capacity (veh/h)	1452				611	924
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	208	133	83			
Volume Left	40	0	13			
Volume Right	0	13	70			
cSH	1452	1700	855			
Volume to Capacity	0.03	0.08	0.10			
Queue Length 95th (ft)	2	0	8			
Control Delay (s)	1.6	0.0	9.7			
Lane LOS	A		A			
Approach Delay (s)	1.6	0.0	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization		31.3%		ICU Level of Service		A
Analysis Period (min)		15				



HCM Unsignalized Intersection Capacity Analysis  
 303: Van Buren St. & Driveway 3
















05/21/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	177	166	12	11	65
Future Volume (Veh/h)	38	177	166	12	11	65
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	192	180	13	12	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		199				
pX, platoon unblocked					0.94	
vC, conflicting volume	193				460	186
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	193				399	186
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				98	92
cM capacity (veh/h)	1380				556	856
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	233	193	83			
Volume Left	41	0	12			
Volume Right	0	13	71			
cSH	1380	1700	794			
Volume to Capacity	0.03	0.11	0.10			
Queue Length 95th (ft)	2	0	9			
Control Delay (s)	1.6	0.0	10.1			
Lane LOS	A		B			
Approach Delay (s)	1.6	0.0	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization		35.5%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
301: N 17 Ave. & Driveway 1

05/21/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	23	0	0	0	16	178	0	0	99	20
Future Volume (Veh/h)	4	0	23	0	0	0	16	178	0	0	99	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	25	0	0	0	17	193	0	0	108	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	346	346	119	371	357	193	130			193		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	346	346	119	371	357	193	130			193		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	97	100	100	100	99			100		
cM capacity (veh/h)	603	570	933	565	562	849	1455			1380		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	29	210	130									
Volume Left	4	17	0									
Volume Right	25	0	22									
cSH	867	1455	1700									
Volume to Capacity	0.03	0.01	0.08									
Queue Length 95th (ft)	3	1	0									
Control Delay (s)	9.3	0.7	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.3	0.7	0.0									
Approach LOS	A											
<b>Intersection Summary</b>												
Average Delay			1.1									
Intersection Capacity Utilization			26.9%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
302: Van Buren St. & Driveway 2

05/21/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	169	149	9	12	35
Future Volume (Veh/h)	40	169	149	9	12	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	184	162	10	13	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		389				
pX, platoon unblocked						
vC, conflicting volume	172				437	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	172				437	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				98	96
cM capacity (veh/h)	1405				559	877
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	227	172	51			
Volume Left	43	0	13			
Volume Right	0	10	38			
cSH	1405	1700	766			
Volume to Capacity	0.03	0.10	0.07			
Queue Length 95th (ft)	2	0	5			
Control Delay (s)	1.7	0.0	10.0			
Lane LOS	A		B			
Approach Delay (s)	1.7	0.0	10.0			
Approach LOS			B			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization		32.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis  
 303: Van Buren St. & Driveway 3

05/21/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	202	172	8	11	35
Future Volume (Veh/h)	41	202	172	8	11	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	220	187	9	12	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		199				
pX, platoon unblocked					0.98	
vC, conflicting volume	196				502	192
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196				481	192
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				98	96
cM capacity (veh/h)	1377				516	850
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	265	196	50			
Volume Left	45	0	12			
Volume Right	0	9	38			
cSH	1377	1700	736			
Volume to Capacity	0.03	0.12	0.07			
Queue Length 95th (ft)	3	0	5			
Control Delay (s)	1.5	0.0	10.3			
Lane LOS	A		B			
Approach Delay (s)	1.5	0.0	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization		35.8%		ICU Level of Service		A
Analysis Period (min)			15			