





MEMORANDUM

To: Dani Fawaz, P.E.
City of Miami Beach Transportation & Mobility Department

From: Adrian K. Dabkowski, P.E., PTOE 
Raquel Selanikio 

Date: May 26, 2022

**Subject: Yeshiva Elementary School Enrollment Expansion and Renovation
Response to Transportation & Mobility Department Comments**

We have received comments provided by City of Miami Beach Transportation & Mobility Department. We offer the following responses to the reminding comments:

1. Please update Figure 2, Figure 3 and Figure 6 by adding a footnote that describes that the traffic volumes and turning movements depicted are based on the following assumption:
 - At the intersection of Carlyle Avenue and 79th Street, eastbound left volumes were added to eastbound through volumes and northbound through volumes were added to northbound right volumes in order to model Carlyle Avenue as a one-way southbound roadway between 79th Street and 80th Street.

Response: Noted. The above footnote has been added to Figure 2, Figure 3, and Figure 6, see updated traffic study in Attachment A-2.

2. Please update the Operations Plan dated 05/09/22 to match the proposed expansion identified in the proposed redevelopment application. The Operations Plan indicates the current maximum enrollment is 357 students with an expansion maximum enrollment of 520 students. The traffic study differs with a current maximum enrollment of 380 students and an expansion maximum enrollment of 500 students. Please clarify and modify with the correct information.

Response: Noted. The traffic study has been updated to reflect the current maximum enrollment and expansion maximum enrollment provided in the Operations Plan dated 05/09/2022.

3. Please update the traffic statement and include a roadway description of the directly accessed road segments. In this case that would be Carlyle Avenue between 79th Street and 80th Street and Tatum Waterway between 77th Street and Byron Avenue. This should include the maintaining authority (Miami Beach), number of lanes, speed limit, roadway type (Collector), Divided/Undivided, etc. Please reference that this portion of Tatum Waterway Drive as segment number 57 of the most recent Miami Beach Transportation Master Plan. Please reference any planned priority TMP projects such as project #41 (Tatum Waterway Drive Neighborhood Greenway)

Response: Noted. The traffic study has been updated to include a section discussing existing roadway conditions and a section discussing planned TMP projects adjacent to the study area, see updated traffic study in Attachment A-2..

4. Please provide additional details regarding the number of on-site parking spaces and supplemental adjacent on-street parking spaces. Please confirm if there is parking for staff faculty on-site. The Operations Plan should have a section the discusses the available parking for the school.

Response: On-site parking is not provided. Staff utilize adjacent on-street parking.

5. Please provide additional narrative regarding the number of school buses and where the buses drop off the students in the Operations Plan.

Response: During the school arrival period, one (1) bus arrived and depart after dropping students off as noted in the traffic data. As the expected arrival queues are expected to be accommodated within Carlyle Avenue between 79th Street and 80th Street, additional buses, if provided, are not expected to increase queue length.

During the school dismissal period, one (1) bus queued at the southbound approach of the intersection of Carlyle Avenue and 79th Street before school dismisses as noted in the traffic data collected. The bus was the first vehicles to depart so they do not contribute to the length of dismissal queues. Currently, the school and parents are considering utilizing more bus services. Doing so would reduce dismissal queues as less passenger vehicles would be required to pick up students. However, specifics have not yet been determined.

6. Please confirm if there is a traffic impact to the signalized intersection of Tatum Waterway Drive and Byron Avenue. The vehicle queues for the future conditions during dismissal are projected to be just south of the intersection.



Response: The proposed expansion and generation is expected to generate peak school dismissal queues 12 vehicles longer than the existing peak school dismissal queue. The existing peak school dismissal queue was 26 vehicles long. The expected peak school dismissal queue is expected to extend across the intersection of Byron Avenue and 80th Street. As a result, it is proposed that school queues upstream of the intersection of Byron Avenue and 80th Street are restricted to 80th Street east of Byron Avenue. In this scenario, queues would extend across the intersection of Abbott Avenue and 80th Street which is unsignalized, see updated traffic study in Attachment A-2.

We trust that these responses adequately address the comments provided. Please contact us if you have any questions.

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Attachment A-2
Updated Traffic Study



*Traffic Impact Analysis
for Submittal to
the City of Miami Beach*

YESHIVA ELEMENTARY SCHOOL ENROLLMENT EXPANSION AND RENOVATION MIAMI BEACH, FLORIDA



Kimley»Horn

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Updated May 2022
April 2022
143536000

Traffic Impact Analysis
for Submittal to
the City of Miami Beach

**YESHIVA ELEMENTARY SCHOOL
ENROLLMENT EXPANSION AND RENOVATION
MIAMI BEACH, FLORIDA**

Prepared for:

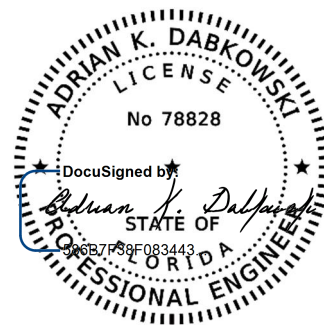
Yeshiva Elementary, Inc

Prepared by:

Kimley-Horn and Associates, Inc.



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April 2022
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This item has been digitally signed
and sealed by Adrian K. Dabkowski,
P.E., PTOE, on 5/26/2022.

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verified on any electronic copies.

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Plantation, FL 33324

EXECUTIVE SUMMARY

Yeshiva Elementary, Inc is proposing to expand enrollment and renovate Yeshiva Elementary School located at 7902 Carlyle Avenue in Miami Beach, Florida. Currently, the school has approximately 357 enrolled students. The proposed enrollment expansion increases the school's enrollment by 163 students for a total enrollment of 520 students. The proposed renovation includes the redesignation of a portion of the gymnasium into additional classrooms. The expansion and renovation is expected to be completed by year 2024.

Access to the proposed school drop-off/pick-up area is provided via the intersection of Carlyle Avenue and 80th Street. Note that Carlyle Avenue between 79th Street and 80th Street operates as a one-way southbound roadway during drop-off/pick-up operations. Therefore, one (1) drop-off/pick-up lane and one (1) by-pass lane is provided along Carlyle Avenue within the existing two-lane roadway. Note that on-street parking is provided for staff and parents that wish to park and walk their children to and from the school.

Trip generation for the proposed redevelopment was calculated using rates contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 11th Edition. The project is expected to generate 97 net new weekday A.M. peak hour trips and 58 net new weekday P.M. peak hour trips.

The results of the intersection capacity analysis indicate that all approaches at the study intersections are expected to operate at level of service (LOS) B or better during the A.M. and school P.M. peak hours under all analysis scenarios.

The on-site vehicle accumulation during the school arrival and dismissal periods after the proposed expansion was evaluated based on vehicle queuing observations and accumulation data at the existing school. Queues are expected to be accommodated within the school drop-off/pick-up area during the school arrival period and exceed the provided storage during the school dismissal period after the proposed expansion and renovation. School dismissal queues are expected to accumulate along the segments they currently extend to and further along Byron Avenue just north of 80th Street and 80th Street just east of Byron Avenue. The peak dismissal queue along Byron Avenue north of 80th Street is expected to extend across the intersection of Tatum

Waterway Drive and Byron Avenue. Therefore, it is proposed that school queues upstream of the intersection of Byron Avenue and 80th Street are restricted to 80th Street east of Byron Avenue. In this scenario, queues would extend across the intersection of Abbott Avenue and 80th Street which is unsignalized.

Note that the peak queue occurred between 4:00 P.M. and 4:02 P.M. and was cleared to four (4) vehicles by 4:18 P.M. Therefore, based on the queue length multiplier of 1.46 applied to the four (4) vehicles, the future queue is expected to clear to six (6) vehicles and is not anticipated to impact the adjacent intersections and roadway segments after 4:18 P.M. Furthermore, additional crossing guards will be provided by the school as mitigation to facilitate dismissal operations and ensure there are no blocked intersections.

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INTRODUCTION

Yeshiva Elementary, Inc is proposing to expand enrollment and renovate Yeshiva Elementary School located at 7902 Carlyle Avenue in Miami Beach, Florida. Currently, the school has approximately 357 enrolled students. The proposed enrollment expansion increases the school's enrollment by 163 students for a total enrollment of 520 students. The proposed renovation includes the redesignation of a portion of the gymnasium into additional classrooms. The expansion and renovation is expected to be completed by year 2024. A project location map is provided as Figure 1. A conceptual site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Miami Beach. The purpose of the study is to assess the project's impact on the surrounding roadway network. The study's methodology is consistent with the requirements of the City of Miami Beach. Methodology correspondence detailing the traffic study requirements is included in Appendix B.



EXISTING TRAFFIC

As a result of atypical traffic conditions due to COVID-19, and per discussion with City of Miami Beach staff and the approved methodology, turning movement count data were gathered from the *Tatum Waterway Drive Feasibility Study*, August 2020. Traffic data were previously collected during two (2) 48-hour periods from May 15, 2019 (Wednesday) to May 16, 2019 (Thursday) and from May 21, 2019 (Tuesday) to May 22, 2019 (Wednesday). A.M. peak period (7:00 A.M. to 9:00 A.M.) and school P.M. peak period (3:00 P.M. to 5:00 P.M.) were gathered at the following intersections:

- Carlyle Avenue and 80th Street
- Carlyle Avenue and 79th Street
- Byron Avenue and 80th Street
- Byron Avenue and 79th Street

Note that on typical weekdays (Tuesday, Wednesday, and Thursday), Carlyle Avenue operates as a one-way southbound roadway between 79th Street and 80th Street during the school arrival period from 8:00 A.M. to 8:45 A.M. and during the school dismissal period from 3:45 P.M. to 4:30 P.M. As a result, northbound volumes at the intersection of Carlyle Avenue and 80th Street were not included in the intersection capacity analysis. Additionally, at the intersection of Carlyle Avenue and 79th Street, eastbound left volumes were added to eastbound through volumes and northbound through volumes were added to northbound right volumes in order to model Carlyle Avenue as a one-way southbound roadway between 79th Street and 80th Street.

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. Note that a background growth rate of 2.45% was applied to the turning movement counts collected in 2019 to establish existing (2022) traffic volumes. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 1.03 was applied to the turning movement counts.

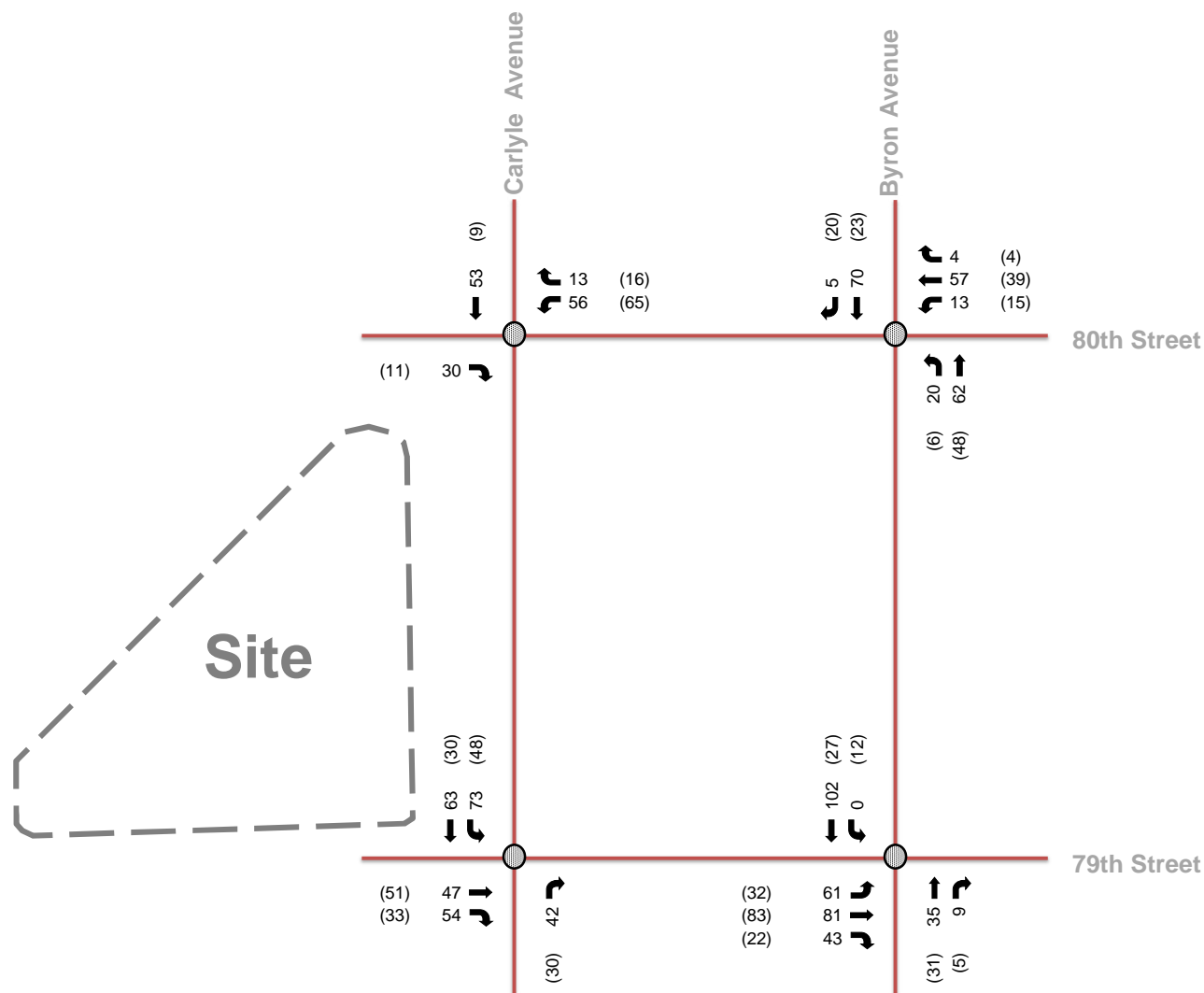
The turning movement counts and FDOT peak season factor category report are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and school P.M. peak hours.



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



Note: At the intersection of Carlyle Avenue and 79th Street, eastbound left volumes were added to eastbound through volumes and northbound through volumes were added to northbound right volumes in order to model Carlyle Avenue as a one-way southbound roadway between 79th Street and 80th Street.

EXISTING ROADWAY CONDITIONS

The following major roadway segments are expected to be accessed by project traffic near the school:

- Carlyle Avenue between 79th Street and 80th Street
- Tatum Waterway Drive between 77th Street and Byron Avenue (Segment 57)

Carlyle Avenue operates as a two-way, two-lane undivided roadway between 79th Street and 80th Street. The segment is not listed in the most recent Miami Beach Transportation Master Plan and is classified as a local road. Signage at the intersection of Carlyle Avenue and 79th Street states this segment operates as a one-way southbound roadway during the school arrival period from 8:00 A.M. to 8:45 A.M. and during the school dismissal period from 3:45 P.M. to 4:30 P.M. The segment is maintained by the City of Miami Beach and has a posted speed limit of 25 MPH and a school zone speed limit of 15 MPH. Street parking is provided on either side of the segment. Exclusive turn lanes are not provided within the segment. Sidewalks are provided on either side of the segment and bike lanes are not provided.

Tatum Waterway Drive operates as a two-way, two-lane undivided roadway between 77th Street and Byron Avenue. This segment is listed as segment number 57 in the most recent Miami Beach Transportation Master Plan and is classified as a collector road. The segment operates as a one-way southbound roadway at 79th Street as northbound traffic must make a right turn at this intersection. Two-way operations resume north and south of this intersection. The segment is maintained by the City of Miami Beach and has a posted speed limit of 25 MPH and a school zone speed limit of 15 MPH. Street parking is provided on either side of the segment. Exclusive turn lanes are not provided within the segment. Sidewalks are provided on either side of the segment and bike lanes are not provided.

PLANNED ROADWAY IMPROVEMENTS

The most recent City of Miami Beach Transportation Master Plan was reviewed to identify planned roadway improvements in the study area. Currently, the only planned improvement is the installation of a neighborhood greenway along Tatum Waterway Drive between 77th Street and 81st Street. Tatum Waterway Drive is proposed to be reconfigured to operate one-way southbound. Additionally, buffered/protected bike lanes are proposed to be installed along the roadway.

Detailed information regarding planned roadway improvements can be found in Appendix D.

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2024 without the completion of the proposed expansion and renovation. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background 2024 peak hour traffic volumes.

BACKGROUND AREA GROWTH

Traffic growth on the transportation network was determined based upon (a) historical growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM).

FDOT count stations referenced in this analysis include:

- Count station no. 8433 located on Indian Creek Drive, 200 feet north of 77th Street/Lehrman Drive
- Count station no. 8434 located on Lehrman Drive/77th Street, 200 feet north of Carlyle Avenue
- Count station no. 0520 located on SR A1A/Harding Avenue, 100 feet north of 87th street
- Count station no. 0525 located on SR A1A/Collins Avenue, 100 feet north of 87th street

The historical growth rate analysis, based on the FDOT count station, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and ten (10) year periods. The linear growth trend yielded a growth rate of 2.78 percent (2.78%) over the most recent five (5) year period and 0.00 percent (0.00%) over the most recent ten (10) year period. The exponential growth trend yielded a growth rate of 2.45 percent (2.45%) over the most recent five (5) year period and 0.07 percent (0.07%) over the most recent ten (10) year period. The decaying exponential growth trend yielded a growth rate of 2.12 percent (2.12%) over the most recent five (5) year period and 0.33 percent (0.33%) over the most recent ten (10) year period. The calculated growth rate with the highest R^2 value was determined to be the five (5) year exponential growth trend which yielded a growth rate of 2.45 percent (2.45%).

Based on the volume information obtained from the years 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.53 percent (0.53%) in the vicinity of the school was calculated.

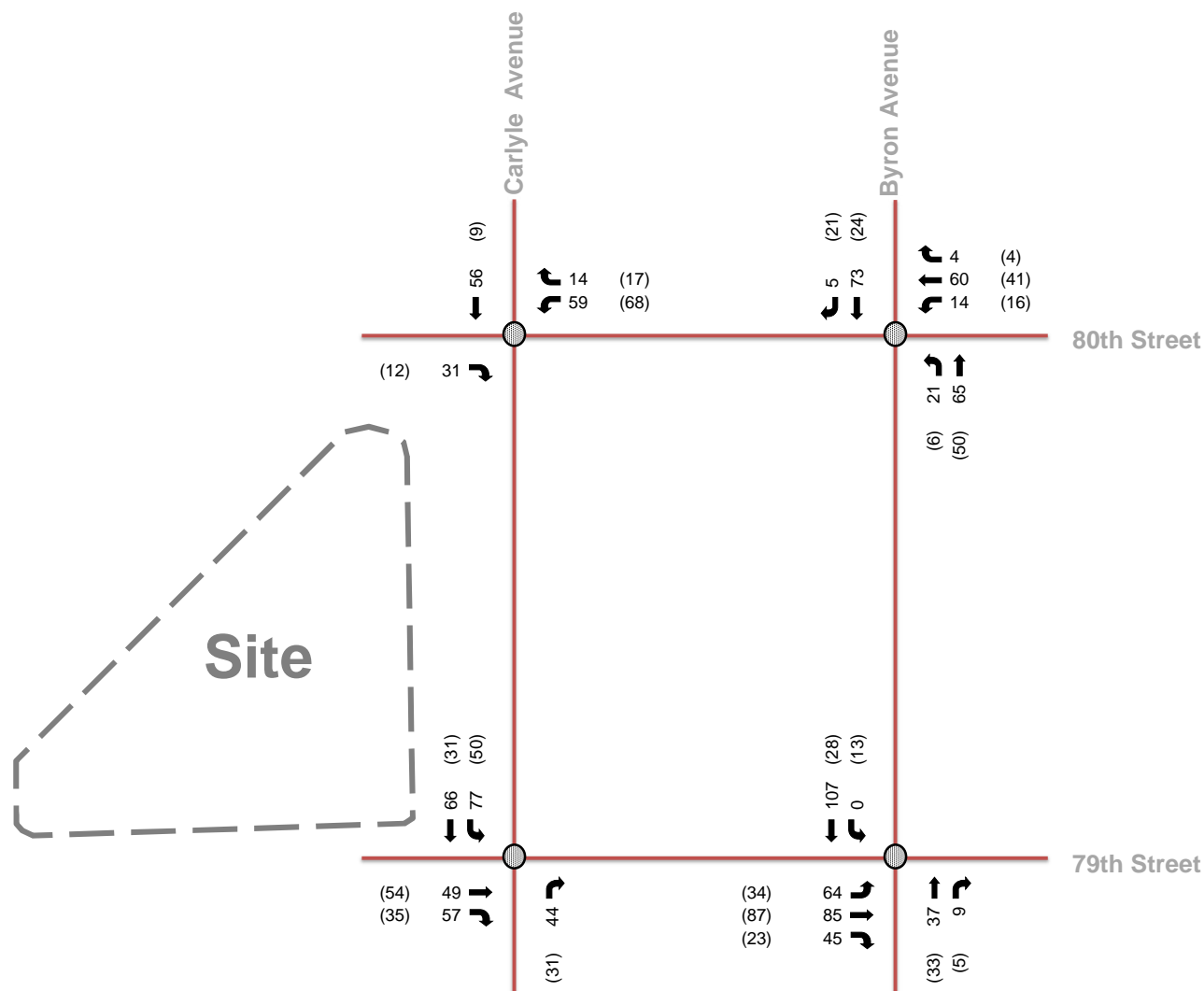
To provide a conservative analysis, the higher growth rate of 2.45 percent (2.45%) was applied annually to the existing traffic volumes to establish future (2024) background conditions. Detailed growth calculations are contained in Appendix E.



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



Note: At the intersection of Carlyle Avenue and 79th Street, eastbound left volumes were added to eastbound through volumes and northbound through volumes were added to northbound right volumes in order to model Carlyle Avenue as a one-way southbound roadway between 79th Street and 80th Street.

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

EXISTING AND PROPOSED LAND USE

Currently, the school has approximately 357 enrolled students. The proposed enrollment expansion increases the school's enrollment by 163 students for a total enrollment of 520 students. The proposed renovation includes the redesignation of a portion of the gymnasium into additional classrooms.

PROJECT ACCESS

Access to the proposed school drop-off/pick-up area is provided via the intersection of Carlyle Avenue and 80th Street. Note that Carlyle Avenue between 79th Street and 80th Street operates as a one-way southbound roadway during drop-off/pick-up operations. Therefore, one (1) drop-off/pick-up lane and one (1) by-pass lane is provided along Carlyle Avenue within the existing two-lane roadway. Note that on-street parking is provided for staff and parents that wish to park and walk their children to and from the school.

TRIP GENERATION

Trip generation calculations for the proposed project were performed using rates contained in ITE *Trip Generation Manual*, 11th Edition. The analysis utilized ITE Land Use Code (LUC) 520 (Elementary School) for the existing and proposed enrollment. Project trips were estimated for the A.M. peak hour and school P.M. peak hour.

MULTIMODAL REDUCTION

As the school is planned to serve residents within the immediate vicinity of the project site, it is expected that a portion of students will walk or bike to and from the proposed school. A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the school is located. The US Census data indicated that there is a 36.9 percent (36.9%) multimodal factor within the vicinity of the school. However, to provide a conservative analysis, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations. It is expected that a portion of employees and students will choose to walk, bike, or utilize transit to travel to and from the school. Detailed census information is provided in Appendix F.

NET NEW PROJECT TRIPS

The net new project trips represent the additional vehicles on the roadway network. As shown in Table 1, the project is expected to generate 97 net new weekday A.M. peak hour vehicular trips and 58 net new weekday P.M. peak hour trips. Detailed calculations are contained in Appendix F.

Table 1: Trip Generation				
<i>A.M. Peak Hour (P.M. Peak Hour)</i>				
Future Land Use (ITE Code)	Scale	Net New External Trips	Entering Trips	Exiting Trips
<i>Existing School</i>				
Elementary School (520)	357 students	211 (129)	114 (59)	97 (70)
<i>Proposed School After Expansion and Renovation</i>				
Elementary School (520)	520 students	308 (187)	166 (86)	142 (101)
<i>Net New Vehicle Trips</i>				
Net New Vehicle Trips		97 (58)	52 (27)	45 (31)

TRIP DISTRIBUTION AND ASSIGNMENT

The likely distribution of project traffic was forecast for the trips expected to be generated by the school after the proposed expansion and renovation. The trip distribution was based on field observations of queues to enter the school's drop-off/pick-up area, proposed restrictions to school arrival and dismissal queues after the proposed expansion, and an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The cardinal trip distribution for TAZ 620 is provided in Table 2.



Table 2: Cardinal Trip Distribution	
Cardinal Direction	Percentage of Trips
North-Northeast	1%
East-Northeast	0%
East-Southeast	0%
South-Southeast	5%
South-Southwest	26%
West-Southwest	27%
West-Northwest	12%
North-Northwest	29%
Total	100%

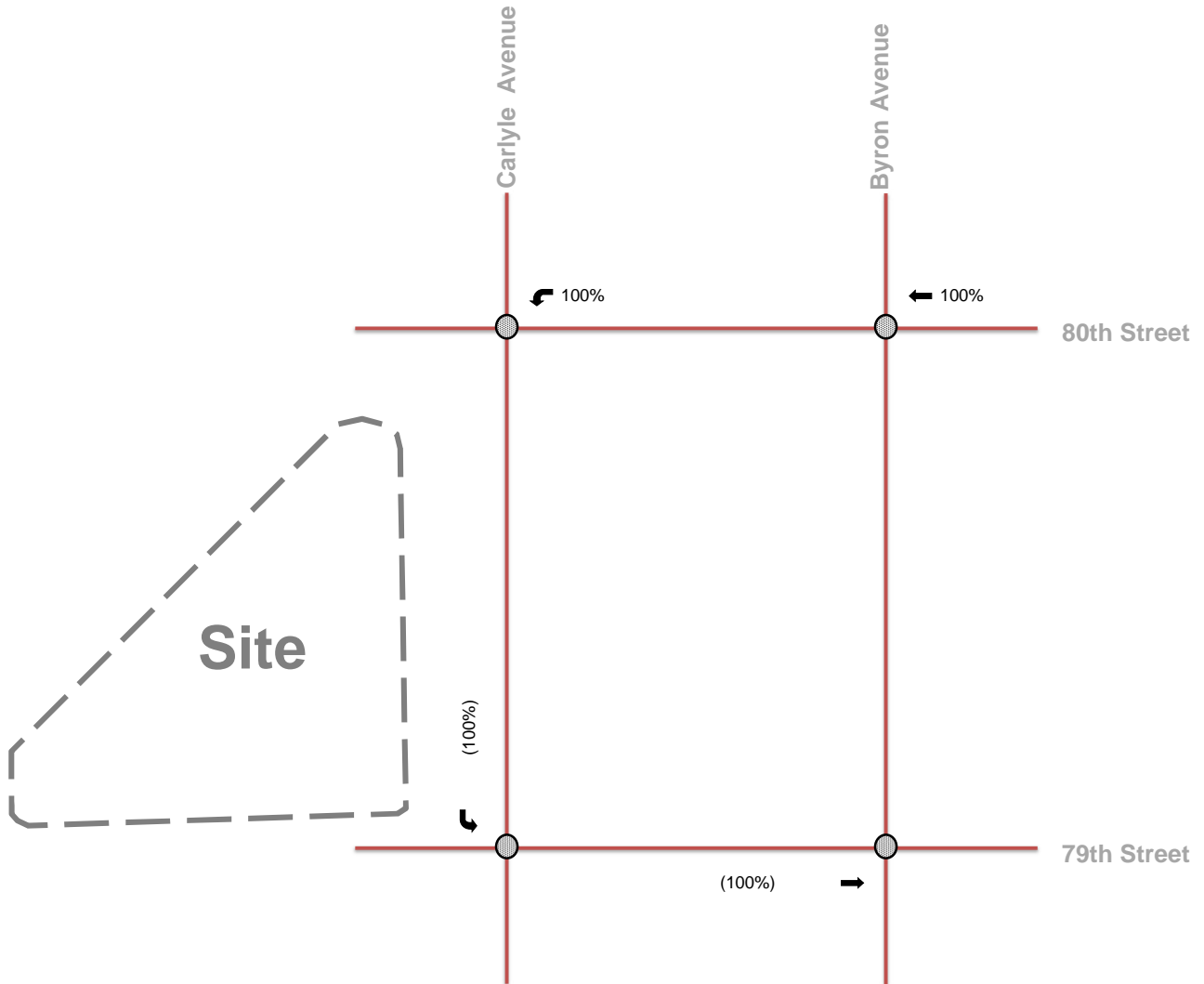
Figure 4 presents the peak hour net new trip distribution and Figure 5 presents the peak hour net new trip assignment. Detailed cardinal distribution calculations are contained in Appendix G.



NOT TO SCALE

Legend



-  Study Roadway
-  Study Intersection
- XX% Entering Trip Distribution
- (XX%) Exiting Trip Distribution

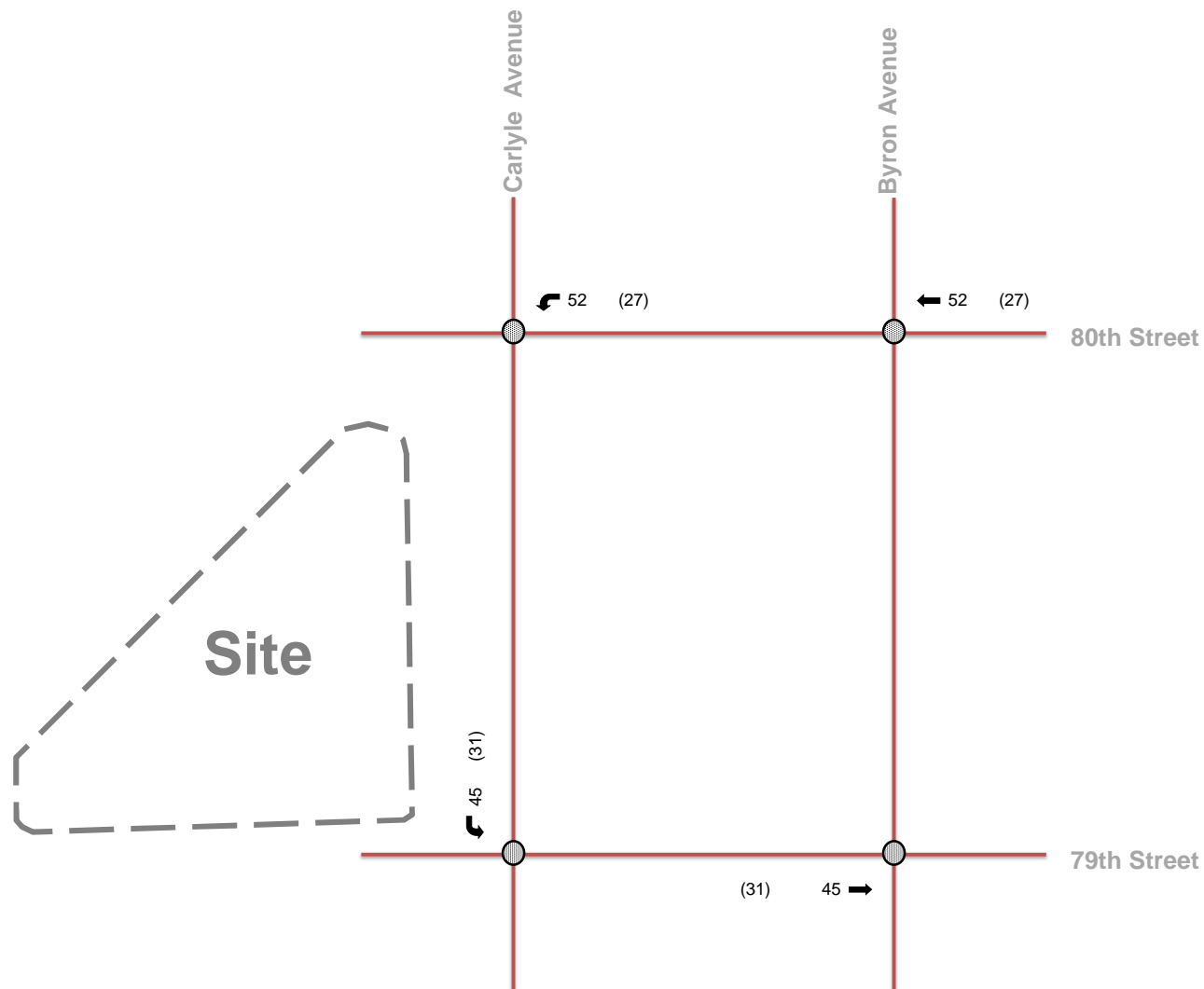




NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Trip Assignment
- (XX) P.M. Peak Hour Trip Assignment



FUTURE TOTAL TRAFFIC

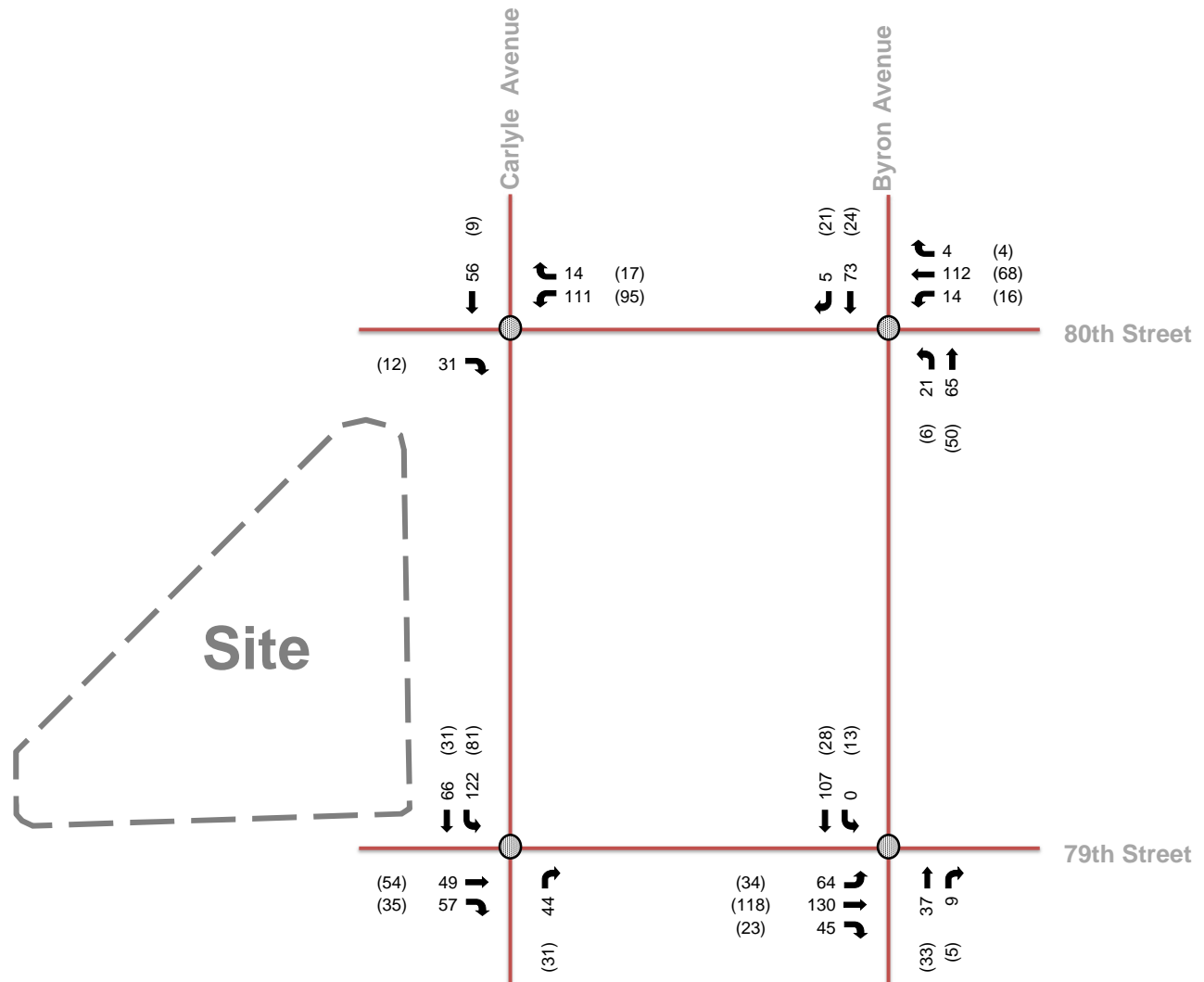
Future total traffic conditions are defined as the expected traffic conditions in the year 2024 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. Figure 6 presents the future total turning movement volumes at the study intersections during the weekday A.M. and school P.M. peak hours. Volume development worksheets for the study intersections are included in Appendix H.



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



Note: At the intersection of Carlyle Avenue and 79th Street, eastbound left volumes were added to eastbound through volumes and northbound through volumes were added to northbound right volumes in order to model Carlyle Avenue as a one-way southbound roadway between 79th Street and 80th Street.

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM) 6th Edition. Synchro worksheets for the study intersections are included in Appendix I.

A summary of the intersection analyses for the A.M. and school P.M. peak hours is presented in Table 3. As Table 3 indicates, all approaches at the study intersections are expected to operate at level of service (LOS) B or better during the A.M. and school P.M. peak hours under all analysis scenarios.

Table 3: Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
A.M. Peak Hour						
Carlyle Avenue and 80 th Street	Two-Way Stop Control	(1)	A (A) [A]	A (A) [B]	(4)	(2)
Byron Avenue and 80 th Street	Two-Way Stop Control	(1)	(3)	B (B) [B]	(2)	(2)
Carlyle Avenue and 79 th Street	All-Way Stop Control	A/8.0 sec (A/8.1 sec) [A/8.6 sec]	A (A) [A]	(3)	A (A) [A]	A (A) [A]
Byron Avenue and 79 th Street	Two-Way Stop Control	(1)	B (B) [B]	(3)	(2)	(2)
P.M. Peak Hour						
Carlyle Avenue and 80 th Street	Two-Way Stop Control	(1)	A (A) [A]	A (A) [A]	(4)	(2)
Byron Avenue and 80 th Street	Two-Way Stop Control	(1)	(3)	A (A) [A]	(2)	(2)
Carlyle Avenue and 79 th Street	All-Way Stop Control	A/7.7 sec (A/7.8 sec) [A/8.2 sec]	A (A) [A]	(3)	A (A) [A]	A (A) [A]
Byron Avenue and 79 th Street	Two-Way Stop Control	(1)	B (B) [B]	(3)	(2)	(2)

- Notes:
- (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
 - (2) Approach operates under free-flow conditions. LOS is not defined.
 - (3) Approach does not exist.
 - (4) Approach is not analyzed.

ACCUMULATION ANALYSIS

Vehicle queuing observations were conducted at Yeshiva Elementary on March 22, 2022 (Tuesday) during the school arrival period (7:45 A.M. to 8:45 A.M.) and school dismissal period (3:30 P.M. to 4:30 P.M.). During the school arrival period, queues were accommodated within Carlyle Avenue between 79th Street and 80th Street. During the school dismissal period, queues were observed extending beyond the designated drop-off/pick-up area to 80th Street between Carlyle Avenue and Byron Avenue, Byron Avenue just north of 80th Street, and 80th Street just east of Byron Avenue.

DATA COLLECTION

Vehicle accumulation data was collected every minute on March 22, 2022 (Tuesday) during the school arrival period (7:45 A.M. to 8:45 A.M.) and school dismissal period (3:30 P.M. to 4:30 P.M.). Data collection accounted for all traffic generated by the school. Vehicle accumulation data is included in Appendix J.

ACCUMULATION ANALYSIS

Expected accumulation for the school after the proposed expansion and renovation was determined using the collected accumulation data. The highest vehicle accumulation was eight (8) vehicles at 8:25 A.M. during the school arrival period and 26 vehicles from 4:00 P.M. to 4:02 P.M. during the school dismissal period. As the proposed expansion is expected to increase school enrollment from 357 students to 520 students, the collected accumulation data was factored by 1.46 to determine the maximum queue expected to be generated by the school after the proposed expansion during the school arrival and dismissal periods. Table 4 provides a summary of the school's existing queue accumulation and expected queue accumulation after the proposed expansion.

Table 4: School Expected Accumulation After Proposed Expansion			
Arrival/Dismissal	Maximum Queue Generated by Existing School	Multiplier	Expected Maximum Queue Generated After Proposed School Expansion
Arrival	8	1.46	12
Dismissal	26	1.46	38

As Carlyle Avenue is approximately 300 feet long between 79th Street and 80th Street, it is expected that approximately 12 vehicles can be stored in the designated school drop-off/pick-up area.

Therefore, queues are expected to be accommodated within the school drop-off/pick-up area during the school arrival period and exceed the provided storage during the school dismissal period after the proposed expansion and renovation. School dismissal queues are expected to accumulate along the segments they currently extend to and further along Byron Avenue just north of 80th Street and 80th Street just east of Byron Avenue. The peak dismissal queue along Byron Avenue north of 80th Street is expected to extend across the intersection of Tatum Waterway Drive and Byron Avenue. Therefore, it is proposed that school queues upstream of the intersection of Byron Avenue and 80th Street are restricted to 80th Street east of Byron Avenue. In this scenario, queues would extend across the intersection of Abbott Avenue and 80th Street which is unsignalized.

Note that the peak queue occurred between 4:00 P.M. and 4:02 P.M. and was cleared to four (4) vehicles by 4:18 P.M. Therefore, based on the queue length multiplier of 1.46 applied to the four (4) vehicles, the future queue is expected to clear to six (6) vehicles and is not anticipated to impact the adjacent intersections and roadway segments after 4:18 P.M. Furthermore, additional crossing guards will be provided by the school as mitigation to facilitate dismissal operations and ensure there are no blocked intersections. Figure 7 presents the expected peak arrival queues before and after the proposed expansion and renovation. Figure 8 presents the expected peak dismissal queues before and after the proposed expansion and renovation.





CONCLUSION

Yeshiva Elementary, Inc is proposing to expand enrollment and renovate Yeshiva Elementary School located at 7902 Carlyle Avenue in Miami Beach, Florida. Currently, the school has approximately 357 enrolled students. The proposed enrollment expansion increases the school's enrollment by 163 students for a total enrollment of 520 students. The proposed renovation includes the redesignation of a portion of the gymnasium into additional classrooms. The expansion and renovation is expected to be completed by year 2024.

Access to the proposed school drop-off/pick-up area is provided via the intersection of Carlyle Avenue and 80th Street. Note that Carlyle Avenue between 79th Street and 80th Street operates as a one-way southbound roadway during drop-off/pick-up operations. Therefore, one (1) drop-off/pick-up lane and one (1) by-pass lane is provided along Carlyle Avenue within the existing two-lane roadway. Note that on-street parking is provided for staff and parents that wish to park and walk their children to and from the school.

Trip generation for the proposed redevelopment was calculated using rates contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 11th Edition. The project is expected to generate 97 net new weekday A.M. peak hour trips and 58 net new weekday P.M. peak hour trips.

The results of the intersection capacity analysis indicate that all approaches at the study intersections are expected to operate at level of service (LOS) B or better during the A.M. and school P.M. peak hours under all analysis scenarios.

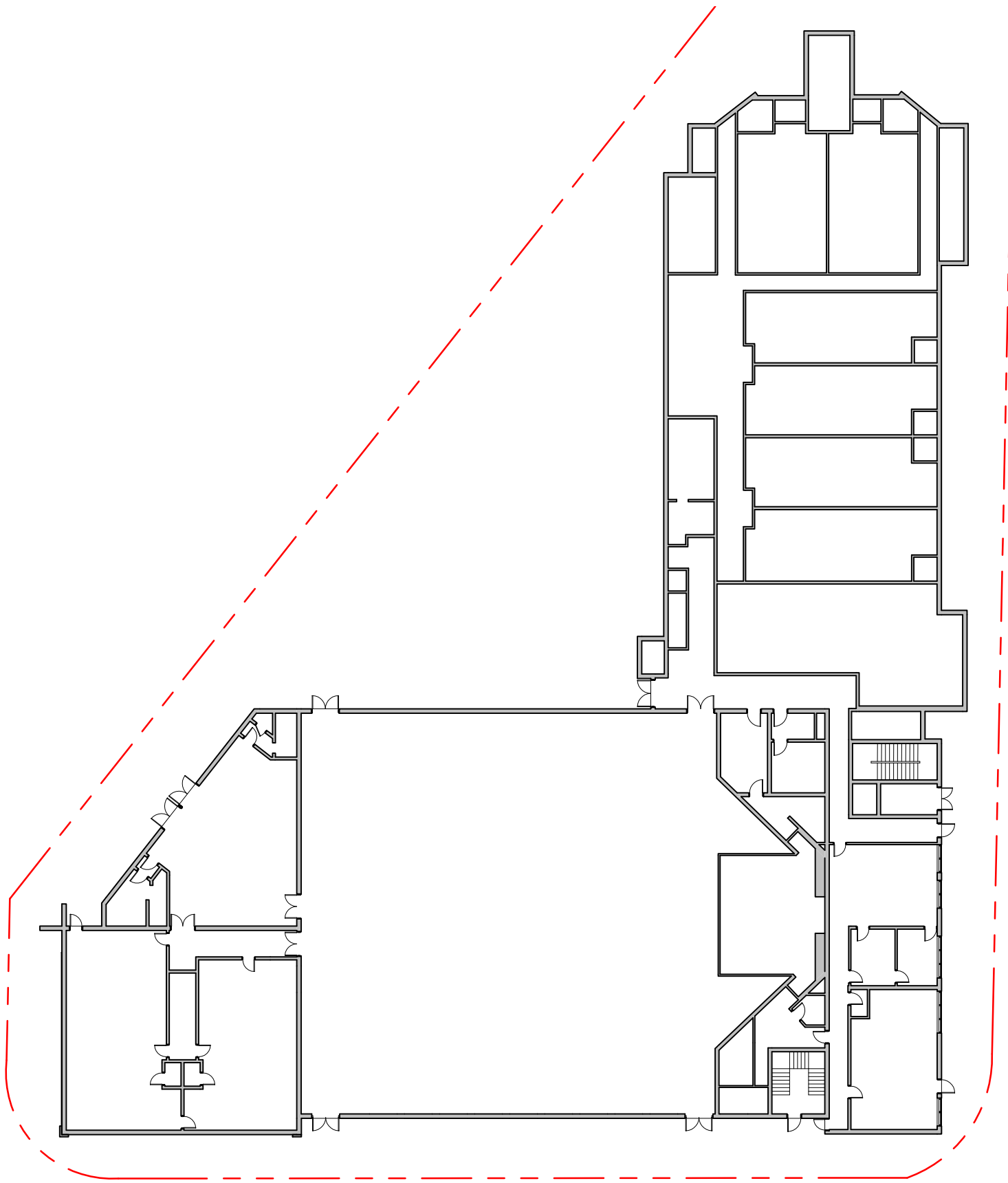
The on-site vehicle accumulation during the school arrival and dismissal periods after the proposed expansion was evaluated based on vehicle queuing observations and accumulation data at the existing school. Queues are expected to be accommodated within the school drop-off/pick-up area during the school arrival period and exceed the provided storage during the school dismissal period after the proposed expansion and renovation. School dismissal queues are expected to accumulate along the segments they currently extend to and further along Byron Avenue just north of 80th Street and 80th Street just east of Byron Avenue. The peak dismissal queue along Byron Avenue north of 80th Street is expected to extend across the intersection of Tatum

Waterway Drive and Byron Avenue. Therefore, it is proposed that school queues upstream of the intersection of Byron Avenue and 80th Street are restricted to 80th Street east of Byron Avenue. In this scenario, queues would extend across the intersection of Abbott Avenue and 80th Street which is unsignalized.

Note that the peak queue occurred between 4:00 P.M. and 4:02 P.M. and was cleared to four (4) vehicles by 4:18 P.M. Therefore, based on the queue length multiplier of 1.46 applied to the four (4) vehicles, the future queue is expected to clear to six (6) vehicles and is not anticipated to impact the adjacent intersections and roadway segments after 4:18 P.M. Furthermore, additional crossing guards will be provided by the school as mitigation to facilitate dismissal operations and ensure there are no blocked intersections.

Appendix A

Site Plan



Yeshiva Elementary School

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Level 1 - Existing

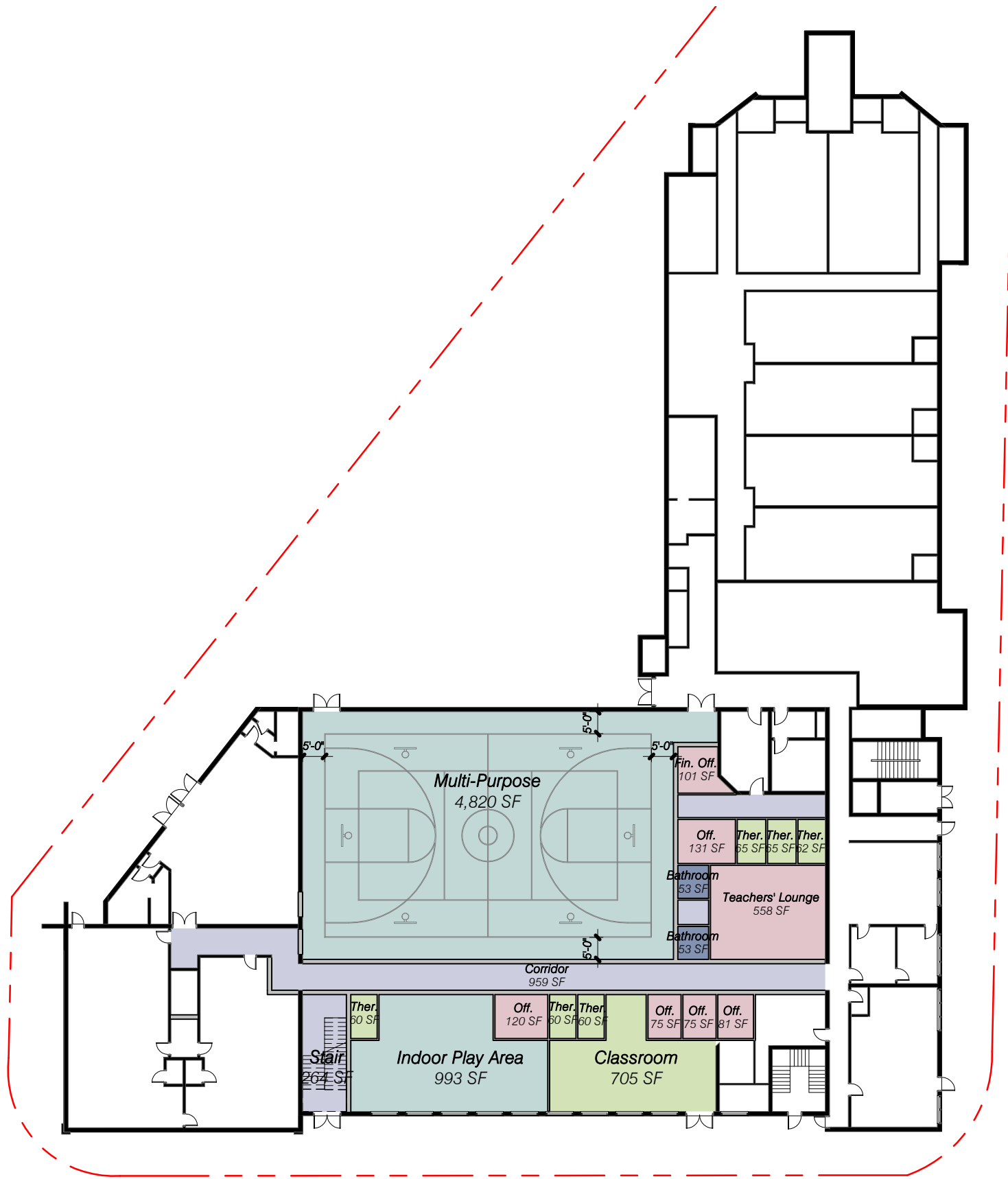
1" = 30'-0"

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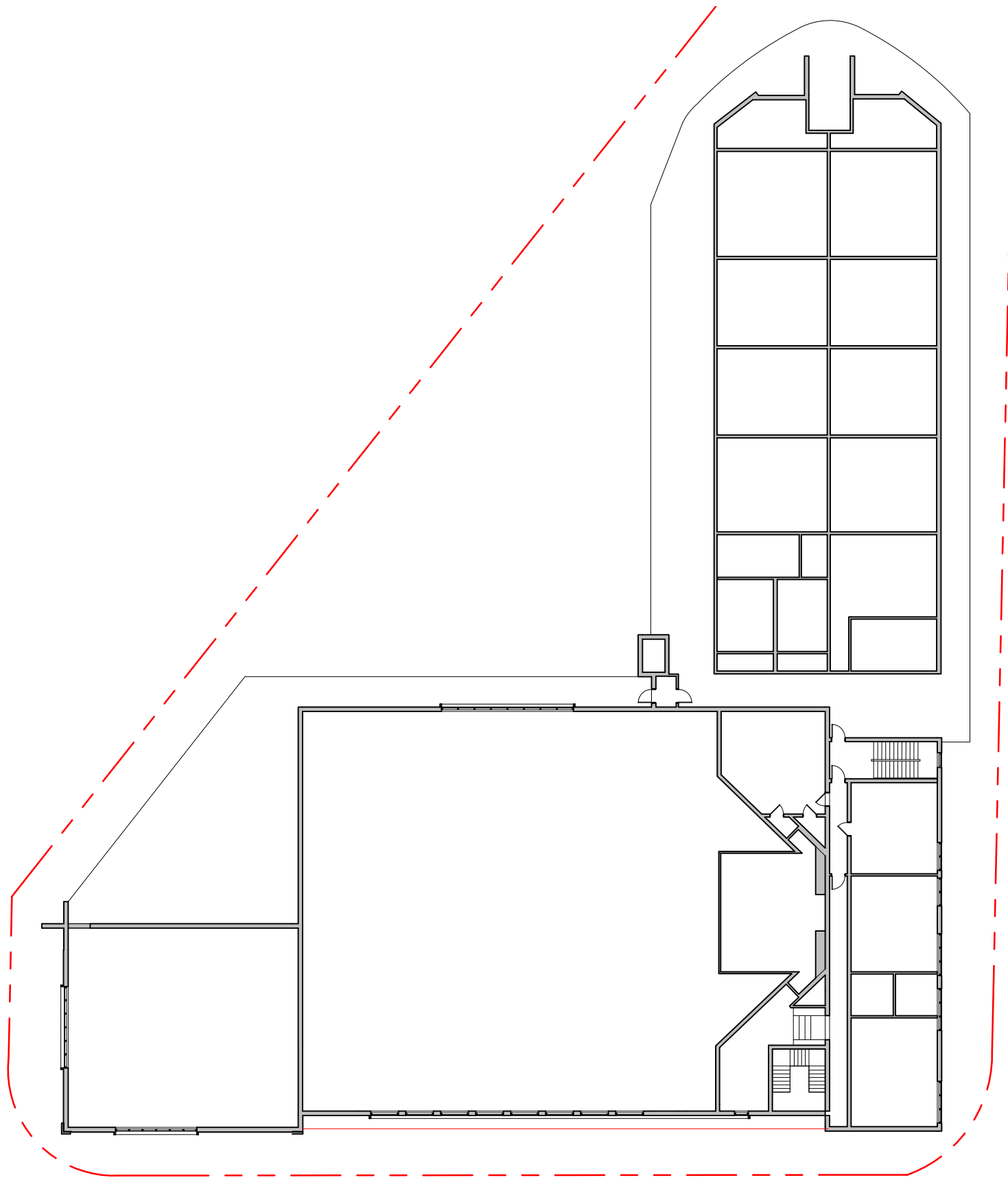
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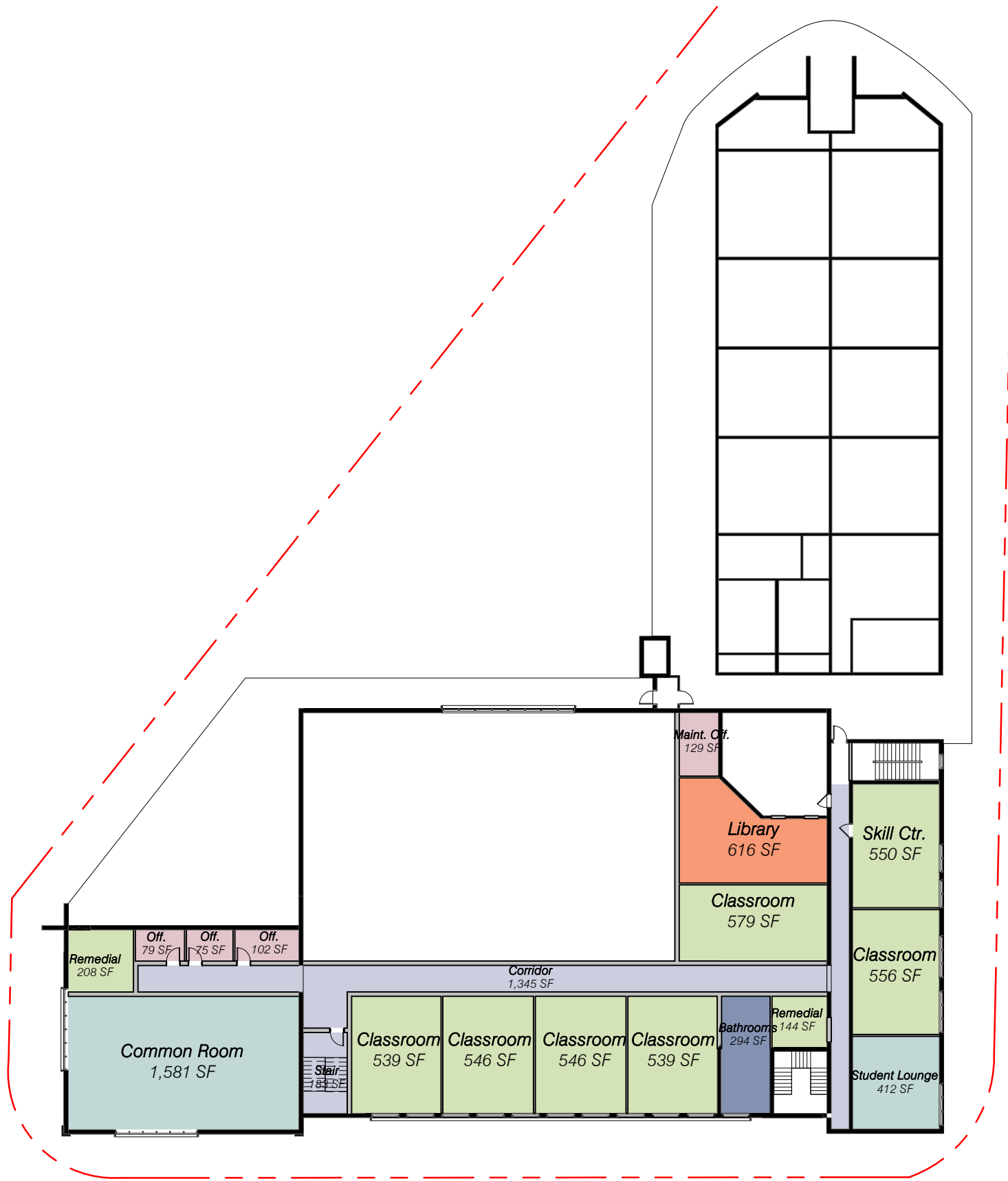
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Appendix B

Methodology Correspondence

Centurion, Ariel

From: Selanikio, Raquel
Sent: Monday, April 18, 2022 8:28 AM
To: Eric Czerniejewski
Cc: ywinkler@talmudicu.edu; Suria Yaffar; Ferrer, Josiel; Fawaz, Dani; Dabkowski, Adrian; Centurion, Ariel
Subject: RE: Yeshiva Elementary School Expansion

Good morning Eric,

Thank you for reviewing the methodology. Per your comments below, the counts will be grown to project 2022 (existing) and 2024 (future) conditions and we will include a detailed discussion of the pick-up/drop-off operations. After review of our methodology, Firat did not identify any approved but unbuilt development projects to include. Please let us know if you have any specific committed projects that you'd like us to include.

Thank you very much,
Raquel

Raquel Selanikio, E.I.
Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324
Direct: 954-828-2405 | Main: 954-535-5100

From: Eric Czerniejewski <eczerniejewski@CORRADINO.com>
Sent: Wednesday, April 13, 2022 2:18 PM
To: Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Cc: ywinkler@talmudicu.edu; Suria Yaffar <suria@zyscovich.com>; Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>; Fawaz, Dani <DaniFawaz@miamibeachfl.gov>
Subject: RE: Yeshiva Elementary School Expansion

Adrian/Raquel:

Good Afternoon.

I reviewed the TIS methodology for the Yeshiva Elementary School Expansion project. The one major comment I had was related to the traffic counts. It is my understanding that the City of Miami Beach directed you to use the traffic counts from the Tatum Waterway project. Per our discussion, it seems as these traffic counts were collected in 2019 prior to the pandemic. These traffic counts need to be adjusted with an annual growth rate per year to get to the 2022 existing conditions and future conditions for the buildout year.

Please also confirm the specific projects you are using for committed trips for approved but unbuilt development projects. There also needs to be a detailed narrative regarding the arrival and dismissal period. It is unclear based on the submitted site plan how the students are dropped off and picked up for the school.

Thanks for your time and effort.

Eric Czerniejewski, P.E., ENV SP
Traffic Engineering Division Manager
The Corradino Group
5200 NW 33rd Ave, Suite 203

Ft. Lauderdale, FL 33309

P. 954-777-0044

C. 954-605-7373

F. 954-777-5157

eczerniejewski@corradino.com



From: Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>

Sent: Monday, April 4, 2022 8:44 AM

To: Eric Czerniejewski <eczerniejewski@CORRADINO.com>; Fawaz, Dani <DaniFawaz@miamibeachfl.gov>

Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Suria Yaffar

<suria@zyscovich.com>; Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>; Akcay, Firat

<FiratAkcay@miamibeachfl.gov>

Subject: RE: Yeshiva Elementary School Expansion

Good morning,

Please let us know if you have any comments for our proposed methodology.

Thanks,
Raquel

Raquel Selanikio, E.I.

Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324

Direct: 954-828-2405 | Main: 954-535-5100

From: Selanikio, Raquel

Sent: Tuesday, March 29, 2022 11:48 AM

To: Eric Czerniejewski <eczerniejewski@CORRADINO.com>; Fawaz, Dani <DaniFawaz@miamibeachfl.gov>

Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Suria Yaffar

<suria@zyscovich.com>; Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>; Akcay, Firat

<FiratAkcay@miamibeachfl.gov>

Subject: RE: Yeshiva Elementary School Expansion

Good morning Eric,

Following up on this, do you have any comments for our proposed methodology?

Thanks,
Raquel

Raquel Selanikio, E.I.

Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324

Direct: 954-828-2405 | Main: 954-535-5100

From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>

Sent: Monday, March 21, 2022 3:28 PM

To: Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>; Eric Czerniejewski <eczerniejewski@CORRADINO.com>;

Fawaz, Dani <DaniFawaz@miamibeachfl.gov>

Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Suria Yaffar <suria@zyscovich.com>; Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>

Subject: RE: Yeshiva Elementary School Expansion

Eric,

Can you please provide comments, if any, on the subject application?

Thanks



*Firat Akcay
Transportation Engineer
Transportation and Mobility Department
1700 Convention Center Drive, Miami Beach, FL 33139
Tel: 305-673-7000, ext 26839*

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From: Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>

Sent: Monday, March 21, 2022 2:42 PM

To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>

Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Suria Yaffar <suria@zyscovich.com>; Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>

Subject: RE: Yeshiva Elementary School Expansion

[THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS]

Good afternoon Firat,

Does the reviewer have any comments on our proposed methodology?

Thank you very much,
Raquel

Raquel Selanikio, E.I.

Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324

Direct: 954-828-2405 | Main: 954-535-5100

From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>

Sent: Tuesday, March 8, 2022 11:00 AM

To: Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>

Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Suria Yaffar

<suria@zyscovich.com>; Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>

Subject: RE: Yeshiva Elementary School Expansion

Good morning Raquel,

Yes I am back. Just sent this methodology to our peer reviewer. I do agree with the methodology, please do give us a day to verify with the reviewer if they have any comments.

Thanks



Firat Akcay
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Transportation and Mobility Department
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From: Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>

Sent: Tuesday, March 8, 2022 9:16 AM

To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>

Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Suria Yaffar

<suria@zyscovich.com>; Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>

Subject: RE: Yeshiva Elementary School Expansion

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Good morning Firat,

I just wanted to follow up on this now that you're back in the office, please let us know if the City has any comments.

Thank you,
Raquel

Raquel Selanikio, E.I.

Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324

Direct: 954-828-2405 | Main: 954-535-5100

From: Selanikio, Raquel

Sent: Tuesday, March 1, 2022 3:54 PM

To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>

Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Suria Yaffar

<suria@zyscovich.com>; josielferrer@miamibeachfl.gov

Subject: RE: Yeshiva Elementary School Expansion

Good afternoon Firat,

Thank you for sending us the traffic data. Please see attached traffic impact analysis methodology for your review of the Yeshiva Elementary Enrolment Expansion and Renovation. Please let us know if the City has any comments.

Thank you,
Raquel

Raquel Selanikio, E.I.
Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324
Direct: 954-828-2405 | Main: 954-535-5100

From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Sent: Tuesday, February 22, 2022 2:11 PM
To: Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>
Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Daniel Bush <dbush@zyscovich.com>; Suria Yaffar <suria@zyscovich.com>
Subject: RE: Yeshiva Elementary School Expansion

Good morning Raquel,

Please see attached raw counts along with the traffic study performed at the general area.
Let me know if you have any questions,
Thanks



*Firat Akcay
Transportation Engineer
Transportation and Mobility Department
1700 Convention Center Drive, Miami Beach, FL 33139
Tel: 305-673-7000, ext 26839*

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Please do not print this e-mail unless necessary.

From: Selanikio, Raquel <Raquel.Selanikio@kimley-horn.com>
Sent: Tuesday, February 22, 2022 7:58 AM
To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Cc: ywinkler@talmudicu.edu; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; Daniel Bush <dbush@zyscovich.com>; Suria Yaffar <suria@zyscovich.com>
Subject: Yeshiva Elementary School Expansion

[THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS]

Good morning Firat,

Thank you for meeting with us Friday afternoon to discuss the student expansion and building renovation proposed for the Yeshiva Elementary School located at 7902 Carlyle Avenue. In summary of Friday's meeting, can you please send us the data for the following intersections:

- Carlyle Avenue and 80th Street
- Byron Avenue and 80th Street
- Carlyle Avenue and 79th Street
- Byron Avenue and 79th Street

Once we review the data, the detailed parameters of our proposed analysis will be outlined in a methodology memorandum that will be submitted to you for your review.

Thank you,
Raquel

Raquel Selanikio, E.I.

Kimley-Horn | 8201 Peters Road, Suite 2200, Plantation, FL 33324

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MEMORANDUM

To: Firat Akcay
 City of Miami Beach

Cc: Josiel Ferrer, P.E., City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE 

Date: March 1, 2022

***Subject: Yeshiva Elementary School Enrollment Expansion and Renovation
Traffic Analysis Methodology***

The purpose of this memorandum is to summarize the traffic analysis methodology for the proposed enrollment expansion and renovation of the Yeshiva Elementary School located at 7902 Carlyle Avenue in Miami Beach, Florida. Currently, the school has approximately 380 enrolled students. The proposed enrollment expansion increases the school's enrollment by 120 students for a total enrollment of 500 student. The proposed renovation includes the redesignation of a portion of the gymnasium into additional classrooms. A project location map and conceptual site plan are included in Attachment A. The following sections summarize the proposed methodology.

TRIP GENERATION ANALYSIS

The trip generation analysis was conducted using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, for the proposed enrollment expansion. The analysis utilized ITE Land Use Code (LUC) 520 (Elementary School) for the existing and proposed enrollment.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the development. The US Census data indicated that there is a 36.9 percent (36.9%) multimodal factor within the vicinity of the development. However, to provide a conservative analysis a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations to account for the urban environment in which the project site is located. It is expected that a portion of employees and students may walk, bike, or utilize transit to travel to and from the school.

Based on the trip generation analysis, the proposed enrollment expansion is expected to result in 71 net new A.M. peak hour trips and 43 net new school P.M. peak hour trips. Detailed trip generation calculations and US Census Means of Transportation to Work data are included in Attachment B.

STUDY AREA

The following intersections will be examined as part of the study area:

- Carlyle Avenue and 80th Street
- Carlyle Avenue and 79th Street
- Byron Avenue and 80th Street
- Byron Avenue and 79th Street

DATA GATHERING

A.M. (7:00 A.M. to 9:00 A.M.) and school P.M. (3:00 P.M. to 5:00 P.M.) peak period turning movement counts will be gathered from the previous *Tatum Waterway Drive*, August 2020 report at the identified study intersections on a typical weekday (Tuesday, Wednesday, or Thursday). All traffic counts will be adjusted to peak season conditions using the appropriate FDOT peak season category factors. Turning movement counts were collected in 15-minute intervals during the two (2) peak periods. All traffic data will be provided in the Appendix of the traffic analysis report.

TRIP DISTRIBUTION

Trip distribution will be determined based on turning movements counts collected at the study area intersections and on an interpolated cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Transportation Planning Organization's (TPO) *2045 Long Range Transportation Plan* travel demand model 2015 and 2045 data. The trip distribution for the anticipated build-out year of 2024 was interpolated from the 2015 and 2045 data. The project is located within TAZ 620. The detailed cardinal distribution is provided in Attachment C.

BACKGROUND GROWTH RATE

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City's review of this document will determine any committed projects to include in background conditions. The City will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and school P.M. peak hours at the study intersections. Intersection analyses will be performed using Trafficware's *Synchro 11* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000 and 6th Edition methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without projects (future background conditions), and future build-out with project (future total conditions). A build-out year of 2024 will be used in the analysis.

The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate and committed development traffic)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

ON-SITE VEHICLE QUEUING ANALYSIS

Existing vehicle queuing data will be collected during typical weekday (Tuesday, Wednesday, or Thursday) student drop-off/pick-up periods. Vehicle queuing data will be collected in one (1) minute

intervals. Existing processing times will be determined from on-site field observations at the existing student drop-off/pick-up area. The collected vehicle queuing data will be used to quantify the expected queue after the enrollment expansion.

DOCUMENTATION

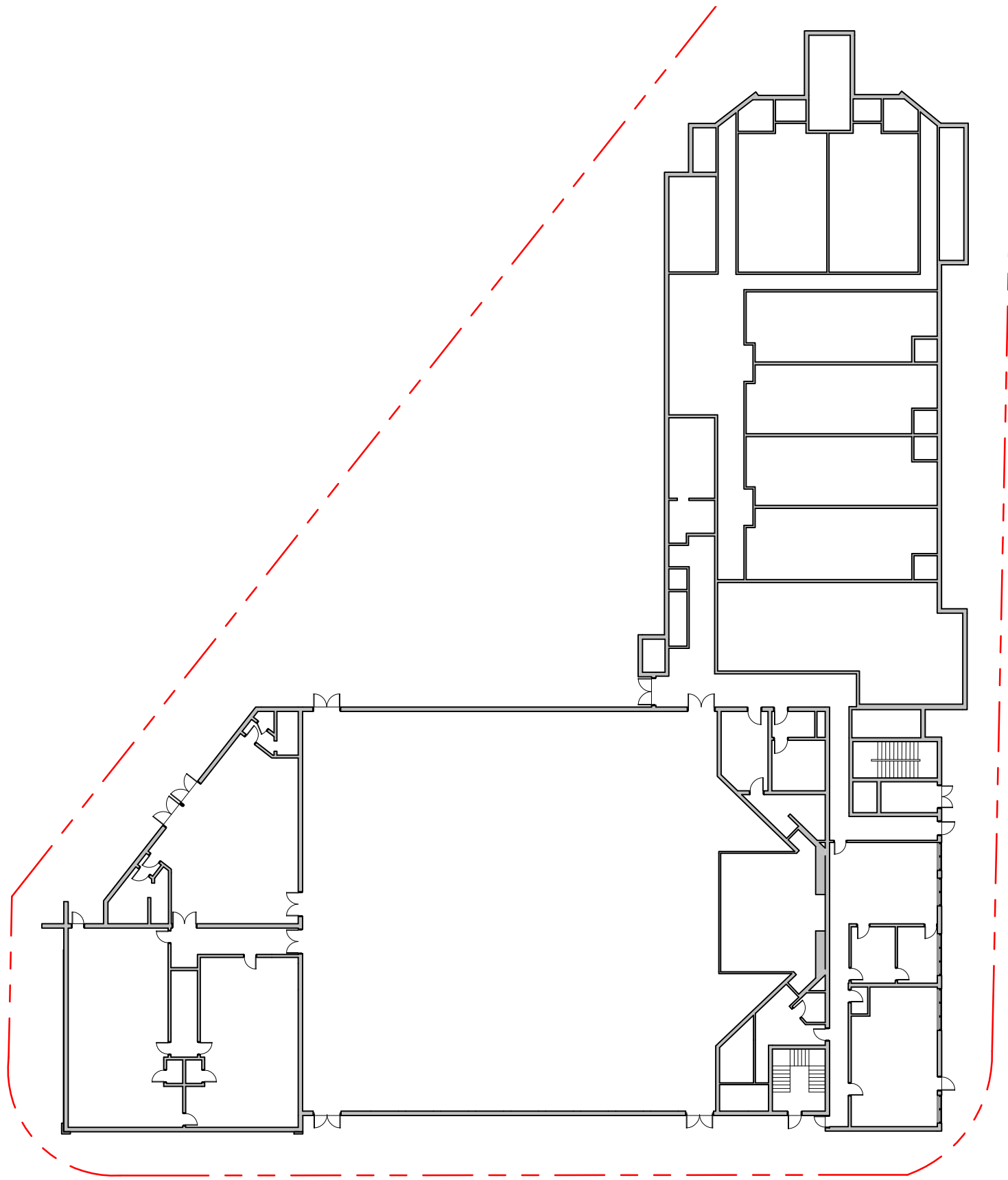
The results of the traffic analysis will be summarized in a report. The report will include supporting documents including text and graphics necessary to summarize the assumptions and analysis. An electronic copy of the report will be provided as part of the submittal package.

K:\FTL_TPTO\143536000 - YES Expansion\correspondence\YES Expansion TIA Methodology.docx

Attachment A

Project Location Map and Site Plan





Yeshiva Elementary School

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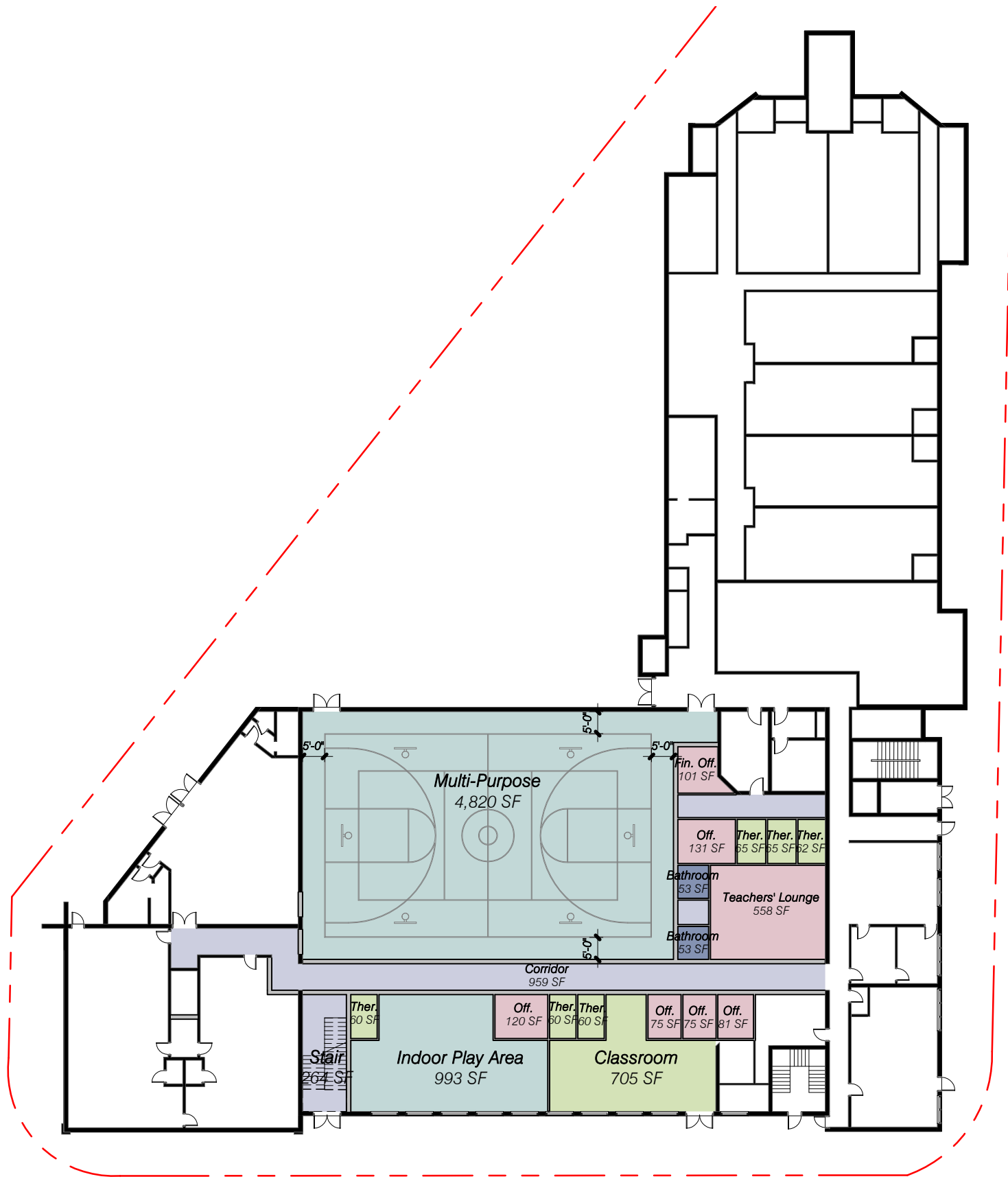
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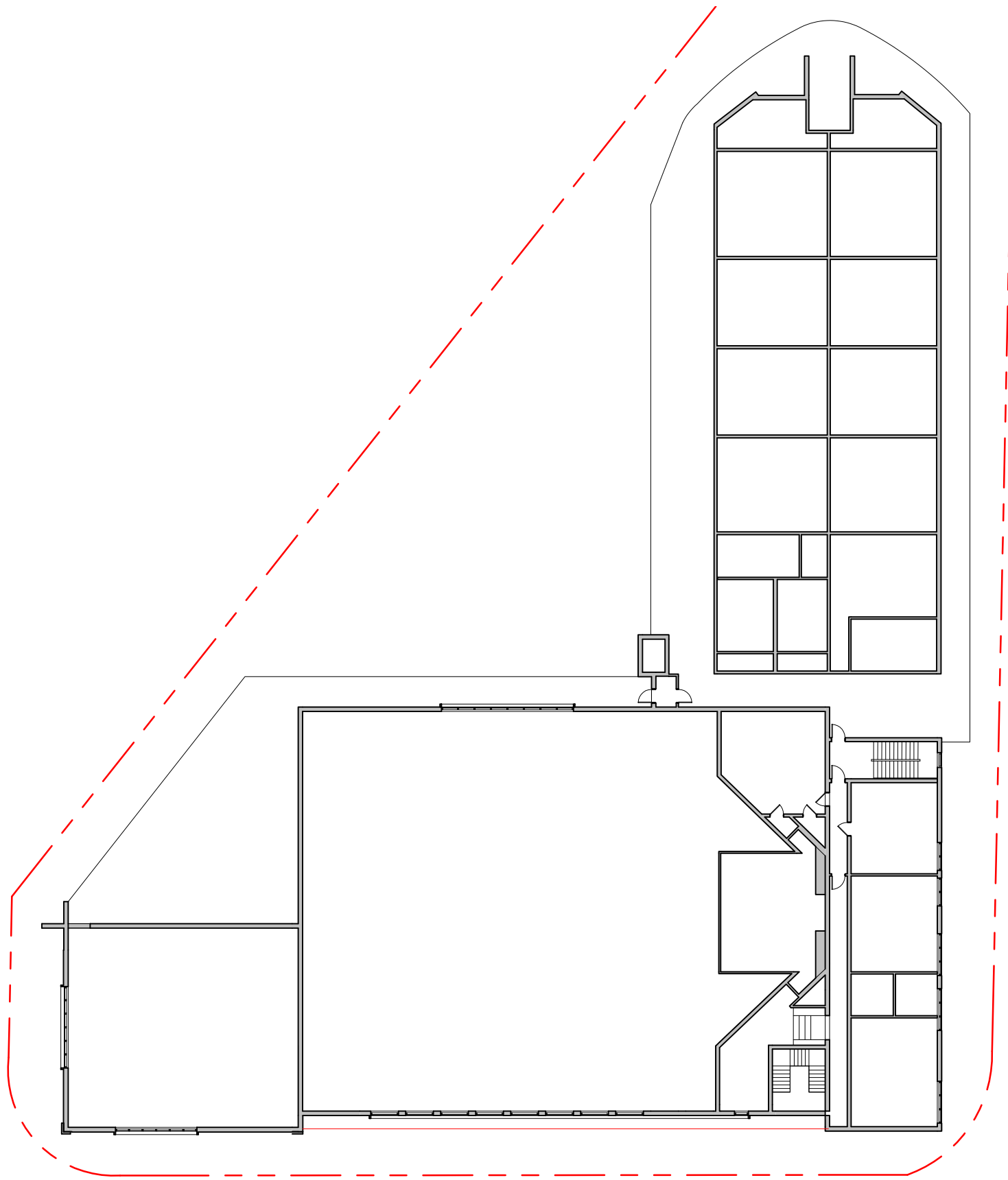
1" = 30'-0"

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Level 2 - Existing

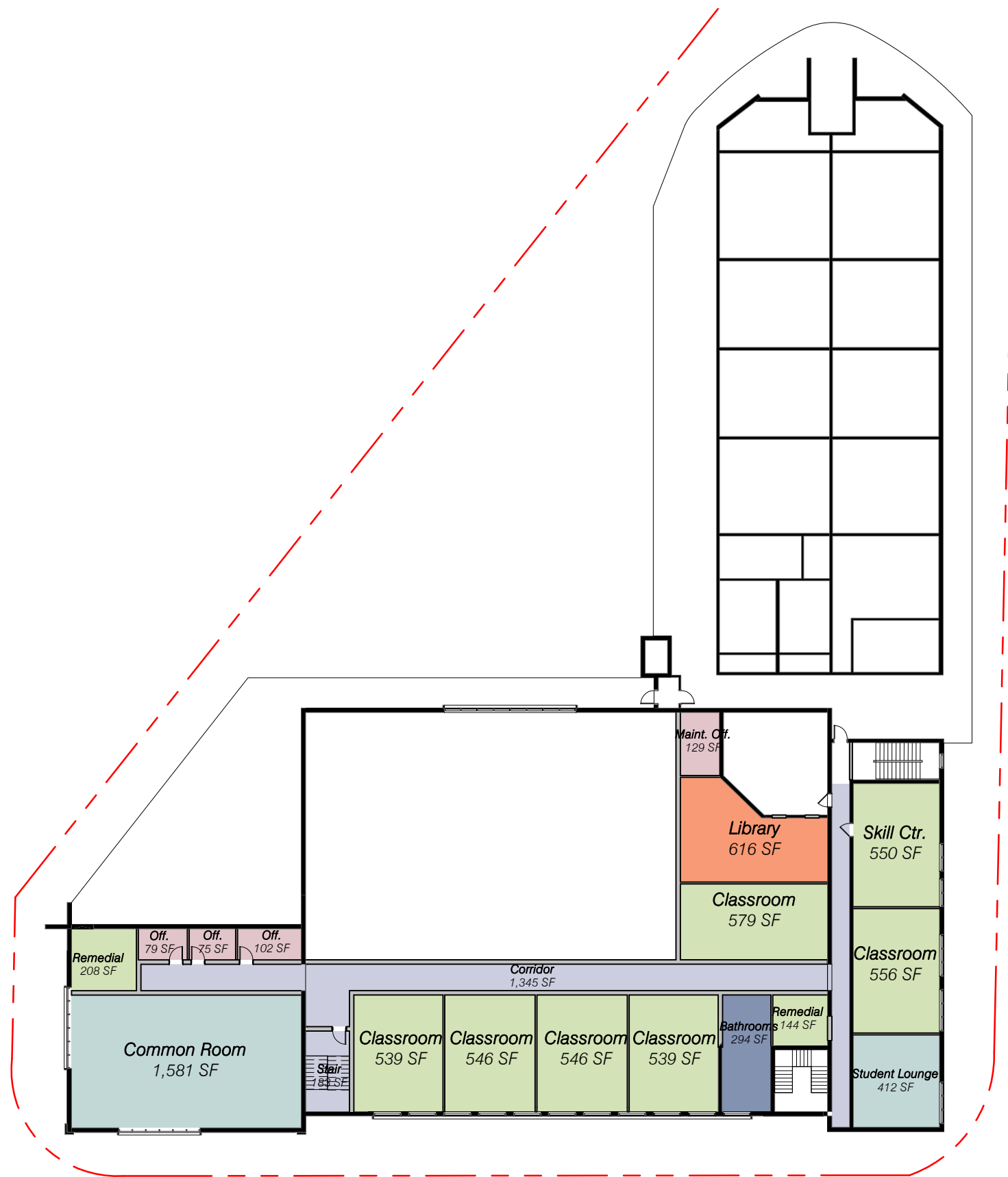
1" = 30'-0"

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Attachment B

Trip Generation Calculations

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION			BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
					In	Out																				
GROUP 1	1	Elementary School	11	520	380	stu	54%	46%	152	129	281	20.0%	56	122	103	225	0.0%	0	122	103	225	0.0%	0	122	103	225
	2																									
	3																									
	4																									
	5																									
	6																									
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	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		152	129	281	20.0%	56	122	103	225	0.0%	0	122	103	225	0.0%	0	122	103	225	
520		Y=0.74(X)																								

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS							
					Percent																								
Land Use					ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
GROUP 2	1	Elementary School			11	520	500	stu	54%	46%	200	170	370	20.0%	74	160	136	296	0.0%	0	160	136	296	0.0%	0	160	136	296	
	2																												
	3																												
	4																												
	5																												
	6																												
	7																												
	8																												
	9																												
	10																												
	11																												
	12																												
	13																												
	14																												
	15																												
ITE Land Use Code					Rate or Equation					Total:		200	170	370	20.0%	74	160	136	296	0.0%	0	160	136	296	0.0%	0	160	136	296
520					Y=0.74(X)																								

	IN	OUT	TOTAL
NET NEW TRIPS	38	33	71

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																		
GROUP 1	1 Elementary School	11	520	380	stu	46%	54%	79	92	171	20.0%	34	63	74	137	0.0%	0	63	74	137	0.0%	0	63	74	137
	2																								
	3																								
	4																								
	5																								
	6																								
	7																								
	8																								
	9																								
	10																								
	11																								
	12																								
	13																								
	14																								
	15																								
ITE Land Use Code						Rate or Equation					Total:		79	92	171	20.0%	34	63	74	137	0.0%	0	63	74	137
520						Y=0.45(X)																			

PROPOSED WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																		
GROUP 2	1 Elementary School	11	520	500	stu	46%	54%	104	121	225	20.0%	45	83	97	180	0.0%	0	83	97	180	0.0%	0	83	97	180
	2																								
	3																								
	4																								
	5																								
	6																								
	7																								
	8																								
	9																								
	10																								
	11																								
	12																								
	13																								
	14																								
	15																								
ITE Land Use Code						Rate or Equation					Total:		104	121	225	20.0%	45	83	97	180	0.0%	0	83	97	180
520						Y=0.45(X)																			

	IN	OUT	TOTAL
NET NEW TRIPS	20	23	43

MEANS OF TRANSPORTATION TO WORK



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

$$(947+195) / (3154-57) = 36.9\%$$

Census Tract 39.11, Miami-Dade County, Florida

Label	Estimate	Margin of Error
▼ Total:	3,154	±599
▼ Car, truck, or van:	1,609	±375
Drove alone	1,535	±383
▼ Carpooled:	74	±71
In 2-person carpool	59	±68
In 3-person carpool	15	±25
In 4-person carpool	0	±14
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
▼ Public transportation (excluding taxicab):	947	±372
Bus	947	±372
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	0	±14
Motorcycle	202	±236
Bicycle	0	±14
Walked	195	±139
Other means	144	±134
Worked from home	57	±47

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2019

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

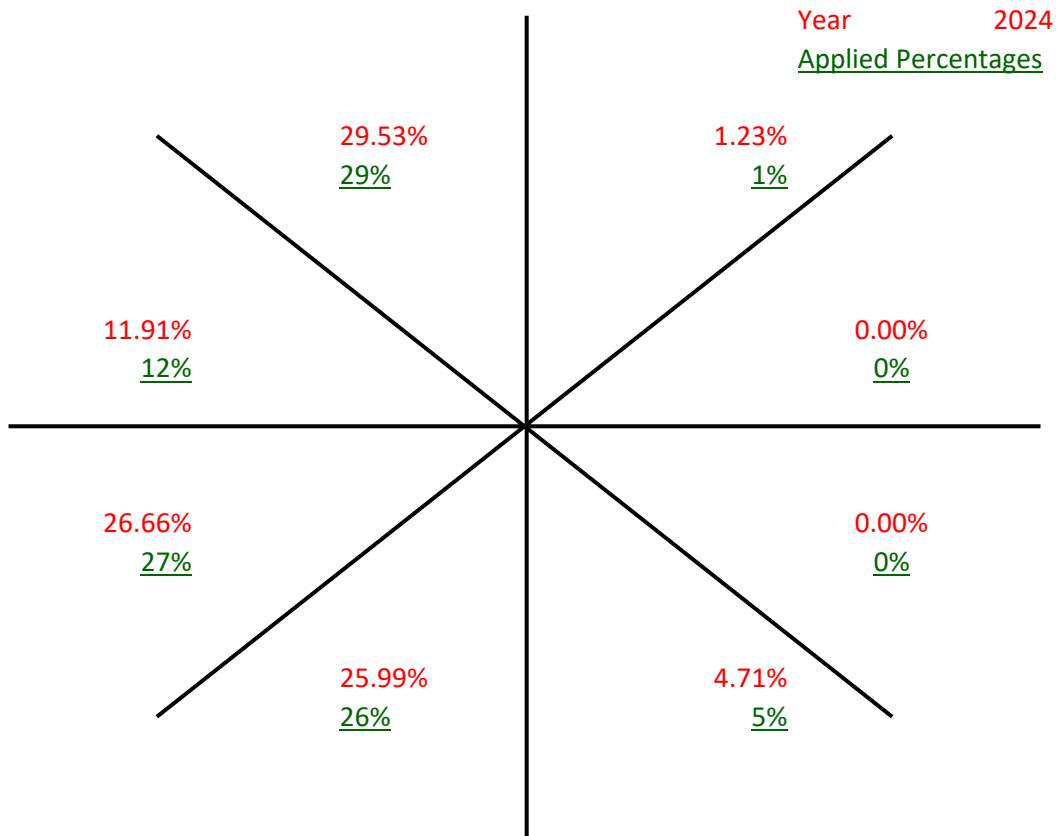
Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Attachment C

Cardinal Distribution

Cardinal Distribution for TAZ 620



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2024 Interpolated	2024 Rounded
	2015	2045		
North-Northeast	1.2%	1.3%	1.23%	1.00%
East-Northeast	0.0%	0.0%	0.00%	0.00%
East-Southeast	0.0%	0.0%	0.00%	0.00%
South-Southeast	5.4%	3.1%	4.71%	5.00%
South-Southwest	26.8%	24.1%	25.99%	26.00%
West-Southwest	25.1%	30.3%	26.66%	27.00%
West-Northwest	11.4%	13.1%	11.91%	12.00%
North-Northwest	30.1%	28.2%	29.53%	29.00%
Total	100.0%	100.1%	100.03%	100.00%



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP

SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
599	3499	Trips	591	34	0	13	16	316	294	397	1,717
599	3499	Percent	35.6	2.0	0.0	0.8	1.0	19.0	17.7	23.9	
600	3500	Trips	1,964	258	20	47	84	1,205	1,079	998	5,795
600	3500	Percent	34.7	4.6	0.4	0.8	1.5	21.3	19.1	17.7	
601	3501	Trips	70	-	-	28	277	290	175	257	1,104
601	3501	Percent	6.4	-	-	2.5	25.3	26.4	15.9	23.5	
602	3502	Trips	67	17	-	103	540	455	472	464	2,181
602	3502	Percent	3.2	0.8	-	4.9	25.5	21.5	22.3	21.9	
603	3503	Trips	27	-	-	3	177	160	92	111	570
603	3503	Percent	4.8	-	-	0.5	31.0	28.1	16.2	19.5	
604	3504	Trips	45	-	-	6	506	334	458	381	1,779
604	3504	Percent	2.6	-	-	0.4	29.3	19.3	26.5	22.0	
605	3505	Trips	136	16	-	144	498	321	433	386	1,958
605	3505	Percent	7.0	0.8	-	7.4	25.7	16.6	22.4	20.0	
606	3506	Trips	830	-	-	845	1,407	1,998	1,040	2,384	9,052
606	3506	Percent	9.8	-	-	9.9	16.5	23.5	12.2	28.0	
607	3507	Trips	197	83	-	165	848	498	671	627	3,154
607	3507	Percent	6.4	2.7	-	5.4	27.5	16.1	21.7	20.3	
608	3508	Trips	109	-	-	17	655	545	562	535	2,497
608	3508	Percent	4.5	-	-	0.7	27.0	22.5	23.2	22.1	
609	3509	Trips	80	-	-	30	482	700	242	744	2,414
609	3509	Percent	3.5	-	-	1.3	21.2	30.7	10.6	32.7	
610	3510	Trips	576	187	-	313	1,639	1,859	1,152	2,527	9,381
610	3510	Percent	7.0	2.3	-	3.8	19.9	22.5	14.0	30.6	
611	3511	Trips	344	38	-	107	861	847	782	1,269	4,444
611	3511	Percent	8.1	0.9	-	2.5	20.3	20.0	18.4	29.9	
612	3512	Trips	102	-	-	38	497	479	354	809	2,324
612	3512	Percent	4.5	-	-	1.7	21.8	21.0	15.5	35.5	
613	3513	Trips	50	-	-	45	147	146	130	221	738
613	3513	Percent	6.8	-	-	6.1	19.9	19.8	17.6	30.0	
614	3514	Trips	107	-	-	231	720	908	522	868	3,436
614	3514	Percent	3.2	-	-	6.9	21.5	27.1	15.6	25.9	
615	3515	Trips	748	321	-	855	1,825	1,774	1,120	2,278	9,551
615	3515	Percent	8.4	3.6	-	9.6	20.5	19.9	12.6	25.5	
616	3516	Trips	631	418	-	1,214	1,619	1,428	921	1,966	9,585
616	3516	Percent	7.7	5.1	-	14.8	19.8	17.4	11.2	24.0	
617	3517	Trips	18	4	17	9	11	16	6	43	125
617	3517	Percent	14.3	3.3	13.7	7.4	9.0	13.1	4.7	34.7	
618	3518	Trips	243	105	-	241	640	556	295	599	2,736
618	3518	Percent	9.1	3.9	-	9.0	23.9	20.8	11.0	22.4	
619	3519	Trips	114	-	-	442	1,579	1,258	675	2,112	6,703
619	3519	Percent	1.8	-	-	7.2	25.6	20.4	10.9	34.2	
620	3520	Trips	85	-	-	385	1,902	1,775	809	2,132	7,584
620	3520	Percent	1.2	-	-	5.4	26.8	25.1	11.4	30.1	
621	3521	Trips	411	-	112	336	917	877	409	774	3,916
621	3521	Percent	10.7	-	2.9	8.8	23.9	22.9	10.7	20.2	
622	3522	Trips	725	-	-	733	1,372	1,695	887	1,623	7,653
622	3522	Percent	10.3	-	-	10.4	19.5	24.1	12.6	23.1	
623	3523	Trips	394	243	139	749	727	1,431	755	921	5,657
623	3523	Percent	7.4	4.5	2.6	14.0	13.6	26.7	14.1	17.2	
624	3524	Trips	1,100	613	112	625	1,542	2,663	1,706	1,821	11,072
624	3524	Percent	10.8	6.0	1.1	6.1	15.2	26.2	16.8	17.9	

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
599	3499	Trips	392	108	7	13	41	341	344	485	1,765
599	3499	Percent	22.6	6.2	0.4	0.8	2.4	19.7	19.9	28.0	
600	3500	Trips	1,603	330	17	42	94	1,157	1,332	1,506	6,163
600	3500	Percent	26.4	5.4	0.3	0.7	1.6	19.0	21.9	24.8	
601	3501	Trips	73	-	-	36	470	342	267	332	1,552
601	3501	Percent	4.8	-	-	2.4	30.9	22.5	17.5	21.8	
602	3502	Trips	62	6	-	148	713	574	523	476	2,566
602	3502	Percent	2.5	0.3	-	5.9	28.5	22.9	20.9	19.0	
603	3503	Trips	14	-	-	1	337	258	161	172	980
603	3503	Percent	1.5	-	-	0.1	35.7	27.4	17.1	18.3	
604	3504	Trips	64	-	-	41	951	737	707	668	3,445
604	3504	Percent	2.0	-	-	1.3	30.0	23.3	22.3	21.1	
605	3505	Trips	99	36	-	135	670	549	585	509	2,652
605	3505	Percent	3.8	1.4	-	5.2	25.9	21.2	22.7	19.7	
606	3506	Trips	643	-	-	754	1,891	2,383	1,151	2,389	9,786
606	3506	Percent	7.0	-	-	8.2	20.5	25.9	12.5	25.9	
607	3507	Trips	188	140	-	182	1,171	780	868	741	4,188
607	3507	Percent	4.6	3.4	-	4.5	28.8	19.2	21.3	18.2	
608	3508	Trips	110	-	-	48	1,108	1,101	706	785	3,985
608	3508	Percent	2.9	-	-	1.2	28.7	28.5	18.3	20.4	
609	3509	Trips	86	-	-	37	718	953	371	839	3,169
609	3509	Percent	2.9	-	-	1.2	23.9	31.7	12.3	27.9	
610	3510	Trips	681	182	-	382	2,239	2,515	1,391	2,792	12,047
610	3510	Percent	6.7	1.8	-	3.8	22.0	24.7	13.7	27.4	
611	3511	Trips	449	13	-	118	1,000	1,197	848	1,206	5,036
611	3511	Percent	9.3	0.3	-	2.4	20.7	24.8	17.6	25.0	
612	3512	Trips	74	-	-	56	640	617	408	906	2,773
612	3512	Percent	2.8	-	-	2.1	23.7	22.9	15.1	33.6	
613	3513	Trips	42	-	-	27	203	188	128	185	774
613	3513	Percent	5.5	-	-	3.5	26.3	24.2	16.5	24.0	
614	3514	Trips	160	-	-	231	1,441	1,400	1,004	1,429	5,961
614	3514	Percent	2.8	-	-	4.1	25.4	24.7	17.7	25.2	
615	3515	Trips	657	228	-	698	1,586	1,570	1,040	1,804	7,950
615	3515	Percent	8.7	3.0	-	9.2	20.9	20.7	13.7	23.8	
616	3516	Trips	663	430	-	1,243	2,224	2,161	1,427	2,581	12,275
616	3516	Percent	6.2	4.0	-	11.6	20.7	20.1	13.3	24.1	
617	3517	Trips	13	10	12	23	29	51	31	41	219
617	3517	Percent	6.4	4.8	5.8	10.9	13.8	24.0	14.9	19.5	
618	3518	Trips	155	54	-	218	768	639	484	831	3,208
618	3518	Percent	4.9	1.7	-	6.9	24.4	20.3	15.4	26.4	
619	3519	Trips	148	-	-	378	1,965	1,591	822	2,087	7,426
619	3519	Percent	2.1	-	-	5.4	28.1	22.8	11.8	29.9	
620	3520	Trips	101	-	-	236	1,860	2,343	1,013	2,177	8,233
620	3520	Percent	1.3	-	-	3.1	24.1	30.3	13.1	28.2	
621	3521	Trips	349	-	81	272	1,070	1,011	417	959	4,287
621	3521	Percent	8.4	-	1.9	6.6	25.7	24.3	10.0	23.1	
622	3522	Trips	552	-	-	687	1,638	2,319	1,127	2,032	8,893
622	3522	Percent	6.6	-	-	8.2	19.6	27.8	13.5	24.3	
623	3523	Trips	475	123	70	728	1,143	1,694	801	1,023	6,274
623	3523	Percent	7.8	2.0	1.2	12.0	18.9	28.0	13.2	16.9	
624	3524	Trips	1,356	409	98	912	2,505	3,276	2,354	2,063	13,940
624	3524	Percent	10.5	3.2	0.8	7.0	19.3	25.3	18.1	15.9	

Appendix C

Traffic Data

Appendix C

Traffic Data

Turning Movement Counts

Intersection Name Carlyle Avenue @ 80th Street
Start Date 05/15/2019
Start Time 12:00 AM
Site Code
Project Miami Beach Road Diet Dade Boulevard
Turning Movement Counts

Order	Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
29 7:00 AM		0	0	0	0	2	0	3	0	0	5	0	0	0	0	0	0
30 7:15 AM		0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
31 7:30 AM		0	6	0	0	2	0	2	0	0	4	0	0	1	0	0	0
32 7:45 AM		0	10	0	0	1	0	6	0	0	6	0	0	2	0	0	0
33 8:00 AM		0	13	0	0	4	0	8	0	1	1	0	0	3	0	0	0
34 8:15 AM		0	12	0	0	2	0	16	0	0	2	0	0	10	0	0	0
35 8:30 AM		0	13	0	0	5	0	20	0	0	0	0	0	12	0	0	0
36 8:45 AM		0	4	0	0	0	0	11	0	0	0	0	0	1	0	0	0
61 3:00 PM		0	7	0	0	2	0	0	0	0	1	0	0	0	0	0	0
62 3:15 PM		0	7	0	0	4	0	0	0	0	4	0	0	2	0	0	0
63 3:30 PM		0	4	0	0	2	0	6	0	0	1	0	0	3	0	1	0
64 3:45 PM		0	0	0	0	1	0	4	0	0	2	0	0	1	0	0	0
65 4:00 PM		0	1	0	0	0	0	33	0	0	1	0	0	0	0	0	0
66 4:15 PM		0	1	0	0	6	0	18	0	0	2	0	0	2	0	0	0
67 4:30 PM		0	0	0	0	2	0	2	0	0	7	0	0	0	0	1	0
68 4:45 PM		0	4	0	0	1	0	7	0	0	1	0	0	3	0	1	0
125 7:00 AM		0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
126 7:15 AM		0	3	0	0	1	0	1	0	0	4	0	0	0	0	0	0
127 7:30 AM		0	7	0	0	0	0	1	0	0	4	0	0	0	0	0	0
128 7:45 AM		0	8	0	0	0	0	3	0	0	5	0	0	6	0	0	0
129 8:00 AM		0	13	0	0	1	0	7	0	1	0	0	0	4	0	0	0
130 8:15 AM		0	10	0	0	6	0	19	0	0	1	0	0	9	0	1	0
131 8:30 AM		0	10	0	0	4	0	22	0	0	0	0	0	12	0	0	0
132 8:45 AM		0	7	0	0	0	0	6	0	0	3	0	0	5	0	1	0
157 3:00 PM		0	2	0	0	0	0	0	0	1	2	0	0	2	0	1	0
158 3:15 PM		0	3	0	0	4	0	0	0	0	3	0	0	1	0	1	0
159 3:30 PM		0	2	0	0	2	0	10	0	0	2	0	0	1	0	0	0
160 3:45 PM		0	1	0	0	3	0	3	0	0	1	0	0	1	0	1	0
161 4:00 PM		0	0	0	0	2	0	27	0	0	1	0	0	0	0	0	0
162 4:15 PM		0	3	0	0	6	0	19	0	0	2	0	0	1	0	0	0
163 4:30 PM		0	3	0	0	5	0	6	0	0	6	0	0	3	1	2	0
164 4:45 PM		0	2	0	0	2	0	6	0	0	2	0	0	3	0	0	0

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:45 AM		0	48	0	0	12	0	50	0	1	9	0	0	27	0	0	0
4:00 PM		0	8	0	0	15	0	58	0	0	11	0	0	7	1	2	0

Intersection Name Carlyle Avenue @ 80th Street
 Start Date 05/15/2019
 Start Time 12:00 AM
 Site Code
 Project Miami Beach Road Diet Dade Boulevard
 Pedestrian Counts

Order	Start Time	Southbound Approach				Westbound Approach				Northbound Approach				Eastbound Approach			
		Southbound				Westbound				Northbound				Eastbound			
		CW	CCW			CW	CCW			CW	CCW			CW	CCW		
29	7:00 AM	4	1			1	1			1	1			2	1		
30	7:15 AM	1	1			0	2			1	1			1	2		
31	7:30 AM	2	0			0	1			1	3			0	0		
32	7:45 AM	2	3			0	0			2	2			0	2		
33	8:00 AM	1	0			27	0			41	2			1	1		
34	8:15 AM	2	5			11	0			24	2			0	8		
35	8:30 AM	3	2			0	0			0	0			0	0		
36	8:45 AM	0	2			1	2			0	2			1	3		
61	3:00 PM	0	0			0	0			1	2			0	0		
62	3:15 PM	0	0			0	0			0	2			0	0		
63	3:30 PM	0	0			1	0			1	0			0	0		
64	3:45 PM	0	1			0	0			2	2			0	1		
65	4:00 PM	0	0			0	0			0	0			0	1		
66	4:15 PM	0	0			0	16			1	41			3	1		
67	4:30 PM	0	0			0	3			3	7			0	0		
68	4:45 PM	1	0			0	0			2	2			2	0		
125	7:00 AM	0	0			0	0			0	1			0	1		
126	7:15 AM	1	0			1	0			0	1			1	0		
127	7:30 AM	1	0			0	1			1	0			1	0		
128	7:45 AM	4	1			1	0			0	0			0	0		
129	8:00 AM	1	20			2	1			19	0			0	21		
130	8:15 AM	3	1			2	0			2	0			0	3		
131	8:30 AM	0	0			0	2			1	0			0	3		
132	8:45 AM	1	1			8	1			5	1			0	5		
157	3:00 PM	0	0			0	0			0	4			0	0		
158	3:15 PM	1	1			18	33			19	40			1	0		
159	3:30 PM	0	0			0	1			0	2			1	0		
160	3:45 PM	1	41			0	0			0	1			1	36		
161	4:00 PM	4	0			3	2			0	0			5	8		
162	4:15 PM	9	1			0	5			0	33			8	2		
163	4:30 PM	0	0			1	1			1	1			0	0		
164	4:45 PM	0	1			0	1			1	1			0	1		

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		CW	CCW			CW	CCW			CW	CCW			CW	CCW		
7:45 AM		8	10			38	0			67	6			1	11		
4:00 PM		13	2			4	9			2	35			13	11		

Intersection Name Carlyle Avenue @ 80th Street
 Start Date 05/15/2019
 Start Time 12:00 AM
 Site Code
 Project Miami Beach Road Diet Dade Boulevard
 Bicycle Counts

Order	Start Time	Southbound Approach				Westbound Approach				Northbound Approach				Eastbound Approach			
		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
29	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
31	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
33	8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
34	8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
35	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
36	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	3:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
64	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
67	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
125	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
126	7:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
127	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
128	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
129	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
131	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
132	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
157	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
158	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
159	3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
160	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
161	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
162	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
163	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
164	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:45 AM		0	1	1	0	0	1	0	0	1	1	0	0	0	1	0	0
4:00 PM		0	0	1	0	1	0	0	0	0	1	0	0	0	2	0	0

Intersection Name Byron Avenue at 80 Street
Start Date 05/21/2019
Start Time 12:00 AM
Site Code
Project Miami Beach Road Diet Dade Boulevard
Turning Movement Counts

Order	Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
29 7:00 AM		0	2	0	0	0	1	2	0	0	0	3	0	0	0	0	0
30 7:15 AM		0	2	0	0	1	1	2	0	0	3	0	0	0	0	0	0
31 7:30 AM		1	2	0	0	0	2	0	0	0	4	0	0	0	0	0	0
32 7:45 AM		1	7	0	1	1	2	2	0	0	3	1	0	0	0	0	0
33 8:00 AM		1	10	0	0	2	12	3	0	0	6	3	0	0	0	0	0
34 8:15 AM		2	29	0	0	0	12	3	0	0	22	6	1	0	0	0	0
35 8:30 AM		2	15	0	0	1	17	4	0	0	12	6	1	0	0	0	0
36 8:45 AM		0	9	0	0	1	10	2	0	0	16	1	0	0	0	0	0
61 3:00 PM		0	2	0	0	0	1	2	0	0	9	1	1	0	0	0	0
62 3:15 PM		0	9	0	0	0	2	3	0	0	3	2	0	0	0	0	0
63 3:30 PM		0	5	0	0	1	7	3	0	0	6	1	0	0	0	0	0
64 3:45 PM		4	4	0	0	0	7	0	0	0	8	3	0	0	0	0	0
65 4:00 PM		7	3	0	0	0	19	0	0	0	16	1	0	0	0	0	0
66 4:15 PM		6	5	0	0	0	8	4	0	0	14	1	0	0	0	0	0
67 4:30 PM		2	4	0	0	1	2	6	0	0	8	1	0	0	0	0	0
68 4:45 PM		0	3	0	0	2	5	1	0	0	5	1	0	0	0	0	0
125 7:00 AM		0	2	0	0	0	0	2	0	0	3	0	0	0	0	0	0
126 7:15 AM		1	1	0	0	1	0	3	0	0	5	1	0	0	0	0	0
127 7:30 AM		0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0
128 7:45 AM		0	5	0	0	1	3	2	0	0	4	0	0	0	0	0	0
129 8:00 AM		0	12	0	0	2	7	5	0	0	11	2	0	0	0	1	0
130 8:15 AM		2	24	0	0	4	18	4	0	0	14	6	0	0	0	0	0
131 8:30 AM		1	18	0	0	0	19	4	0	0	21	6	0	0	0	0	0
132 8:45 AM		0	8	0	0	1	6	2	0	0	6	1	0	0	0	0	0
157 3:00 PM		0	3	0	0	1	0	1	0	1	4	0	1	0	0	1	0
158 3:15 PM		1	5	0	0	0	3	1	0	0	6	2	1	0	0	0	0
159 3:30 PM		2	5	0	0	1	8	4	0	0	9	2	0	0	0	0	0
160 3:45 PM		1	5	0	0	1	13	1	0	0	6	1	0	0	0	0	0
161 4:00 PM		11	3	0	0	1	13	1	0	0	17	1	0	0	0	0	0
162 4:15 PM		3	4	0	0	0	9	3	0	0	13	2	0	0	0	0	0
163 4:30 PM		2	5	0	0	1	7	6	0	1	5	2	0	0	0	1	0
164 4:45 PM		2	7	1	0	2	6	4	0	0	8	1	0	0	0	0	0

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
8:00 AM		5	63	0	0	4	51	12	0	0	56	16	2	0	0	0	0
4:00 PM		18	19	1	0	4	35	14	0	1	43	6	0	0	0	1	0

Intersection Name Byron Avenue at 80 Street
Start Date 05/21/2019
Start Time 12:00 AM
Site Code
Project Miami Beach Road Diet Dade Boulevard
Pedestrian Counts

Order	Start Time	Southbound Approach				Westbound Approach				Northbound Approach				Eastbound Approach			
		Southbound				Westbound				Northbound				Eastbound			
		CW	CCW			CW	CCW			CW	CCW			CW	CCW		
29	7:00 AM	0	0			0	1			0	1			0	1		
30	7:15 AM	0	0			2	0			0	1			0	0		
31	7:30 AM	1	3			0	0			0	1			0	1		
32	7:45 AM	0	2			0	2			0	1			1	1		
33	8:00 AM	0	1			1	1			1	1			1	1		
34	8:15 AM	0	2			0	1			0	4			0	2		
35	8:30 AM	0	0			1	0			0	0			1	0		
36	8:45 AM	0	0			3	0			0	1			1	0		
61	3:00 PM	0	0			0	1			2	3			0	0		
62	3:15 PM	0	0			0	4			0	0			4	1		
63	3:30 PM	0	0			0	0			0	0			2	1		
64	3:45 PM	0	0			0	0			1	2			2	4		
65	4:00 PM	1	0			0	0			0	0			0	1		
66	4:15 PM	0	1			0	0			4	2			0	6		
67	4:30 PM	3	0			2	4			0	4			3	3		
68	4:45 PM	0	0			0	0			0	1			1	1		
125	7:00 AM	1	1			1	1			0	1			2	2		
126	7:15 AM	0	0			1	0			1	3			1	1		
127	7:30 AM	1	0			1	0			0	0			0	0		
128	7:45 AM	0	0			1	1			0	0			0	0		
129	8:00 AM	2	0			0	1			4	3			0	1		
130	8:15 AM	0	0			0	1			1	0			1	0		
131	8:30 AM	0	0			0	0			1	0			2	1		
132	8:45 AM	2	0			0	0			0	0			0	0		
157	3:00 PM	1	1			0	0			0	7			1	1		
158	3:15 PM	0	0			0	0			0	0			0	2		
159	3:30 PM	0	0			1	0			0	2			2	0		
160	3:45 PM	1	0			1	0			0	0			1	3		
161	4:00 PM	0	0			0	1			1	0			0	1		
162	4:15 PM	0	1			1	5			0	5			2	1		
163	4:30 PM	0	0			0	0			0	0			0	0		
164	4:45 PM	0	3			0	1			0	2			0	1		

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		CW	CCW			CW	CCW			CW	CCW			CW	CCW		
8:00 AM		0	3			5	2			1	6			3	3		
4:00 PM		0	4			1	7			1	7			2	3		

Intersection Name Byron Avenue at 80 Street
 Start Date 05/21/2019
 Start Time 12:00 AM
 Site Code
 Project Miami Beach Road Diet Dade Boulevard
 Bicycle Counts

Order	Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
29 7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 7:15 AM		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
31 7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
33 8:00 AM		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34 8:15 AM		0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
35 8:30 AM		0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
36 8:45 AM		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
61 3:00 PM		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62 3:15 PM		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63 3:30 PM		0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
64 3:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65 4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66 4:15 PM		0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
67 4:30 PM		0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
68 4:45 PM		0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
125 7:00 AM		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
126 7:15 AM		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
127 7:30 AM		0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
128 7:45 AM		0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
129 8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130 8:15 AM		0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0
131 8:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
132 8:45 AM		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
157 3:00 PM		0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
158 3:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
159 3:30 PM		0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0
160 3:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
161 4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
162 4:15 PM		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
163 4:30 PM		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
164 4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
8:00 AM		0	3	0	0	0	0	0	0	0	1	0	0	2	0	0	0
4:00 PM		0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0

Intersection Name Carlyle Avenue at 79 Street
Start Date 05/21/2019
Start Time 12:00 AM
Site Code
Project Miami Beach Road Diet Dade Boulevard
Turning Movement Counts

Order	Start Time	Southbound Approach				Westbound Approach				Northbound Approach				Eastbound Approach			
		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
29 7:00 AM		0	3	1	0	0	0	0	0	1	2	0	0	0	6	0	0
30 7:15 AM		0	4	0	0	0	0	0	0	1	2	0	0	2	2	0	0
31 7:30 AM		0	7	2	0	0	0	0	0	3	4	0	0	5	5	0	0
32 7:45 AM		0	9	3	1	0	0	0	0	1	5	0	0	7	11	1	0
33 8:00 AM		0	16	7	0	0	0	0	0	6	1	0	0	3	13	1	0
34 8:15 AM		0	17	12	0	0	0	0	0	18	2	0	0	12	15	1	0
35 8:30 AM		0	24	27	0	0	0	0	0	4	0	0	0	17	11	0	0
36 8:45 AM		0	9	8	0	0	0	0	0	7	0	0	0	3	5	0	0
61 3:00 PM		0	6	2	0	0	0	0	0	6	2	0	0	3	5	0	0
62 3:15 PM		0	7	0	0	0	0	0	0	4	1	0	0	8	8	1	0
63 3:30 PM		0	5	0	0	0	0	0	0	5	1	0	0	9	13	0	0
64 3:45 PM		0	3	1	0	0	0	0	0	5	0	0	0	3	9	1	0
65 4:00 PM		0	9	25	0	0	0	0	0	9	0	0	0	6	8	1	0
66 4:15 PM		0	13	20	0	0	0	0	0	7	0	0	0	8	7	0	0
67 4:30 PM		0	4	2	0	0	0	0	0	1	2	0	0	4	5	0	0
68 4:45 PM		0	7	1	0	0	0	0	0	4	1	0	1	4	4	0	0
125 7:00 AM		0	2	1	0	0	0	0	0	2	2	0	0	1	1	0	0
126 7:15 AM		0	5	0	0	0	0	0	0	2	1	0	0	1	6	1	0
127 7:30 AM		1	7	0	1	0	0	0	0	2	3	1	0	6	6	0	0
128 7:45 AM		0	7	3	0	0	0	0	0	2	3	0	1	4	8	2	0
129 8:00 AM		0	14	11	0	0	0	0	0	6	4	0	0	18	15	0	0
130 8:15 AM		0	14	18	0	0	0	0	0	12	0	0	0	18	12	0	0
131 8:30 AM		0	24	25	0	0	0	0	0	10	0	0	0	11	9	0	0
132 8:45 AM		0	5	12	0	0	0	0	0	5	1	0	0	2	7	0	0
157 3:00 PM		0	2	1	1	0	0	0	0	1	1	0	0	4	6	0	0
158 3:15 PM		0	2	0	0	0	0	0	0	6	2	0	0	7	9	0	0
159 3:30 PM		0	2	1	0	0	0	0	0	6	0	0	0	13	17	1	0
160 3:45 PM		0	1	2	0	0	0	0	0	8	0	0	0	7	7	0	0
161 4:00 PM		0	6	19	0	0	0	0	0	6	1	0	0	3	9	0	0
162 4:15 PM		0	18	22	0	0	0	0	0	5	0	1	0	7	12	0	0
163 4:30 PM		0	11	4	0	0	0	0	0	4	3	0	0	3	9	4	0
164 4:45 PM		0	5	1	1	0	0	0	0	2	1	0	0	3	8	3	0

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
8:00 AM		0	57	66	0	0	0	0	0	33	5	0	0	49	43	0	0
3:30 PM		0	27	44	0	0	0	0	0	25	1	1	0	30	45	1	0

Intersection Name Carlyle Avenue at 79 Street
 Start Date 05/21/2019
 Start Time 12:00 AM
 Site Code
 Project Miami Beach Road Diet Dade Boulevard
 Pedestrian Counts

Order	Start Time	Southbound Approach				Westbound Approach				Northbound Approach				Eastbound Approach			
		Southbound				Westbound				Northbound				Eastbound			
		CW	CCW			CW	CCW			CW	CCW			CW	CCW		
29 7:00 AM		0	0			1	1			0	0			1	0		
30 7:15 AM		0	1			1	3			0	0			0	1		
31 7:30 AM		1	1			0	1			0	0			0	0		
32 7:45 AM		0	2			1	2			3	0			2	0		
33 8:00 AM		4	6			3	0			0	0			1	0		
34 8:15 AM		2	24			1	7			0	0			0	0		
35 8:30 AM		0	2			2	1			1	0			2	0		
36 8:45 AM		1	0			0	0			0	0			1	0		
61 3:00 PM		2	1			0	2			1	2			0	0		
62 3:15 PM		0	0			1	0			2	0			0	0		
63 3:30 PM		5	0			2	1			0	0			0	0		
64 3:45 PM		0	3			0	1			0	0			2	1		
65 4:00 PM		25	1			18	1			0	1			0	5		
66 4:15 PM		20	0			8	1			0	12			0	16		
67 4:30 PM		6	1			1	1			0	0			0	6		
68 4:45 PM		3	2			0	1			1	1			0	0		
125 7:00 AM		0	1			0	1			0	0			0	0		
126 7:15 AM		0	4			0	1			0	0			2	1		
127 7:30 AM		1	0			2	2			0	0			1	0		
128 7:45 AM		1	3			4	1			4	2			0	0		
129 8:00 AM		0	17			4	3			4	0			5	0		
130 8:15 AM		3	9			1	5			0	0			0	2		
131 8:30 AM		4	6			0	2			0	0			0	1		
132 8:45 AM		1	4			0	0			0	0			0	0		
157 3:00 PM		0	0			0	0			0	0			0	1		
158 3:15 PM		1	1			2	0			0	0			1	4		
159 3:30 PM		0	0			0	2			0	0			0	0		
160 3:45 PM		0	3			0	0			2	0			0	0		
161 4:00 PM		33	2			3	2			0	5			0	12		
162 4:15 PM		8	1			6	7			1	4			0	9		
163 4:30 PM		4	1			8	1			0	2			0	1		
164 4:45 PM		2	0			3	0			1	0			1	0		

Peak Hour Volumes	Southbound				Westbound				Northbound				Eastbound			
	CW	CCW			CW	CCW			CW	CCW			CW	CCW		
Start Time																
8:00 AM	8	36			5	10			4	0			5	3		
3:30 PM	41	6			9	11			3	9			0	21		

Intersection Name Carlyle Avenue at 79 Street
Start Date 05/21/2019
Start Time 12:00 AM
Site Code
Project Miami Beach Road Diet Dade Boulevard
Bicycle Counts

[illegible][illegible]

Intersection Name Byron Avenue at 79 Street
 Start Date 05/15/2019
 Start Time 12:00 AM
 Site Code
 Project Miami Beach Road Diet Dade Boulevard
 Turning Movement Counts

Order	Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
29 7:00 AM		0	3	3	0	0	0	0	0	3	0	0	0	0	0	4	0
30 7:15 AM		0	7	1	1	0	0	0	0	4	6	0	0	2	7	1	0
31 7:30 AM		0	4	0	0	0	0	0	0	3	6	0	0	3	4	0	0
32 7:45 AM		0	7	2	0	0	0	0	1	0	0	1	0	6	7	2	0
33 8:00 AM		0	11	0	0	0	0	0	0	1	4	0	0	7	14	6	0
34 8:15 AM		0	33	3	1	0	0	1	0	2	15	0	0	7	28	11	0
35 8:30 AM		0	40	2	0	0	0	0	0	1	10	0	0	7	23	15	0
36 8:45 AM		0	24	3	0	0	0	0	0	2	2	0	0	7	6	8	0
61 3:00 PM		0	7	0	0	0	0	0	0	5	2	0	0	2	6	0	0
62 3:15 PM		0	11	2	0	0	0	0	0	3	4	0	0	1	8	0	0
63 3:30 PM		0	12	1	0	0	0	0	0	1	4	0	0	3	15	0	0
64 3:45 PM		0	2	4	0	0	0	0	0	1	5	0	0	3	14	0	0
65 4:00 PM		0	7	1	0	0	0	0	0	0	8	0	0	6	18	17	0
66 4:15 PM		0	9	3	0	0	0	0	0	2	4	0	0	6	29	12	0
67 4:30 PM		0	6	3	0	0	0	0	0	2	11	0	0	4	14	0	0
68 4:45 PM		0	7	0	0	0	0	0	0	3	2	0	0	0	7	1	0
125 7:00 AM		0	5	2	0	0	0	0	0	2	2	0	0	1	5	1	0
126 7:15 AM		0	3	1	0	0	0	0	0	2	1	0	0	1	3	0	0
127 7:30 AM		0	2	0	0	0	0	0	0	2	3	0	0	5	6	0	0
128 7:45 AM		0	6	2	0	0	0	0	0	2	3	0	0	5	3	2	0
129 8:00 AM		0	18	0	0	0	0	0	0	2	8	0	0	9	18	15	0
130 8:15 AM		0	32	0	0	0	0	0	0	3	12	0	0	11	19	16	0
131 8:30 AM		0	22	0	0	0	0	1	0	2	8	0	0	11	25	16	0
132 8:45 AM		0	20	0	0	0	0	0	0	1	4	0	0	8	11	8	0
157 3:00 PM		0	11	2	0	0	0	0	0	1	3	0	0	4	8	1	0
158 3:15 PM		0	5	0	0	0	0	0	0	2	6	0	0	2	14	2	0
159 3:30 PM		0	0	0	0	0	0	0	0	4	3	0	0	2	17	9	0
160 3:45 PM		0	3	0	0	0	0	0	0	2	1	0	0	2	8	2	0
161 4:00 PM		0	3	2	0	0	0	0	0	2	8	0	0	1	27	7	0
162 4:15 PM		0	8	0	1	0	0	0	0	3	2	0	0	2	22	10	0
163 4:30 PM		0	13	3	0	0	0	0	0	1	3	0	0	2	8	1	0
164 4:45 PM		0	7	1	0	0	0	0	0	1	4	0	0	3	9	3	0

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
8:00 AM		0	92	0	0	0	0	1	0	8	32	0	0	39	73	55	0
3:45 PM		0	24	11	0	0	0	0	0	5	28	0	0	19	75	29	0

Intersection Name Byron Avenue at 79 Street
Start Date 05/15/2019
Start Time 12:00 AM
Site Code
Project Miami Beach Road Diet Dade Boulevard
Pedestrian Counts

Order	Start Time	Southbound Approach				Westbound Approach				Northbound Approach				Eastbound Approach			
		Southbound				Westbound				Northbound				Eastbound			
		CW	CCW			CW	CCW			CW	CCW			CW	CCW		
29 7:00 AM		2	0			1	4			0	0			0	1		
30 7:15 AM		4	2			0	0			0	1			0	0		
31 7:30 AM		0	1			1	0			1	0			0	1		
32 7:45 AM		3	6			0	1			0	2			0	4		
33 8:00 AM		0	3			1	2			1	1			8	0		
34 8:15 AM		1	7			1	1			1	2			0	1		
35 8:30 AM		1	0			2	1			0	1			0	2		
36 8:45 AM		1	1			2	1			1	0			0	0		
61 3:00 PM		1	2			1	0			0	0			0	0		
62 3:15 PM		0	0			2	1			2	1			1	0		
63 3:30 PM		0	1			1	0			2	2			0	0		
64 3:45 PM		1	2			1	0			1	0			2	2		
65 4:00 PM		0	0			0	1			0	0			1	1		
66 4:15 PM		6	1			1	0			0	0			1	0		
67 4:30 PM		1	2			1	1			0	4			0	0		
68 4:45 PM		3	1			3	2			4	4			0	0		
125 7:00 AM		2	0			1	0			0	0			0	0		
126 7:15 AM		2	2			2	0			0	0			0	0		
127 7:30 AM		2	0			3	2			1	2			0	1		
128 7:45 AM		2	6			3	5			0	1			1	7		
129 8:00 AM		1	3			1	1			1	1			8	0		
130 8:15 AM		0	0			2	1			0	2			1	2		
131 8:30 AM		1	2			2	0			0	5			0	2		
132 8:45 AM		1	0			0	0			0	1			1	0		
157 3:00 PM		1	2			0	0			0	0			1	1		
158 3:15 PM		0	0			1	3			1	0			0	0		
159 3:30 PM		0	0			0	0			1	1			1	0		
160 3:45 PM		1	0			1	1			0	0			1	0		
161 4:00 PM		2	0			2	1			0	0			1	0		
162 4:15 PM		4	2			0	2			1	0			4	0		
163 4:30 PM		2	1			0	2			0	2			0	1		
164 4:45 PM		3	4			2	0			0	4			0	3		

Peak Hour Volumes		Southbound				Westbound				Northbound				Eastbound			
Start Time		CW	CCW			CW	CCW			CW	CCW			CW	CCW		
8:00 AM		3	5	0	0	5	2	0	0	1	9	0	0	10	4	0	0
3:45 PM		8	5	0	0	3	2	0	0	1	4	0	0	4	3	0	0

Intersection Name Byron Avenue at 79 Street
Start Date 05/15/2019
Start Time 12:00 AM
Site Code
Project Miami Beach Road Diet Dade Boulevard
Bicycle Counts

		Southbound Approach				Westbound Approach				Northbound Approach				Eastbound Approach			
		Southbound				Westbound				Northbound				Eastbound			
Order	Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
29	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	7:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0
31	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
33	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
34	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
35	8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
36	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
61	3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	3:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
63	3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
64	3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
66	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	4:45 PM	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
125	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
126	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
127	7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
128	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
129	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
131	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
132	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
157	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
159	3:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
160	3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
161	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
162	4:15 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
163	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
164	4:45 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0

[illegible]

Tatum Waterway Drive Feasibility Study

City of Miami Beach



Final Report
August 10, 2020



Study Name Tatum Waterway at 80 Street

Start Date 05/21/2019

Start Time 12:00 AM

Site Code

Project Miami Beach Road Diet Dade Boulevard

Type Road
Classification Totals

	Southbound St. Southbound					Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound				
Start Time	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
12:00 AM	0		0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	
12:15 AM	0		1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	
12:30 AM	0		1	0	0	0	0	0	0	0	3	0	0	0	0	1	0	
12:45 AM	0		0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
1:00 AM	0		1	1	0	0	0	2	0	0	2	0	0	0	0	0	0	
1:15 AM	0		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0		0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	
1:45 AM	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
2:00 AM	0		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
2:15 AM	0		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0		0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
4:30 AM	0		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0		0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	
5:00 AM	0		0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0		1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	
6:00 AM	0		0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
6:15 AM	0		0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	
6:30 AM	0		0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	
6:45 AM	0		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0		0	0	0	2	0	3	0	0	5	0	0	0	0	0	0	
7:15 AM	0		3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	
7:30 AM	0		6	0	0	2	0	2	0	0	4	0	0	1	0	0	0	
7:45 AM	0		10	0	0	1	0	6	0	1	6	0	0	2	0	0	0	
8:00 AM	0		13	0	0	4	1	8	0	1	1	0	0	3	0	0	0	
8:15 AM	0		13	0	0	2	0	16	0	0	3	0	0	10	1	0	0	
8:30 AM	0		13	1	0	5	0	20	0	0	0	0	0	12	0	0	0	
8:45 AM	0		4	0	0	0	0	11	0	0	0	0	0	1	0	0	0	
9:00 AM	0		8	0	0	2	0	3	0	0	2	0	0	2	0	0	0	
9:15 AM	0		2	1	0	3	0	2	0	0	2	0	0	2	0	0	0	
9:30 AM	0		1	0	0	1	0	6	0	0	2	0	0	3	0	0	0	
9:45 AM	0		2	0	0	0	0	0	0	1	2	0	1	0	0	2	0	
10:00 AM	0		2	0	0	3	0	1	0	0	2	1	0	0	0	1	0	
10:15 AM	0		0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	
10:30 AM	0		2	0	0	1	0	4	0	0	1	0	1	1	0	1	0	
10:45 AM	0		6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
11:00 AM	0		1	1	0	0	0	3	0	0	4	0	0	0	0	0	0	
11:15 AM	0		3	0	0	0	0	1	0	0	1	0	0	1	0	0	0	
11:30 AM	0		0	0	0	1	0	5	0	0	0	0	0	1	0	0	0	
11:45 AM	0		0	0	0	1	0	2	0	2	0	0	0	4	0	0	0	
12:00 PM	0		2	0	0	0	0	3	0	0	1	0	1	3	0	0	0	
12:15 PM	0		0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	
12:30 PM	0		0	0	0	1	0	5	0	0	0	0	0	0	0	1	0	
12:45 PM	0		0	0	0	1	0	3	0	1	2	0	0	1	0	0	0	
1:00 PM	0		2	0	0	0	0	2	0	0	1	0	0	1	0	0	0	
1:15 PM	0		6	0	0	4	0	3	0	0	0	1	0	1	0	2	0	
1:30 PM	0		1	1	0	2	0	1	0	0	4	0	0	1	0	0	0	
1:45 PM	0		3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	
2:00 PM	0		4	0	0	1	0	1	0	0	2	0	1	2	0	0	0	
2:15 PM	0		1	0	0	2	0	1	0	0	3	0	0	0	0	0	0	
2:30 PM	0		6	0	0	2	0	1	0	1	0	0	0	0	0	1	0	
2:45 PM	0		3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	
3:00 PM	0		7	0	0	2	0	0	0	0	1	0	0	0	0	0	0	
3:15 PM	0		7	0	0	4	0	0	0	0	4	0	0	2	0	0	0	
3:30 PM	0		4	1	0	2	0	6	0	0	1	0	0	3	0	1	0	
3:45 PM	0		0	0	0	1	0	4	0	0	2	0	0	1	0	0	0	
4:00 PM	0		1	0	0	0	0	33	0	0	1	0	0	0	0	0	0	
4:15 PM	0		1	0	0	6	0	18	0	0	3	0	0	2	0	0	0	
4:30 PM	0		0	0	0	2	0	2	0	0	7	0	0	0	0	1	0	

4:45 PM	0	4	1	0	2	0	7	0	0	1	0	0	3	0	1	0
5:00 PM	0	4	0	0	0	0	5	0	0	1	0	0	1	0	0	0
5:15 PM	0	4	0	0	3	0	0	0	0	1	0	1	0	0	0	0
5:30 PM	0	5	0	0	0	0	4	0	0	2	0	0	0	0	0	0
5:45 PM	0	3	0	0	2	0	4	0	1	1	0	0	2	0	0	0
6:00 PM	0	2	0	0	1	0	1	0	0	6	0	0	2	3	0	0
6:15 PM	0	1	0	0	3	0	1	0	0	2	0	0	0	0	0	0
6:30 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	3	0	1	0	0	2	0	0	1	0	0	0
7:00 PM	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	0
7:15 PM	0	0	0	0	4	0	1	0	0	3	0	0	1	0	0	0
7:30 PM	0	5	0	0	3	0	4	0	0	0	0	0	0	0	1	0
7:45 PM	0	4	0	0	1	0	0	0	0	2	0	0	1	0	0	0
8:00 PM	0	1	0	0	1	0	3	0	0	1	0	0	0	0	1	0
8:15 PM	0	5	0	0	2	0	3	0	0	2	0	0	1	0	0	0
8:30 PM	0	1	0	0	4	0	6	0	0	3	0	0	0	0	0	0
8:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0
9:15 PM	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0
9:30 PM	0	3	0	0	0	0	0	0	0	2	0	0	1	0	0	0
9:45 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
10:00 PM	0	4	0	0	0	0	2	0	0	1	0	1	0	0	0	0
10:15 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0
10:30 PM	0	1	1	0	0	0	2	0	0	6	0	0	1	0	0	0
10:45 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
11:00 PM	0	1	0	0	1	0	3	0	1	3	0	1	1	0	1	0
11:15 PM	0	1	0	0	2	0	2	0	0	0	0	0	1	0	0	0
11:30 PM	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0
11:45 PM	0	0	0	0	3	0	1	0	0	3	0	0	0	0	0	0
12:00 AM	0	1	0	0	2	0	1	0	0	2	0	0	0	0	0	0
12:15 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	0	1	0
12:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0
1:30 AM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
2:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
3:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:15 AM	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
6:45 AM	0	1	1	0	4	0	1	0	0	0	0	0	1	0	0	0
7:00 AM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0
7:15 AM	0	3	0	0	2	0	1	0	0	5	0	0	0	0	0	0
7:30 AM	0	7	0	0	0	0	1	0	0	4	0	0	0	0	0	0
7:45 AM	0	8	0	0	0	0	3	0	1	5	0	0	6	0	0	0
8:00 AM	0	13	0	0	1	0	7	0	1	0	0	0	4	0	0	0
8:15 AM	0	10	1	0	6	0	19	0	0	1	0	0	9	0	1	0
8:30 AM	0	10	0	0	4	0	22	0	0	0	0	0	12	0	0	0
8:45 AM	0	7	0	0	0	0	6	0	0	3	0	0	5	0	1	0
9:00 AM	0	2	1	0	3	0	3	0	0	5	0	0	3	0	0	0
9:15 AM	0	0	0	0	3	0	3	0	0	3	0	1	2	0	0	0
9:30 AM	0	4	0	0	1	0	2	0	0	3	0	0	3	0	0	0
9:45 AM	0	1	1	0	6	0	2	0	0	4	0	1	3	0	1	0
10:00 AM	0	2	0	0	0	0	2	0	0	3	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0
10:30 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	2	0	0	1	0	3	0	0	0	0	0	1	0	0	0
11:00 AM	0	1	1	0	0	0	1	0	0	3	0	0	0	0	0	0
11:15 AM	0	2	0	0	3	0	2	0	0	4	0	1	5	0	0	0
11:30 AM	0	2	0	0	0	0	4	0	0	2	0	0	0	0	0	0
11:45 AM	0	4	0	0	0	0	3	0	0	1	0	2	1	0	0	0
12:00 PM	0	2	0	0	3	0	4	0	0	2	1	1	1	0	1	0
12:15 PM	0	1	0	0	0	0	3	0	0	0	0	1	1	0	0	0
12:30 PM	0	0	0	1	1	0	0	0	0	1	0	1	1	0	0	0
12:45 PM	0	2	0	0	0	0	2	0	0	4	0	0	1	0	1	0

1:00 PM	0	1	0	0	1	0	1	0	1	0	0	0	4	0	0	0
1:15 PM	0	1	0	0	4	0	2	0	0	4	0	0	0	0	0	0
1:30 PM	0	2	0	0	0	0	3	0	0	1	0	0	0	0	0	0
1:45 PM	0	2	0	0	3	1	2	0	0	7	0	0	2	1	0	0
2:00 PM	0	5	1	0	3	0	0	0	0	4	0	0	2	0	0	0
2:15 PM	0	2	0	0	0	0	4	0	0	1	0	0	2	0	0	0
2:30 PM	0	2	1	0	0	0	1	0	0	2	0	0	0	0	0	0
2:45 PM	0	1	0	0	3	0	3	0	0	2	0	0	0	0	0	0
3:00 PM	0	3	0	0	1	0	0	0	1	2	0	0	2	0	1	0
3:15 PM	0	3	0	0	4	0	0	0	0	3	0	0	1	0	1	0
3:30 PM	0	3	0	0	2	0	10	0	0	2	0	0	1	0	0	0
3:45 PM	0	1	0	0	3	0	3	0	0	1	0	0	1	0	1	0
4:00 PM	0	0	0	0	2	0	27	0	0	1	0	0	0	0	0	0
4:15 PM	0	3	0	0	6	0	19	0	0	3	0	0	1	0	0	0
4:30 PM	0	3	0	0	5	0	6	0	0	6	0	0	3	1	2	0
4:45 PM	0	2	1	0	3	0	6	0	0	2	0	0	3	2	0	0
5:00 PM	0	1	0	0	3	0	3	0	0	1	0	0	2	0	0	0
5:15 PM	0	1	2	1	0	0	2	0	0	7	0	0	3	1	0	0
5:30 PM	0	5	0	0	3	0	3	0	0	2	0	0	2	0	0	0
5:45 PM	0	2	0	0	4	0	3	0	0	4	0	0	1	0	0	0
6:00 PM	0	3	0	0	1	0	2	0	0	0	0	0	0	1	0	0
6:15 PM	0	1	0	0	0	0	1	0	0	2	0	0	1	0	0	0
6:30 PM	0	1	0	0	6	0	0	0	0	1	0	0	1	0	1	0
6:45 PM	0	3	0	0	0	0	1	0	0	4	0	0	0	0	2	0
7:00 PM	0	3	1	0	5	0	3	0	0	0	0	0	1	0	0	0
7:15 PM	0	1	0	0	1	0	3	0	1	6	0	0	1	1	0	0
7:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	0	0
7:45 PM	0	2	0	0	1	0	1	0	1	5	0	0	1	0	0	0
8:00 PM	0	0	0	0	1	0	1	0	0	3	0	1	1	0	0	0
8:15 PM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0
8:30 PM	0	0	0	0	1	0	4	0	0	5	0	1	1	0	0	0
8:45 PM	0	1	0	0	2	0	1	0	0	1	0	0	0	0	2	0
9:00 PM	0	0	1	0	1	0	4	0	0	2	0	0	1	0	2	0
9:15 PM	0	1	0	1	1	0	0	0	0	2	0	0	1	0	0	0
9:30 PM	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0
9:45 PM	0	1	0	0	0	0	1	0	0	3	0	0	2	0	0	0
10:00 PM	0	2	0	0	2	0	3	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	1	2	0	0	0	2	0	0	0	1	0	0	0
10:30 PM	0	0	0	0	3	0	1	0	1	0	0	1	0	0	0	0
10:45 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
11:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	1	1	0	0
11:15 PM	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0
11:30 PM	0	0	1	0	2	0	1	0	0	0	0	1	3	0	0	0
11:45 PM	0	0	0	0	4	0	1	0	0	3	0	1	0	0	0	0

H. W. Lochner Inc. (Miami FL)
8750 NW 36th Street
Suite 360
Miami, Florida, United States 33178
305-503-9873 jspinks@hwlochner.com

Count Name: Byron Avenue at 80 Street
Site Code:
Start Date: 05/21/2019
Page No: 1

Turning Movement Data

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 AM	0	3	0	0	0	3	0	2	3	0	0	5	0	1	0	1	0	2	0	0	0	0	0	0	10
12:15 AM	0	2	0	0	0	2	1	0	0	0	2	1	0	1	0	0	1	1	0	0	0	0	1	0	4
12:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	2	1	0	0	0	0	0	0	2
Hourly Total	0	6	0	0	0	6	1	2	4	0	2	7	0	3	0	1	3	4	0	0	0	0	1	0	17
1:00 AM	2	0	0	0	0	2	0	0	1	0	0	1	0	2	0	0	1	2	0	1	0	0	0	1	6
1:15 AM	0	2	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
1:30 AM	1	1	0	0	0	2	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	5
1:45 AM	0	2	0	0	0	2	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	5
Hourly Total	3	5	1	0	1	9	1	0	2	0	0	3	0	6	0	0	1	6	1	1	0	0	0	2	20
2:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	1	0	0	0	2	0	0	1	0	2	1	0	2	0	0	0	2	0	0	0	0	1	0	5
2:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	1	2	0	0	1	3	0	0	1	0	4	1	0	3	0	0	0	3	0	0	0	0	1	0	7
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	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
3:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	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
Hourly Total	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	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
4:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	4	2	0	0	6	0	1	0	0	2	1	0	0	0	0	0	0	7
5:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	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
5:30 AM	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
5:45 AM	0	1	0	0	1	1	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	3
Hourly Total	1	1	0	0	1	2	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	1	0	0	1	1	0	0	2	0	0	2	0	2	2	0	0	4	0	0	0	0	0	0	7
6:30 AM	0	1	0	0	0	1	1	0	0	0	2	1	0	1	1	0	0	2	0	0	0	0	0	0	4
6:45 AM	0	1	0	0	0	1	0	1	2	0	0	3	0	3	0	0	0	3	0	0	0	0	1	0	7
Hourly Total	0	3	0	0	1	3	3	1	4	0	3	8	0	6	3	0	0	9	0	0	0	0	1	0	20
7:00 AM	0	2	0	0	0	2	0	1	2	0	1	3	0	0	3	0	1	3	0	0	0	0	1	0	8
7:15 AM	0	2	0	0	0	2	1	1	2	0	2	4	0	4	0	0	1	4	0	0	0	0	0	0	10
7:30 AM	1	2	0	0	4	3	0	2	0	0	0	2	0	4	0	0	1	4	0	0	0	0	1	0	9
7:45 AM	1	7	0	1	2	9	1	2	2	0	2	5	0	3	1	0	1	4	0	0	2	0	2	2	20
Hourly Total	2	13	0	1	6	16	2	6	6	0	5	14	0	11	4	0	4	15	0	0	2	0	4	2	47

8:00 AM	1	11	0	0	1	12	2	12	3	0	2	17	0	6	3	0	3	9	0	0	0	0	2	0	38
8:15 AM	2	30	0	0	2	32	0	12	3	0	1	15	0	22	6	1	5	29	1	0	0	0	2	1	77
8:30 AM	2	16	0	0	0	18	1	17	4	0	2	22	0	12	6	1	0	19	1	0	0	0	2	1	60
8:45 AM	0	9	0	0	0	9	1	10	2	0	3	13	0	17	1	0	1	18	0	0	0	0	1	0	40
Hourly Total	5	66	0	0	3	71	4	51	12	0	8	67	0	57	16	2	9	75	2	0	0	0	7	2	215
9:00 AM	0	6	0	1	0	7	0	2	1	0	2	3	0	3	2	0	3	5	0	0	0	0	1	0	15
9:15 AM	0	2	0	0	0	2	0	5	4	0	1	9	0	5	1	0	1	6	1	0	0	0	3	1	18
9:30 AM	0	9	0	0	0	9	0	3	2	0	1	5	0	1	5	0	2	6	0	0	0	0	4	0	20
9:45 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	5	0	0	1	5	0	0	0	0	0	0	10
Hourly Total	0	22	0	1	0	23	0	10	7	0	4	17	0	14	8	0	7	22	1	0	0	0	8	1	63
10:00 AM	0	4	0	0	0	4	0	1	4	0	2	5	0	4	3	0	1	7	0	0	0	0	1	0	16
10:15 AM	1	4	0	0	0	5	2	1	2	0	3	5	0	2	0	0	0	2	0	0	0	0	1	0	12
10:30 AM	0	2	0	0	1	2	0	5	1	0	1	6	0	3	0	0	1	3	0	0	0	0	1	0	11
10:45 AM	0	7	0	0	2	7	1	1	3	0	2	5	0	5	0	0	1	5	0	0	0	0	2	0	17
Hourly Total	1	17	0	0	3	18	3	8	10	0	8	21	0	14	3	0	3	17	0	0	0	0	5	0	56
11:00 AM	0	6	0	0	0	6	0	3	4	0	0	7	0	1	0	0	0	1	0	1	0	0	1	1	15
11:15 AM	0	2	0	0	0	2	0	1	2	0	0	3	0	6	0	0	1	6	0	0	0	0	0	0	11
11:30 AM	0	5	0	0	0	5	0	2	0	0	0	2	1	3	2	0	1	6	0	0	0	0	0	0	13
11:45 AM	0	5	0	0	0	5	1	3	5	3	3	12	0	3	0	1	2	4	0	2	0	0	0	2	23
Hourly Total	0	18	0	0	0	18	1	9	11	3	3	24	1	13	2	1	4	17	0	3	0	0	1	3	62
12:00 PM	0	2	0	0	1	2	0	3	3	0	0	6	0	0	1	0	3	1	0	0	0	0	2	0	9
12:15 PM	0	4	0	0	0	4	0	2	1	0	0	3	0	3	0	0	0	3	0	0	0	0	1	0	10
12:30 PM	0	3	0	0	0	3	1	3	2	0	2	6	0	5	2	0	3	7	0	0	0	0	0	0	16
12:45 PM	1	4	0	0	0	5	0	3	1	0	1	4	0	8	0	0	0	8	0	1	0	0	2	1	18
Hourly Total	1	13	0	0	1	14	1	11	7	0	3	19	0	16	3	0	6	19	0	1	0	0	5	1	53
1:00 PM	1	4	0	0	0	5	1	2	0	0	0	3	0	2	0	0	0	2	0	0	0	0	1	0	10
1:15 PM	1	7	0	0	0	8	1	3	0	0	1	4	0	4	5	0	0	9	0	0	0	0	1	0	21
1:30 PM	0	1	0	0	0	1	0	2	3	0	0	5	0	2	1	0	2	3	1	0	0	0	0	1	10
1:45 PM	1	1	0	0	2	2	1	2	2	0	3	5	0	5	0	0	1	5	0	0	1	0	0	1	13
Hourly Total	3	13	0	0	2	16	3	9	5	0	4	17	0	13	6	0	3	19	1	0	1	0	2	2	54
2:00 PM	0	4	0	0	1	4	1	2	6	0	1	9	1	1	0	1	1	3	0	0	0	0	2	0	16
2:15 PM	0	0	0	0	0	0	2	1	1	0	2	4	0	3	1	0	0	4	0	0	0	0	1	0	8
2:30 PM	0	3	0	0	1	3	1	2	3	0	0	6	1	7	1	1	0	10	0	0	0	0	2	0	19
2:45 PM	0	4	0	0	0	4	0	0	1	0	2	1	1	5	0	1	1	7	0	0	0	0	1	0	12
Hourly Total	0	11	0	0	2	11	4	5	11	0	5	20	3	16	2	3	2	24	0	0	0	0	6	0	55
3:00 PM	0	3	0	0	0	3	0	1	2	0	1	3	0	9	1	1	5	11	0	0	0	0	0	0	17
3:15 PM	0	10	0	0	0	10	0	2	3	0	4	5	0	3	2	0	0	5	0	0	0	0	5	0	20
3:30 PM	0	6	0	0	0	6	1	7	3	0	0	11	0	6	1	0	0	7	0	1	0	0	3	1	25
3:45 PM	4	4	0	0	0	8	0	7	0	0	0	7	0	8	3	0	3	11	0	0	0	0	6	0	26
Hourly Total	4	23	0	0	0	27	1	17	8	0	5	26	0	26	7	1	8	34	0	1	0	0	14	1	88
4:00 PM	7	3	0	0	1	10	0	19	0	0	0	19	0	16	1	0	0	17	0	0	0	0	1	0	46
4:15 PM	6	7	0	0	1	13	0	8	4	0	0	12	0	15	1	0	6	16	0	0	0	0	6	0	41
4:30 PM	2	5	0	0	3	7	1	2	7	0	6	10	0	9	1	0	4	10	0	0	0	0	6	0	27
4:45 PM	0	4	0	0	0	4	2	5	1	0	1	8	0	6	2	0	1	8	0	0	0	0	2	0	20
Hourly Total	15	19	0	0	5	34	3	34	12	0	7	49	0	46	5	0	11	51	0	0	0	0	15	0	134
5:00 PM	0	3	0	0	0	3	2	3	3	0	3	8	0	5	1	0	2	6	0	0	0	0	1	0	17
5:15 PM	1	5	0	0	1	6	2	1	2	0	0	5	0	3	0	1	2	4	0	0	0	0	2	0	15
5:30 PM	1	7	0	0	0	8	1	3	3	0	2	7	1	6	0	0	1	7	0	0	0	0	0	0	22
5:45 PM	3	8	0	0	1	11	1	4	1	0	0	6	0	4	0	0	3	4	0	0	1	0	4	1	22
Hourly Total	5	23	0	0	2	28	6	11	9	0	5	26	1	18	1	1	8	21	0	0	1	0	7	1	76
6:00 PM	1	5	0	0	2	6	0	1	3	1	1	5	0	7	0	0	1	7	2	0	1	0	0	3	21
6:15 PM	1	4	0	1	6	6	2	3	5	0	1	10	1	4	0	1	1	6	0	0	0	0	3	0	22

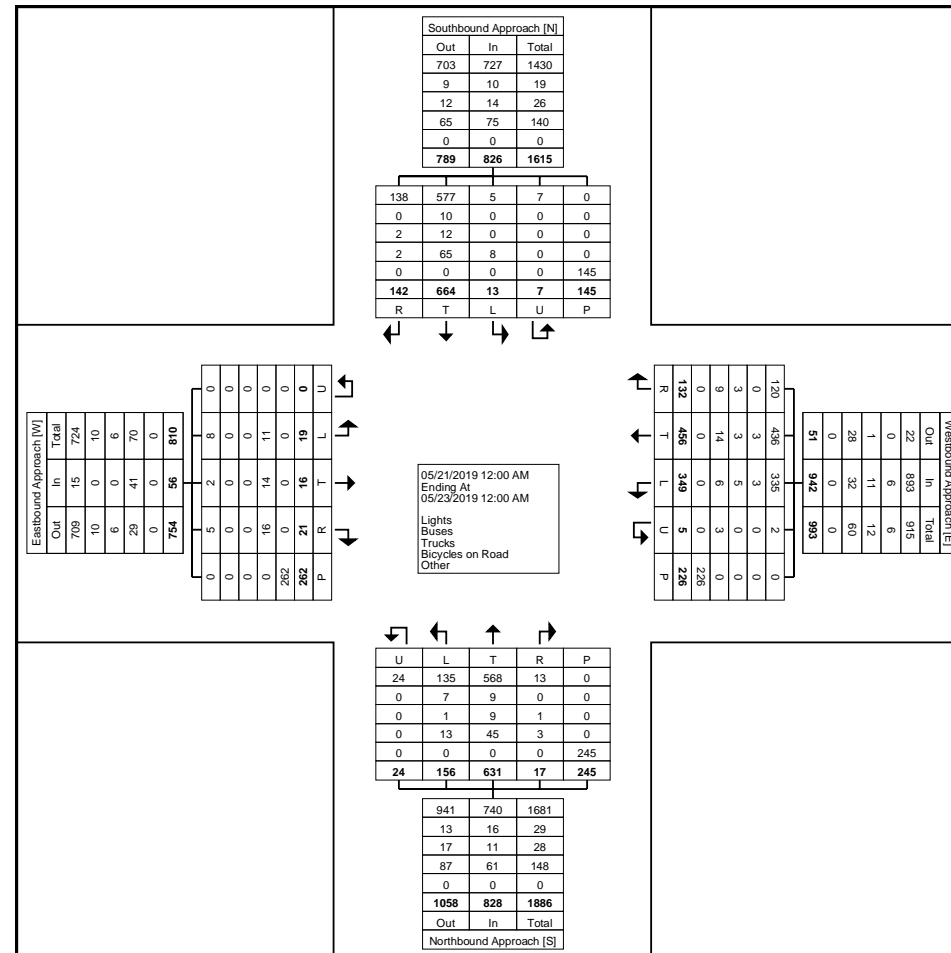
6:30 PM	2	4	0	0	2	6	1	1	5	0	3	7	0	1	0	1	2	2	0	0	0	0	2	0	15
6:45 PM	1	2	0	0	4	3	1	2	6	0	2	9	0	2	4	0	5	6	0	0	0	0	4	0	18
Hourly Total	5	15	0	1	14	21	4	7	19	1	7	31	1	14	4	2	9	21	2	0	1	0	9	3	76
7:00 PM	2	4	1	0	1	7	3	3	4	0	4	10	0	4	0	1	2	5	1	0	0	0	3	1	23
7:15 PM	3	2	0	0	3	5	1	3	4	0	0	8	0	1	1	1	2	3	0	0	0	0	3	0	16
7:30 PM	1	3	0	0	5	4	5	3	4	0	1	12	0	4	2	0	3	6	0	0	0	0	4	0	22
7:45 PM	1	5	0	0	5	6	0	0	5	0	6	5	0	1	0	0	3	1	0	0	0	0	0	0	12
Hourly Total	7	14	1	0	14	22	9	9	17	0	11	35	0	10	3	2	10	15	1	0	0	0	10	1	73
8:00 PM	0	4	0	0	0	4	0	2	3	0	4	5	0	3	2	0	5	5	0	0	0	0	5	0	14
8:15 PM	1	8	0	0	2	9	1	5	3	0	1	9	0	1	1	0	3	2	0	0	0	0	2	0	20
8:30 PM	4	1	0	0	2	5	1	0	2	0	2	3	0	2	6	0	2	8	0	0	0	0	1	0	16
8:45 PM	0	4	0	0	1	4	2	1	1	0	1	4	0	0	0	0	1	0	0	0	0	0	7	0	8
Hourly Total	5	17	0	0	5	22	4	8	9	0	8	21	0	6	9	0	11	15	0	0	0	0	15	0	58
9:00 PM	0	4	1	0	1	5	0	2	3	0	2	5	0	1	0	0	0	1	0	1	0	0	0	1	12
9:15 PM	0	4	0	0	0	4	3	2	1	0	3	6	1	2	1	0	0	4	0	0	0	0	2	0	14
9:30 PM	0	0	0	0	3	0	1	0	1	0	2	2	0	2	0	1	0	3	0	0	0	0	1	0	5
9:45 PM	3	1	0	0	0	4	1	2	2	0	0	5	0	2	0	0	2	2	1	0	0	0	0	1	12
Hourly Total	3	9	1	0	4	13	5	6	7	0	7	18	1	7	1	1	2	10	1	1	0	0	3	2	43
10:00 PM	0	2	0	0	0	2	1	2	0	0	1	3	1	0	1	0	0	2	0	0	0	0	0	0	7
10:15 PM	0	2	0	0	0	2	0	2	1	0	0	3	1	3	0	0	0	4	0	0	0	0	3	0	9
10:30 PM	0	2	0	0	0	2	2	2	2	0	2	6	0	1	0	0	0	1	0	0	0	0	3	0	9
10:45 PM	0	0	1	0	0	1	0	2	4	0	0	6	0	2	0	0	0	2	0	0	0	0	4	0	9
Hourly Total	0	6	1	0	0	7	3	8	7	0	3	18	2	6	1	0	0	9	0	0	0	0	10	0	34
11:00 PM	1	5	0	0	0	6	2	2	2	0	4	6	0	2	0	0	4	2	0	0	0	0	0	0	14
11:15 PM	1	0	0	0	1	1	0	3	1	0	0	4	0	0	0	0	1	0	1	0	0	0	1	1	6
11:30 PM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	1	1	1	1	0	0	0	0	1	6
11:45 PM	1	5	0	0	2	6	0	1	1	0	0	2	0	1	2	0	1	3	0	0	0	0	1	0	11
Hourly Total	3	11	0	0	3	14	2	7	6	0	4	15	0	3	2	1	7	6	2	0	0	0	2	2	37
12:00 AM	1	3	0	0	0	4	1	1	0	0	0	2	1	2	0	0	1	3	0	0	0	0	0	0	9
12:15 AM	0	2	0	0	0	2	4	2	0	0	2	6	0	0	0	0	1	0	0	1	0	0	0	1	9
12:30 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
12:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
Hourly Total	1	7	0	0	0	8	5	4	1	0	2	10	1	4	0	0	2	5	0	1	0	0	0	1	24
1:00 AM	0	0	0	0	1	0	1	3	1	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	6
1:15 AM	0	1	0	0	1	1	1	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	3	0	0	0	3	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	6
1:45 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
Hourly Total	0	5	0	0	2	5	3	6	3	0	0	12	0	1	1	0	0	2	0	0	0	0	1	0	19
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	2
2:15 AM	0	1	0	0	0	1	0	1	1	0	0	2	0	1	0	0	0	1	0	0	0	0	1	0	4
2:30 AM	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
2:45 AM	0	1	0	0	1	1	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	2	1	2
Hourly Total	1	2	0	0	3	3	0	1	2	0	1	3	0	2	0	0	3	2	1	0	0	0	4	1	9
3:00 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
3:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	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
Hourly Total	1	0	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	5
4:00 AM	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
4:15 AM	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
4:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	2

Hourly Total	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	2	
5:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	
5:30 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	2	0	0	0	0	2	0	0	0	1	0	3
5:45 AM	0	0	0	0	4	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	1	
Hourly Total	0	0	0	0	5	0	0	1	1	0	4	2	0	2	0	0	1	2	0	0	0	0	4	0	4
6:00 AM	1	0	0	0	0	1	0	0	2	0	0	2	0	1	0	0	3	1	0	0	0	0	0	4	
6:15 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	2	0	5
6:30 AM	1	2	0	1	0	4	0	0	3	0	0	3	0	3	0	0	1	3	0	0	0	0	0	0	10
6:45 AM	1	1	0	0	0	2	0	3	4	0	0	7	0	1	1	0	0	2	0	1	0	0	4	1	12
Hourly Total	4	4	0	1	0	9	0	3	9	0	0	12	0	5	4	0	4	9	0	1	0	0	6	1	31
7:00 AM	0	2	0	0	2	2	0	0	2	0	2	2	0	4	0	0	1	4	0	0	0	0	4	0	8
7:15 AM	1	1	0	0	0	2	1	1	3	0	1	5	0	5	1	0	4	6	0	0	0	0	2	0	13
7:30 AM	0	2	0	0	1	2	0	1	2	0	1	3	0	2	0	0	0	2	0	0	0	0	0	0	7
7:45 AM	0	5	0	0	0	5	1	3	2	0	2	6	0	5	0	0	0	5	0	0	1	0	0	1	17
Hourly Total	1	10	0	0	3	11	2	5	9	0	6	16	0	16	1	0	5	17	0	0	1	0	6	1	45
8:00 AM	0	12	0	0	2	12	2	7	5	0	1	14	0	11	2	0	7	13	0	0	1	0	1	1	40
8:15 AM	2	24	0	0	0	26	5	18	4	0	1	27	0	15	6	0	2	21	1	0	0	0	1	1	75
8:30 AM	1	18	0	0	0	19	0	19	4	0	0	23	0	21	6	0	1	27	0	0	0	0	3	0	69
8:45 AM	0	8	1	0	2	9	1	6	2	0	0	9	0	6	1	0	0	7	0	0	0	0	0	0	25
Hourly Total	3	62	1	0	4	66	8	50	15	0	2	73	0	53	15	0	10	68	1	0	1	0	5	2	209
9:00 AM	0	4	0	0	1	4	0	4	1	0	2	5	0	5	0	0	3	5	0	1	0	0	3	1	15
9:15 AM	0	7	0	0	0	7	0	5	3	0	1	8	0	5	0	0	4	5	0	0	0	0	3	0	20
9:30 AM	1	3	0	0	1	4	1	3	0	0	0	4	0	1	0	0	2	1	0	0	0	0	2	0	9
9:45 AM	5	4	0	0	0	9	0	1	1	0	3	2	0	1	0	0	0	1	1	0	0	0	3	1	13
Hourly Total	6	18	0	0	2	24	1	13	5	0	6	19	0	12	0	0	9	12	1	1	0	0	11	2	57
10:00 AM	0	2	0	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	4
10:15 AM	0	3	0	0	1	3	0	1	2	0	0	3	0	3	0	0	2	3	0	0	0	0	0	0	9
10:30 AM	0	4	0	0	0	4	0	2	1	0	1	3	0	2	0	0	3	2	0	0	0	0	0	0	9
10:45 AM	0	3	0	0	1	3	0	0	4	0	2	4	0	3	0	0	3	3	0	0	0	0	3	0	10
Hourly Total	0	12	0	0	2	12	0	3	8	0	3	11	0	9	0	0	8	9	0	0	0	0	3	0	32
11:00 AM	2	5	0	0	1	7	0	1	0	0	1	1	0	2	0	0	2	2	1	0	0	0	1	1	11
11:15 AM	0	7	0	0	0	7	0	4	5	0	1	9	0	2	3	1	1	6	0	0	0	0	0	0	22
11:30 AM	1	5	0	0	0	6	2	2	1	0	4	5	0	4	0	0	2	4	0	0	0	0	0	0	15
11:45 AM	0	2	1	0	0	3	0	3	3	0	2	6	0	4	0	0	2	4	0	0	0	0	2	0	13
Hourly Total	3	19	1	0	1	23	2	10	9	0	8	21	0	12	3	1	7	16	1	0	0	0	3	1	61
12:00 PM	1	9	0	0	1	10	0	7	1	0	1	8	1	2	2	0	1	5	0	0	0	0	1	0	23
12:15 PM	0	7	0	0	1	7	1	3	4	0	0	8	0	2	2	0	2	4	0	0	1	0	2	1	20
12:30 PM	0	6	0	0	0	6	2	0	0	0	0	2	0	4	1	0	0	5	0	0	0	0	2	0	13
12:45 PM	0	2	1	0	0	3	1	1	2	0	2	4	0	4	0	1	2	5	0	0	0	0	1	0	12
Hourly Total	1	24	1	0	2	26	4	11	7	0	3	22	1	12	5	1	5	19	0	0	1	0	6	1	68
1:00 PM	1	4	0	0	0	5	0	0	3	0	0	3	0	1	0	0	1	1	0	0	0	0	2	0	9
1:15 PM	1	4	1	0	1	6	0	2	3	0	2	5	0	1	3	0	1	4	0	0	0	0	0	0	15
1:30 PM	0	3	0	0	0	3	0	3	2	0	2	5	0	3	2	0	2	5	0	0	0	0	3	0	13
1:45 PM	0	5	0	1	1	6	0	3	1	0	1	4	0	10	3	0	1	13	0	1	0	0	0	1	24
Hourly Total	2	16	1	1	2	20	0	8	9	0	5	17	0	15	8	0	5	23	0	1	0	0	5	1	61
2:00 PM	0	8	0	0	2	8	1	0	3	0	2	4	1	10	2	0	3	13	1	0	0	0	8	1	26
2:15 PM	0	9	1	0	2	10	0	3	3	0	3	6	0	3	1	0	1	4	0	0	0	0	2	0	20
2:30 PM	0	5	0	0	0	5	2	1	3	0	0	6	0	5	0	0	1	5	0	0	0	0	6	0	16
2:45 PM	2	4	0	0	0	6	0	2	4	0	1	6	0	4	1	1	0	6	1	0	0	0	0	1	19
Hourly Total	2	26	1	0	4	29	3	6	13	0	6	22	1	22	4	1	5	28	2	0	0	0	16	2	81
3:00 PM	0	4	0	0	3	4	1	0	1	0	0	2	1	4	1	1	7	7	0	0	1	0	2	1	14

3:15 PM	1	5	0	0	0	6	0	3	1	0	0	4	0	6	2	1	0	9	0	0	0	0	2	0	19
3:30 PM	2	7	0	0	0	9	1	9	4	0	3	14	0	11	2	0	2	13	0	0	0	0	2	0	36
3:45 PM	1	5	0	0	1	6	1	13	1	0	1	15	0	6	1	0	0	7	0	0	0	0	4	0	28
Hourly Total	4	21	0	0	4	25	3	25	7	0	4	35	1	27	6	2	9	36	0	0	1	0	10	1	97
4:00 PM	11	3	0	0	0	14	1	13	1	0	1	15	0	17	1	0	1	18	0	0	0	0	1	0	47
4:15 PM	3	4	0	0	1	7	0	9	3	0	6	12	0	14	2	0	5	16	0	0	0	0	3	0	35
4:30 PM	2	5	2	0	0	9	1	7	6	0	0	14	1	5	2	0	0	8	0	0	1	0	0	1	32
4:45 PM	2	7	1	0	3	10	2	6	4	0	1	12	0	8	1	0	3	9	0	1	0	0	1	1	32
Hourly Total	18	19	3	0	4	40	4	35	14	0	8	53	1	44	6	0	9	51	0	1	1	0	5	2	146
5:00 PM	0	5	0	0	0	5	0	5	5	0	1	10	0	6	1	0	3	7	0	0	2	0	1	2	24
5:15 PM	2	7	0	0	2	9	0	1	2	0	0	3	0	5	0	0	0	5	1	0	2	0	1	3	20
5:30 PM	1	4	0	0	0	5	0	5	2	0	1	7	0	6	1	0	2	7	0	0	0	0	2	0	19
5:45 PM	2	4	0	0	3	6	3	3	1	0	1	7	1	5	1	0	2	7	0	0	0	0	1	0	20
Hourly Total	5	20	0	0	5	25	3	14	10	0	3	27	1	22	3	0	7	26	1	0	4	0	5	5	83
6:00 PM	1	3	0	0	0	4	0	4	4	0	0	8	0	7	1	0	1	8	1	0	0	0	2	1	21
6:15 PM	0	5	0	0	5	5	4	0	5	1	4	10	1	2	0	0	1	3	0	0	0	0	0	0	18
6:30 PM	5	2	0	0	1	7	2	2	1	0	4	5	0	2	1	0	2	3	0	0	0	0	1	0	15
6:45 PM	0	3	0	0	1	3	3	1	3	0	4	7	0	2	0	0	2	2	0	0	0	0	1	0	12
Hourly Total	6	13	0	0	7	19	9	7	13	1	12	30	1	13	2	0	6	16	1	0	0	0	4	1	66
7:00 PM	2	6	0	0	0	8	3	4	1	0	3	8	0	3	2	0	3	5	0	1	0	0	1	1	22
7:15 PM	1	4	0	0	0	5	0	2	2	0	1	4	0	4	1	0	5	5	0	1	0	0	5	1	15
7:30 PM	2	1	0	0	0	3	1	2	2	0	3	5	0	2	0	0	3	2	0	0	0	0	7	0	10
7:45 PM	2	4	0	0	0	6	0	0	5	0	2	5	0	3	1	0	5	4	0	0	1	0	4	1	16
Hourly Total	7	15	0	0	0	22	4	8	10	0	9	22	0	12	4	0	16	16	0	2	1	0	17	3	63
8:00 PM	0	5	0	0	3	5	3	2	2	0	2	7	1	6	0	1	3	8	0	0	0	0	1	0	20
8:15 PM	0	3	0	1	1	4	1	1	2	0	5	4	0	3	2	1	1	6	0	0	0	0	1	0	14
8:30 PM	2	4	0	1	1	7	0	1	3	0	3	4	0	4	3	1	0	8	0	0	0	0	1	0	19
8:45 PM	1	7	0	0	10	8	1	1	1	0	7	3	0	4	0	0	4	4	0	0	0	0	6	0	15
Hourly Total	3	19	0	2	15	24	5	5	8	0	17	18	1	17	5	3	8	26	0	0	0	0	9	0	68
9:00 PM	4	7	0	0	1	11	2	0	3	0	1	5	0	3	2	0	3	5	0	0	1	0	2	1	22
9:15 PM	0	2	0	0	2	2	1	1	2	0	1	4	0	1	0	0	0	1	0	0	0	0	0	0	7
9:30 PM	0	3	1	0	1	4	1	0	0	0	2	1	0	3	0	0	1	3	1	0	0	0	2	1	9
9:45 PM	0	2	0	0	0	2	1	1	4	0	3	6	0	2	1	0	2	3	0	0	0	0	1	0	11
Hourly Total	4	14	1	0	4	19	5	2	9	0	7	16	0	9	3	0	6	12	1	0	1	0	5	2	49
10:00 PM	2	2	0	0	2	4	0	2	2	0	4	4	0	3	1	0	1	4	0	0	0	0	4	0	12
10:15 PM	0	1	0	0	2	1	3	1	3	0	2	7	0	1	0	0	1	1	0	0	0	0	0	0	9
10:30 PM	1	1	0	0	1	2	2	1	1	0	0	4	0	0	1	0	1	1	1	0	0	0	0	1	8
10:45 PM	1	1	0	0	0	2	1	0	1	0	1	2	0	0	1	0	0	1	0	0	0	0	0	0	5
Hourly Total	4	5	0	0	5	9	6	4	7	0	7	17	0	4	3	0	3	7	1	0	0	0	4	1	34
11:00 PM	0	1	0	0	1	1	2	3	0	0	0	5	0	3	1	1	0	5	0	0	1	0	4	1	12
11:15 PM	1	0	0	0	1	1	0	2	2	0	2	4	0	3	0	0	5	3	0	2	0	0	1	2	10
11:30 PM	0	2	0	0	1	2	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	2	0	4
11:45 PM	1	2	0	0	0	3	2	2	1	0	4	5	0	1	2	0	0	3	0	0	0	0	0	0	11
Hourly Total	2	5	0	0	3	7	4	9	3	0	6	16	0	7	3	1	6	11	0	2	1	0	7	3	37
Grand Total	142	664	13	7	145	826	132	456	349	5	226	942	17	631	156	24	245	828	21	16	19	0	262	56	2652
Approach %	17.2	80.4	1.6	0.8	-	-	14.0	48.4	37.0	0.5	-	-	2.1	76.2	18.8	2.9	-	-	37.5	28.6	33.9	0.0	-	-	-
Total %	5.4	25.0	0.5	0.3	-	31.1	5.0	17.2	13.2	0.2	-	35.5	0.6	23.8	5.9	0.9	-	31.2	0.8	0.6	0.7	0.0	-	2.1	-
Lights	138	577	5	7	-	727	120	436	335	2	-	893	13	568	135	24	-	740	5	2	8	0	-	15	2375
% Lights	97.2	86.9	38.5	100.0	-	88.0	90.9	95.6	96.0	40.0	-	94.8	76.5	90.0	86.5	100.0	-	89.4	23.8	12.5	42.1	-	-	26.8	89.6
Buses	0	10	0	0	-	10	0	3	3	0	-	6	0	9	7	0	-	16	0	0	0	0	-	0	32
% Buses	0.0	1.5	0.0	0.0	-	1.2	0.0	0.7	0.9	0.0	-	0.6	0.0	1.4	4.5	0.0	-	1.9	0.0	0.0	0.0	-	-	0.0	1.2
Trucks	2	12	0	0	-	14	3	3	5	0	-	11	1	9	1	0	-	11	0	0	0	0	-	0	36

% Trucks	1.4	1.8	0.0	0.0	-	1.7	2.3	0.7	1.4	0.0	-	1.2	5.9	1.4	0.6	0.0	-	1.3	0.0	0.0	0.0	-	-	0.0	1.4
Bicycles on Road	2	65	8	0	-	75	9	14	6	3	-	32	3	45	13	0	-	61	16	14	11	0	-	41	209
% Bicycles on Road	1.4	9.8	61.5	0.0	-	9.1	6.8	3.1	1.7	60.0	-	3.4	17.6	7.1	8.3	0.0	-	7.4	76.2	87.5	57.9	-	-	73.2	7.9
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	14	-	-	-	-	-	9	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	0.7	-	-	-	-	-	6.2	-	-	-	-	-	3.7	-	-	-	-	-	2.7	-	-
Pedestrians	-	-	-	-	144	-	-	-	-	-	212	-	-	-	-	-	236	-	-	-	-	-	255	-	-
% Pedestrians	-	-	-	-	99.3	-	-	-	-	-	93.8	-	-	-	-	-	96.3	-	-	-	-	-	97.3	-	-

Count Name: Byron Avenue at 80 Street
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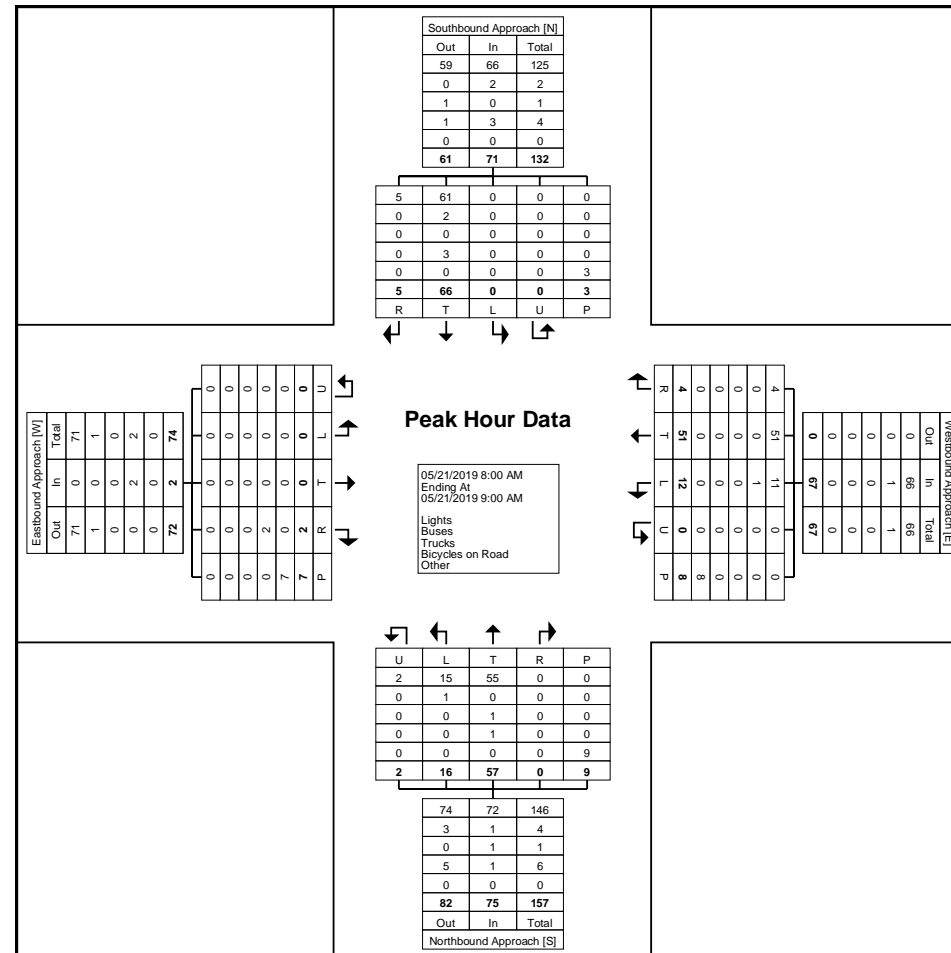
Turning Movement Data Plot

H. W. Lochner Inc. (Miami FL)
 8750 NW 36th Street
 Suite 360
 Miami, Florida, United States 33178
 305-503-9873 jspinks@hwlochner.com

Count Name: Byron Avenue at 80 Street
 Site Code:
 Start Date: 05/21/2019
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Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	1	11	0	0	1	12	2	12	3	0	2	17	0	6	3	0	3	9	0	0	0	0	2	0	38
8:15 AM	2	30	0	0	2	32	0	12	3	0	1	15	0	22	6	1	5	29	1	0	0	0	2	1	77
8:30 AM	2	16	0	0	0	18	1	17	4	0	2	22	0	12	6	1	0	19	1	0	0	0	2	1	60
8:45 AM	0	9	0	0	0	9	1	10	2	0	3	13	0	17	1	0	1	18	0	0	0	0	1	0	40
Total	5	66	0	0	3	71	4	51	12	0	8	67	0	57	16	2	9	75	2	0	0	0	7	2	215
Approach %	7.0	93.0	0.0	0.0	-	-	6.0	76.1	17.9	0.0	-	-	0.0	76.0	21.3	2.7	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	2.3	30.7	0.0	0.0	-	33.0	1.9	23.7	5.6	0.0	-	31.2	0.0	26.5	7.4	0.9	-	34.9	0.9	0.0	0.0	0.0	-	0.9	-
PHF	0.625	0.550	0.000	0.000	-	0.555	0.500	0.750	0.750	0.000	-	0.761	0.000	0.648	0.667	0.500	-	0.647	0.500	0.000	0.000	0.000	-	0.500	0.698
Lights	5	61	0	0	-	66	4	51	11	0	-	66	0	55	15	2	-	72	0	0	0	0	-	0	204
% Lights	100.0	92.4	-	-	-	93.0	100.0	100.0	91.7	-	-	98.5	-	96.5	93.8	100.0	-	96.0	0.0	-	-	-	-	0.0	94.9
Buses	0	2	0	0	-	2	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	4
% Buses	0.0	3.0	-	-	-	2.8	0.0	0.0	8.3	-	-	1.5	-	0.0	6.3	0.0	-	1.3	0.0	-	-	-	-	0.0	1.9
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Trucks	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	1.8	0.0	0.0	-	1.3	0.0	-	-	-	-	0.0	0.5
Bicycles on Road	0	3	0	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	2	0	0	0	-	2	6
% Bicycles on Road	0.0	4.5	-	-	-	4.2	0.0	0.0	0.0	-	-	0.0	-	1.8	0.0	0.0	-	1.3	100.0	-	-	-	-	100.0	2.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	12.5	-	-	-	-	-	22.2	-	-	-	-	-	14.3	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	87.5	-	-	-	-	-	77.8	-	-	-	-	-	85.7	-	-



Turning Movement Peak Hour Data (3:45 PM)

Start Time	Southbound Approach						Westbound Approach						Northbound Approach						Eastbound Approach						Int. Total
	Southbound						Westbound						Northbound						Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:45 PM	4	4	0	0	0	8	0	7	0	0	0	7	0	8	3	0	3	11	0	0	0	0	6	0	26
4:00 PM	7	3	0	0	1	10	0	19	0	0	0	19	0	16	1	0	0	17	0	0	0	0	1	0	46
4:15 PM	6	7	0	0	1	13	0	8	4	0	0	12	0	15	1	0	6	16	0	0	0	0	6	0	41
4:30 PM	2	5	0	0	3	7	1	2	7	0	6	10	0	9	1	0	4	10	0	0	0	0	6	0	27
Total	19	19	0	0	5	38	1	36	11	0	6	48	0	48	6	0	13	54	0	0	0	0	19	0	140
Approach %	50.0	50.0	0.0	0.0	-	-	2.1	75.0	22.9	0.0	-	-	0.0	88.9	11.1	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	13.6	13.6	0.0	0.0	-	27.1	0.7	25.7	7.9	0.0	-	34.3	0.0	34.3	4.3	0.0	-	38.6	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.679	0.679	0.000	0.000	-	0.731	0.250	0.474	0.393	0.000	-	0.632	0.000	0.750	0.500	0.000	-	0.794	0.000	0.000	0.000	0.000	-	0.000	0.761
Lights	19	16	0	0	-	35	1	35	10	0	-	46	0	44	6	0	-	50	0	0	0	0	-	0	131
% Lights	100.0	84.2	-	-	-	92.1	100.0	97.2	90.9	-	-	95.8	-	91.7	100.0	-	-	92.6	-	-	-	-	-	-	93.6
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2
% Buses	0.0	0.0	-	-	-	0.0	0.0	2.8	0.0	-	-	2.1	-	2.1	0.0	-	-	1.9	-	-	-	-	-	-	1.4
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Trucks	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	2.1	0.0	-	-	1.9	-	-	-	-	-	-	0.7
Bicycles on Road	0	3	0	0	-	3	0	0	1	0	-	1	0	2	0	0	-	2	0	0	0	0	-	0	6
% Bicycles on Road	0.0	15.8	-	-	-	7.9	0.0	0.0	9.1	-	-	2.1	-	4.2	0.0	-	-	3.7	-	-	-	-	-	-	4.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: Byron Avenue at 80 Street
Site Code:
Start Date: 05/21/2019
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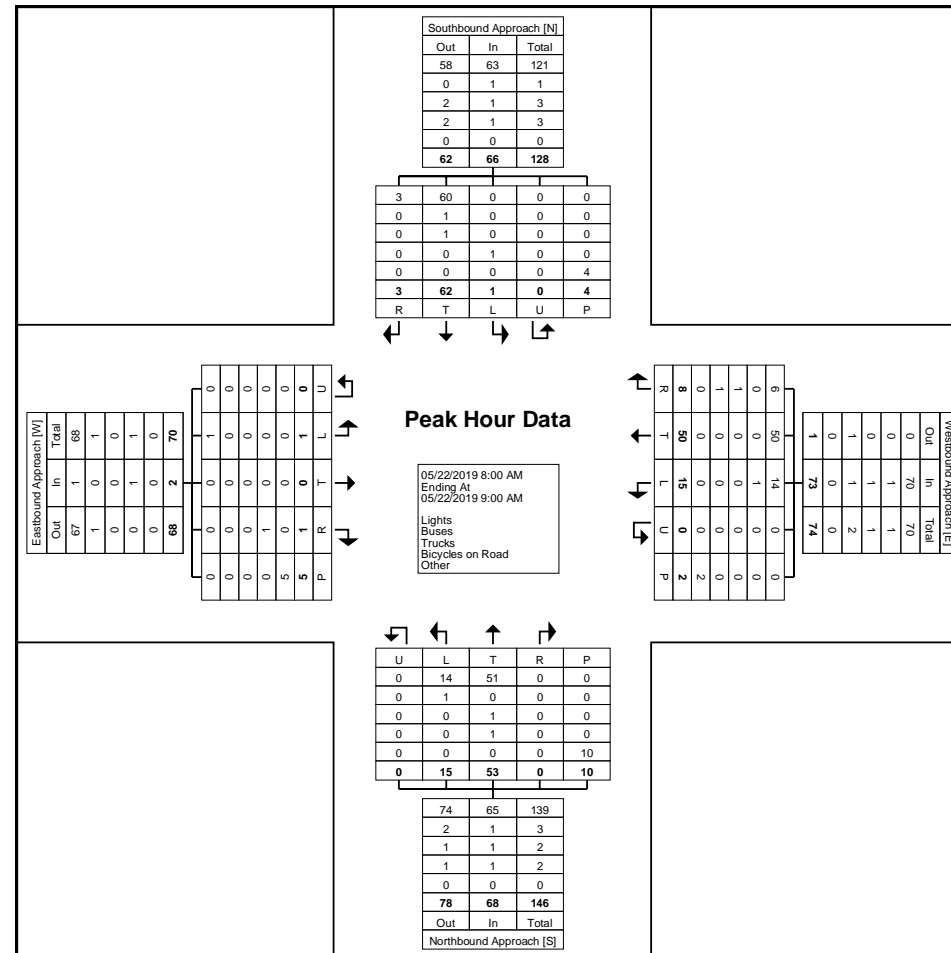
H. W. Lochner Inc. (Miami FL)
8750 NW 36th Street
Suite 360
Miami, Florida, United States 33178
305-503-9873 jspinks@hwlochner.com

Count Name: Byron Avenue at 80 Street
Site Code:
Start Date: 05/21/2019
Page No: 12

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	0	12	0	0	2	12	2	7	5	0	1	14	0	11	2	0	7	13	0	0	1	0	1	1	40
8:15 AM	2	24	0	0	0	26	5	18	4	0	1	27	0	15	6	0	2	21	1	0	0	0	1	1	75
8:30 AM	1	18	0	0	0	19	0	19	4	0	0	23	0	21	6	0	1	27	0	0	0	0	3	0	69
8:45 AM	0	8	1	0	2	9	1	6	2	0	0	9	0	6	1	0	0	7	0	0	0	0	0	0	25
Total	3	62	1	0	4	66	8	50	15	0	2	73	0	53	15	0	10	68	1	0	1	0	5	2	209
Approach %	4.5	93.9	1.5	0.0	-	-	11.0	68.5	20.5	0.0	-	-	0.0	77.9	22.1	0.0	-	-	50.0	0.0	50.0	0.0	-	-	-
Total %	1.4	29.7	0.5	0.0	-	31.6	3.8	23.9	7.2	0.0	-	34.9	0.0	25.4	7.2	0.0	-	32.5	0.5	0.0	0.5	0.0	-	1.0	-
PHF	0.375	0.646	0.250	0.000	-	0.635	0.400	0.658	0.750	0.000	-	0.676	0.000	0.631	0.625	0.000	-	0.630	0.250	0.000	0.250	0.000	-	0.500	0.697
Lights	3	60	0	0	-	63	6	50	14	0	-	70	0	51	14	0	-	65	0	0	1	0	-	1	199
% Lights	100.0	96.8	0.0	-	-	95.5	75.0	100.0	93.3	-	-	95.9	-	96.2	93.3	-	-	95.6	0.0	-	100.0	-	-	50.0	95.2
Buses	0	1	0	0	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Buses	0.0	1.6	0.0	-	-	1.5	0.0	0.0	6.7	-	-	1.4	-	0.0	6.7	-	-	1.5	0.0	-	0.0	-	-	0.0	1.4
Trucks	0	1	0	0	-	1	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Trucks	0.0	1.6	0.0	-	-	1.5	12.5	0.0	0.0	-	-	1.4	-	1.9	0.0	-	-	1.5	0.0	-	0.0	-	-	0.0	1.4
Bicycles on Road	0	0	1	0	-	1	1	0	0	0	-	1	0	1	0	0	-	1	1	0	0	0	-	1	4
% Bicycles on Road	0.0	0.0	100.0	-	-	1.5	12.5	0.0	0.0	-	-	1.4	-	1.9	0.0	-	-	1.5	100.0	-	0.0	-	-	50.0	1.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	10.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	90.0	-	-	-	-	-	100.0	-	-

Count Name: Byron Avenue at 80 Street
Site Code:
Start Date: 05/21/2019
Page No: 13

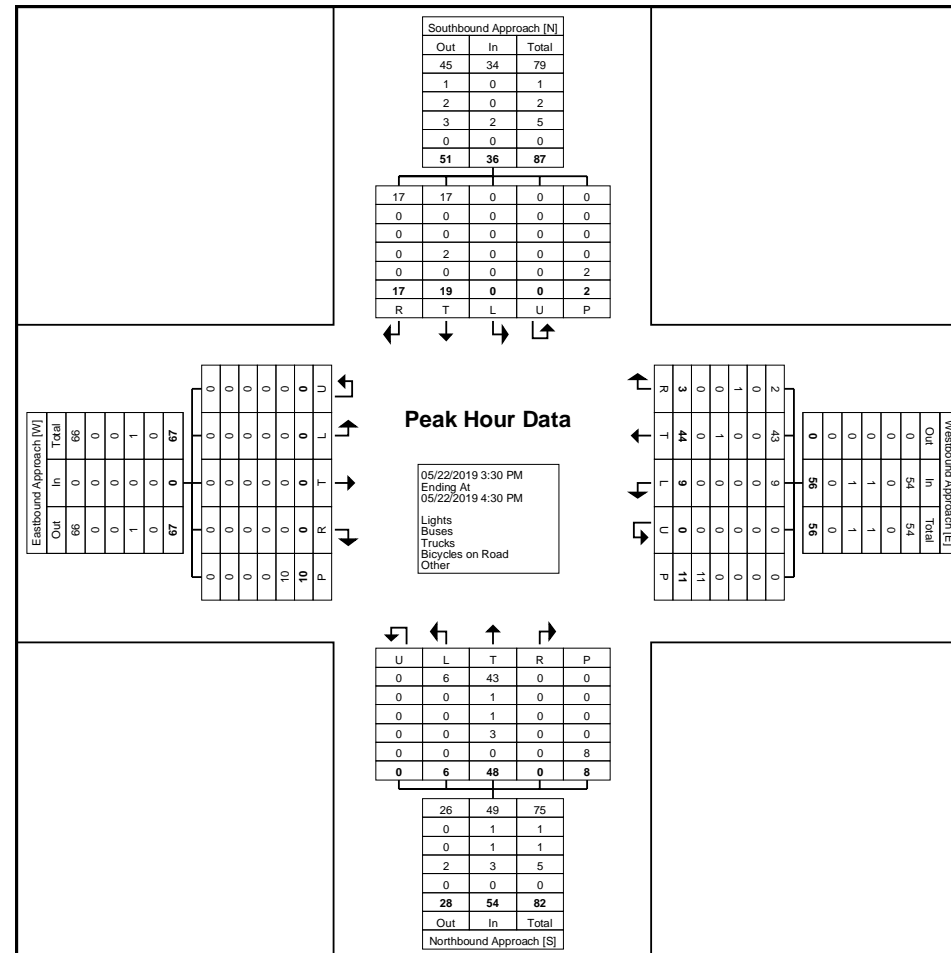


H. W. Lochner Inc. (Miami FL)
8750 NW 36th Street
Suite 360
Miami, Florida, United States 33178
305-503-9873 jspinks@hwlochner.com

Count Name: Byron Avenue at 80 Street
Site Code:
Start Date: 05/21/2019
Page No: 14

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Southbound Approach						Westbound Approach						Northbound Approach						Eastbound Approach						Int. Total
	Southbound						Westbound						Northbound						Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	2	7	0	0	0	9	1	9	4	0	3	14	0	11	2	0	2	13	0	0	0	0	2	0	36
3:45 PM	1	5	0	0	1	6	1	13	1	0	1	15	0	6	1	0	0	7	0	0	0	0	4	0	28
4:00 PM	11	3	0	0	0	14	1	13	1	0	1	15	0	17	1	0	1	18	0	0	0	0	1	0	47
4:15 PM	3	4	0	0	1	7	0	9	3	0	6	12	0	14	2	0	5	16	0	0	0	0	3	0	35
Total	17	19	0	0	2	36	3	44	9	0	11	56	0	48	6	0	8	54	0	0	0	0	10	0	146
Approach %	47.2	52.8	0.0	0.0	-	-	5.4	78.6	16.1	0.0	-	-	0.0	88.9	11.1	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	11.6	13.0	0.0	0.0	-	24.7	2.1	30.1	6.2	0.0	-	38.4	0.0	32.9	4.1	0.0	-	37.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.386	0.679	0.000	0.000	-	0.643	0.750	0.846	0.563	0.000	-	0.933	0.000	0.706	0.750	0.000	-	0.750	0.000	0.000	0.000	0.000	-	0.000	0.777
Lights	17	17	0	0	-	34	2	43	9	0	-	54	0	43	6	0	-	49	0	0	0	0	-	0	137
% Lights	100.0	89.5	-	-	-	94.4	66.7	97.7	100.0	-	-	96.4	-	89.6	100.0	-	-	90.7	-	-	-	-	-	-	93.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	2.1	0.0	-	-	1.9	-	-	-	-	-	-	0.7
Trucks	0	0	0	0	-	0	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2
% Trucks	0.0	0.0	-	-	-	0.0	33.3	0.0	0.0	-	-	1.8	-	2.1	0.0	-	-	1.9	-	-	-	-	-	-	1.4
Bicycles on Road	0	2	0	0	-	2	0	1	0	0	-	1	0	3	0	0	-	3	0	0	0	0	-	0	6
% Bicycles on Road	0.0	10.5	-	-	-	5.6	0.0	2.3	0.0	-	-	1.8	-	6.3	0.0	-	-	5.6	-	-	-	-	-	-	4.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	18.2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	8	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	81.8	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (3:30 PM)

H. W. Lochner Inc. (Miami FL)
8750 NW 36th Street
Suite 360
Miami, Florida, United States 33178
305-503-9873 jspinks@hwlochner.com

Count Name: Carlyle Avenue at 79 Street
Site Code:
Start Date: 05/21/2019
Page No: 1

Turning Movement Data

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 AM	0	0	1	0	1	1	0	0	0	0	0	0	2	0	0	0	0	2	1	5	0	0	0	6	9
12:15 AM	0	1	1	0	0	2	0	0	0	0	2	0	2	2	0	0	1	4	0	0	0	0	0	0	6
12:30 AM	0	0	0	0	1	0	1	0	0	0	1	1	0	2	0	0	1	2	1	2	0	0	0	3	6
12:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	2	3	0	0	2	5	9
Hourly Total	0	2	2	0	2	4	1	1	0	0	3	2	4	6	0	0	2	10	4	10	0	0	2	14	30
1:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	3	0	3	0	0	2	3	7
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	2	3
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	2	0	0	6	7
1:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3
Hourly Total	0	1	1	0	0	2	0	0	0	0	0	0	3	2	0	0	0	5	1	10	2	0	2	13	20
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	2	0	0	0	3	5
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	2
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	1	5	0	0	0	6	9
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:45 AM	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
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	4
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	2
4:30 AM	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	3	0	0	0	3	5
4:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Hourly Total	1	0	3	0	0	4	0	0	0	0	1	0	3	0	0	0	0	3	1	4	1	0	0	6	13
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	1	3
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	2	1	0	2	3	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Hourly Total	0	2	1	0	2	3	0	0	0	0	3	0	2	0	0	0	0	2	1	3	0	0	0	4	9
6:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	2	4
6:15 AM	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	1	1	3	0	0	0	4	6
6:30 AM	0	1	1	0	1	2	1	0	0	0	3	1	1	1	0	0	0	2	0	3	0	0	1	3	8
6:45 AM	0	3	2	0	0	5	0	0	0	0	0	0	2	0	0	0	1	2	2	1	0	0	1	3	10
Hourly Total	0	6	3	0	1	9	1	0	0	0	4	1	5	1	0	0	2	6	4	8	0	0	2	12	28
7:00 AM	0	3	1	0	0	4	0	1	0	0	2	1	1	2	0	0	0	3	0	6	0	0	1	6	14
7:15 AM	0	4	0	0	1	4	0	0	0	0	4	0	1	3	0	0	0	4	2	2	0	0	1	4	12
7:30 AM	0	7	2	0	2	9	0	0	1	0	1	1	3	4	0	0	0	7	5	5	0	0	0	10	27
7:45 AM	0	9	3	1	2	13	0	0	0	0	3	0	1	6	0	0	3	7	7	11	1	0	2	19	39
Hourly Total	0	23	6	1	5	30	0	1	1	0	10	2	6	15	0	0	3	21	14	24	1	0	4	39	92

8:00 AM	0	16	7	0	10	23	0	0	0	0	3	0	6	1	0	0	0	7	3	13	1	0	1	17	47
8:15 AM	0	17	13	0	26	30	1	0	0	0	8	1	18	2	0	0	0	20	12	15	1	0	0	28	79
8:30 AM	0	24	27	0	2	51	0	0	0	0	3	0	4	0	0	0	1	4	17	11	0	0	2	28	83
8:45 AM	0	9	8	0	1	17	0	0	0	0	0	0	7	0	0	0	0	7	3	5	0	0	1	8	32
Hourly Total	0	66	55	0	39	121	1	0	0	0	14	1	35	3	0	0	1	38	35	44	2	0	4	81	241
9:00 AM	1	7	5	0	7	13	1	0	0	0	3	1	3	1	0	0	0	4	4	7	0	0	0	11	29
9:15 AM	0	5	7	0	4	12	0	0	0	0	2	0	3	1	0	0	2	4	3	9	1	0	1	13	29
9:30 AM	0	6	3	0	0	9	0	0	0	0	2	0	1	2	0	0	1	3	2	2	0	0	1	4	16
9:45 AM	0	3	1	0	3	4	0	0	0	0	2	0	1	3	0	0	0	4	2	4	0	0	1	6	14
Hourly Total	1	21	16	0	14	38	1	0	0	0	9	1	8	7	0	0	3	15	11	22	1	0	3	34	88
10:00 AM	0	1	0	0	3	1	0	0	0	0	2	0	2	1	0	0	0	3	1	6	1	0	0	8	12
10:15 AM	0	2	1	0	4	3	0	0	0	0	0	0	4	0	0	0	0	4	2	7	0	0	2	9	16
10:30 AM	0	4	0	2	4	6	0	0	0	0	3	0	4	1	0	0	2	5	1	3	1	0	2	5	16
10:45 AM	0	6	4	0	2	10	0	0	0	0	0	0	1	1	0	0	0	2	1	1	1	0	0	3	15
Hourly Total	0	13	5	2	13	20	0	0	0	0	5	0	11	3	0	0	2	14	5	17	3	0	4	25	59
11:00 AM	0	2	1	0	0	3	0	0	0	0	0	0	1	2	0	0	0	3	3	4	1	0	0	8	14
11:15 AM	0	2	3	0	3	5	0	0	0	0	1	0	1	1	1	0	0	3	4	9	0	0	3	13	21
11:30 AM	1	4	1	1	0	7	0	0	0	0	2	0	1	0	0	0	0	1	1	3	0	0	0	4	12
11:45 AM	0	0	5	0	1	5	0	0	0	0	1	0	0	0	0	0	0	0	5	7	0	0	6	12	17
Hourly Total	1	8	10	1	4	20	0	0	0	0	4	0	3	3	1	0	0	7	13	23	1	0	9	37	64
12:00 PM	1	4	2	0	1	7	0	0	0	0	3	0	0	0	0	1	0	1	0	6	1	0	0	7	15
12:15 PM	0	3	0	0	2	3	0	0	0	0	0	0	0	0	1	1	0	2	7	12	0	0	2	19	24
12:30 PM	0	3	2	0	4	5	0	0	0	0	0	0	2	0	0	0	0	2	2	4	0	0	0	6	13
12:45 PM	0	2	5	0	1	7	3	0	0	0	0	3	4	1	0	1	0	6	3	2	0	0	0	5	21
Hourly Total	1	12	9	0	8	22	3	0	0	0	3	3	6	1	1	3	0	11	12	24	1	0	2	37	73
1:00 PM	0	3	1	0	3	4	1	0	0	0	4	1	0	1	0	0	2	1	3	3	0	0	1	6	12
1:15 PM	0	3	4	0	2	7	0	0	0	0	1	0	3	0	1	0	1	4	3	7	0	0	1	10	21
1:30 PM	0	1	1	1	2	3	0	0	0	0	3	0	1	2	0	0	0	3	3	2	0	0	0	5	11
1:45 PM	0	3	2	0	0	5	0	0	0	0	1	0	0	1	0	0	1	1	0	5	0	0	0	5	11
Hourly Total	0	10	8	1	7	19	1	0	0	0	9	1	4	4	1	0	4	9	9	17	0	0	2	26	55
2:00 PM	0	3	4	0	2	7	0	0	0	0	3	0	4	2	0	0	1	6	2	8	1	0	0	11	24
2:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	1	3	0	0	1	4	5	5	0	0	0	10	16
2:30 PM	0	5	4	0	0	9	0	0	0	0	2	0	0	0	0	0	0	0	0	7	1	0	0	8	17
2:45 PM	0	1	1	0	4	2	0	0	0	0	5	0	1	2	0	0	0	3	1	4	1	0	0	6	11
Hourly Total	0	11	9	0	6	20	0	0	0	0	10	0	6	7	0	0	2	13	8	24	3	0	0	35	68
3:00 PM	0	6	2	0	3	8	0	0	0	0	2	0	6	2	0	0	3	8	3	5	0	0	0	8	24
3:15 PM	0	7	0	0	0	7	0	0	0	0	1	0	4	1	0	0	2	5	8	8	1	0	0	17	29
3:30 PM	0	5	0	0	5	5	0	0	0	0	3	0	5	1	0	0	1	6	9	13	0	0	0	22	33
3:45 PM	0	3	1	0	3	4	0	0	0	0	1	0	5	0	0	0	0	5	3	9	1	0	3	13	22
Hourly Total	0	21	3	0	11	24	0	0	0	0	7	0	20	4	0	0	6	24	23	35	2	0	3	60	108
4:00 PM	0	9	25	0	26	34	0	0	0	0	19	0	9	0	0	0	1	9	6	8	1	0	5	15	58
4:15 PM	0	13	20	0	20	33	0	0	0	0	9	0	7	1	0	0	12	8	8	7	0	0	16	15	56
4:30 PM	0	4	2	0	8	6	1	1	0	0	2	2	1	2	0	0	0	3	4	5	0	0	6	9	20
4:45 PM	0	7	1	0	5	8	0	0	0	0	1	0	4	1	0	1	3	6	4	4	0	0	0	8	22
Hourly Total	0	33	48	0	59	81	1	1	0	0	31	2	21	4	0	1	16	26	22	24	1	0	27	47	156
5:00 PM	0	6	7	3	3	16	0	0	0	0	1	0	2	0	0	0	1	2	1	7	1	0	3	9	27
5:15 PM	0	4	1	0	1	5	0	0	0	0	3	0	3	3	2	0	0	8	0	11	1	0	0	12	25
5:30 PM	0	5	4	0	0	9	0	0	0	0	1	0	5	1	0	0	0	6	6	8	1	0	2	15	30
5:45 PM	0	5	3	0	3	8	0	0	0	0	4	0	4	1	0	1	2	6	0	3	1	0	1	4	18
Hourly Total	0	20	15	3	7	38	0	0	0	0	9	0	14	5	2	1	3	22	7	29	4	0	6	40	100
6:00 PM	0	5	1	0	2	6	0	1	0	0	0	1	5	7	0	0	1	12	2	4	1	0	4	7	26
6:15 PM	0	1	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	1	1	5	0	0	1	6	9

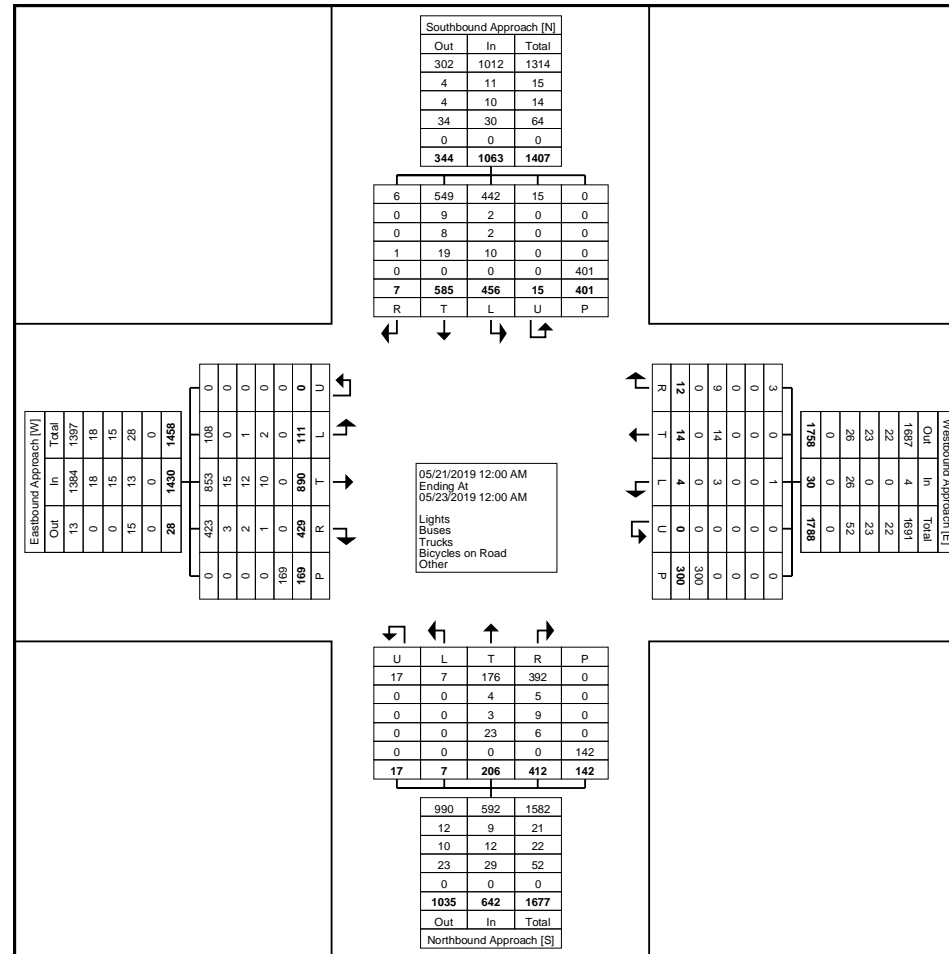
Hourly Total	0	3	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	4	9
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	2	0	0	0	2	3
5:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3
5:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hourly Total	0	1	1	0	1	2	0	0	0	0	0	0	2	0	0	0	2	2	1	4	0	0	0	5	9
6:00 AM	0	1	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	2	1	1	0	0	0	2	5
6:15 AM	0	3	1	0	1	4	0	0	0	0	1	0	3	0	0	1	1	4	1	2	0	0	0	3	11
6:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	0	0	1	2	3
6:45 AM	0	2	1	0	0	3	0	0	0	0	1	0	0	0	0	0	1	0	3	3	0	0	0	6	9
Hourly Total	0	6	2	0	4	8	0	0	0	0	3	0	4	2	0	1	3	7	6	7	0	0	1	13	28
7:00 AM	0	2	2	0	1	4	0	0	0	0	1	0	2	2	0	0	0	4	1	1	0	0	0	2	10
7:15 AM	0	5	0	0	4	5	0	0	0	0	0	1	2	2	0	0	0	4	1	6	1	0	3	8	17
7:30 AM	1	7	0	1	1	9	0	0	0	0	4	0	2	3	1	0	0	6	6	6	0	0	1	12	27
7:45 AM	0	7	3	0	4	10	0	0	0	0	5	0	2	4	0	1	6	7	4	8	2	0	0	14	31
Hourly Total	1	21	5	1	10	28	0	0	0	0	11	0	8	11	1	1	6	21	12	21	3	0	4	36	85
8:00 AM	0	14	11	0	18	25	0	1	0	0	7	1	6	4	0	0	4	10	18	15	0	0	5	33	69
8:15 AM	0	14	18	0	12	32	0	0	0	0	6	0	12	0	0	0	0	12	18	12	0	0	2	30	74
8:30 AM	0	24	25	0	10	49	0	0	0	0	2	0	10	0	0	0	0	10	11	9	0	0	1	20	79
8:45 AM	0	5	12	0	5	17	0	0	0	0	0	0	5	1	0	0	0	6	2	7	0	0	0	9	32
Hourly Total	0	57	66	0	45	123	0	1	0	0	15	1	33	5	0	0	4	38	49	43	0	0	8	92	254
9:00 AM	0	7	6	0	3	13	0	0	0	0	3	0	5	1	0	0	0	6	5	9	0	0	0	14	33
9:15 AM	0	2	1	1	2	4	0	0	0	0	0	0	4	2	0	0	3	6	6	5	0	0	1	11	21
9:30 AM	0	3	6	0	0	9	0	0	1	0	0	1	1	2	0	0	1	3	1	4	1	0	0	6	19
9:45 AM	0	4	2	1	1	7	0	1	0	0	2	1	4	3	0	0	0	7	0	3	2	0	0	5	20
Hourly Total	0	16	15	2	6	33	0	1	1	0	5	2	14	8	0	0	4	22	12	21	3	0	1	36	93
10:00 AM	0	4	1	0	2	5	0	1	0	0	0	1	2	2	0	0	0	4	1	4	0	0	0	5	15
10:15 AM	0	2	1	0	3	3	0	0	1	0	0	1	4	1	0	0	0	5	0	5	0	0	0	5	14
10:30 AM	0	1	1	0	0	2	0	1	0	0	2	1	3	0	0	1	0	4	0	3	0	0	0	3	10
10:45 AM	0	1	5	0	1	6	0	0	0	0	0	0	2	1	0	0	1	3	1	4	0	0	0	5	14
Hourly Total	0	8	8	0	6	16	0	2	1	0	2	3	11	4	0	1	1	16	2	16	0	0	0	18	53
11:00 AM	0	2	4	0	2	6	0	0	0	0	0	0	4	1	0	0	0	5	0	4	2	0	1	6	17
11:15 AM	0	4	4	0	0	8	0	0	1	0	0	1	3	1	0	1	2	5	1	7	3	0	0	11	25
11:30 AM	0	6	2	0	1	8	0	0	0	0	0	0	5	1	0	0	0	6	1	5	1	0	0	7	21
11:45 AM	0	1	4	1	1	6	0	0	0	0	1	0	1	0	0	0	0	1	1	5	1	0	2	7	14
Hourly Total	0	13	14	1	4	28	0	0	1	0	1	1	13	3	0	1	2	17	3	21	7	0	3	31	77
12:00 PM	0	5	2	0	3	7	1	0	0	0	0	1	1	4	0	0	2	5	1	4	0	0	5	5	18
12:15 PM	0	4	2	0	2	6	0	0	0	0	1	0	3	2	0	0	2	5	1	1	0	0	0	2	13
12:30 PM	0	1	1	0	2	2	0	0	0	0	0	0	2	1	0	0	0	3	3	6	1	0	0	10	15
12:45 PM	0	2	2	0	3	4	0	0	0	0	0	0	0	1	0	0	1	1	1	3	2	0	1	6	11
Hourly Total	0	12	7	0	10	19	1	0	0	0	1	1	6	8	0	0	5	14	6	14	3	0	6	23	57
1:00 PM	0	7	1	0	5	8	0	0	0	0	3	0	3	0	0	0	1	3	2	5	0	0	0	7	18
1:15 PM	0	3	2	0	0	5	0	0	0	0	3	0	0	1	0	0	1	1	0	7	0	0	0	7	13
1:30 PM	0	3	1	0	1	4	0	0	0	0	1	0	0	1	0	0	1	1	1	3	0	0	0	4	9
1:45 PM	0	3	4	0	2	7	1	0	0	0	0	1	3	5	0	0	2	8	2	3	1	0	1	6	22
Hourly Total	0	16	8	0	8	24	1	0	0	0	8	1	6	7	0	0	5	13	5	18	1	0	1	24	62
2:00 PM	0	5	0	0	0	5	0	0	0	0	0	0	3	3	0	1	0	7	2	7	0	0	0	9	21
2:15 PM	0	4	2	0	1	6	0	0	0	0	1	0	2	0	0	1	1	3	4	13	0	0	1	17	26
2:30 PM	0	3	1	0	1	4	0	0	0	0	0	0	0	2	0	0	0	2	0	6	1	0	0	7	13
2:45 PM	0	3	1	0	2	4	0	0	0	0	1	0	5	3	0	0	1	8	2	6	0	0	1	8	20
Hourly Total	0	15	4	0	4	19	0	0	0	0	2	0	10	8	0	2	2	20	8	32	1	0	2	41	80
3:00 PM	0	3	1	1	0	5	1	0	0	0	0	1	1	1	0	0	0	2	4	6	0	0	1	10	18

3:15 PM	0	2	0	0	2	2	0	0	0	0	2	0	6	2	0	0	0	8	7	9	0	0	6	16	26
3:30 PM	0	3	1	0	0	4	0	0	0	0	2	0	6	0	0	0	0	6	13	17	1	0	0	31	41
3:45 PM	0	1	2	0	3	3	0	1	0	0	0	1	8	0	0	0	2	8	7	7	0	0	0	14	26
Hourly Total	0	9	4	1	5	14	1	1	0	0	4	2	21	3	0	0	2	24	31	39	1	0	7	71	111
4:00 PM	0	6	19	0	35	25	0	0	0	0	5	0	6	1	0	0	5	7	3	9	0	0	12	12	44
4:15 PM	0	18	22	0	9	40	0	0	0	0	13	0	5	0	1	0	5	6	7	12	0	0	9	19	65
4:30 PM	0	11	4	0	5	15	0	0	0	0	9	0	4	3	0	0	2	7	3	9	4	0	1	16	38
4:45 PM	0	5	1	1	2	7	0	0	0	0	3	0	2	1	0	0	1	3	3	8	3	0	1	14	24
Hourly Total	0	40	46	1	51	87	0	0	0	0	30	0	17	5	1	0	13	23	16	38	7	0	23	61	171
5:00 PM	0	5	2	0	0	7	0	0	0	0	0	0	5	1	0	1	1	7	6	7	0	0	1	13	27
5:15 PM	0	3	2	0	0	5	0	1	0	0	0	1	2	2	0	0	0	4	2	7	3	0	1	12	22
5:30 PM	0	8	0	0	3	8	0	0	0	0	4	0	3	2	0	1	0	6	3	4	1	0	1	8	22
5:45 PM	0	2	3	0	3	5	0	0	0	0	0	0	3	2	0	0	2	5	2	4	0	0	1	6	16
Hourly Total	0	18	7	0	6	25	0	1	0	0	4	1	13	7	0	2	3	22	13	22	4	0	4	39	87
6:00 PM	0	7	1	0	1	8	0	0	0	0	3	0	2	0	0	0	1	2	0	6	0	0	0	6	16
6:15 PM	0	2	1	0	0	3	0	0	0	0	4	0	2	2	0	0	0	4	1	3	0	0	2	4	11
6:30 PM	0	0	3	0	2	3	0	0	0	0	1	0	0	0	0	0	3	0	1	5	1	0	2	7	10
6:45 PM	0	2	1	0	1	3	0	0	0	0	3	0	3	2	0	0	0	5	1	3	1	0	1	5	13
Hourly Total	0	11	6	0	4	17	0	0	0	0	11	0	7	4	0	0	4	11	3	17	2	0	5	22	50
7:00 PM	0	2	2	0	3	4	0	0	0	0	0	0	7	0	0	0	0	7	2	3	2	0	0	7	18
7:15 PM	0	2	2	0	1	4	0	0	0	0	6	0	1	4	0	0	6	5	1	3	3	0	0	7	16
7:30 PM	0	2	2	0	3	4	0	0	0	0	5	0	5	2	0	1	3	8	4	0	2	0	0	6	18
7:45 PM	0	5	0	0	5	5	0	0	0	0	2	0	1	3	0	0	0	4	2	7	4	0	2	13	22
Hourly Total	0	11	6	0	12	17	0	0	0	0	13	0	14	9	0	1	9	24	9	13	11	0	2	33	74
8:00 PM	0	1	1	0	2	2	0	1	0	0	5	1	5	3	0	0	1	8	3	4	2	0	1	9	20
8:15 PM	1	0	2	0	2	3	0	0	0	0	3	0	0	1	0	0	2	1	1	4	1	0	3	6	10
8:30 PM	0	2	4	0	1	6	0	0	0	0	5	0	4	1	0	0	1	5	4	2	5	0	0	11	22
8:45 PM	0	1	1	0	2	2	0	0	0	0	3	0	2	0	0	0	3	2	1	8	0	0	1	9	13
Hourly Total	1	4	8	0	7	13	0	1	0	0	16	1	11	5	0	0	7	16	9	18	8	0	5	35	65
9:00 PM	0	5	0	0	0	5	0	0	0	0	1	0	5	1	0	0	0	6	2	7	1	0	0	10	21
9:15 PM	0	0	1	0	2	1	0	0	0	0	1	0	1	1	0	0	1	2	1	2	1	0	0	4	7
9:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	1	2	0	0	0	3	1	8	1	0	0	10	13
9:45 PM	0	4	0	0	1	4	0	0	0	0	2	0	0	1	0	0	4	1	2	5	2	0	0	9	14
Hourly Total	0	9	1	0	4	10	0	0	0	0	6	0	7	5	0	0	5	12	6	22	5	0	0	33	55
10:00 PM	0	2	4	0	1	6	0	0	0	0	1	0	1	0	0	0	1	1	2	4	0	0	0	6	13
10:15 PM	0	0	1	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	0	4	4	0	1	8	10
10:30 PM	0	1	1	0	0	2	0	0	0	0	0	0	3	2	0	0	2	5	3	3	1	0	0	7	14
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4
Hourly Total	0	3	6	0	2	9	0	0	0	0	3	0	5	2	0	0	3	7	5	14	6	0	1	25	41
11:00 PM	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	3	7
11:15 PM	0	2	1	0	2	3	0	0	0	0	2	0	3	2	0	0	1	5	2	8	0	0	0	10	18
11:30 PM	0	1	3	0	0	4	0	0	0	0	0	0	1	1	0	0	0	2	3	3	0	0	0	6	12
11:45 PM	0	0	1	0	1	1	0	0	0	0	0	0	1	2	0	0	3	3	0	4	2	0	1	6	10
Hourly Total	0	4	7	0	3	11	0	0	0	0	2	0	6	5	0	0	4	11	6	17	2	0	1	25	47
Grand Total	7	585	456	15	401	1063	12	14	4	0	300	30	412	206	7	17	142	642	429	890	111	0	169	1430	3165
Approach %	0.7	55.0	42.9	1.4	-	-	40.0	46.7	13.3	0.0	-	-	64.2	32.1	1.1	2.6	-	-	30.0	62.2	7.8	0.0	-	-	-
Total %	0.2	18.5	14.4	0.5	-	33.6	0.4	0.4	0.1	0.0	-	0.9	13.0	6.5	0.2	0.5	-	20.3	13.6	28.1	3.5	0.0	-	45.2	-
Lights	6	549	442	15	-	1012	3	0	1	0	-	4	392	176	7	17	-	592	423	853	108	0	-	1384	2992
% Lights	85.7	93.8	96.9	100.0	-	95.2	25.0	0.0	25.0	-	-	13.3	95.1	85.4	100.0	100.0	-	92.2	98.6	95.8	97.3	-	-	96.8	94.5
Buses	0	9	2	0	-	11	0	0	0	0	-	0	5	4	0	0	-	9	3	15	0	0	-	18	38
% Buses	0.0	1.5	0.4	0.0	-	1.0	0.0	0.0	0.0	-	-	0.0	1.2	1.9	0.0	0.0	-	1.4	0.7	1.7	0.0	-	-	1.3	1.2
Trucks	0	8	2	0	-	10	0	0	0	0	-	0	9	3	0	0	-	12	2	12	1	0	-	15	37

% Trucks	0.0	1.4	0.4	0.0	-	0.9	0.0	0.0	0.0	-	-	0.0	2.2	1.5	0.0	0.0	-	1.9	0.5	1.3	0.9	-	-	1.0	1.2
Bicycles on Road	1	19	10	0	-	30	9	14	3	0	-	26	6	23	0	0	-	29	1	10	2	0	-	13	98
% Bicycles on Road	14.3	3.2	2.2	0.0	-	2.8	75.0	100.0	75.0	-	-	86.7	1.5	11.2	0.0	0.0	-	4.5	0.2	1.1	1.8	-	-	0.9	3.1
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.5	-	-	-	-	-	0.7	-	-	-	-	-	3.5	-	-	-	-	-	0.6	-	-
Pedestrians	-	-	-	-	399	-	-	-	-	-	298	-	-	-	-	-	137	-	-	-	-	-	168	-	-
% Pedestrians	-	-	-	-	99.5	-	-	-	-	-	99.3	-	-	-	-	-	96.5	-	-	-	-	-	99.4	-	-

H. W. Lochner Inc. (Miami FL)
8750 NW 36th Street
Suite 360
Miami, Florida, United States 33178
305-503-9873 jspinks@hwlochner.com

Count Name: Carlyle Avenue at 79 Street
Site Code:
Start Date: 05/21/2019
Page No: 7



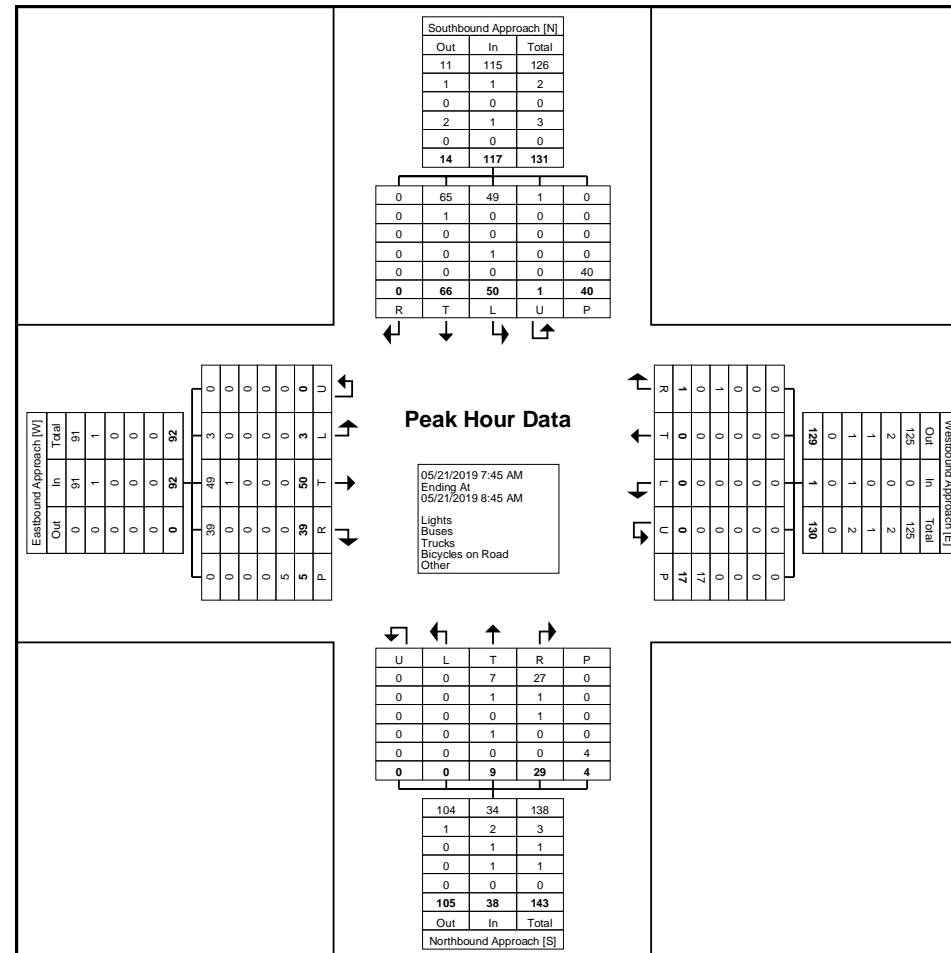
H. W. Lochner Inc. (Miami FL)
8750 NW 36th Street
Suite 360
Miami, Florida, United States 33178
305-503-9873 jspinks@hwlochner.com

Count Name: Carlyle Avenue at 79 Street
Site Code:
Start Date: 05/21/2019
Page No: 8

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	0	9	3	1	2	13	0	0	0	0	3	0	1	6	0	0	3	7	7	11	1	0	2	19	39
8:00 AM	0	16	7	0	10	23	0	0	0	0	3	0	6	1	0	0	0	7	3	13	1	0	1	17	47
8:15 AM	0	17	13	0	26	30	1	0	0	0	8	1	18	2	0	0	0	20	12	15	1	0	0	28	79
8:30 AM	0	24	27	0	2	51	0	0	0	0	3	0	4	0	0	0	1	4	17	11	0	0	2	28	83
Total	0	66	50	1	40	117	1	0	0	0	17	1	29	9	0	0	4	38	39	50	3	0	5	92	248
Approach %	0.0	56.4	42.7	0.9	-	-	100.0	0.0	0.0	0.0	-	-	76.3	23.7	0.0	0.0	-	-	42.4	54.3	3.3	0.0	-	-	-
Total %	0.0	26.6	20.2	0.4	-	47.2	0.4	0.0	0.0	0.0	-	0.4	11.7	3.6	0.0	0.0	-	15.3	15.7	20.2	1.2	0.0	-	37.1	-
PHF	0.000	0.688	0.463	0.250	-	0.574	0.250	0.000	0.000	0.000	-	0.250	0.403	0.375	0.000	0.000	-	0.475	0.574	0.833	0.750	0.000	-	0.821	0.747
Lights	0	65	49	1	-	115	0	0	0	0	-	0	27	7	0	0	-	34	39	49	3	0	-	91	240
% Lights	-	98.5	98.0	100.0	-	98.3	0.0	-	-	-	-	0.0	93.1	77.8	-	-	-	89.5	100.0	98.0	100.0	-	-	98.9	96.8
Buses	0	1	0	0	-	1	0	0	0	0	-	0	1	1	0	0	-	2	0	1	0	0	-	1	4
% Buses	-	1.5	0.0	0.0	-	0.9	0.0	-	-	-	-	0.0	3.4	11.1	-	-	-	5.3	0.0	2.0	0.0	-	-	1.1	1.6
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	1
% Trucks	-	0.0	0.0	0.0	-	0.0	0.0	-	-	-	-	0.0	3.4	0.0	-	-	-	2.6	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	1	0	-	1	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	2.0	0.0	-	0.9	100.0	-	-	-	-	100.0	0.0	11.1	-	-	-	2.6	0.0	0.0	0.0	-	-	0.0	1.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	40	-	-	-	-	-	17	-	-	-	-	-	4	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

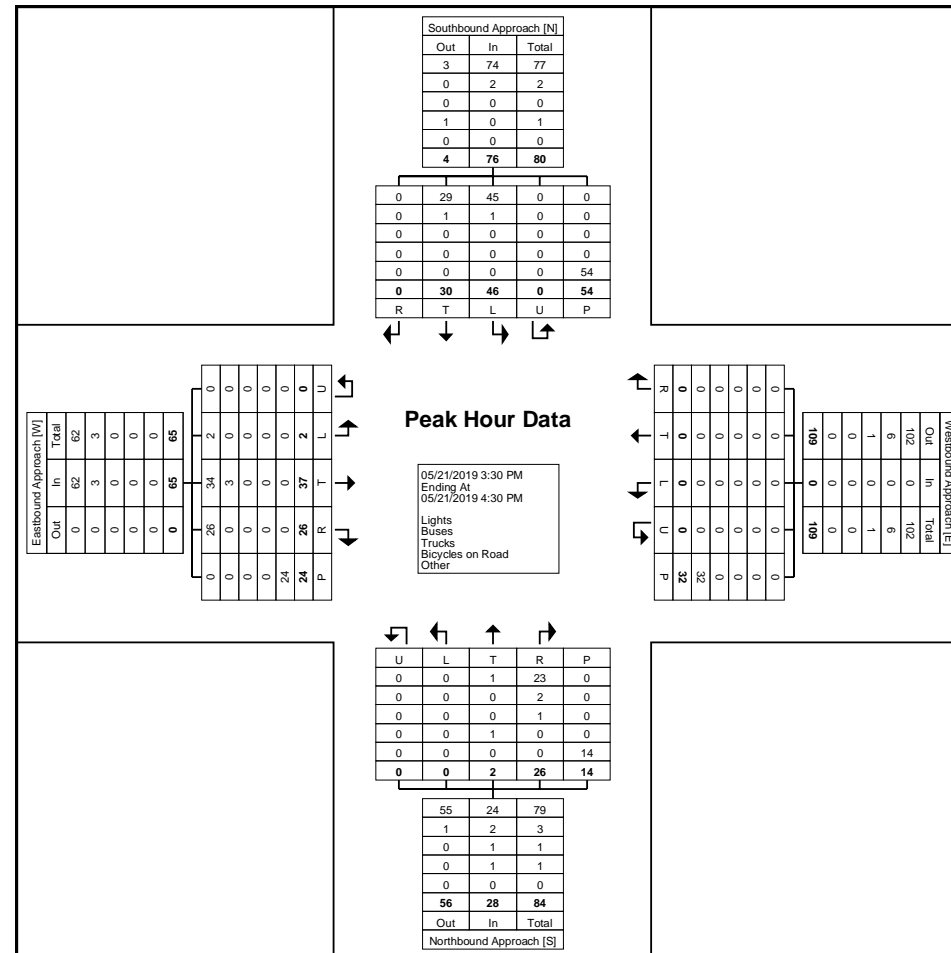
Count Name: Carlyle Avenue at 79 Street
Site Code:
Start Date: 05/21/2019
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Turning Movement Peak Hour Data (3:30 PM)

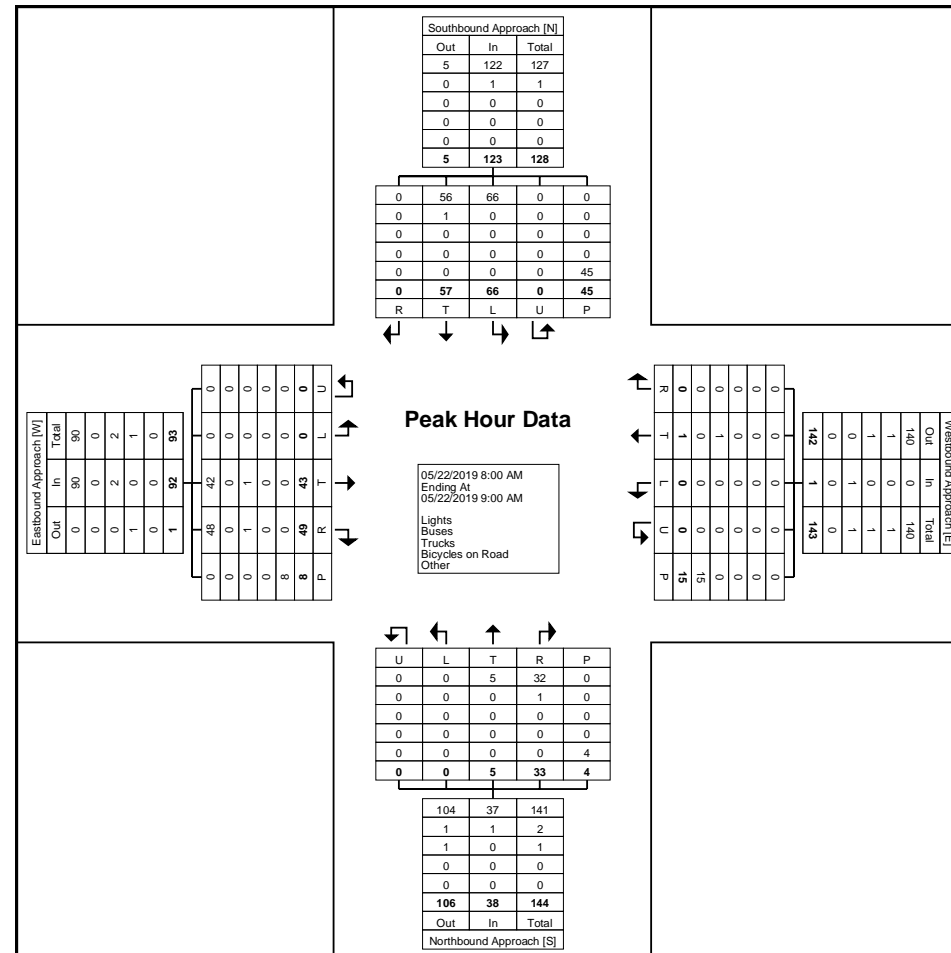
Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	0	5	0	0	5	5	0	0	0	0	3	0	5	1	0	0	1	6	9	13	0	0	0	22	33
3:45 PM	0	3	1	0	3	4	0	0	0	0	1	0	5	0	0	0	0	5	3	9	1	0	3	13	22
4:00 PM	0	9	25	0	26	34	0	0	0	0	19	0	9	0	0	0	1	9	6	8	1	0	5	15	58
4:15 PM	0	13	20	0	20	33	0	0	0	0	9	0	7	1	0	0	12	8	8	7	0	0	16	15	56
Total	0	30	46	0	54	76	0	0	0	0	32	0	26	2	0	0	14	28	26	37	2	0	24	65	169
Approach %	0.0	39.5	60.5	0.0	-	-	0.0	0.0	0.0	0.0	-	-	92.9	7.1	0.0	0.0	-	-	40.0	56.9	3.1	0.0	-	-	-
Total %	0.0	17.8	27.2	0.0	-	45.0	0.0	0.0	0.0	0.0	-	0.0	15.4	1.2	0.0	0.0	-	16.6	15.4	21.9	1.2	0.0	-	38.5	-
PHF	0.000	0.577	0.460	0.000	-	0.559	0.000	0.000	0.000	0.000	-	0.000	0.722	0.500	0.000	0.000	-	0.778	0.722	0.712	0.500	0.000	-	0.739	0.728
Lights	0	29	45	0	-	74	0	0	0	0	-	0	23	1	0	0	-	24	26	34	2	0	-	62	160
% Lights	-	96.7	97.8	-	-	97.4	-	-	-	-	-	-	88.5	50.0	-	-	-	85.7	100.0	91.9	100.0	-	-	95.4	94.7
Buses	0	1	1	0	-	2	0	0	0	0	-	0	2	0	0	0	-	2	0	3	0	0	-	3	7
% Buses	-	3.3	2.2	-	-	2.6	-	-	-	-	-	-	7.7	0.0	-	-	-	7.1	0.0	8.1	0.0	-	-	4.6	4.1
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	1
% Trucks	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	3.8	0.0	-	-	-	3.6	0.0	0.0	0.0	-	-	0.0	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	50.0	-	-	-	3.6	0.0	0.0	0.0	-	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	7.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	54	-	-	-	-	-	32	-	-	-	-	-	13	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	92.9	-	-	-	-	-	100.0	-	-

Count Name: Carlyle Avenue at 79 Street
Site Code:
Start Date: 05/21/2019
Page No: 11



Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	0	14	11	0	18	25	0	1	0	0	7	1	6	4	0	0	4	10	18	15	0	0	5	33	69
8:15 AM	0	14	18	0	12	32	0	0	0	0	6	0	12	0	0	0	0	12	18	12	0	0	2	30	74
8:30 AM	0	24	25	0	10	49	0	0	0	0	2	0	10	0	0	0	0	10	11	9	0	0	1	20	79
8:45 AM	0	5	12	0	5	17	0	0	0	0	0	0	5	1	0	0	0	6	2	7	0	0	0	9	32
Total	0	57	66	0	45	123	0	1	0	0	15	1	33	5	0	0	4	38	49	43	0	0	8	92	254
Approach %	0.0	46.3	53.7	0.0	-	-	0.0	100.0	0.0	0.0	-	-	86.8	13.2	0.0	0.0	-	-	53.3	46.7	0.0	0.0	-	-	-
Total %	0.0	22.4	26.0	0.0	-	48.4	0.0	0.4	0.0	0.0	-	0.4	13.0	2.0	0.0	0.0	-	15.0	19.3	16.9	0.0	0.0	-	36.2	-
PHF	0.000	0.594	0.660	0.000	-	0.628	0.000	0.250	0.000	0.000	-	0.250	0.688	0.313	0.000	0.000	-	0.792	0.681	0.717	0.000	0.000	-	0.697	0.804
Lights	0	56	66	0	-	122	0	0	0	0	-	0	32	5	0	0	-	37	48	42	0	0	-	90	249
% Lights	-	98.2	100.0	-	-	99.2	-	0.0	-	-	-	0.0	97.0	100.0	-	-	-	97.4	98.0	97.7	-	-	-	97.8	98.0
Buses	0	1	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	2
% Buses	-	1.8	0.0	-	-	0.8	-	0.0	-	-	-	0.0	3.0	0.0	-	-	-	2.6	0.0	0.0	-	-	-	0.0	0.8
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	1	0	0	-	2	2
% Trucks	-	0.0	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	2.0	2.3	-	-	-	2.2	0.8
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	100.0	-	-	-	100.0	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	2.2	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	44	-	-	-	-	-	15	-	-	-	-	-	4	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	97.8	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

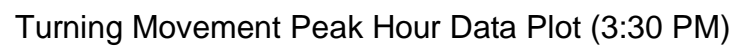


Turning Movement Peak Hour Data Plot (8:00 AM)

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	0	3	1	0	0	4	0	0	0	0	2	0	6	0	0	0	0	6	13	17	1	0	0	31	41
3:45 PM	0	1	2	0	3	3	0	1	0	0	0	1	8	0	0	0	2	8	7	7	0	0	0	14	26
4:00 PM	0	6	19	0	35	25	0	0	0	0	5	0	6	1	0	0	5	7	3	9	0	0	12	12	44
4:15 PM	0	18	22	0	9	40	0	0	0	0	13	0	5	0	1	0	5	6	7	12	0	0	9	19	65
Total	0	28	44	0	47	72	0	1	0	0	20	1	25	1	1	0	12	27	30	45	1	0	21	76	176
Approach %	0.0	38.9	61.1	0.0	-	-	0.0	100.0	0.0	0.0	-	-	92.6	3.7	3.7	0.0	-	-	39.5	59.2	1.3	0.0	-	-	-
Total %	0.0	15.9	25.0	0.0	-	40.9	0.0	0.6	0.0	0.0	-	0.6	14.2	0.6	0.6	0.0	-	15.3	17.0	25.6	0.6	0.0	-	43.2	-
PHF	0.000	0.389	0.500	0.000	-	0.450	0.000	0.250	0.000	0.000	-	0.250	0.781	0.250	0.250	0.000	-	0.844	0.577	0.662	0.250	0.000	-	0.613	0.677
Lights	0	26	43	0	-	69	0	0	0	0	-	0	23	1	1	0	-	25	29	45	1	0	-	75	169
% Lights	-	92.9	97.7	-	-	95.8	-	0.0	-	-	-	0.0	92.0	100.0	100.0	-	-	92.6	96.7	100.0	100.0	-	-	98.7	96.0
Buses	0	0	1	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	2
% Buses	-	0.0	2.3	-	-	1.4	-	0.0	-	-	-	0.0	4.0	0.0	0.0	-	-	3.7	0.0	0.0	0.0	-	-	0.0	1.1
Trucks	0	1	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	1	0	0	0	-	1	3
% Trucks	-	3.6	0.0	-	-	1.4	-	0.0	-	-	-	0.0	4.0	0.0	0.0	-	-	3.7	3.3	0.0	0.0	-	-	1.3	1.7
Bicycles on Road	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	3.6	0.0	-	-	1.4	-	100.0	-	-	-	100.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	47	-	-	-	-	-	20	-	-	-	-	-	12	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: Carlyle Avenue at 79 Street
Site Code:
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H. W. Lochner Inc. (Miami FL)
8750 NW 36th Street
Suite 360
Miami, Florida, United States 33178
305-503-9873 jspinks@hwlochner.com

Count Name: Byron Avenue at 79 Street
Site Code:
Start Date: 05/15/2019
Page No: 1

Turning Movement Data

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 AM	0	2	1	0	0	3	0	1	0	0	0	1	2	3	0	0	0	5	1	2	1	0	0	4	13
12:15 AM	0	1	1	0	0	2	0	0	0	0	0	0	1	2	0	0	3	3	0	6	0	0	1	6	11
12:30 AM	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	0	1	2	1	3	0	0	0	4	9
12:45 AM	0	1	2	0	4	3	0	0	0	0	0	0	0	1	0	0	0	1	1	6	0	0	0	7	11
Hourly Total	0	6	5	0	4	11	0	1	0	0	0	1	4	7	0	0	4	11	3	17	1	0	1	21	44
1:00 AM	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2	1	2	0	0	0	3	7
1:15 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	1	0	0	6	7
1:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	3
1:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	3
Hourly Total	0	3	1	0	0	4	0	0	1	0	1	1	2	3	0	0	0	5	1	8	1	0	0	10	20
2:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	1	1
2:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	1	2	0	0	0	3	6
2:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hourly Total	0	2	1	0	0	3	0	0	0	0	2	0	1	1	0	0	0	2	1	4	0	0	1	5	10
3:00 AM	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
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	3
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	1	2	4
4:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	3
4:15 AM	0	2	1	0	0	3	0	0	0	0	1	0	0	0	0	0	2	0	0	2	0	0	0	2	5
4:30 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	1	0	2	0	0	0	2	5
4:45 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	4
Hourly Total	0	4	2	0	0	6	0	1	1	0	1	2	1	1	0	0	3	2	0	7	0	0	0	7	17
5:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0	0	0	3	5
5:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	1	1	0	0	0	2	5
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	3	0	0	1	3	5
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	2	0	1	0	0	0	1	3
Hourly Total	0	1	1	0	0	2	0	0	0	0	0	0	5	2	0	0	1	7	1	8	0	0	1	9	18
6:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	2	1	0	4	3	0	0	0	0	3	0	2	3	0	0	1	5	0	3	1	0	0	4	12
6:30 AM	0	4	1	0	2	5	0	0	0	0	2	0	1	2	0	0	2	3	2	6	2	0	3	10	18
6:45 AM	0	2	0	0	0	2	0	1	0	0	1	1	0	1	0	0	2	1	0	2	1	0	1	3	7
Hourly Total	0	8	3	0	6	11	0	1	0	0	6	1	3	6	0	0	5	9	2	11	4	0	4	17	38
7:00 AM	0	3	3	0	2	6	0	0	0	0	5	0	3	0	0	0	0	3	0	4	0	0	1	4	13
7:15 AM	0	7	1	1	6	9	0	0	0	0	0	0	5	7	0	0	1	12	2	8	1	0	0	11	32
7:30 AM	0	4	0	0	1	4	0	0	0	0	1	0	3	6	0	0	1	9	3	4	0	0	1	7	20
7:45 AM	0	7	2	0	9	9	0	0	1	0	1	1	0	0	1	0	2	1	6	8	2	0	4	16	27
Hourly Total	0	21	6	1	18	28	0	0	1	0	7	1	11	13	1	0	4	25	11	24	3	0	6	38	92

8:00 AM	0	11	0	0	3	11	0	0	1	0	3	1	1	4	0	0	3	5	7	16	6	0	9	29	46
8:15 AM	0	33	3	1	8	37	0	0	1	0	2	1	2	15	0	0	3	17	7	29	11	0	1	47	102
8:30 AM	0	40	2	0	1	42	0	0	0	0	3	0	1	12	0	0	1	13	7	23	15	0	2	45	100
8:45 AM	0	24	3	0	2	27	0	1	0	0	3	1	2	2	0	0	1	4	7	6	8	0	0	21	53
Hourly Total	0	108	8	1	14	117	0	1	2	0	11	3	6	33	0	0	8	39	28	74	40	0	12	142	301
9:00 AM	0	10	2	0	5	12	1	1	0	0	0	2	0	1	0	0	1	1	1	10	1	0	0	12	27
9:15 AM	0	5	1	0	0	6	0	2	0	0	2	2	2	1	0	0	0	3	2	4	0	0	1	6	17
9:30 AM	0	2	0	0	1	2	0	0	0	0	1	0	4	0	0	0	1	4	3	6	4	0	0	13	19
9:45 AM	0	3	3	0	0	6	0	0	0	0	0	0	3	3	0	0	1	6	1	8	0	0	0	9	21
Hourly Total	0	20	6	0	6	26	1	3	0	0	3	4	9	5	0	0	3	14	7	28	5	0	1	40	84
10:00 AM	0	7	2	0	2	9	0	0	0	0	0	0	1	2	0	0	1	3	0	4	0	0	2	4	16
10:15 AM	0	4	1	0	1	5	0	1	0	0	1	1	1	3	0	0	1	4	1	6	3	0	0	10	20
10:30 AM	0	4	2	0	2	6	0	0	0	0	2	0	1	1	0	0	0	2	1	6	3	0	0	10	18
10:45 AM	0	4	1	0	2	5	0	0	0	0	1	0	1	3	0	0	0	4	0	2	2	0	0	4	13
Hourly Total	0	19	6	0	7	25	0	1	0	0	4	1	4	9	0	0	2	13	2	18	8	0	2	28	67
11:00 AM	0	5	0	0	1	5	0	0	0	0	1	0	1	2	0	2	1	5	1	4	1	0	0	6	16
11:15 AM	0	7	2	0	3	9	0	0	0	0	0	0	4	2	0	0	2	6	1	6	1	0	1	8	23
11:30 AM	0	3	3	0	0	6	0	0	0	0	1	0	0	3	0	0	0	3	2	4	1	0	0	7	16
11:45 AM	0	7	0	0	2	7	0	0	0	0	3	0	0	4	0	1	0	5	2	5	0	0	0	7	19
Hourly Total	0	22	5	0	6	27	0	0	0	0	5	0	5	11	0	3	3	19	6	19	3	0	1	28	74
12:00 PM	0	5	1	0	3	6	0	0	0	0	3	0	1	0	0	0	0	1	1	5	2	0	0	8	15
12:15 PM	0	3	1	0	0	4	0	0	0	0	2	0	0	0	0	0	1	0	1	4	3	0	0	8	12
12:30 PM	0	7	2	0	3	9	0	0	0	0	0	0	4	3	0	0	0	7	2	8	2	0	0	12	28
12:45 PM	0	4	0	0	0	4	0	0	0	0	1	0	1	0	0	0	0	1	1	2	2	0	1	5	10
Hourly Total	0	19	4	0	6	23	0	0	0	0	6	0	6	3	0	0	1	9	5	19	9	0	1	33	65
1:00 PM	0	4	2	0	1	6	0	0	0	0	0	0	3	1	0	0	1	4	0	10	3	0	0	13	23
1:15 PM	0	4	1	0	2	5	0	0	0	0	2	0	1	3	0	0	0	4	1	5	1	0	1	7	16
1:30 PM	0	2	3	0	4	5	0	0	0	0	1	0	3	2	1	0	0	6	3	10	3	0	2	16	27
1:45 PM	0	3	0	0	5	3	0	0	0	0	2	0	3	4	0	0	0	7	0	1	2	0	2	3	13
Hourly Total	0	13	6	0	12	19	0	0	0	0	5	0	10	10	1	0	1	21	4	26	9	0	5	39	79
2:00 PM	0	7	1	0	5	8	0	0	0	0	5	0	3	2	0	1	2	6	3	5	2	0	1	10	24
2:15 PM	0	3	0	0	1	3	0	0	0	0	0	0	3	3	0	0	0	6	1	4	0	0	1	5	14
2:30 PM	0	6	3	0	0	9	0	0	0	0	0	0	1	6	0	0	3	7	0	7	2	0	0	9	25
2:45 PM	0	2	1	0	0	3	0	0	0	0	0	0	9	6	0	0	1	15	3	6	1	0	1	10	28
Hourly Total	0	18	5	0	6	23	0	0	0	0	5	0	16	17	0	1	6	34	7	22	5	0	3	34	91
3:00 PM	0	8	0	0	3	8	0	0	0	0	1	0	5	2	0	0	0	7	2	6	0	0	0	8	23
3:15 PM	0	11	2	0	0	13	0	0	0	0	3	0	3	6	0	0	3	9	1	8	0	0	1	9	31
3:30 PM	0	12	1	0	1	13	0	0	0	0	1	0	1	5	0	0	4	6	3	15	0	0	0	18	37
3:45 PM	0	3	4	0	3	7	0	0	0	0	1	0	1	5	0	0	1	6	3	14	0	0	4	17	30
Hourly Total	0	34	7	0	7	41	0	0	0	0	6	0	10	18	0	0	8	28	9	43	0	0	5	52	121
4:00 PM	0	9	1	0	0	10	0	0	0	0	1	0	0	8	0	0	0	8	6	19	17	0	2	42	60
4:15 PM	0	10	3	0	7	13	0	0	0	0	1	0	2	4	0	0	0	6	6	29	12	0	1	47	66
4:30 PM	0	6	3	0	3	9	0	0	0	0	3	0	2	11	0	0	4	13	4	14	0	0	0	18	40
4:45 PM	0	7	0	0	4	7	1	0	0	0	5	1	4	3	0	0	8	7	0	7	1	0	0	8	23
Hourly Total	0	32	7	0	14	39	1	0	0	0	10	1	8	26	0	0	12	34	16	69	30	0	3	115	189
5:00 PM	0	8	2	0	1	10	0	0	0	0	0	0	1	7	0	0	3	8	2	13	2	0	1	17	35
5:15 PM	0	6	1	0	0	7	0	1	0	0	0	1	2	3	0	0	0	5	3	9	1	0	1	13	26
5:30 PM	0	5	2	0	4	7	0	0	0	0	6	0	2	1	0	0	4	3	2	6	2	0	0	10	20
5:45 PM	0	11	0	0	1	11	0	0	0	0	1	0	3	5	0	0	3	8	2	9	2	0	2	13	32
Hourly Total	0	30	5	0	6	35	0	1	0	0	7	1	8	16	0	0	10	24	9	37	7	0	4	53	113
6:00 PM	0	6	2	0	5	8	0	0	0	0	5	0	0	4	0	0	1	4	2	6	3	0	1	11	23
6:15 PM	0	5	1	1	4	7	0	0	0	0	6	0	4	9	0	0	2	13	2	9	0	0	4	11	31

6:30 PM	0	4	2	0	5	6	0	0	0	0	5	0	2	5	0	0	3	7	1	9	1	0	0	11	24
6:45 PM	0	1	5	0	5	6	0	0	1	0	0	1	1	1	0	0	5	2	2	2	0	0	12	4	13
Hourly Total	0	16	10	1	19	27	0	0	1	0	16	1	7	19	0	0	11	26	7	26	4	0	17	37	91
7:00 PM	0	7	3	0	1	10	0	0	0	0	2	0	3	6	0	0	1	9	1	7	0	0	0	8	27
7:15 PM	0	2	1	0	1	3	0	0	0	0	3	0	3	4	0	1	1	8	2	1	2	0	1	5	16
7:30 PM	0	5	2	0	3	7	0	0	1	0	1	1	2	0	0	0	2	2	4	9	0	0	1	13	23
7:45 PM	0	5	1	0	2	6	0	0	0	0	5	0	0	4	0	0	2	4	3	10	2	0	0	15	25
Hourly Total	0	19	7	0	7	26	0	0	1	0	11	1	8	14	0	1	6	23	10	27	4	0	2	41	91
8:00 PM	0	3	2	0	0	5	0	0	0	0	3	0	1	5	0	0	0	6	1	6	1	0	5	8	19
8:15 PM	0	2	1	0	0	3	0	0	0	0	5	0	4	0	0	0	1	4	0	6	4	0	1	10	17
8:30 PM	0	0	0	0	4	0	0	0	0	0	2	0	4	2	0	0	4	6	5	8	3	0	2	16	22
8:45 PM	0	2	2	0	1	4	0	0	0	0	2	0	4	1	0	0	0	5	2	7	4	0	2	13	22
Hourly Total	0	7	5	0	5	12	0	0	0	0	12	0	13	8	0	0	5	21	8	27	12	0	10	47	80
9:00 PM	0	3	1	0	0	4	0	0	0	0	0	0	3	1	0	0	2	4	1	3	2	0	2	6	14
9:15 PM	0	2	1	0	3	3	0	0	0	0	1	0	0	3	0	0	0	3	4	6	4	0	2	14	20
9:30 PM	1	10	0	0	1	11	0	0	0	0	1	0	2	3	0	0	2	5	4	5	2	0	1	11	27
9:45 PM	0	1	1	0	3	2	0	0	0	0	2	0	0	1	0	0	0	1	0	5	0	0	0	5	8
Hourly Total	1	16	3	0	7	20	0	0	0	0	4	0	5	8	0	0	4	13	9	19	8	0	5	36	69
10:00 PM	0	1	2	0	0	3	0	0	0	0	1	0	0	3	0	0	2	3	2	5	2	0	1	9	15
10:15 PM	0	4	4	0	0	8	0	0	0	0	1	0	1	1	0	0	0	2	1	5	0	0	0	6	16
10:30 PM	0	2	2	0	0	4	0	0	0	0	0	0	2	1	0	0	2	3	3	6	2	0	7	11	18
10:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	4	4	0	0	1	8	0	4	1	0	1	5	14
Hourly Total	0	7	9	0	0	16	0	0	0	0	2	0	7	9	0	0	5	16	6	20	5	0	9	31	63
11:00 PM	0	4	3	0	0	7	0	1	0	0	0	1	2	2	0	0	1	4	0	8	2	0	0	10	22
11:15 PM	0	2	2	0	1	4	0	0	0	0	4	0	4	0	0	0	1	4	1	7	0	0	5	8	16
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	5	0	0	0	5	9
11:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	1	2	2	7	0	0	0	9	11
Hourly Total	0	6	5	0	1	11	0	1	0	0	5	1	10	4	0	0	3	14	3	27	2	0	5	32	58
12:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0	4	0	5	3	0	0	8	13
12:15 AM	0	2	1	0	0	3	0	0	0	0	1	0	4	4	0	0	0	8	3	1	0	0	0	4	15
12:30 AM	0	2	1	0	0	3	0	0	0	0	0	0	2	1	0	1	2	4	0	3	0	0	0	3	10
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	1	1	0	0	0	2	4
Hourly Total	0	5	2	0	0	7	0	0	0	0	1	0	9	8	0	1	3	18	4	10	3	0	0	17	42
1:00 AM	1	1	2	0	0	4	0	0	0	0	4	0	2	0	0	0	0	2	2	5	0	0	6	7	13
1:15 AM	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	7	0	0	1	8	10
1:30 AM	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
1:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	3
Hourly Total	1	4	3	0	1	8	0	1	0	0	5	1	2	1	0	0	0	3	3	14	1	0	7	18	30
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
2:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	2
Hourly Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	8	0	0	0	10	11
3:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	1	0	0	3	4
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
3:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	3
Hourly Total	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	1	0	5	2	0	0	7	11
4:00 AM	0	2	0	0	0	2	0	0	1	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	5
4:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
4:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3

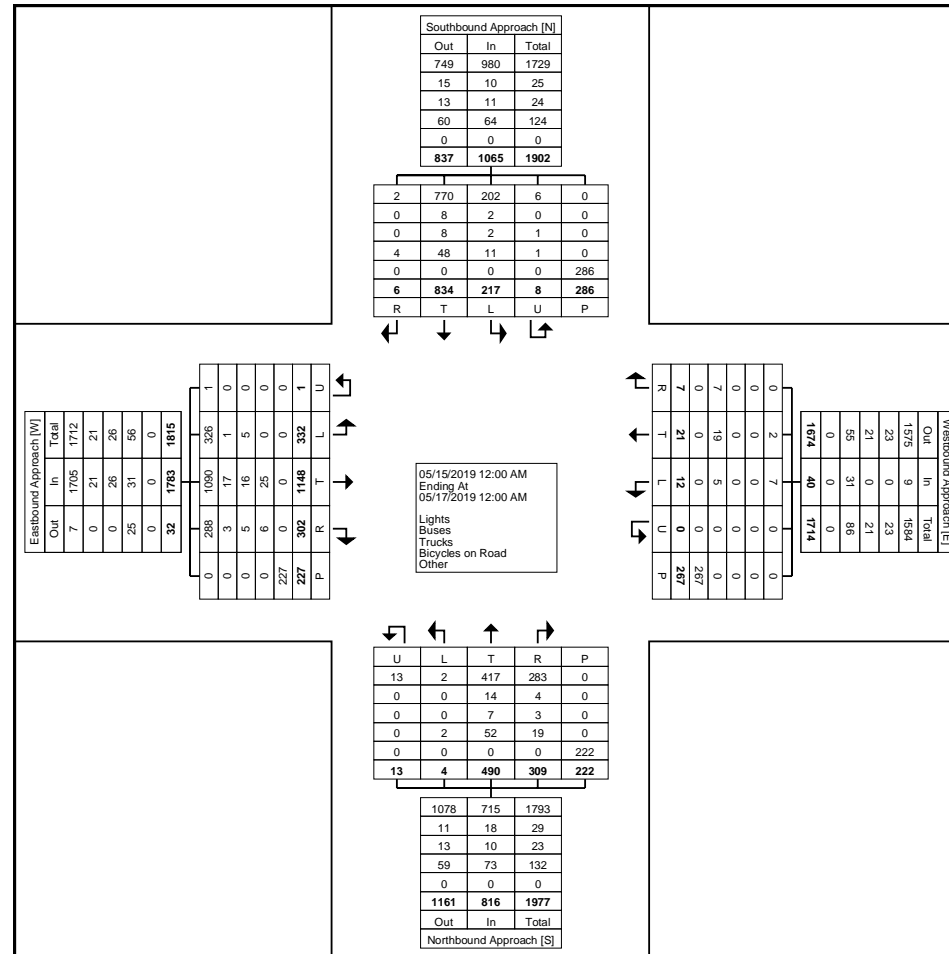
Hourly Total	0	4	0	0	3	4	0	0	1	0	0	1	2	0	0	0	1	2	0	3	0	0	1	3	10
5:00 AM	0	1	2	0	0	3	0	0	0	0	1	0	1	0	0	0	1	1	0	2	0	0	0	2	6
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:30 AM	0	1	2	0	0	3	0	0	0	0	0	0	2	1	0	0	0	1	3	0	4	0	0	0	10
5:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	3	0	5	0	0	0	9
Hourly Total	0	3	4	0	0	7	0	0	0	0	1	0	6	2	0	0	2	8	0	11	0	0	0	11	26
6:00 AM	0	1	2	0	2	3	0	0	0	0	0	0	1	1	0	0	1	2	0	2	0	0	0	2	7
6:15 AM	0	2	0	0	2	2	0	0	0	0	2	0	2	5	0	0	1	7	0	7	0	0	0	7	16
6:30 AM	0	3	0	0	1	3	0	0	0	0	2	0	3	0	0	0	2	3	0	4	0	0	1	4	10
6:45 AM	0	3	2	0	4	5	0	0	0	0	1	0	0	0	0	0	3	0	1	4	0	0	1	5	10
Hourly Total	0	9	4	0	9	13	0	0	0	0	5	0	6	6	0	0	7	12	1	17	0	0	2	18	43
7:00 AM	0	5	2	0	2	7	0	0	0	0	1	0	2	2	0	0	0	4	1	5	1	0	0	7	18
7:15 AM	0	3	1	0	4	4	0	0	0	0	2	0	2	1	0	0	0	3	1	3	0	0	0	4	11
7:30 AM	0	2	0	0	2	2	0	0	0	0	6	0	3	4	0	0	3	7	5	6	0	0	1	11	20
7:45 AM	0	6	2	0	8	8	0	0	0	0	8	0	2	3	0	0	1	5	5	3	2	0	8	10	23
Hourly Total	0	16	5	0	16	21	0	0	0	0	17	0	9	10	0	0	4	19	12	17	3	0	9	32	72
8:00 AM	0	18	0	0	4	18	0	0	0	0	3	0	2	8	0	0	2	10	9	18	15	0	8	42	70
8:15 AM	0	33	0	0	0	33	0	0	0	0	3	0	3	12	0	0	2	15	11	19	16	0	3	46	94
8:30 AM	0	22	0	0	3	22	0	0	1	0	2	1	2	8	0	0	5	10	11	25	16	0	2	52	85
8:45 AM	0	22	0	0	1	22	0	0	0	0	0	0	1	4	0	0	1	5	8	11	8	0	1	27	54
Hourly Total	0	95	0	0	8	95	0	0	1	0	8	1	8	32	0	0	10	40	39	73	55	0	14	167	303
9:00 AM	0	6	1	0	3	7	0	0	0	0	2	0	1	6	0	0	1	7	1	8	0	0	0	9	23
9:15 AM	0	8	1	0	2	9	0	0	0	0	0	0	6	0	0	1	7	7	3	5	0	0	1	8	24
9:30 AM	0	3	2	0	1	5	0	0	0	0	0	0	2	7	0	0	0	9	2	8	6	0	0	16	30
9:45 AM	0	4	0	0	1	4	0	0	0	0	1	0	1	2	0	1	2	4	0	5	2	0	0	7	15
Hourly Total	0	21	4	0	7	25	0	0	0	0	3	0	10	15	0	2	10	27	6	26	8	0	1	40	92
10:00 AM	0	5	1	0	4	6	0	0	0	0	0	0	1	1	0	0	1	2	3	3	0	0	0	6	14
10:15 AM	0	2	2	0	0	4	0	0	0	0	0	0	1	2	0	0	0	3	4	6	0	0	0	10	17
10:30 AM	0	2	2	0	1	4	0	1	0	0	0	1	2	2	0	1	0	5	1	8	0	0	0	9	19
10:45 AM	1	3	1	0	1	5	0	0	0	0	2	0	2	4	0	0	1	6	1	3	0	0	1	4	15
Hourly Total	1	12	6	0	6	19	0	1	0	0	2	1	6	9	0	1	2	16	9	20	0	0	1	29	65
11:00 AM	0	2	0	0	3	2	0	0	0	0	0	0	1	1	0	0	0	2	0	5	2	0	0	7	11
11:15 AM	0	5	1	0	1	6	0	1	0	0	0	1	1	4	0	1	0	6	0	4	3	0	0	7	20
11:30 AM	1	5	0	0	1	6	0	0	0	0	2	0	1	1	0	0	0	2	1	8	1	0	1	10	18
11:45 AM	0	7	0	0	1	7	0	0	0	0	1	0	1	3	0	0	0	4	3	6	1	0	2	10	21
Hourly Total	1	19	1	0	6	21	0	1	0	0	3	1	4	9	0	1	0	14	4	23	7	0	3	34	70
12:00 PM	0	4	4	0	1	8	0	0	0	0	2	0	0	3	0	0	3	3	1	5	0	0	2	6	17
12:15 PM	0	5	4	0	1	9	0	0	0	0	2	0	7	2	0	0	1	9	1	4	3	0	1	8	26
12:30 PM	0	9	2	0	1	11	1	0	0	0	2	1	1	5	0	0	0	6	0	6	3	0	0	9	27
12:45 PM	0	5	0	0	0	5	0	0	0	0	1	0	0	11	0	2	1	13	1	6	1	0	0	8	26
Hourly Total	0	23	10	0	3	33	1	0	0	0	7	1	8	21	0	2	5	31	3	21	7	0	3	31	96
1:00 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	3	0	0	2	3	0	5	1	0	0	6	12
1:15 PM	0	3	2	1	4	6	1	0	0	0	1	1	2	1	0	0	1	3	2	6	2	1	2	11	21
1:30 PM	0	2	2	0	0	4	0	0	0	0	2	0	1	1	1	0	3	3	2	7	1	0	3	10	17
1:45 PM	0	3	2	0	1	5	0	0	0	0	1	0	4	4	0	0	0	8	5	7	2	0	1	14	27
Hourly Total	0	10	7	1	5	18	1	0	0	0	4	1	7	9	1	0	6	17	9	25	6	1	6	41	77
2:00 PM	0	7	2	0	2	9	0	0	0	0	2	0	1	8	0	0	1	9	1	9	0	0	3	10	28
2:15 PM	0	10	1	0	6	11	0	0	0	0	4	0	1	1	0	0	0	2	0	4	0	0	3	4	17
2:30 PM	0	7	2	0	0	9	0	0	0	0	0	0	0	3	0	0	0	3	2	2	4	0	0	8	20
2:45 PM	0	2	1	0	0	3	1	0	0	0	5	1	3	1	0	0	3	4	0	4	4	0	1	8	16
Hourly Total	0	26	6	0	8	32	1	0	0	0	11	1	5	13	0	0	4	18	3	19	8	0	7	30	81
3:00 PM	0	11	2	0	3	13	0	0	0	0	1	0	1	3	0	0	0	4	4	8	1	0	2	13	30

3:15 PM	0	5	0	0	0	5	0	0	0	0	4	0	2	6	0	0	1	8	2	14	2	0	0	18	31
3:30 PM	1	2	0	0	0	3	0	0	0	0	0	0	4	3	0	0	2	7	3	17	9	0	3	29	39
3:45 PM	0	4	0	0	1	4	0	0	0	0	2	0	2	1	0	0	0	3	2	8	2	0	1	12	19
Hourly Total	1	22	2	0	4	25	0	0	0	0	7	0	9	13	0	0	3	22	11	47	14	0	6	72	119
4:00 PM	0	3	2	0	2	5	0	0	0	0	3	0	2	8	0	0	0	10	1	27	7	0	2	35	50
4:15 PM	0	9	0	1	6	10	0	1	0	0	2	1	3	3	0	0	1	6	2	22	10	0	4	34	51
4:30 PM	0	13	3	0	3	16	0	0	0	0	2	0	1	3	0	0	2	4	2	8	1	0	1	11	31
4:45 PM	0	8	1	0	7	9	0	0	0	0	2	0	2	5	0	0	4	7	3	9	3	0	3	15	31
Hourly Total	0	33	6	1	18	40	0	1	0	0	9	1	8	19	0	0	7	27	8	66	21	0	10	95	163
5:00 PM	0	9	2	0	3	11	0	0	0	0	2	0	1	6	0	0	3	7	1	10	1	0	0	12	30
5:15 PM	0	6	2	0	2	8	0	0	0	0	1	0	3	1	0	0	0	4	2	9	1	0	4	12	24
5:30 PM	0	4	1	0	1	5	0	0	0	0	2	0	2	2	0	0	2	4	2	7	1	0	1	10	19
5:45 PM	0	7	1	0	2	8	0	0	2	0	2	2	2	4	0	0	4	6	5	8	2	0	1	15	31
Hourly Total	0	26	6	0	8	32	0	0	2	0	7	2	8	13	0	0	9	21	10	34	5	0	6	49	104
6:00 PM	0	2	0	0	1	2	0	0	0	0	0	0	1	4	0	0	3	5	1	4	1	0	2	6	13
6:15 PM	0	7	1	0	1	8	0	0	0	0	2	0	4	7	1	0	1	12	2	10	5	0	5	17	37
6:30 PM	0	4	3	0	0	7	0	1	0	0	6	1	4	3	0	0	6	7	6	11	2	0	3	19	34
6:45 PM	1	7	2	0	2	10	0	0	0	0	0	0	2	6	0	1	5	9	1	12	1	0	3	14	33
Hourly Total	1	20	6	0	4	27	0	1	0	0	8	1	11	20	1	1	15	33	10	37	9	0	13	56	117
7:00 PM	0	3	0	0	2	3	1	0	0	0	5	1	3	6	0	0	4	9	0	3	1	0	2	4	17
7:15 PM	0	3	2	0	2	5	0	0	0	0	3	0	2	5	0	0	2	7	0	6	0	0	4	6	18
7:30 PM	0	5	0	0	2	5	0	1	0	0	1	1	1	2	0	0	2	3	0	8	2	0	1	10	19
7:45 PM	0	5	0	2	2	7	0	0	0	0	4	0	1	5	0	0	3	6	1	8	1	0	0	10	23
Hourly Total	0	16	2	2	8	20	1	1	0	0	13	2	7	18	0	0	11	25	1	25	4	0	7	30	77
8:00 PM	0	4	4	0	0	8	0	2	0	0	0	2	2	1	0	0	1	3	0	4	0	0	1	4	17
8:15 PM	0	4	5	0	2	9	0	0	0	0	1	0	2	2	0	0	1	4	0	4	2	0	5	6	19
8:30 PM	0	4	1	0	1	5	0	0	0	0	0	0	3	1	0	0	2	4	0	5	4	0	7	9	18
8:45 PM	0	1	3	0	1	4	0	1	0	0	4	1	0	1	0	0	2	1	3	5	2	0	2	10	16
Hourly Total	0	13	13	0	4	26	0	3	0	0	5	3	7	5	0	0	6	12	3	18	8	0	15	29	70
9:00 PM	0	2	1	0	2	3	0	0	0	0	3	0	4	4	0	0	2	8	0	5	2	0	2	7	18
9:15 PM	0	2	1	0	2	3	0	1	0	0	1	1	3	1	0	0	0	4	0	1	0	0	2	1	9
9:30 PM	0	2	0	1	3	3	1	0	0	0	1	1	1	0	0	0	4	1	0	3	0	0	2	3	8
9:45 PM	0	2	0	0	2	2	0	1	0	0	3	1	1	2	0	0	0	3	0	3	2	0	0	5	11
Hourly Total	0	8	2	1	9	11	1	2	0	0	8	3	9	7	0	0	6	16	0	12	4	0	6	16	46
10:00 PM	0	3	0	0	1	3	0	0	1	0	4	1	1	3	0	0	1	4	0	7	0	0	0	7	15
10:15 PM	0	4	1	0	4	5	0	0	0	0	2	0	1	0	0	0	1	1	0	4	2	0	4	6	12
10:30 PM	0	1	1	0	2	2	0	0	0	0	3	0	2	1	0	0	0	3	1	8	0	0	0	9	14
10:45 PM	0	1	1	0	0	2	0	0	0	0	1	0	1	2	0	0	0	3	1	3	1	0	0	5	10
Hourly Total	0	9	3	0	7	12	0	0	1	0	10	1	5	6	0	0	2	11	2	22	3	0	4	27	51
11:00 PM	0	4	1	0	1	5	0	0	0	0	1	0	1	1	0	0	0	2	2	3	1	0	2	6	13
11:15 PM	0	2	1	0	0	3	0	0	0	0	3	0	2	2	0	0	1	4	0	4	0	0	5	4	11
11:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	3	4	2	0	0	9	12
11:45 PM	0	2	2	0	0	4	0	0	0	0	0	0	0	4	0	0	1	4	2	2	1	0	0	5	13
Hourly Total	0	9	4	0	1	13	0	0	0	0	4	0	3	9	0	0	2	12	7	13	4	0	7	24	49
Grand Total	6	834	217	8	286	1065	7	21	12	0	267	40	309	490	4	13	222	816	302	1148	332	1	227	1783	3704
Approach %	0.6	78.3	20.4	0.8	-	-	17.5	52.5	30.0	0.0	-	-	37.9	60.0	0.5	1.6	-	-	16.9	64.4	18.6	0.1	-	-	-
Total %	0.2	22.5	5.9	0.2	-	28.8	0.2	0.6	0.3	0.0	-	1.1	8.3	13.2	0.1	0.4	-	22.0	8.2	31.0	9.0	0.0	-	48.1	-
Lights	2	770	202	6	-	980	0	2	7	0	-	9	283	417	2	13	-	715	288	1090	326	1	-	1705	3409
% Lights	33.3	92.3	93.1	75.0	-	92.0	0.0	9.5	58.3	-	-	22.5	91.6	85.1	50.0	100.0	-	87.6	95.4	94.9	98.2	100.0	-	95.6	92.0
Buses	0	8	2	0	-	10	0	0	0	0	-	0	4	14	0	0	-	18	3	17	1	0	-	21	49
% Buses	0.0	1.0	0.9	0.0	-	0.9	0.0	0.0	0.0	-	-	0.0	1.3	2.9	0.0	0.0	-	2.2	1.0	1.5	0.3	0.0	-	1.2	1.3
Trucks	0	8	2	1	-	11	0	0	0	0	-	0	3	7	0	0	-	10	5	16	5	0	-	26	47

% Trucks	0.0	1.0	0.9	12.5	-	1.0	0.0	0.0	0.0	-	-	0.0	1.0	1.4	0.0	0.0	-	1.2	1.7	1.4	1.5	0.0	-	1.5	1.3
Bicycles on Road	4	48	11	1	-	64	7	19	5	0	-	31	19	52	2	0	-	73	6	25	0	0	-	31	199
% Bicycles on Road	66.7	5.8	5.1	12.5	-	6.0	100.0	90.5	41.7	-	-	77.5	6.1	10.6	50.0	0.0	-	8.9	2.0	2.2	0.0	0.0	-	1.7	5.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	20	-	-	-	-	-	3	-	-	-	-	-	10	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	7.5	-	-	-	-	-	1.4	-	-	-	-	-	4.4	-	-
Pedestrians	-	-	-	-	286	-	-	-	-	-	247	-	-	-	-	-	219	-	-	-	-	-	217	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	92.5	-	-	-	-	-	98.6	-	-	-	-	-	95.6	-	-

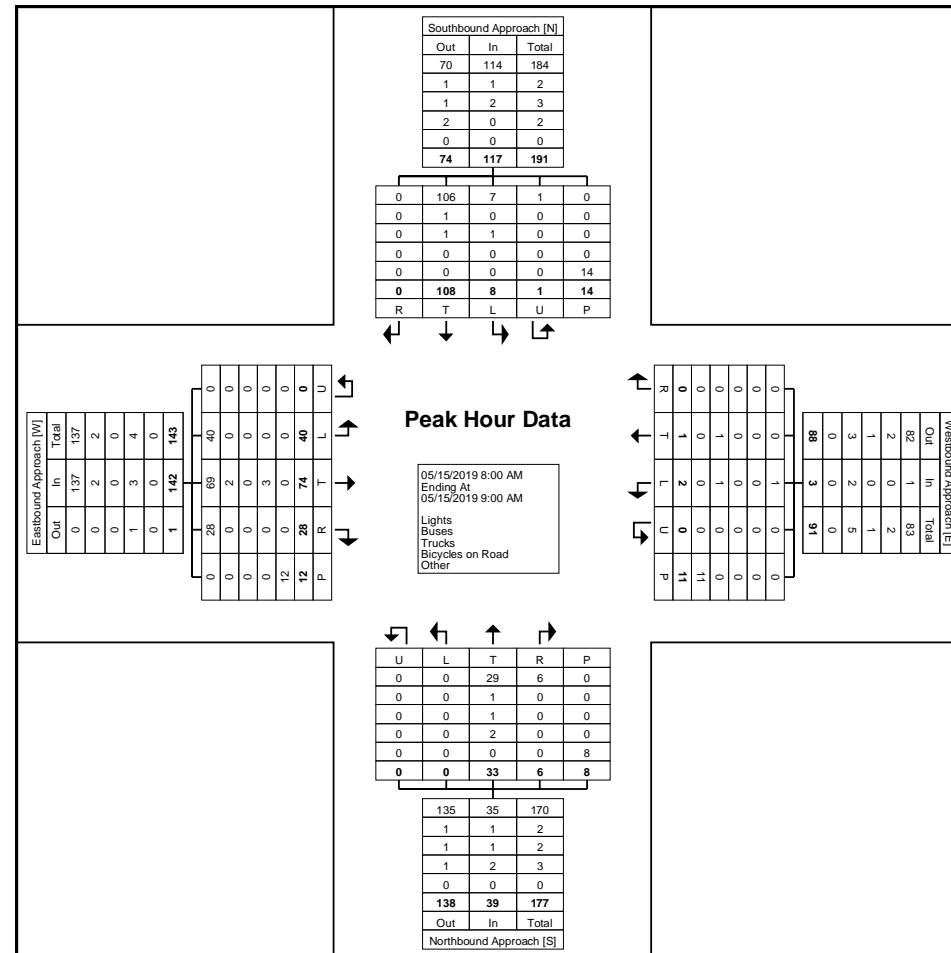
H. W. Lochner Inc. (Miami FL)
8750 NW 36th Street
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Count Name: Byron Avenue at 79 Street
Site Code:
Start Date: 05/15/2019
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Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	0	11	0	0	3	11	0	0	1	0	3	1	1	4	0	0	3	5	7	16	6	0	9	29	46
8:15 AM	0	33	3	1	8	37	0	0	1	0	2	1	2	15	0	0	3	17	7	29	11	0	1	47	102
8:30 AM	0	40	2	0	1	42	0	0	0	0	3	0	1	12	0	0	1	13	7	23	15	0	2	45	100
8:45 AM	0	24	3	0	2	27	0	1	0	0	3	1	2	2	0	0	1	4	7	6	8	0	0	21	53
Total	0	108	8	1	14	117	0	1	2	0	11	3	6	33	0	0	8	39	28	74	40	0	12	142	301
Approach %	0.0	92.3	6.8	0.9	-	-	0.0	33.3	66.7	0.0	-	-	15.4	84.6	0.0	0.0	-	-	19.7	52.1	28.2	0.0	-	-	-
Total %	0.0	35.9	2.7	0.3	-	38.9	0.0	0.3	0.7	0.0	-	1.0	2.0	11.0	0.0	0.0	-	13.0	9.3	24.6	13.3	0.0	-	47.2	-
PHF	0.000	0.675	0.667	0.250	-	0.696	0.000	0.250	0.500	0.000	-	0.750	0.750	0.550	0.000	0.000	-	0.574	1.000	0.638	0.667	0.000	-	0.755	0.738
Lights	0	106	7	1	-	114	0	0	1	0	-	1	6	29	0	0	-	35	28	69	40	0	-	137	287
% Lights	-	98.1	87.5	100.0	-	97.4	-	0.0	50.0	-	-	33.3	100.0	87.9	-	-	-	89.7	100.0	93.2	100.0	-	-	96.5	95.3
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	2	0	0	-	2	4
% Buses	-	0.9	0.0	0.0	-	0.9	-	0.0	0.0	-	-	0.0	0.0	3.0	-	-	-	2.6	0.0	2.7	0.0	-	-	1.4	1.3
Trucks	0	1	1	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Trucks	-	0.9	12.5	0.0	-	1.7	-	0.0	0.0	-	-	0.0	0.0	3.0	-	-	-	2.6	0.0	0.0	0.0	-	-	0.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	1	1	0	-	2	0	2	0	0	-	2	0	3	0	0	-	3	7
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	100.0	50.0	-	-	66.7	0.0	6.1	-	-	-	5.1	0.0	4.1	0.0	-	-	2.1	2.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	12.5	-	-	-	-	-	8.3	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	87.5	-	-	-	-	-	91.7	-	-

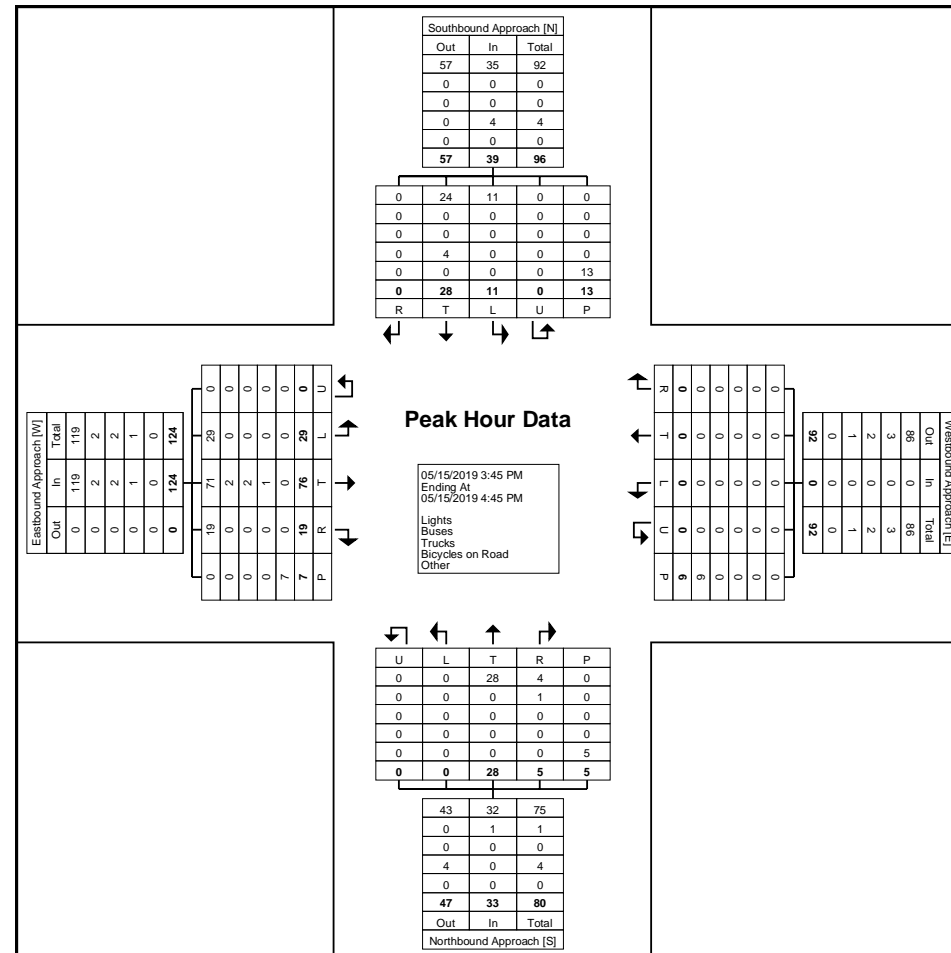


Turning Movement Peak Hour Data Plot (8:00 AM)

Turning Movement Peak Hour Data (3:45 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:45 PM	0	3	4	0	3	7	0	0	0	0	1	0	1	5	0	0	1	6	3	14	0	0	4	17	30
4:00 PM	0	9	1	0	0	10	0	0	0	0	1	0	0	8	0	0	0	8	6	19	17	0	2	42	60
4:15 PM	0	10	3	0	7	13	0	0	0	0	1	0	2	4	0	0	0	6	6	29	12	0	1	47	66
4:30 PM	0	6	3	0	3	9	0	0	0	0	3	0	2	11	0	0	4	13	4	14	0	0	0	18	40
Total	0	28	11	0	13	39	0	0	0	0	6	0	5	28	0	0	5	33	19	76	29	0	7	124	196
Approach %	0.0	71.8	28.2	0.0	-	-	0.0	0.0	0.0	0.0	-	-	15.2	84.8	0.0	0.0	-	-	15.3	61.3	23.4	0.0	-	-	-
Total %	0.0	14.3	5.6	0.0	-	19.9	0.0	0.0	0.0	0.0	-	0.0	2.6	14.3	0.0	0.0	-	16.8	9.7	38.8	14.8	0.0	-	63.3	-
PHF	0.000	0.700	0.688	0.000	-	0.750	0.000	0.000	0.000	0.000	-	0.000	0.625	0.636	0.000	0.000	-	0.635	0.792	0.655	0.426	0.000	-	0.660	0.742
Lights	0	24	11	0	-	35	0	0	0	0	-	0	4	28	0	0	-	32	19	71	29	0	-	119	186
% Lights	-	85.7	100.0	-	-	89.7	-	-	-	-	-	-	80.0	100.0	-	-	-	97.0	100.0	93.4	100.0	-	-	96.0	94.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	2	0	0	-	2	3
% Buses	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	20.0	0.0	-	-	-	3.0	0.0	2.6	0.0	-	-	1.6	1.5
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	2
% Trucks	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0	2.6	0.0	-	-	1.6	1.0
Bicycles on Road	0	4	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	5
% Bicycles on Road	-	14.3	0.0	-	-	10.3	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0	1.3	0.0	-	-	0.8	2.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	16.7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	13	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	83.3	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: Byron Avenue at 79 Street
Site Code:
Start Date: 05/15/2019
Page No: 11



Turning Movement Peak Hour Data Plot (3:45 PM)

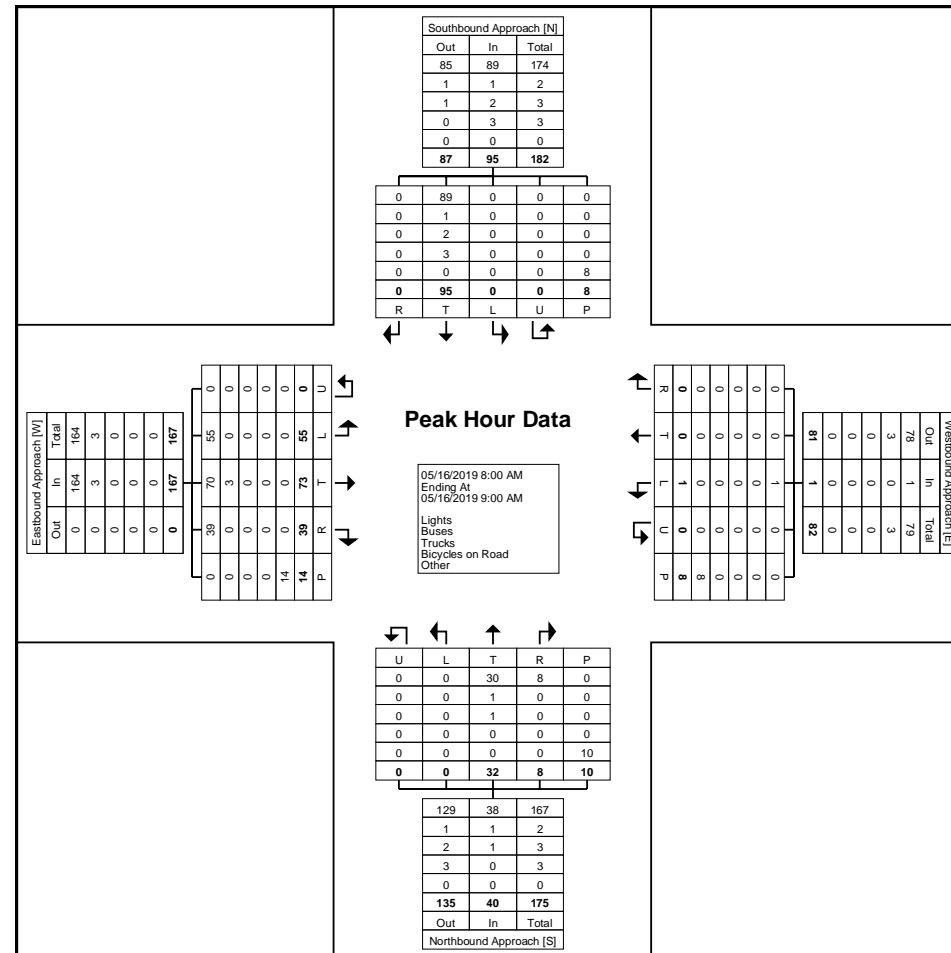
H. W. Lochner Inc. (Miami FL)
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305-503-9873 jspinks@hwlochner.com

Count Name: Byron Avenue at 79 Street
Site Code:
Start Date: 05/15/2019
Page No: 12

Turning Movement Peak Hour Data (8:00 AM)

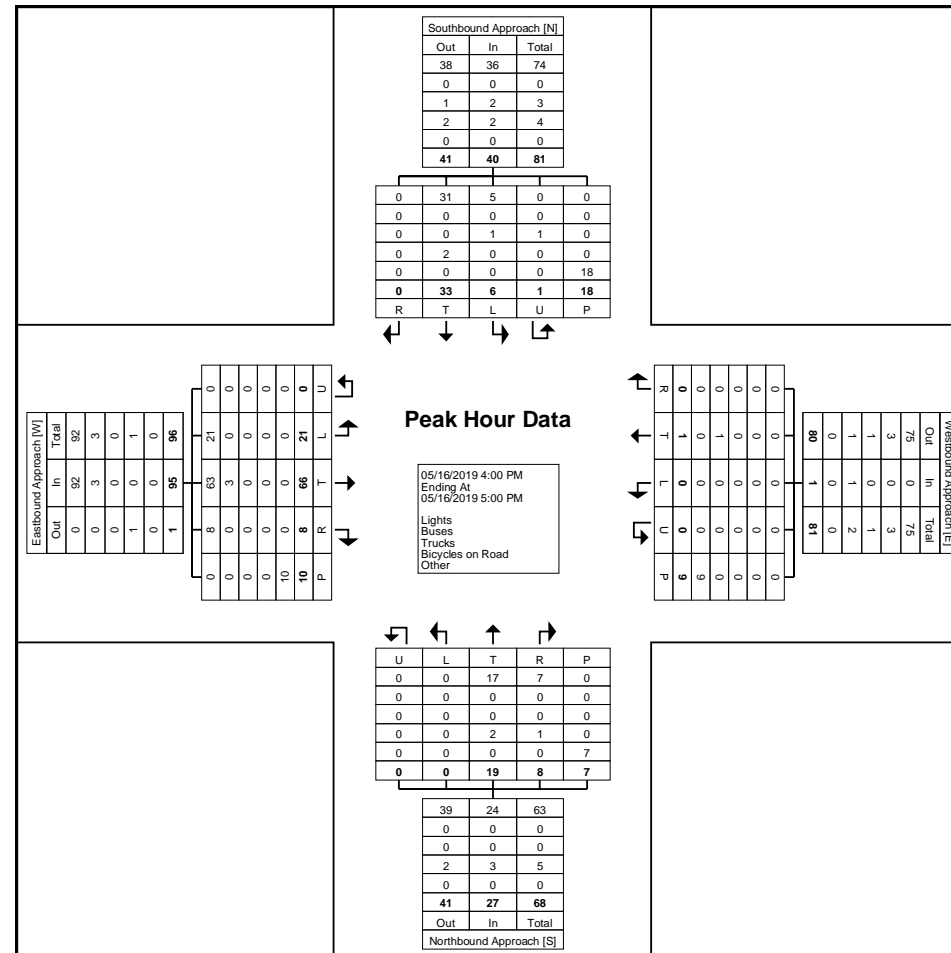
Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	0	18	0	0	4	18	0	0	0	0	3	0	2	8	0	0	2	10	9	18	15	0	8	42	70
8:15 AM	0	33	0	0	0	33	0	0	0	0	3	0	3	12	0	0	2	15	11	19	16	0	3	46	94
8:30 AM	0	22	0	0	3	22	0	0	1	0	2	1	2	8	0	0	5	10	11	25	16	0	2	52	85
8:45 AM	0	22	0	0	1	22	0	0	0	0	0	0	1	4	0	0	1	5	8	11	8	0	1	27	54
Total	0	95	0	0	8	95	0	0	1	0	8	1	8	32	0	0	10	40	39	73	55	0	14	167	303
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	20.0	80.0	0.0	0.0	-	-	23.4	43.7	32.9	0.0	-	-	-
Total %	0.0	31.4	0.0	0.0	-	31.4	0.0	0.0	0.3	0.0	-	0.3	2.6	10.6	0.0	0.0	-	13.2	12.9	24.1	18.2	0.0	-	55.1	-
PHF	0.000	0.720	0.000	0.000	-	0.720	0.000	0.000	0.250	0.000	-	0.250	0.667	0.667	0.000	0.000	-	0.667	0.886	0.730	0.859	0.000	-	0.803	0.806
Lights	0	89	0	0	-	89	0	0	1	0	-	1	8	30	0	0	-	38	39	70	55	0	-	164	292
% Lights	-	93.7	-	-	-	93.7	-	-	100.0	-	-	100.0	100.0	93.8	-	-	-	95.0	100.0	95.9	100.0	-	-	98.2	96.4
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	3	0	0	-	3	5
% Buses	-	1.1	-	-	-	1.1	-	-	0.0	-	-	0.0	0.0	3.1	-	-	-	2.5	0.0	4.1	0.0	-	-	1.8	1.7
Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Trucks	-	2.1	-	-	-	2.1	-	-	0.0	-	-	0.0	0.0	3.1	-	-	-	2.5	0.0	0.0	0.0	-	-	0.0	1.0
Bicycles on Road	0	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	3.2	-	-	-	3.2	-	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	12.5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	7	-	-	-	-	-	10	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	87.5	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: Byron Avenue at 79 Street
Site Code:
Start Date: 05/15/2019
Page No: 13



Turning Movement Peak Hour Data (4:00 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	0	3	2	0	2	5	0	0	0	0	3	0	2	8	0	0	0	10	1	27	7	0	2	35	50
4:15 PM	0	9	0	1	6	10	0	1	0	0	2	1	3	3	0	0	1	6	2	22	10	0	4	34	51
4:30 PM	0	13	3	0	3	16	0	0	0	0	2	0	1	3	0	0	2	4	2	8	1	0	1	11	31
4:45 PM	0	8	1	0	7	9	0	0	0	0	2	0	2	5	0	0	4	7	3	9	3	0	3	15	31
Total	0	33	6	1	18	40	0	1	0	0	9	1	8	19	0	0	7	27	8	66	21	0	10	95	163
Approach %	0.0	82.5	15.0	2.5	-	-	0.0	100.0	0.0	0.0	-	-	29.6	70.4	0.0	0.0	-	-	8.4	69.5	22.1	0.0	-	-	-
Total %	0.0	20.2	3.7	0.6	-	24.5	0.0	0.6	0.0	0.0	-	0.6	4.9	11.7	0.0	0.0	-	16.6	4.9	40.5	12.9	0.0	-	58.3	-
PHF	0.000	0.635	0.500	0.250	-	0.625	0.000	0.250	0.000	0.000	-	0.250	0.667	0.594	0.000	0.000	-	0.675	0.667	0.611	0.525	0.000	-	0.679	0.799
Lights	0	31	5	0	-	36	0	0	0	0	-	0	7	17	0	0	-	24	8	63	21	0	-	92	152
% Lights	-	93.9	83.3	0.0	-	90.0	-	0.0	-	-	-	0.0	87.5	89.5	-	-	-	88.9	100.0	95.5	100.0	-	-	96.8	93.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3	0	0	-	3	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	4.5	0.0	-	-	3.2	1.8
Trucks	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Trucks	-	0.0	16.7	100.0	-	5.0	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.2
Bicycles on Road	0	2	0	0	-	2	0	1	0	0	-	1	1	2	0	0	-	3	0	0	0	0	-	0	6
% Bicycles on Road	-	6.1	0.0	0.0	-	5.0	-	100.0	-	-	-	100.0	12.5	10.5	-	-	-	11.1	0.0	0.0	0.0	-	-	0.0	3.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	10.0	-	-
Pedestrians	-	-	-	-	18	-	-	-	-	-	9	-	-	-	-	-	7	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	90.0	-	-



Turning Movement Peak Hour Data Plot (4:00 PM)

Peak Season Category Report

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2019 - 01/05/2019	1.03	1.06
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.99	1.02
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.02	1.05
48	11/24/2019 - 11/30/2019	1.02	1.05
49	12/01/2019 - 12/07/2019	1.02	1.05
50	12/08/2019 - 12/14/2019	1.03	1.06
51	12/15/2019 - 12/21/2019	1.03	1.06
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

14-FEB-2020 15:39:30

830UPD

6_8700_PKSEASON.TXT

Appendix D

Planned Roadway Improvements

TRANSPORTATION MASTER PLAN FINAL REPORT



MIAMI BEACH

City of Miami Beach Mayor and Commissioners

Mayor Philip Levine
Commissioner John Elizabeth Alemán
Commissioner Ricky Arriola
Commissioner Michael Grieco
Commissioner Joy Malakoff
Commissioner Kristen Rosen Gonzalez
Commissioner Micky Steinberg

City of Miami Beach Management Team

Jimmy L. Morales, City Manager
Kathie G. Brooks, Assistant City Manager
Jose R. Gonzalez, P.E., Transportation Director
Josiel Ferrer-Diaz, E.I., Transportation Manager
Milosh Majstorovic, M.S.C.E., Transit Operations Supervisor
Xavier R. Falconi, P.E., Bicycle & Pedestrian Coordinator

PROJECT NUMBER	PROJECT NAME	CITY AREA	PROJECT TYPE	FROM	TO	PROJECT LENGTH (MILES)	PROJECT DESCRIPTION	PURPOSE & NEED
41	Tatum Waterway Drive Neighborhood Greenway	North	Bike/Ped	77 th Street	81 st Street	0.34	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks	Tatum Waterway Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
42	Chase Avenue Shared-Use Path Feasibility Study	Middle	Bike/Ped	Alton Road	34 th Street	0.23	Phase I of this project includes a feasibility analysis for a shared-use path adjacent to the golf course. Various constructability concerns were found during the master planning exercise, thus the need for a feasibility analysis. This analysis will also include the intersection Alton Road and Chase Avenue. Phase II of the project will consist of the implementation phase.	Chase Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
43	Alton Road and North Bay Road Intersection Bicycle Improvements	Middle	Bike/Ped	Intersection Project	N/A	N/A	Intersection Safety Improvements	The intersection requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Neighborhood and Quality of Life Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: October 19, 2020

SUBJECT: **DISCUSSION TO CONSIDER CONCEPTS FOR THE NORTH BEACH NEIGHBORHOOD GREENWAY.**

HISTORY:

The adopted 2016 Miami Beach Transportation Master Plan (TMP) was built on mode share goal and modal prioritization strategy adopted by Resolution 2015-29083 which places pedestrians first; bikes, freight and transit second; and private automobiles last. Projects in the TMP are intended to move Miami Beach towards this mode share vision by increasing pedestrian, bicycle and transit travel and making Miami Beach less car-centric.

The TMP recommended Neighborhood Greenways (also known as bicycle boulevards) as a mobility alternative for various corridors throughout the City to help reach the mode share vision identified in the master plan. Neighborhood Greenways, as defined in the TMP, are streets where cars are not excluded, but allow for bicycle and pedestrian travel to be safe and comfortable for users of all ages. This can be accomplished through lowering vehicular traffic speeds by implementing traffic calming features, landscaping to enhance the bicycle and pedestrian experience, and/or safe and context-sensitive roadway design.

The TMP recommends Neighborhood Greenways along various corridors in North Beach:

- 85 Street between Hawthorne Avenue and Collins Avenue
- 81 Street between Hawthorne Avenue and Collins Avenue
- 77 Street between Hawthorne Avenue and Collins Avenue
- Tatum Waterway between 77 Street and 81 Street

On May 17, 2017, the Transportation and Mobility Department issued a Notice to Proceed to a consultant for a planning study evaluating the feasibility of implementing Neighborhood Greenways in North Beach. The planning study included input from the community, internal stakeholders, and the Transportation, Parking, and Bicycle-Pedestrian Facilities Committee. Overall, community feedback on the concepts was positive. Transportation and Mobility Department staff also coordinated with the consultant teams working on the Plan NOBE, the West Lots Master Plan, and the Ocean Terrace planning efforts to ensure consistency.

One of the principal issues identified through the feasibility analysis was the lack of parking availability in the area which required identifying replacement parking to mitigate any on-street parking displaced by the proposed Neighborhood Greenways. Collins Court, adjacent to the west lots, was identified in the planning study as a potential location for future replacement parking.

Public meetings were held on August 2017 and December 2018 to review the concept plans with the community. Overall, the community supported the recommendations of the North Beach Neighborhood Greenway Planning Study.

The final concepts identified in the planning study proposed the following improvements:

- 85 Street – neighborhood greenway west of Byron Avenue and bi-directional buffered bike lanes east of Byron Avenue
- 82 Street – neighborhood greenway west of Crespi Boulevard
- 81 Street - neighborhood greenway west of Crespi Boulevard and bi-directional buffered bike lanes east of Byron Avenue
- 77 Street and 78 Street – one-way protected buffered bike lanes between Dickens Avenue and Collins Avenue
- 77 Street – neighborhood greenway west of Dickens Avenue
- Hawthorne Avenue and Crespi Boulevard – neighborhood greenways
- Byron Avenue – neighborhood greenway south of 81 Street
- Tatum Waterway Drive – one-way reconfiguration with buffered/protected bike lanes between 77 Street and 81 Street

The recommendations of the planning study were discussed at the February 6, 2019 Neighborhood/Community Affairs Committee. At the meeting, the Committee recommended that the City initiate a traffic study to evaluate the potential one-way conversion of Tatum Waterway Drive and pursue the proposed planning study recommendations, while ensuring no parking would be lost prior to a garage being built in the area. This recommendation was adopted at the March 13, 2019 City Commission meeting by Resolution 2019-30745.

The proposed bicycle lane on Tatum Waterway Drive is identified in the TMP as a critical connector between the existing bicycle lanes on Byron Avenue, Dickens Avenue, and 77 Street. The proposed protected bike lanes provide a connection to Biscayne

Elementary School and Lehrman Community Day School. Given that protected bike lanes are more appealing to inexperienced bicyclists, it is anticipated that these bike lanes will be used by parents and students traveling to/from the schools. In terms of connectivity, the proposed protected bike lanes would connect to a project in the planning stage which includes a shared-use path connecting Park View Island to Biscayne Elementary on 77 Street. With the recent conversations regarding potential changes to land use/development on Tatum Waterway Drive to a more commercial base, protected bike lanes have been shown to increase economic resilience.

Pursuant to Commission direction, in May 2019, the Transportation and Mobility Department engaged a consultant to conduct a traffic study to evaluate the one-way conversion of Tatum Waterway Drive, from 77 Street to 81 Street, in order to accommodate the desired buffered/protected bicycle lanes along the corridor.

ANALYSIS

Tatum Waterway Drive is currently a two-lane undivided roadway with a posted speed limit of 25 miles per hour. The corridor is classified as a local road; however, it becomes a minor collector when it intersects Dickens Avenue (north of 79 Street). The corridor is approximately 0.34 miles long and connects to Biscayne Point Elementary and the Lehrman Community Day School on 77 Street. Tatum Waterway Drive currently provides for continuous traffic flow in the southbound direction while northbound travel is stop-controlled at 79 Street.

Tatum Waterway Drive was evaluated to determine which direction of travel flow would be more advantageous in terms of traffic operation, circulation, and accessibility; however, the main purpose of this analysis was to determine the feasibility of a one-way conversion of Tatum Waterway Drive to improve bicycle connectivity and safety along the corridor. The evaluation was performed using two industry standard traffic modeling software (SERPM and Synchro 10.3).

Existing Condition Analysis

48-hour volume counts were collected to determine the travel patterns of the area. The data indicated that northbound and southbound volumes are fairly evenly distributed throughout the day. It is worth highlighting that the origin-destination study of the corridor showed that a large percentage of the northbound trips do not begin or end on Tatum Waterway Drive; thus, these trips are considered cut-through traffic and create congestion as well as stress for pedestrians and bicyclists.

Three daily peak traffic periods were studied as part of the analysis (7:45 AM to 8:45 AM, 1:00 PM to 2:00 PM, and 3:00 PM to 4:00 PM). Turning movement counts were collected during all three daily peak hours on Tuesday, May 14, 2019; Wednesday, May 15, 2019; Tuesday, May 21, 2019; and Wednesday, May 22, 2019. Given that two schools are located in proximity to Tatum Waterway Drive, weekend traffic counts were not collected as they would not be representative of the peak traffic periods in the area.

The study area for the analysis is bound by Tatum Waterway Drive to the west, Byron Avenue to the east, 77 Street to the south, and 81 Street to the north. Intersection capacity/level of service (LOS) analyses were conducted for all eighteen intersections within the study area. The intersection capacity analysis for existing conditions indicate that all study intersections currently operate at LOS D or better. LOS D is the commonly accepted LOS for intersections within an urban environment.

Future Condition Analysis

The first step in evaluating future conditions was to determine the appropriate direction for the street based on existing and future data. Two factors were used in determining the appropriate direction of traffic flow for Tatum Waterway Drive: 1) the potential to reduce cut-through traffic and 2) current school pick-up/drop-off operations.

Based on the simulation results and the data analysis, it was determined that the southbound only configuration would reduce cut-through traffic along Tatum Waterway Drive by about 80% during the AM peak hour and 76% during the PM peak hour as compared to northbound only. The reduction of cut-through traffic would improve the quality-of-life of residents along the corridor and would encourage more pedestrians and bicyclists to use Tatum Waterway Drive.

The second factor considered was future access modifications to the Lehrman Community Day School. The modification to the school access plan, as approved at the July 22, 2020 Design Review Board, proposes that all vehicles egress onto Tatum Waterway Drive. Due to existing one-way streets within the study area (78 Street and 79 Street), if Tatum Waterway Drive was northbound only, the route for vehicles dropping-off students at the Lehrman Community Day School would be more circuitous. Based on the results of the analysis, a southbound only traffic flow would work better for school drop-off. Northbound vehicles would use Dickens Avenue to 79 Street and then divert to Byron Avenue.

Intersection capacity/LOS analyses were conducted for all eighteen intersections within the study area. The intersection capacity analysis for the southbound only configuration indicated that all study intersections will continue to operate at LOS D or better.

Based on the above analysis, staff recommends that Tatum Waterway Drive be converted to one-way southbound.

Given that one-way streets generally have more speeding than two-way streets, the alternative configurations studied as part of this analysis focused on reducing the travel lane widths and implementing landscaped bulb-outs at intersections and mid-block locations to calm traffic as a result of the one-way configuration. Additionally, observations conducted by staff throughout the neighborhood suggest that single lane roadways with on-street parking on both sides are not conducive to speeding.

Proposed Typical Sections

Several southbound only configurations were evaluated for feasibility based on existing design standards and best practices. The two main criteria used in evaluating the proposed configurations were as follows:

- Minimizing loss of on-street parking resulting from implementation of bicycle lanes
- Complying with a minimum unobstructed pavement width of 20 ft. as required by the National Fire Protection Agency and adopted by the City of Miami Beach to allow for large emergency vehicle access and operation

Based on the above criteria, two southbound only alternative configurations for Tatum Waterway Drive were found to be feasible (Attachment):

- Alternative 6 - repurposes the northbound travel lane to add two 4 ft. bike lanes and 2 ft. buffers on both sides of Tatum Waterway Drive. This alternative maintains all existing on-street parking and 5 ft. wide sidewalks on both sides of Tatum Waterway Drive.
- Alternative 7 - repurposes the northbound travel lane to add a bi-directional buffered bike lane on the west side of Tatum Waterway Drive separated from the travel lane and parking lane by 2 ft. buffers. This alternative maintains all existing on-street parking and 5 ft. wide sidewalks on both sides of Tatum Waterway Drive.

The consultant compared both alternatives utilizing an evaluation matrix. Although both alternatives scored very similar in most categories, Alternative 7 performed better in reducing potential conflicts with side-street vehicles and on-street parking. In addition, the necessary space for the bi-directional buffered bike lanes under Alternative 7 is 2 ft. less than the conventional bike lane configuration proposed under Alternative 6. This would create an opportunity for potential future sidewalk expansion/landscaping. **It is worth highlighting that neither of the alternatives impacts existing on-street parking or access to any property or existing driveway along the corridor.**

While both alternatives are feasible, based on the findings of the traffic analysis and taking into consideration the potential of each alternative to accommodate future landscaping and/or sidewalk widening, **staff recommends moving forward with Alternative 7, pending community input.**

Next Steps

Following the discussion at the October 19, 2020 Neighborhood and Quality of Life Committee (NQLC) meeting, the City will host a virtual community meeting to present the draft traffic study and concept alternatives to the North Beach community. The meeting will be scheduled for early November 2020. The draft traffic study will also be presented to the Transportation, Parking, and Bicycle-Pedestrian Facilities Committee in November 2020. Subsequently, staff will submit the draft traffic study to Miami-Dade County for review and approval. Once approved, staff will present the final recommendation, including the results of the community meeting and County review, to the NQLC at a future meeting.

CONCLUSION:

Following a City Commission resolution adopted at the March 13, 2019 Commission meeting, staff engaged a consultant to conduct a traffic study to ascertain feasibility and document the potential impacts of a one-way conversion of Tatum Waterway Drive between 77 Street and 81 Street in order to accommodate protected bicycle lanes.

The City's adopted 2016 Transportation Master Plan proposes bicycle lanes on Tatum Waterway Drive as a critical connector between the existing bicycle lanes on Byron Avenue, Dickens Avenue, and 77 Street. The proposed protected bike lanes provide a connection to Biscayne Elementary School and Lehrman Community Day School. Given that protected bike lanes are more appealing to inexperienced bicyclists, it is anticipated that these bike lanes will be used by parents and students traveling to/from both schools. With the recent conversations regarding potential changes to land use/development on Tatum Waterway Drive to a more commercial base, protected bike lanes have been shown to enhance economic resilience.

Based on the results of the traffic analysis, traffic flow on Tatum Waterway Drive is recommended to be southbound only. The southbound only configuration would significantly reduce cut-through traffic along the corridor which promotes bicycle and pedestrian safety and comfort. Intersection capacity/level of services analyses were conducted for all eighteen intersections within the study area. The intersection capacity analysis for the southbound only configuration indicates that all study intersections will continue to operate at LOS D or better.

Various alternative configurations for Tatum Waterway Drive were evaluated; however, two alternatives were found to accommodate the desired bicycle improvements while keeping existing on-street parking and not impacting access to any property or existing driveway along the corridor. Following evaluation of specific criteria, and based on the results of the traffic study, staff recommends Alternative 7 as the preferred alternative, pending community input. This alternative includes repurposing the northbound travel lane to accommodate a bi-directional bike lane on the west side of Tatum Waterway Drive separated from the southbound travel lane and parking lane by 2 ft. buffers. Furthermore, this alternative maintains all existing on-street parking and 5 ft. wide sidewalks on both sides of Tatum Waterway Drive.

Applicable Area

North Beach

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?

No

Does this item utilize G.O. Bond Funds?

No

Appendix E

Growth Rate Calculations

FDOT Historic Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historic Growth- Linear				Historic Growth- Exponential				Historic Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
8433	Indian Creek Drive -- North of Lehrman Drive/77th Street	8.96%	71.44%	-	-	7.96%	71.89%	-	-	7.33%	58.32%	-	-
8434	Lehrman Drive/77th Street -- North of Carlyle Avenue	3.57%	75.00%	-	-	3.39%	75.00%	-	-	3.39%	60.25%	-	-
0520	SR A1A/Harding Avenue/One-Way Pair SB -- North of 87th Street	-0.57%	5.63%	0.81%	29.19%	-0.58%	5.39%	0.79%	29.49%	-0.76%	11.00%	1.02%	41.40%
0525	SR A1A/Collins Avenue/One-Way Pair NB -- North of 87th Street	-0.84%	2.86%	-0.80%	3.08%	-0.96%	2.90%	-0.65%	2.53%	-1.47%	8.32%	-0.37%	0.58%
Total		2.78%	38.73%	0.00%	16.14%	2.45%	38.80%	0.07%	16.01%	2.12%	34.47%	0.33%	20.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8433 - INDIAN CREEK DR, 200 FT N OF 77 ST/LEHRMAN DR (2011 OFF SYSTEM CYCLE)

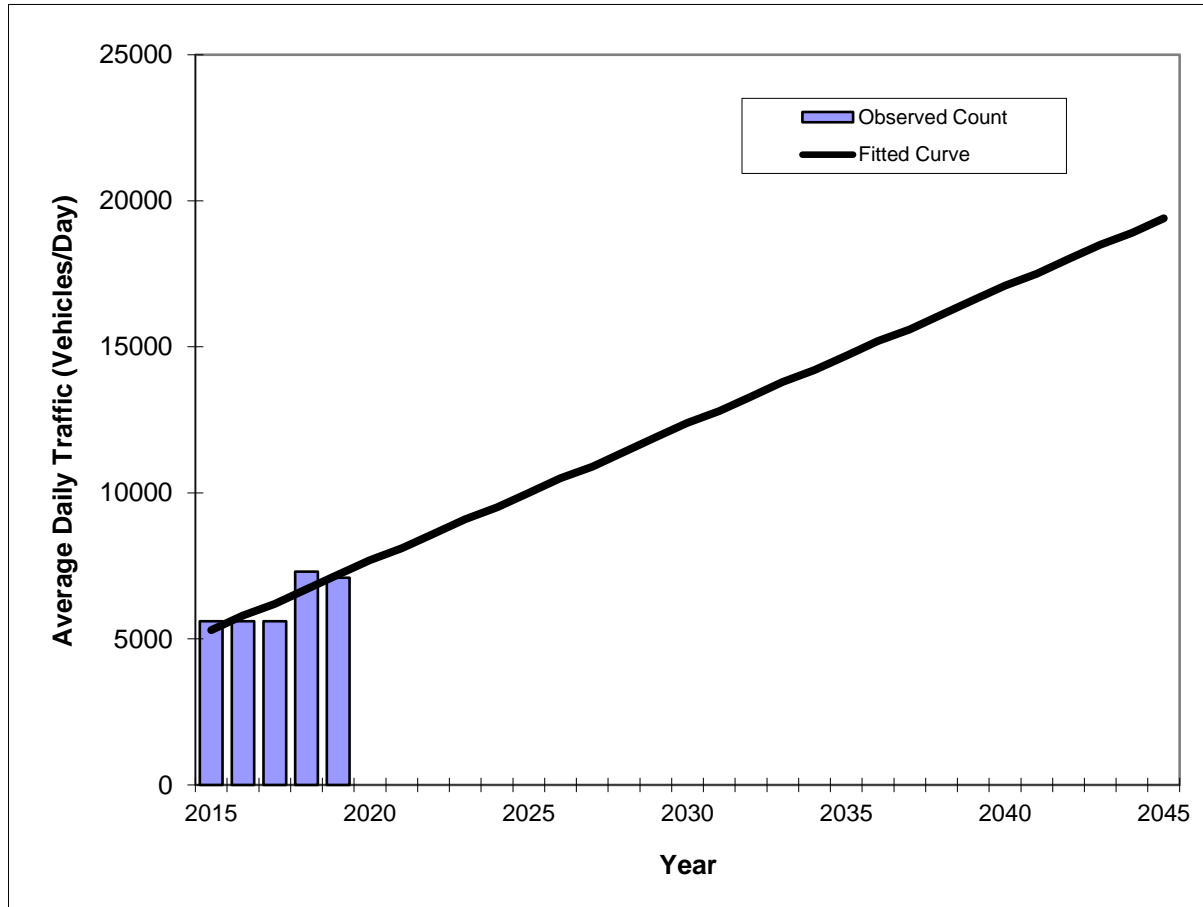
YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	6300 S	N	3200	S	3100	9.00	56.00	3.70
2019	7100 F	N	3600	S	3500	9.00	56.00	3.20
2018	7300 C	N	3700	S	3600	9.00	54.30	4.80
2017	5600 T	N	2800	S	2800	9.00	59.30	3.50
2016	5600 S	N	2800	S	2800	9.00	56.10	3.40
2015	5600 F	N	2800	S	2800	9.00	57.40	3.10
2014	5600 C	N	2800	S	2800	9.00	59.30	5.00
2013	3900 F		0		0	9.00	58.90	16.20
2012	3900 C	N	0	S	0	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

INDIAN CREEK DR -- 200 FT N OF 77 ST/LEHRMAN DR

County:	Miami-Dade (87)
Station #:	8433
Highway:	INDIAN CREEK DR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	5600	5300
2016	5600	5800
2017	5600	6200
2018	7300	6700
2019	7100	7200

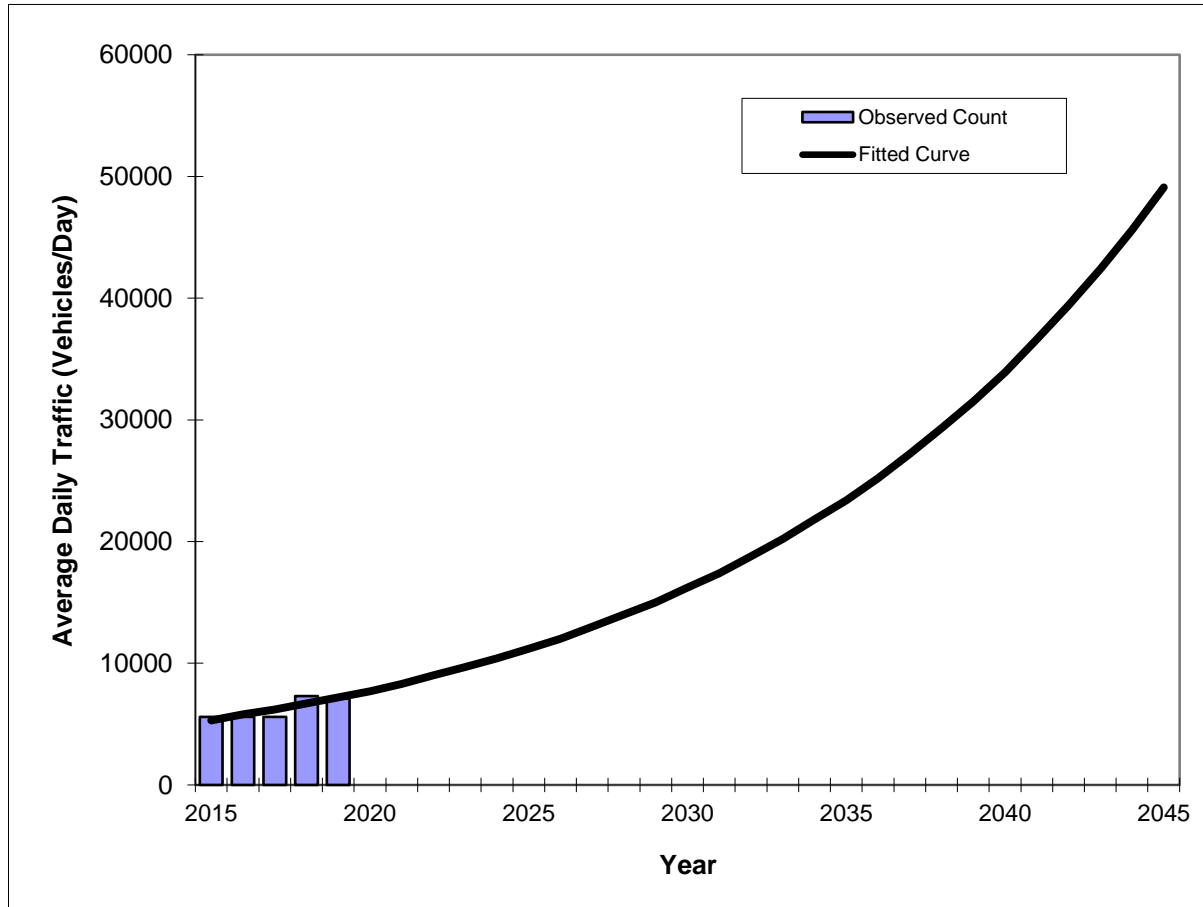
Trend R-squared:	71.44%
Trend Annual Historic Growth Rate:	8.96%
Printed:	14-Mar-22
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

INDIAN CREEK DR -- 200 FT N OF 77 ST/LEHRMAN DR

County:	Miami-Dade (87)
Station #:	8433
Highway:	INDIAN CREEK DR



Trend R-squared:	71.89%
Compounded Annual Historic Growth Rate:	7.96%
Printed:	14-Mar-22
Exponential Growth Option	

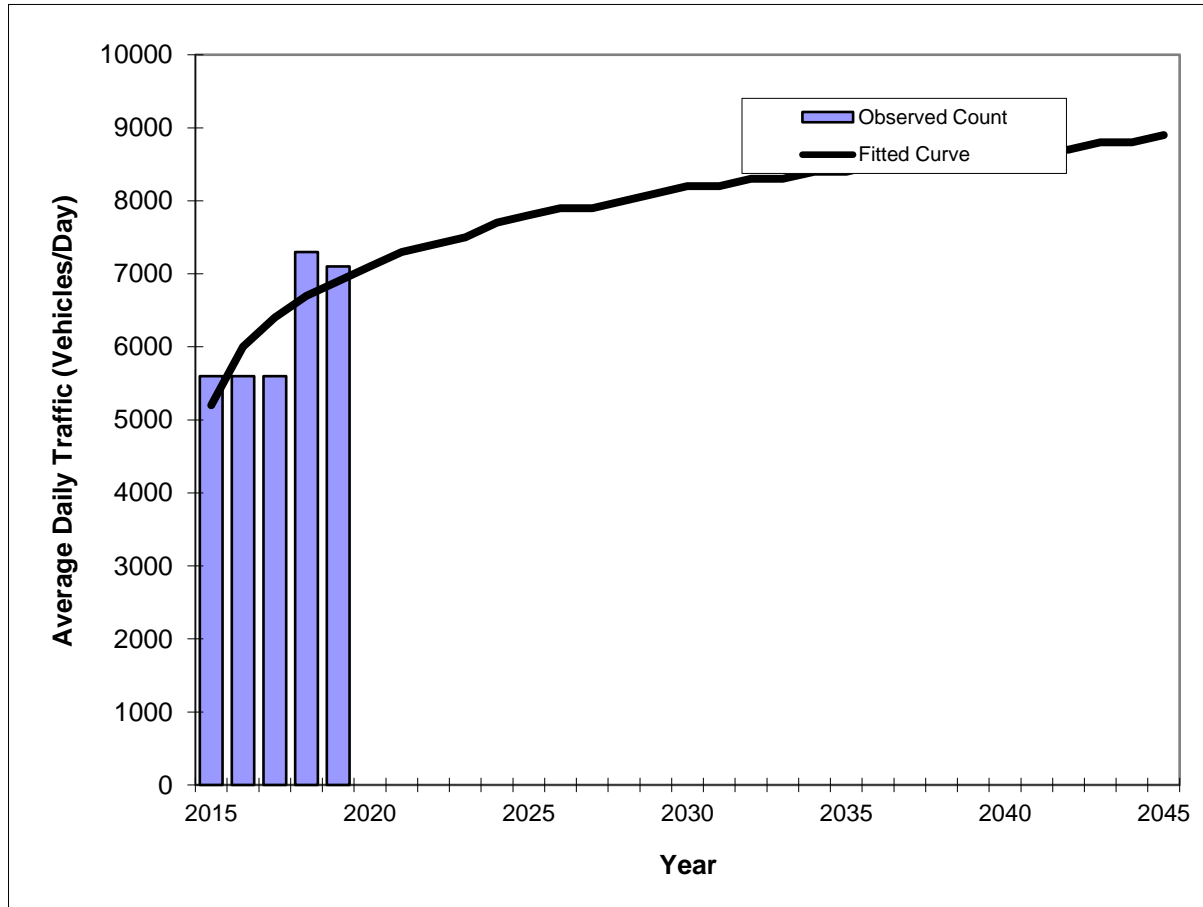
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	5600	5300
2016	5600	5800
2017	5600	6200
2018	7300	6700
2019	7100	7200

*Axle-Adjusted

Traffic Trends

INDIAN CREEK DR -- 200 FT N OF 77 ST/LEHRMAN DR

County:	Miami-Dade (87)
Station #:	8433
Highway:	INDIAN CREEK DR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	5600	5200
2016	5600	6000
2017	5600	6400
2018	7300	6700
2019	7100	6900

Trend R-squared:	58.32%
Compounded Annual Historic Growth Rate:	7.33%
Printed:	14-Mar-22
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8434 - LEHRMAN DR/77 ST, 200 FT N OF CARLYLE AVE (2011 OFF SYSTEM CYCLE)

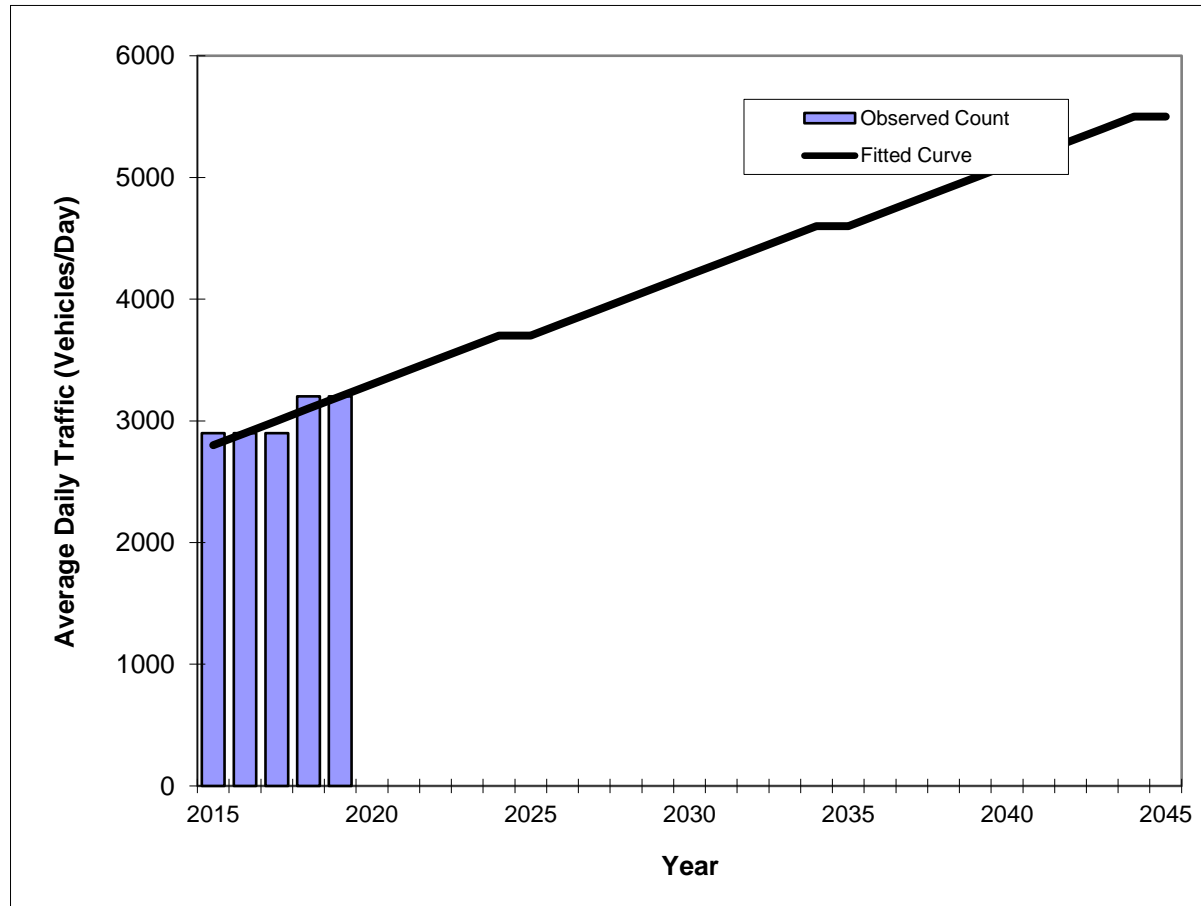
YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	2900 S	N	1200	S	1700	9.00	56.00	3.70
2019	3200 F	N	1300	S	1900	9.00	56.00	3.20
2018	3200 C	N	1300	S	1900	9.00	54.30	4.80
2017	2900 T	N	1400	S	1500	9.00	59.30	3.50
2016	2900 S	N	1400	S	1500	9.00	56.10	3.40
2015	2900 F	N	1400	S	1500	9.00	57.40	3.10
2014	2900 C	N	1400	S	1500	9.00	59.30	5.00
2013	2100 F		0		0	9.00	58.90	16.20
2012	2100 C	N	0	S	0	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

LEHRMAN DR/77 ST -- 200 FT N OF CARLYLE AVE

County:	Miami-Dade (87)
Station #:	8434
Highway:	LEHRMAN DR/77 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	2900	2800
2016	2900	2900
2017	2900	3000
2018	3200	3100
2019	3200	3200

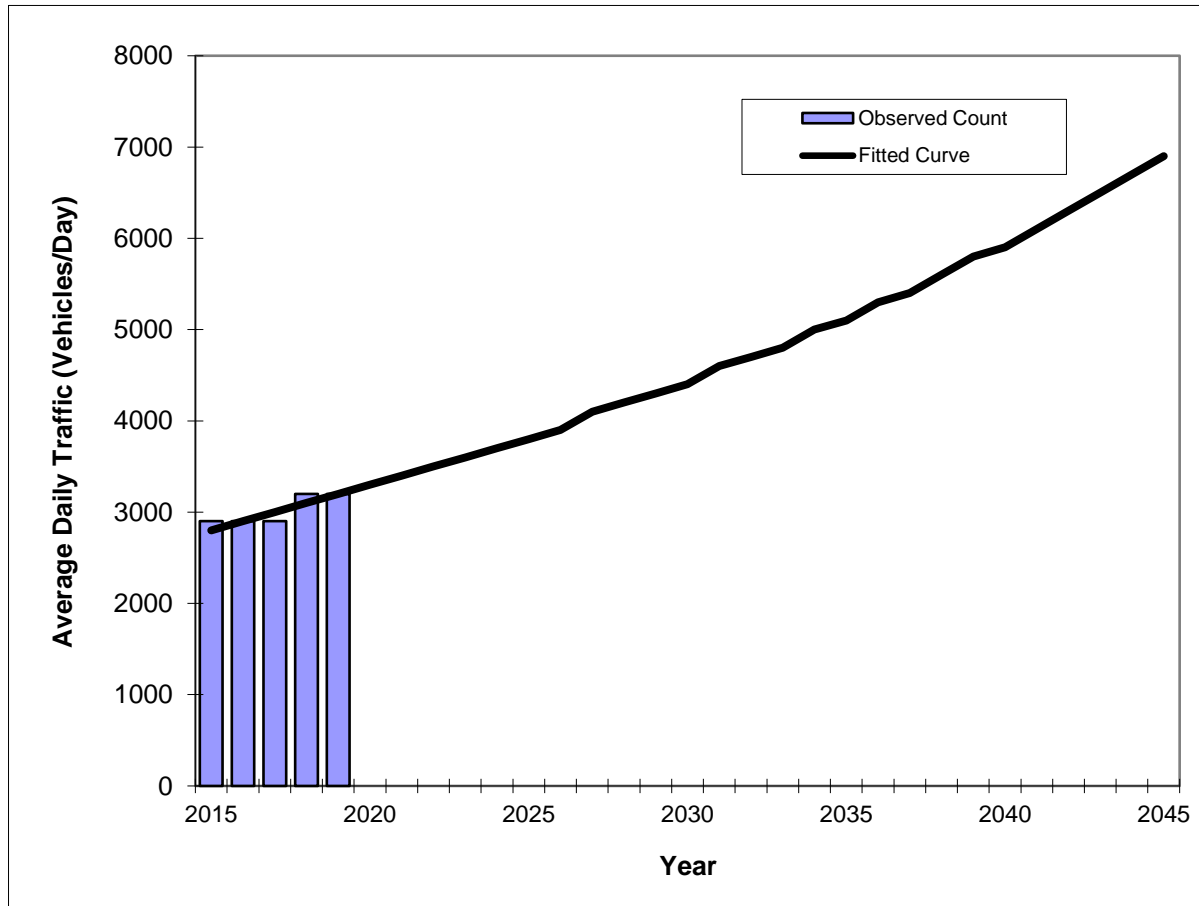
Trend R-squared:	75.00%
Trend Annual Historic Growth Rate:	3.57%
Printed:	14-Mar-22
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

LEHRMAN DR/77 ST -- 200 FT N OF CARLYLE AVE

County:	Miami-Dade (87)
Station #:	8434
Highway:	LEHRMAN DR/77 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	2900	2800
2016	2900	2900
2017	2900	3000
2018	3200	3100
2019	3200	3200

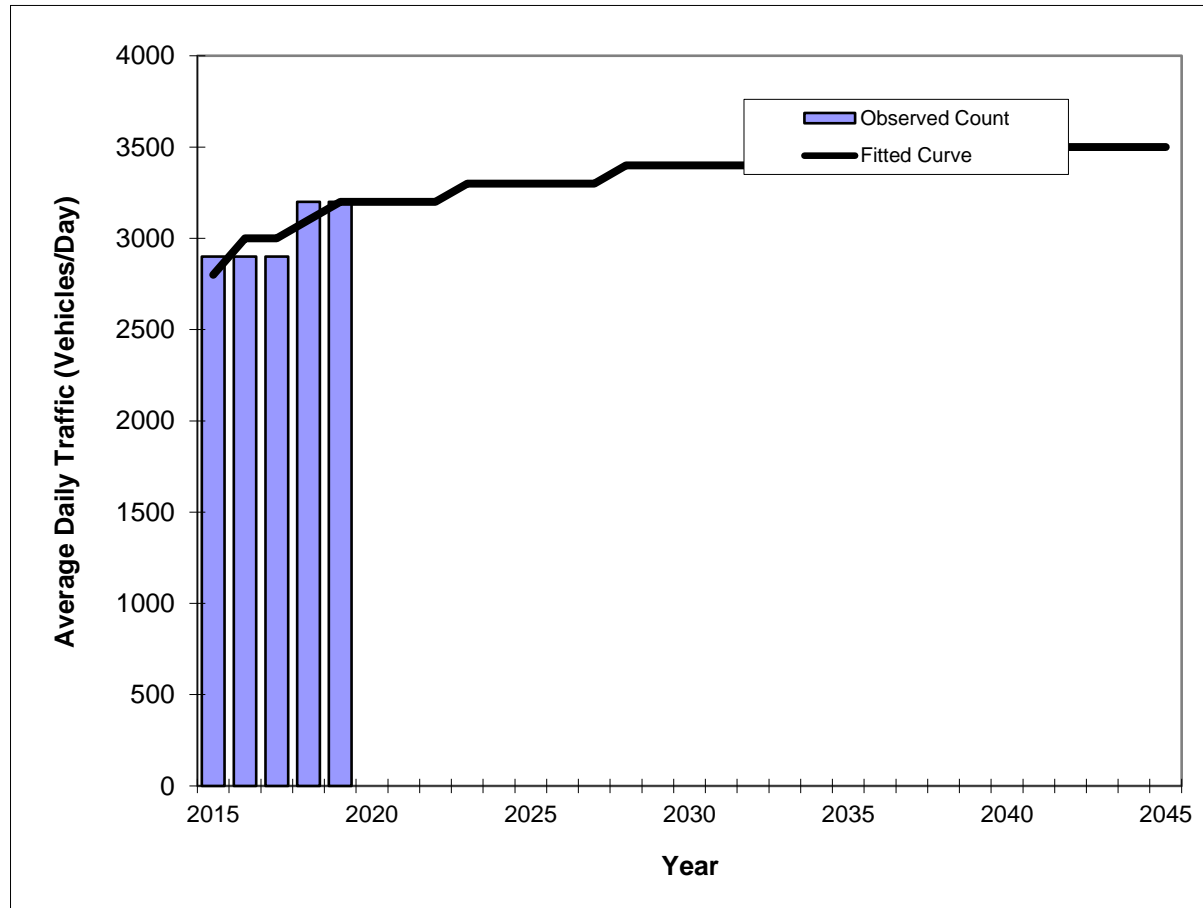
Trend R-squared:	75.00%
Compounded Annual Historic Growth Rate:	3.39%
Printed:	14-Mar-22
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

LEHRMAN DR/77 ST -- 200 FT N OF CARLYLE AVE

County:	Miami-Dade (87)
Station #:	8434
Highway:	LEHRMAN DR/77 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	2900	2800
2016	2900	3000
2017	2900	3000
2018	3200	3100
2019	3200	3200

Trend R-squared:	60.25%
Compounded Annual Historic Growth Rate:	3.39%
Printed:	14-Mar-22
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0520 - SR A1A/HARDING AV/ONE-WAY PAIR SB, 100' N 87 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2020	20000 C	S 20000	0	9.00	99.90	3.00
2019	26500 C	S 26500	0	9.00	99.90	3.10
2018	25500 C	S 25500	0	9.00	99.90	4.90
2017	24500 C	S 24500	0	9.00	99.90	7.50
2016	27000 C	S 27000	0	9.00	99.90	9.10
2015	26500 C	S 26500	0	9.00	99.90	7.60
2014	26000 C	S 26000	0	9.00	99.90	5.40
2013	25500 C	S 25500	0	9.00	99.90	3.00
2012	26000 C	S 26000	0	9.00	99.90	3.80
2011	23500 C	S 23500	0	9.00	99.90	7.50
2010	24000 C	S 24000	0	8.98	99.99	8.80
2009	23000 C	S 23000	0	8.99	99.99	8.40
2008	24000 C	S 24000	0	9.09	99.99	5.30
2007	24000 C	S 24000	0	8.01	99.99	4.90
2006	24000 C	S 24000	0	7.97	99.99	2.20
2005	27000 C	S 27000	0	8.80	99.90	5.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR A1A/HARDING AV/ONE-WAY PAIR SB -- 100' N 87 ST

County:

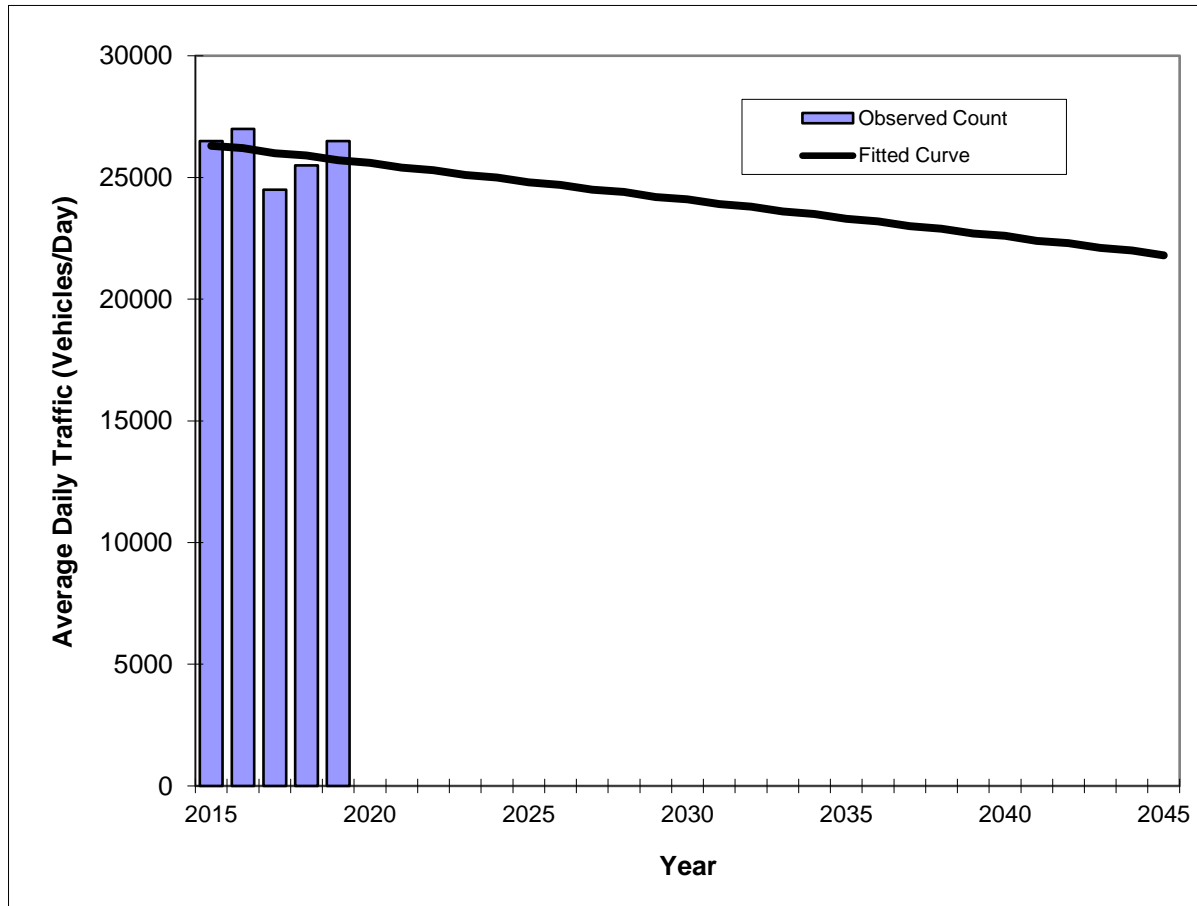
Miami-Dade (87)

Station #:

0520

Highway:

SR A1A/HARDING AV/ONE-WAY PAIR SB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26500	26300
2016	27000	26200
2017	24500	26000
2018	25500	25900
2019	26500	25700

Trend R-squared: 5.63%

Trend Annual Historic Growth Rate: -0.57%

Printed: 14-Mar-22

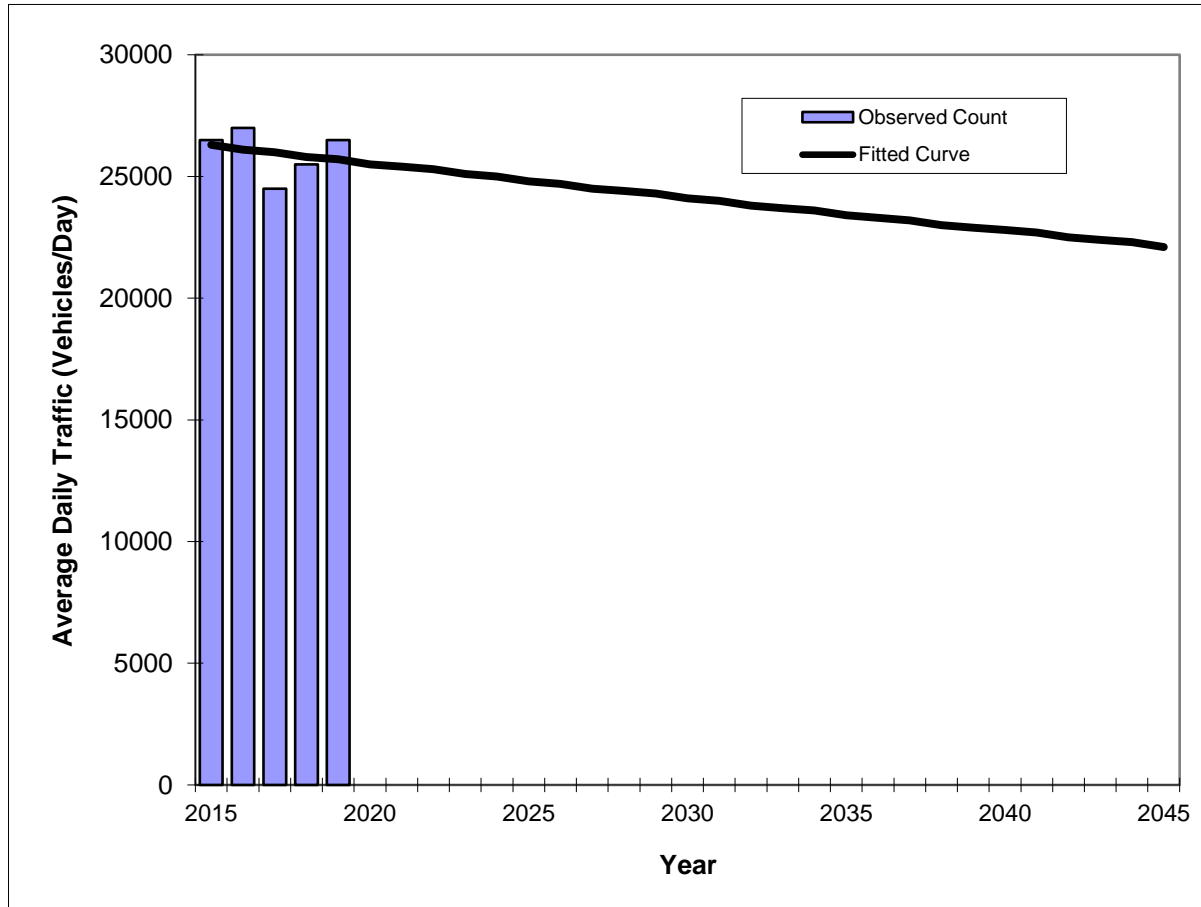
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/HARDING AV/ONE-WAY PAIR SB -- 100' N 87 ST

County:	Miami-Dade (87)
Station #:	0520
Highway:	SR A1A/HARDING AV/ONE-WAY PAIR SB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26500	26300
2016	27000	26100
2017	24500	26000
2018	25500	25800
2019	26500	25700

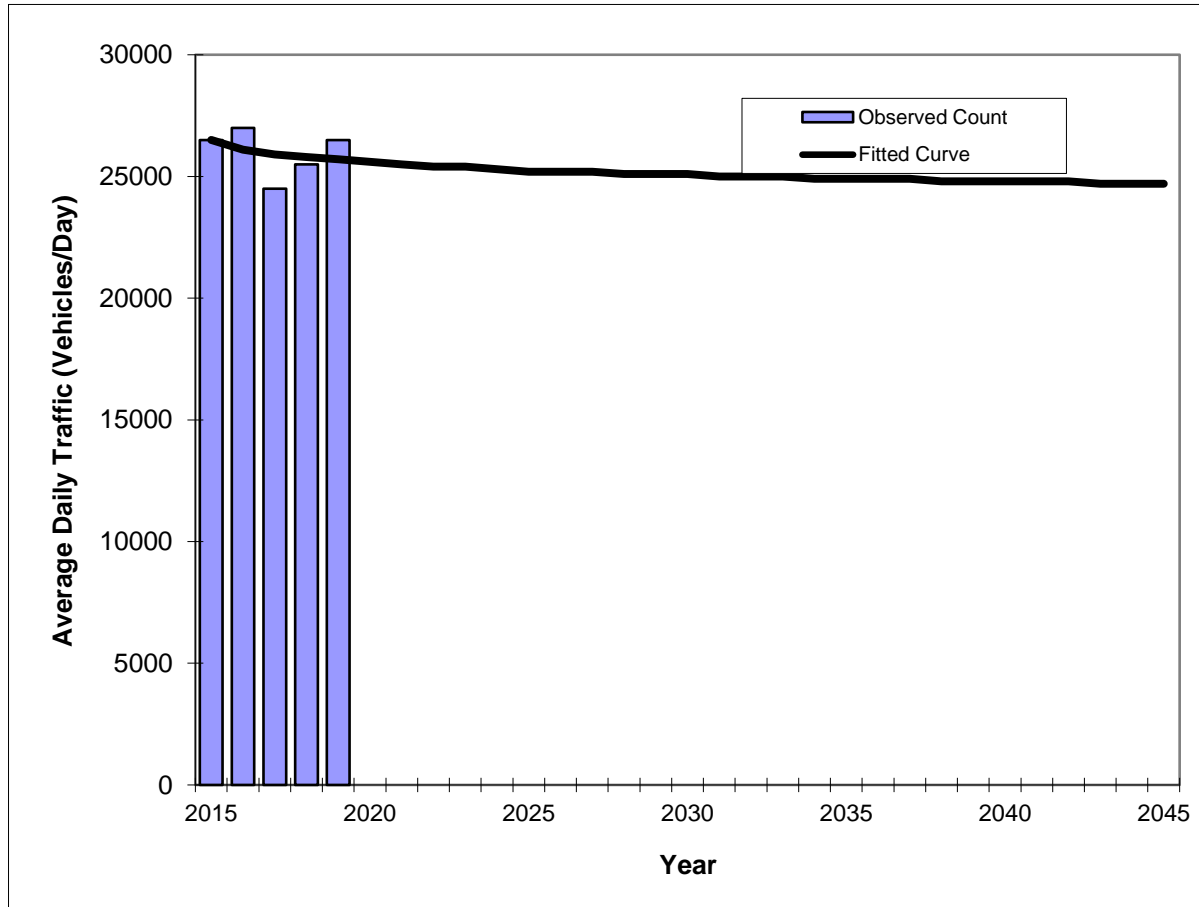
Trend R-squared:	5.39%
Compounded Annual Historic Growth Rate:	-0.58%
Printed:	14-Mar-22
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR A1A/HARDING AV/ONE-WAY PAIR SB -- 100' N 87 ST

County:	Miami-Dade (87)
Station #:	0520
Highway:	SR A1A/HARDING AV/ONE-WAY PAIR SB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26500	26500
2016	27000	26100
2017	24500	25900
2018	25500	25800
2019	26500	25700

Trend R-squared:	11.00%
Compounded Annual Historic Growth Rate:	-0.76%
Printed:	14-Mar-22
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR A1A/HARDING AV/ONE-WAY PAIR SB -- 100' N 87 ST

County:

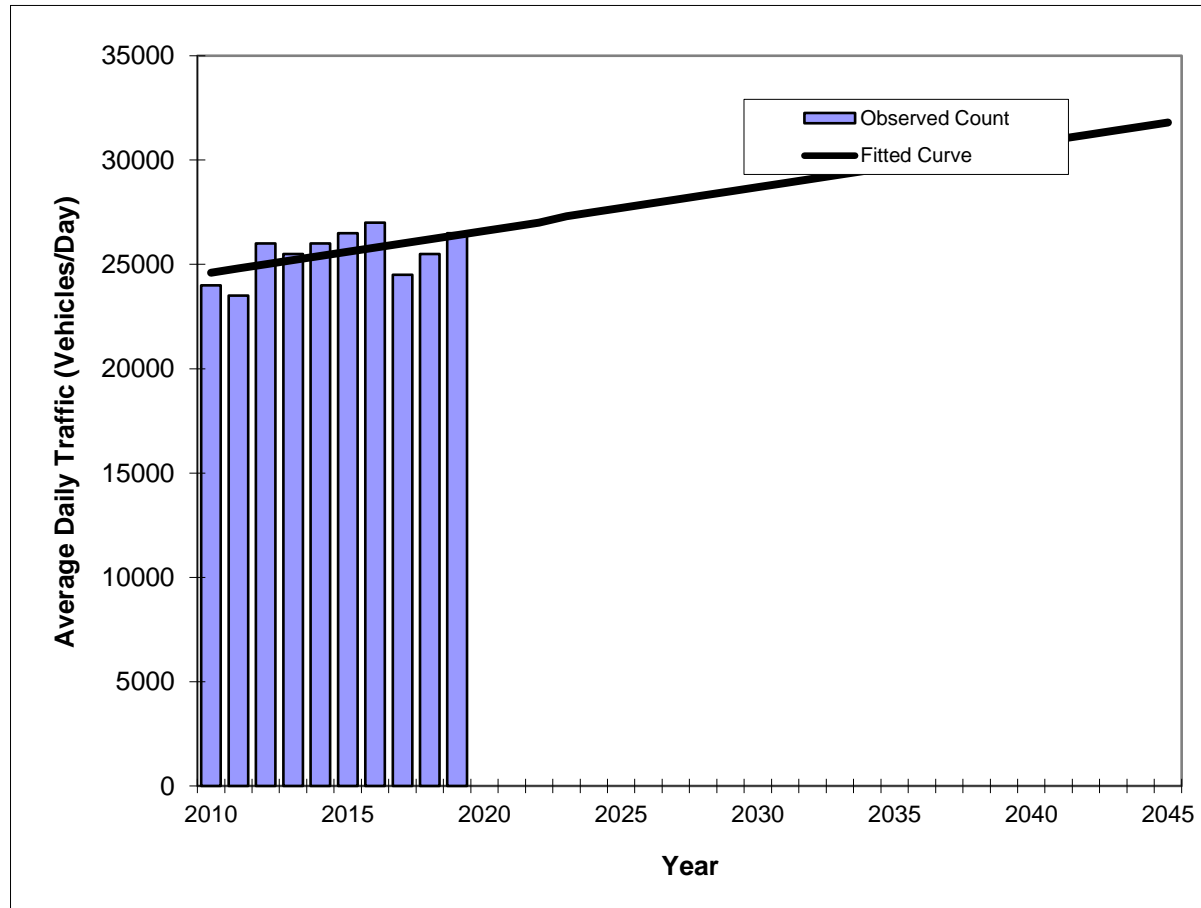
Miami-Dade (87)

Station #:

0520

Highway:

SR A1A/HARDING AV/ONE-WAY PAIR SB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	24000	24600
2011	23500	24800
2012	26000	25000
2013	25500	25200
2014	26000	25400
2015	26500	25600
2016	27000	25800
2017	24500	26000
2018	25500	26200
2019	26500	26400

Trend R-squared: 29.19%

Trend Annual Historic Growth Rate: 0.81%

Printed: 14-Mar-22

Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/HARDING AV/ONE-WAY PAIR SB -- 100' N 87 ST

County:

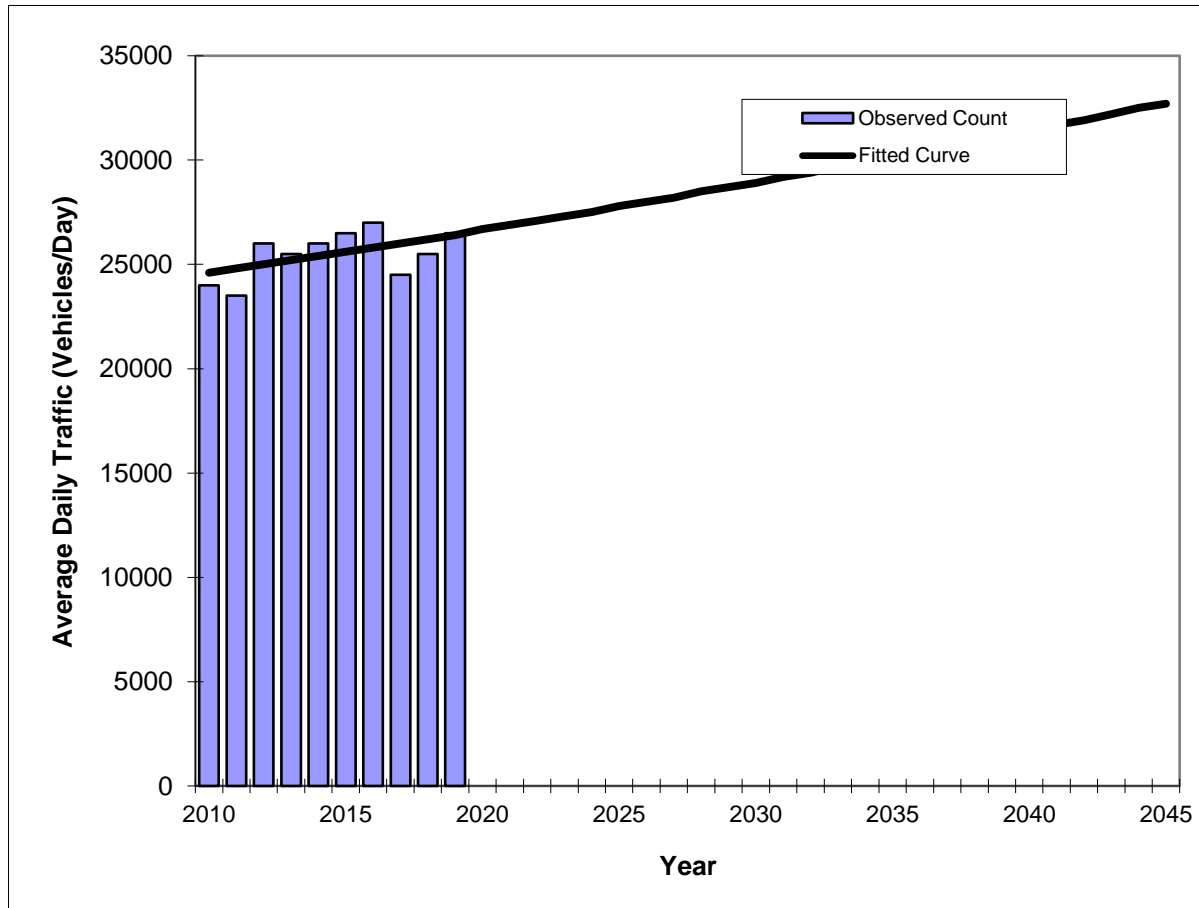
Miami-Dade (87)

Station #:

0520

Highway:

SR A1A/HARDING AV/ONE-WAY PAIR SB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	24000	24600
2011	23500	24800
2012	26000	25000
2013	25500	25200
2014	26000	25400
2015	26500	25600
2016	27000	25800
2017	24500	26000
2018	25500	26200
2019	26500	26400

Trend R-squared: 29.49%

Compounded Annual Historic Growth Rate: 0.79%

Printed: 14-Mar-22

Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/HARDING AV/ONE-WAY PAIR SB -- 100' N 87 ST

County:

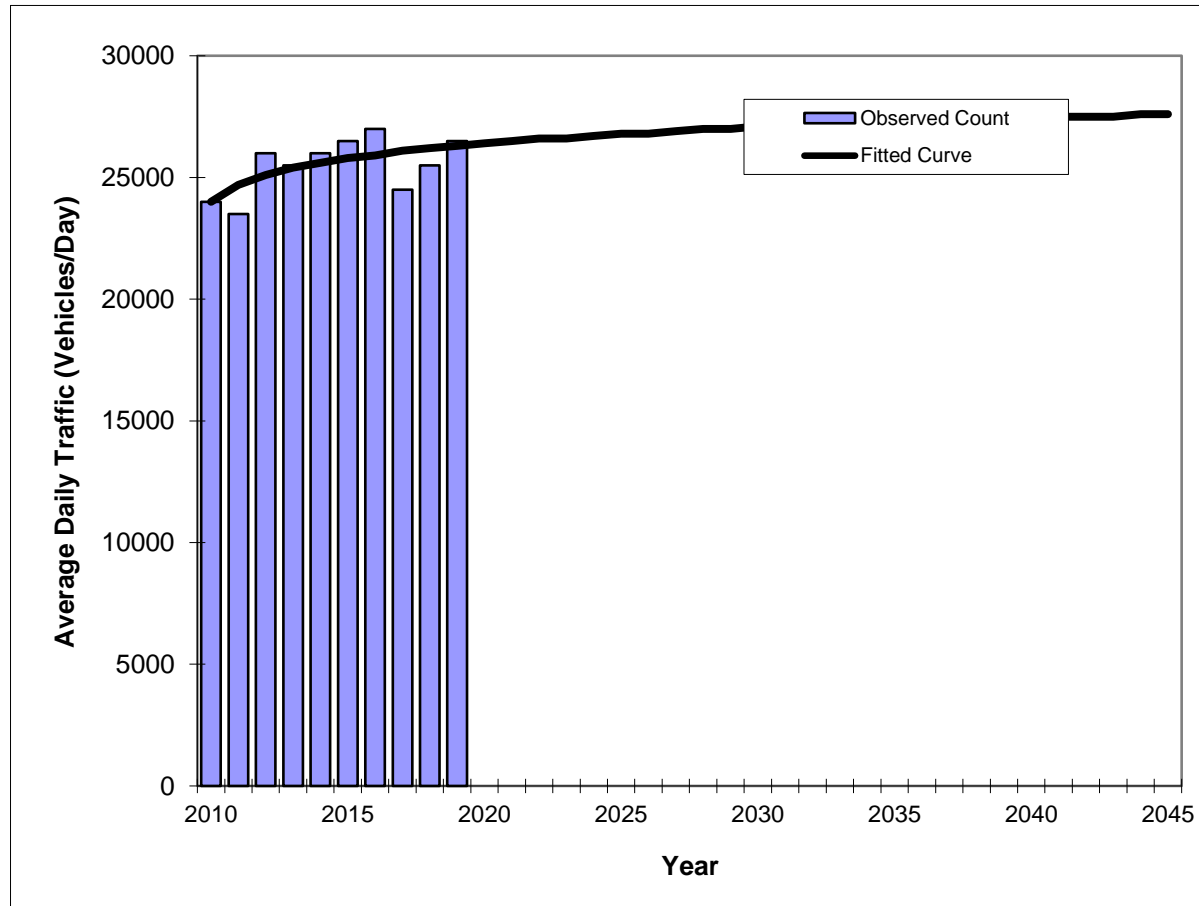
Miami-Dade (87)

Station #:

0520

Highway:

SR A1A/HARDING AV/ONE-WAY PAIR SB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	24000	24000
2011	23500	24700
2012	26000	25100
2013	25500	25400
2014	26000	25600
2015	26500	25800
2016	27000	25900
2017	24500	26100
2018	25500	26200
2019	26500	26300

Trend R-squared: 41.40%

Compounded Annual Historic Growth Rate: 1.02%

Printed: 14-Mar-22

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0525 - SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2020	22500 C	N 22500	0	9.00	99.90	9.20
2019	25000 C	N 25000	0	9.00	99.90	5.00
2018	22000 C	N 22000	0	9.00	99.90	5.60
2017	21000 C	N 21000	0	9.00	99.90	5.30
2016	25000 C	N 25000	0	9.00	99.90	7.80
2015	24500 C	N 24500	0	9.00	99.90	4.60
2014	21500 C	N 21500		9.00	99.90	5.10
2013	25000 C	N 25000	0	9.00	99.90	6.10
2012	32500 C	N 32500	0	9.00	99.90	8.40
2011	22000 C	N 22000	0	9.00	99.90	7.50
2010	22500 C	N 22500	0	8.98	99.99	8.80
2009	22500 C	N 22500	0	8.99	99.99	8.40
2008	24500 C	N 24500	0	9.09	99.99	5.30
2007	26000 C	N 26000	0	8.01	99.99	4.90
2006	24000 C	N 24000	0	7.97	99.99	2.20
2005	25000 C	N 25000	S	8.80	99.90	5.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

County:

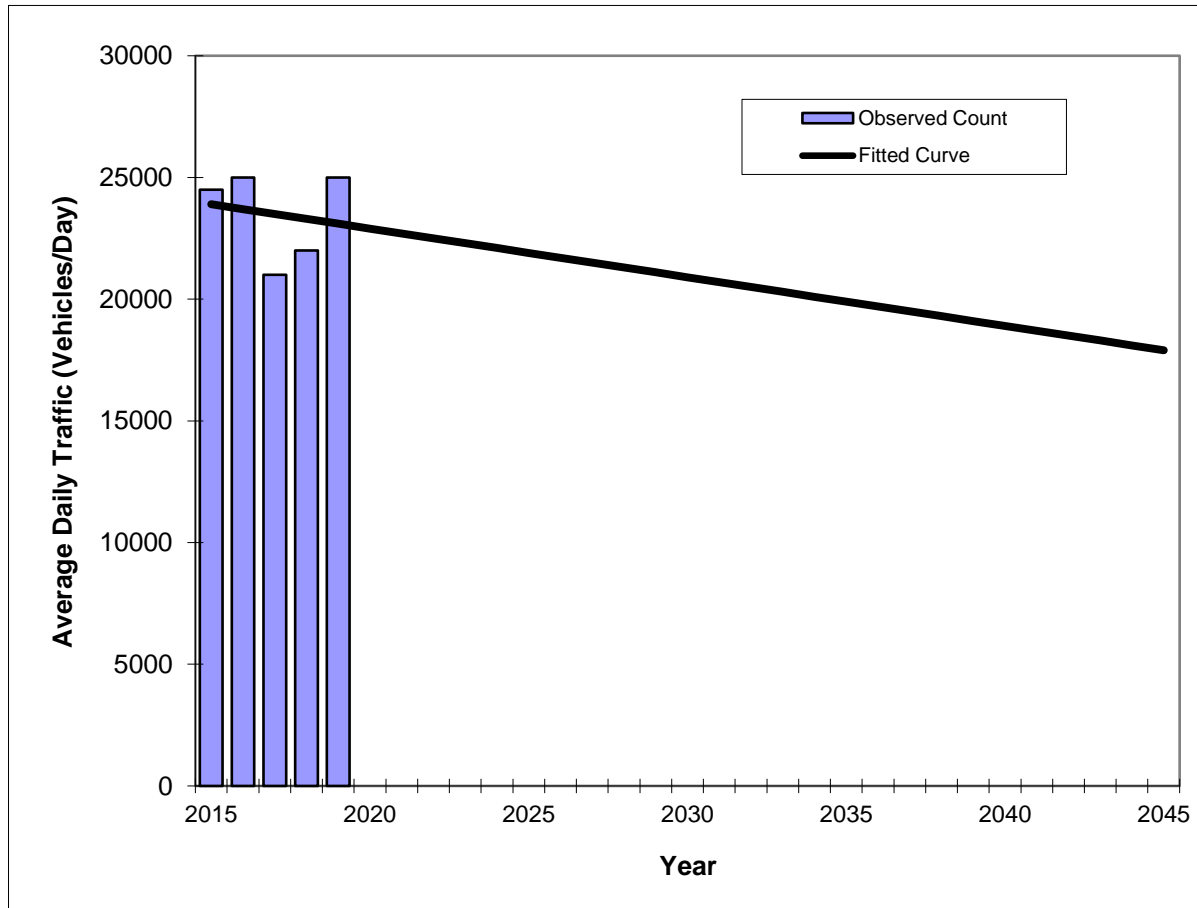
Miami-Dade (87)

Station #:

0525

Highway:

SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	24500	23900
2016	25000	23700
2017	21000	23500
2018	22000	23300
2019	25000	23100

Trend R-squared: 2.86%

Trend Annual Historic Growth Rate: -0.84%

Printed: 14-Mar-22

Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

County:

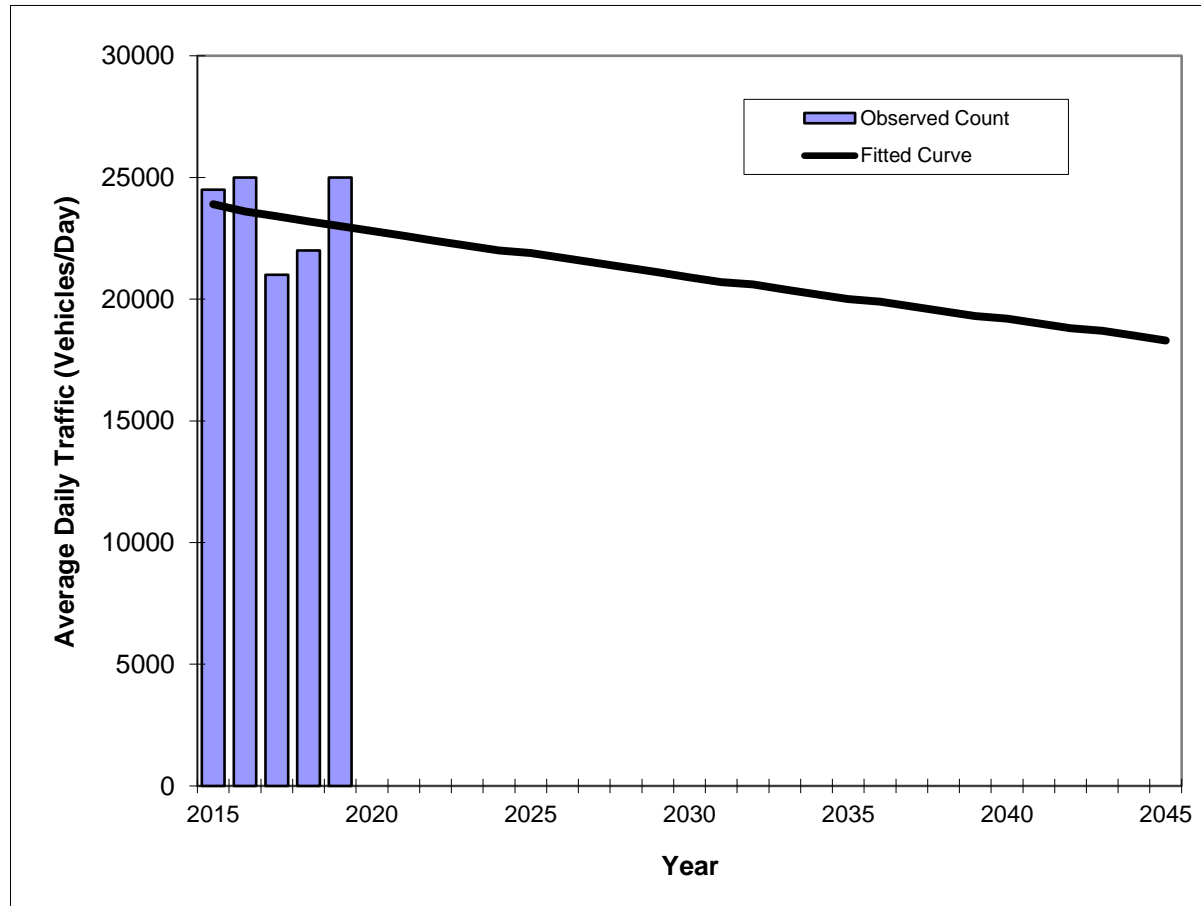
Miami-Dade (87)

Station #:

0525

Highway:

SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	24500	23900
2016	25000	23600
2017	21000	23400
2018	22000	23200
2019	25000	23000

Trend R-squared: 2.90%
 Compounded Annual Historic Growth Rate: -0.96%
 Printed: 14-Mar-22

Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

County:

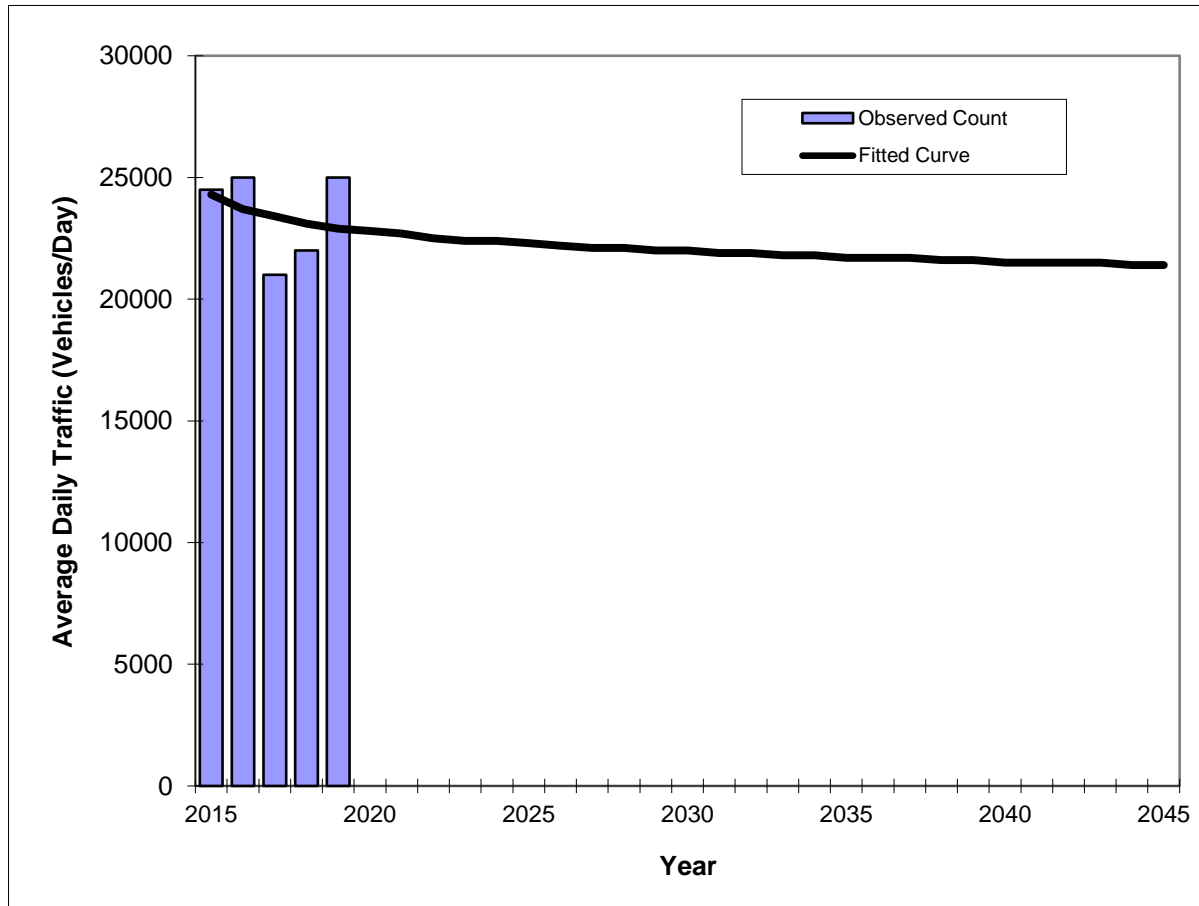
Miami-Dade (87)

Station #:

0525

Highway:

SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	24500	24300
2016	25000	23700
2017	21000	23400
2018	22000	23100
2019	25000	22900

Trend R-squared: 8.32%

Compounded Annual Historic Growth Rate: -1.47%

Printed: 14-Mar-22

Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

County:

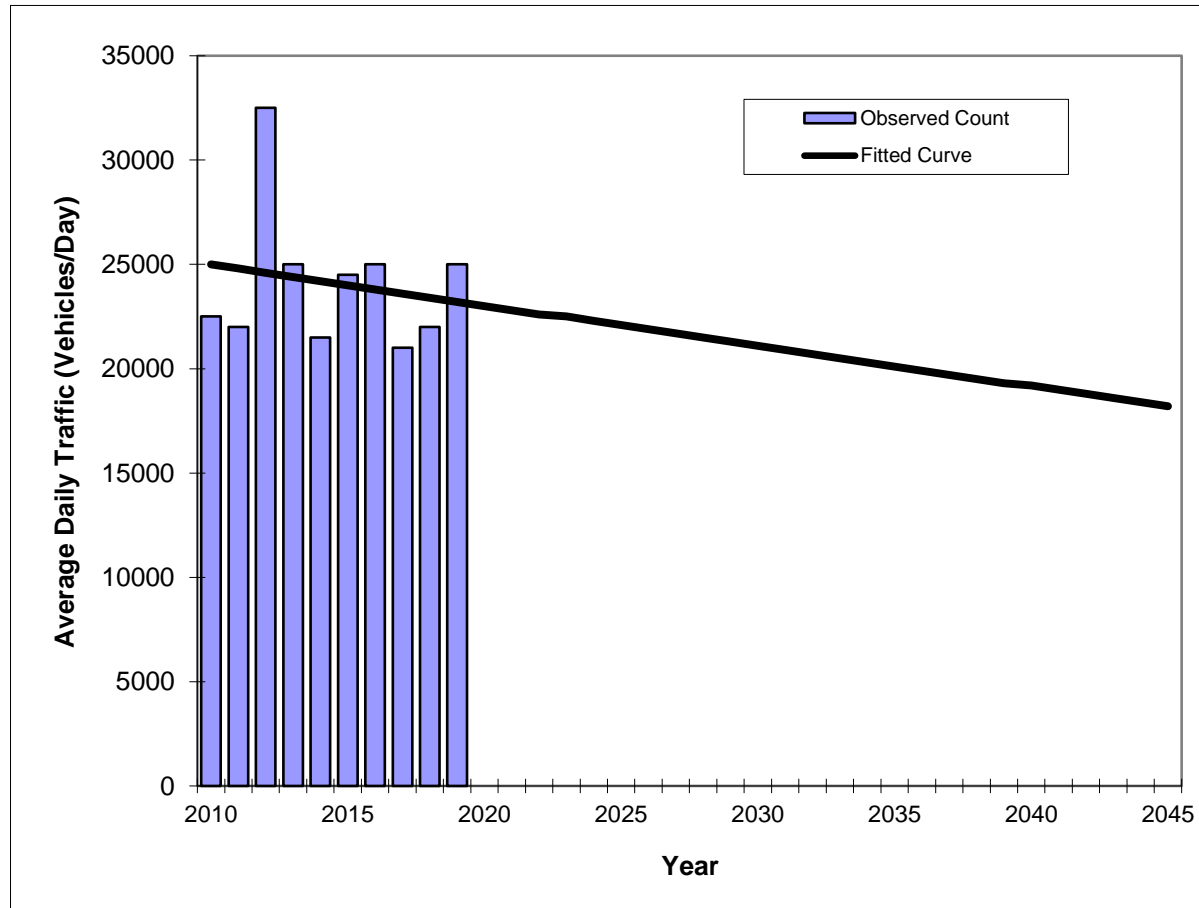
Miami-Dade (87)

Station #:

0525

Highway:

SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	22500	25000
2011	22000	24800
2012	32500	24600
2013	25000	24400
2014	21500	24200
2015	24500	24000
2016	25000	23800
2017	21000	23600
2018	22000	23400
2019	25000	23200

Trend R-squared: 3.08%

Trend Annual Historic Growth Rate: -0.80%

Printed: 14-Mar-22

Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

County:

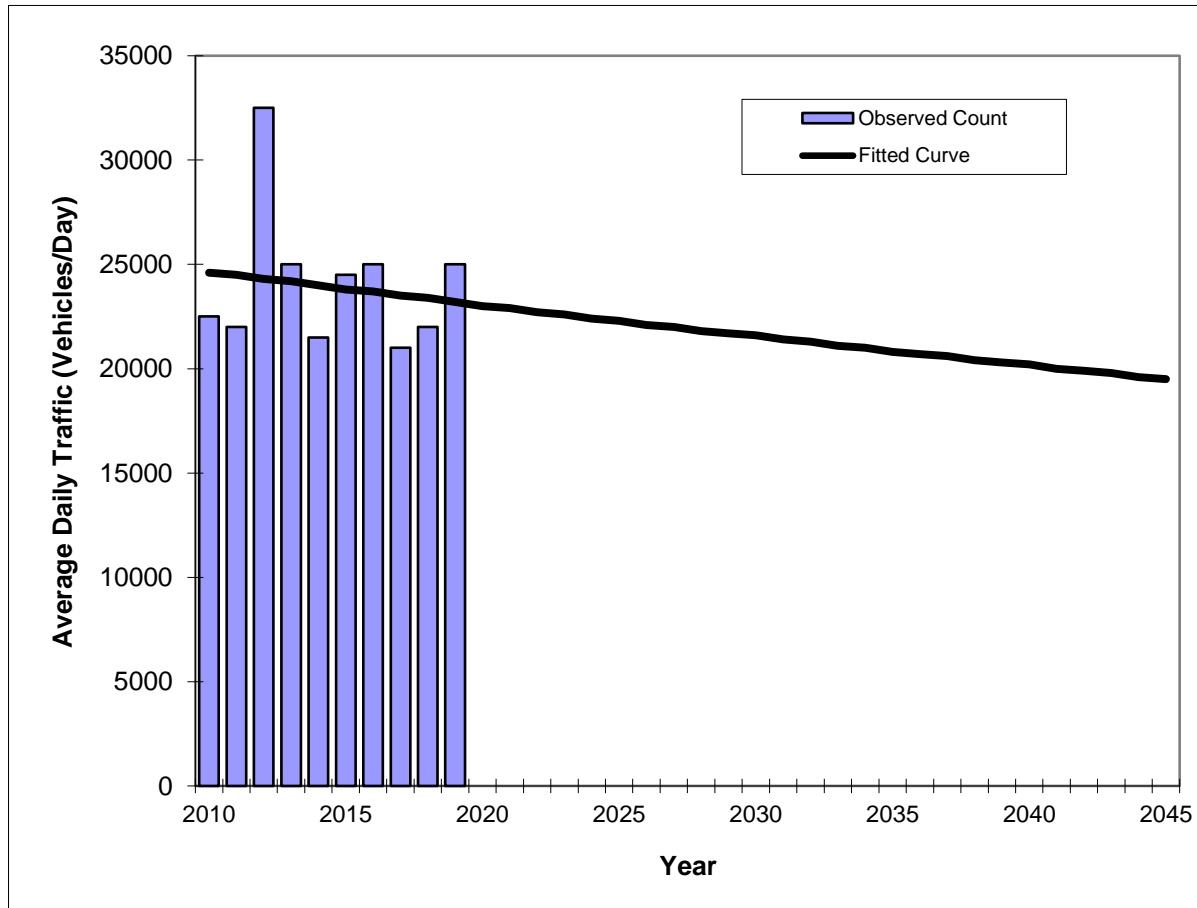
Miami-Dade (87)

Station #:

0525

Highway:

SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	22500	24600
2011	22000	24500
2012	32500	24300
2013	25000	24200
2014	21500	24000
2015	24500	23800
2016	25000	23700
2017	21000	23500
2018	22000	23400
2019	25000	23200

Trend R-squared: 2.53%

Compounded Annual Historic Growth Rate: -0.65%

Printed: 14-Mar-22

Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

County:

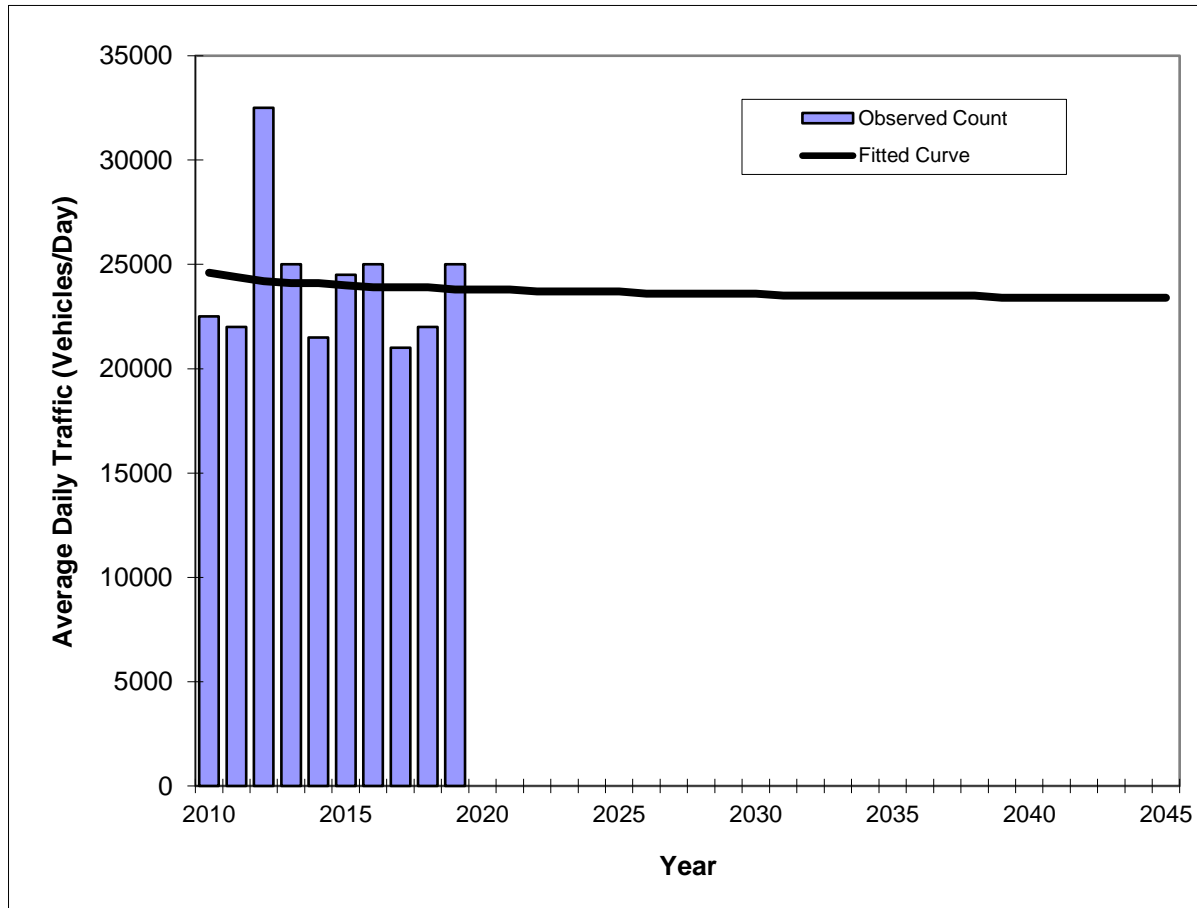
Miami-Dade (87)

Station #:

0525

Highway:

SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	22500	24600
2011	22000	24400
2012	32500	24200
2013	25000	24100
2014	21500	24100
2015	24500	24000
2016	25000	23900
2017	21000	23900
2018	22000	23900
2019	25000	23800

Trend R-squared: 0.58%

Compounded Annual Historic Growth Rate: -0.37%

Printed: 14-Mar-22

Decaying Exponential Growth Option

*Axle-Adjusted

SERPM Analysis

SERPM Growth Rate Summary					
Street Name	2015	2045	Difference	Growth Rate	Annual Growth Rate
SR A1A/Collins Avenue	25,864	30,485	4,621	17.87%	0.60%
	23,641	27,443	3,802	16.08%	0.54%
	26,718	31,551	4,833	18.09%	0.60%
SR A1A/Harding Avenue	27,204	31,291	4,087	15.02%	0.50%
	23,733	27,386	3,653	15.39%	0.51%
	29,713	34,251	4,538	15.27%	0.51%
81st Street	5,239	4,752	-487	-9.30%	-0.31%
77th Street	4,157	5,604	1,447	34.81%	1.16%
	6,969	8,245	1,276	18.31%	0.61%
Total	173,238	201,008	27,770	16.03%	0.53%

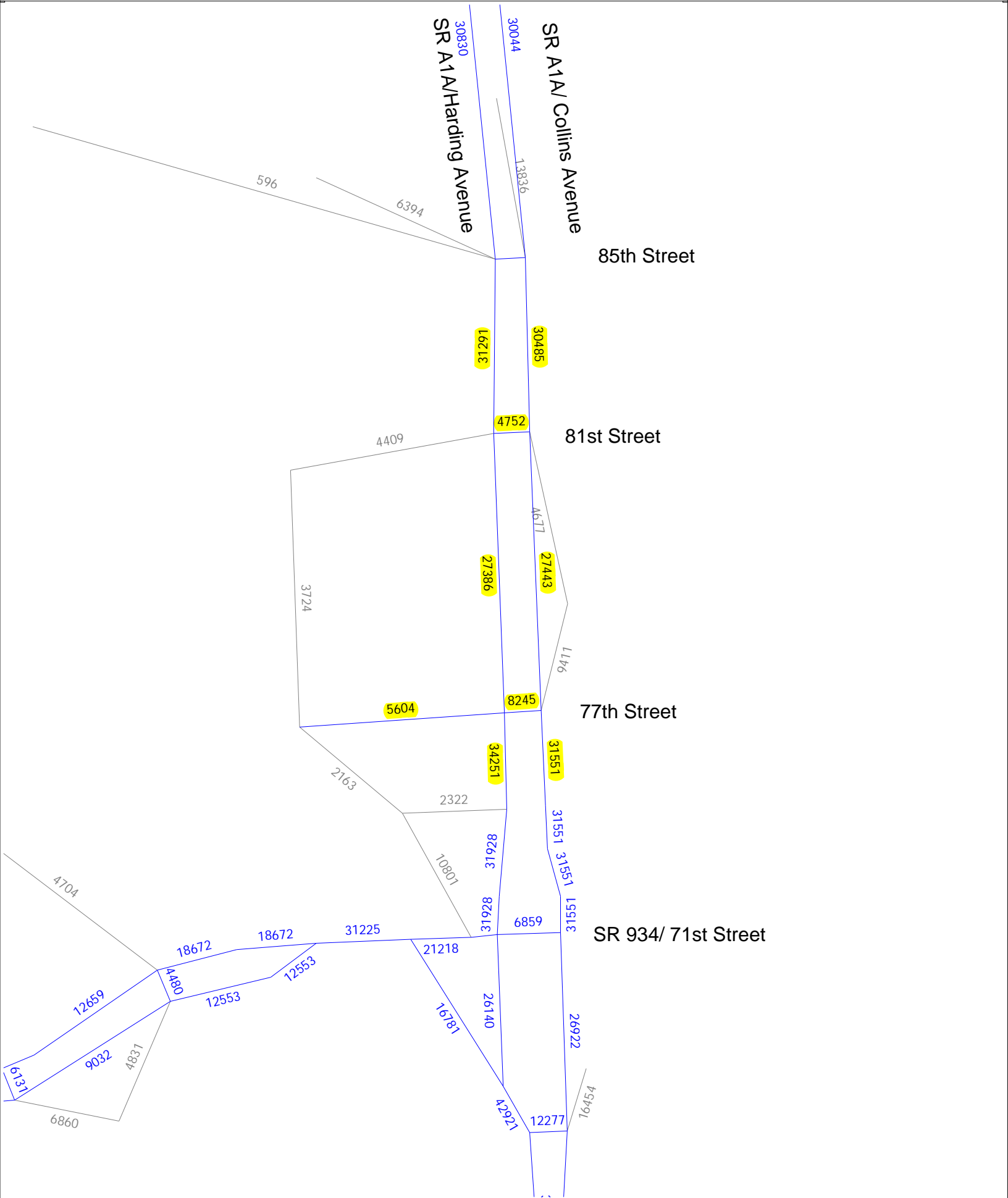
SR A1A/ Collins Avenue

85th Street

81st Street

77th Street

SR 934/ 71st Street



Appendix F

Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
GROUP 1	1	Elementary School	11	520	357	stu	54%	46%	143	121	264	20.0%	53	114	97	211	0.0%	0	114	97	211	0.0%	0	114	97	211
	2																									
	3																									
	4																									
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ITE Land Use Code		Rate or Equation				Total:		143	121	264	20.0%	53	114	97	211	0.0%	0	114	97	211	0.0%	0	114	97	211	
520		Y=0.74(X)																								

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
GROUP 2	1	Elementary School	11	520	520	stu	54%	46%	208	177	385	20.0%	77	166	142	308	0.0%	0	166	142	308	0.0%	0	166	142	308
	2																									
	3																									
	4																									
	5																									
	6																									
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	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		208	177	385	20.0%	77	166	142	308	0.0%	0	166	142	308	0.0%	0	166	142	308	
520		Y=0.74(X)																								

	IN	OUT	TOTAL
NET NEW TRIPS	52	45	97

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
GROUP 1	1	Elementary School	11	520	357	stu	46%	54%	74	87	161	20.0%	32	59	70	129	0.0%	0	59	70	129	0.0%	0	59	70	129
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		74	87	161	20.0%	32	59	70	129	0.0%	0	59	70	129	0.0%	0	59	70	129	
520		Y=0.45(X)																								

PROPOSED WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
GROUP 2	1	Elementary School	11	520	520	stu	46%	54%	108	126	234	20.0%	47	86	101	187	0.0%	0	86	101	187	0.0%	0	86	101	187
	2																									
	3																									
	4																									
	5																									
	6																									
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	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		108	126	234	20.0%	47	86	101	187	0.0%	0	86	101	187	0.0%	0	86	101	187	
520		Y=0.45(X)																								

	IN	OUT	TOTAL
NET NEW TRIPS	27	31	58

MEANS OF TRANSPORTATION TO WORK



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

$$(947+195) / (3154-57) = 36.9\%$$

Census Tract 39.11, Miami-Dade County, Florida

Label	Estimate	Margin of Error
▼ Total:	3,154	±599
▼ Car, truck, or van:	1,609	±375
Drove alone	1,535	±383
▼ Carpooled:	74	±71
In 2-person carpool	59	±68
In 3-person carpool	15	±25
In 4-person carpool	0	±14
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
▼ Public transportation (excluding taxicab):	947	±372
Bus	947	±372
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	0	±14
Motorcycle	202	±236
Bicycle	0	±14
Walked	195	±139
Other means	144	±134
Worked from home	57	±47

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey
Universe: Workers 16 years and over
Year: 2019
Estimates: 5-Year
Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

- An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
- An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
- An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
- An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
- An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
- An "(X)" means that the estimate is not applicable or not available.

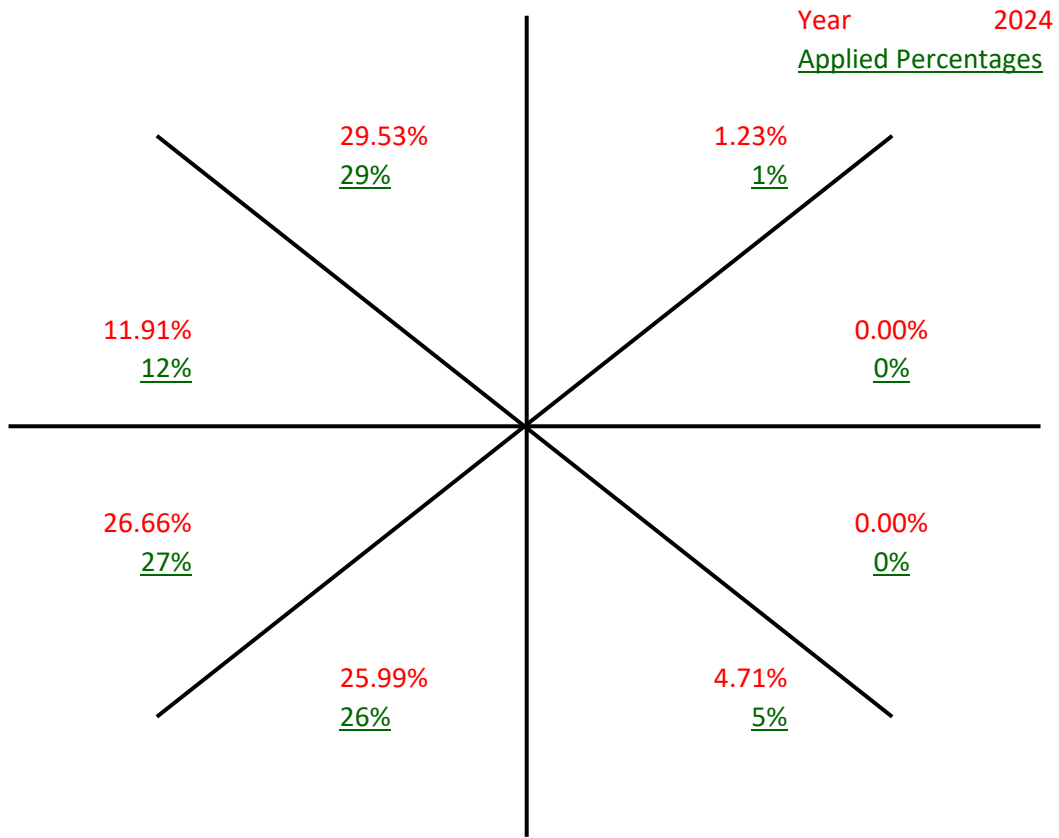
Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Appendix G

Cardinal Trip Distribution

Cardinal Distribution for TAZ 620



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2024 Interpolated	2024 Rounded
	2015	2045		
North-Northeast	1.2%	1.3%	1.23%	1.00%
East-Northeast	0.0%	0.0%	0.00%	0.00%
East-Southeast	0.0%	0.0%	0.00%	0.00%
South-Southeast	5.4%	3.1%	4.71%	5.00%
South-Southwest	26.8%	24.1%	25.99%	26.00%
West-Southwest	25.1%	30.3%	26.66%	27.00%
West-Northwest	11.4%	13.1%	11.91%	12.00%
North-Northwest	30.1%	28.2%	29.53%	29.00%
Total	100.0%	100.1%	100.03%	100.00%



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP

SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
599	3499	Trips	591	34	0	13	16	316	294	397	1,717
599	3499	Percent	35.6	2.0	0.0	0.8	1.0	19.0	17.7	23.9	
600	3500	Trips	1,964	258	20	47	84	1,205	1,079	998	5,795
600	3500	Percent	34.7	4.6	0.4	0.8	1.5	21.3	19.1	17.7	
601	3501	Trips	70	-	-	28	277	290	175	257	1,104
601	3501	Percent	6.4	-	-	2.5	25.3	26.4	15.9	23.5	
602	3502	Trips	67	17	-	103	540	455	472	464	2,181
602	3502	Percent	3.2	0.8	-	4.9	25.5	21.5	22.3	21.9	
603	3503	Trips	27	-	-	3	177	160	92	111	570
603	3503	Percent	4.8	-	-	0.5	31.0	28.1	16.2	19.5	
604	3504	Trips	45	-	-	6	506	334	458	381	1,779
604	3504	Percent	2.6	-	-	0.4	29.3	19.3	26.5	22.0	
605	3505	Trips	136	16	-	144	498	321	433	386	1,958
605	3505	Percent	7.0	0.8	-	7.4	25.7	16.6	22.4	20.0	
606	3506	Trips	830	-	-	845	1,407	1,998	1,040	2,384	9,052
606	3506	Percent	9.8	-	-	9.9	16.5	23.5	12.2	28.0	
607	3507	Trips	197	83	-	165	848	498	671	627	3,154
607	3507	Percent	6.4	2.7	-	5.4	27.5	16.1	21.7	20.3	
608	3508	Trips	109	-	-	17	655	545	562	535	2,497
608	3508	Percent	4.5	-	-	0.7	27.0	22.5	23.2	22.1	
609	3509	Trips	80	-	-	30	482	700	242	744	2,414
609	3509	Percent	3.5	-	-	1.3	21.2	30.7	10.6	32.7	
610	3510	Trips	576	187	-	313	1,639	1,859	1,152	2,527	9,381
610	3510	Percent	7.0	2.3	-	3.8	19.9	22.5	14.0	30.6	
611	3511	Trips	344	38	-	107	861	847	782	1,269	4,444
611	3511	Percent	8.1	0.9	-	2.5	20.3	20.0	18.4	29.9	
612	3512	Trips	102	-	-	38	497	479	354	809	2,324
612	3512	Percent	4.5	-	-	1.7	21.8	21.0	15.5	35.5	
613	3513	Trips	50	-	-	45	147	146	130	221	738
613	3513	Percent	6.8	-	-	6.1	19.9	19.8	17.6	30.0	
614	3514	Trips	107	-	-	231	720	908	522	868	3,436
614	3514	Percent	3.2	-	-	6.9	21.5	27.1	15.6	25.9	
615	3515	Trips	748	321	-	855	1,825	1,774	1,120	2,278	9,551
615	3515	Percent	8.4	3.6	-	9.6	20.5	19.9	12.6	25.5	
616	3516	Trips	631	418	-	1,214	1,619	1,428	921	1,966	9,585
616	3516	Percent	7.7	5.1	-	14.8	19.8	17.4	11.2	24.0	
617	3517	Trips	18	4	17	9	11	16	6	43	125
617	3517	Percent	14.3	3.3	13.7	7.4	9.0	13.1	4.7	34.7	
618	3518	Trips	243	105	-	241	640	556	295	599	2,736
618	3518	Percent	9.1	3.9	-	9.0	23.9	20.8	11.0	22.4	
619	3519	Trips	114	-	-	442	1,579	1,258	675	2,112	6,703
619	3519	Percent	1.8	-	-	7.2	25.6	20.4	10.9	34.2	
620	3520	Trips	85	-	-	385	1,902	1,775	809	2,132	7,584
620	3520	Percent	1.2	-	-	5.4	26.8	25.1	11.4	30.1	
621	3521	Trips	411	-	112	336	917	877	409	774	3,916
621	3521	Percent	10.7	-	2.9	8.8	23.9	22.9	10.7	20.2	
622	3522	Trips	725	-	-	733	1,372	1,695	887	1,623	7,653
622	3522	Percent	10.3	-	-	10.4	19.5	24.1	12.6	23.1	
623	3523	Trips	394	243	139	749	727	1,431	755	921	5,657
623	3523	Percent	7.4	4.5	2.6	14.0	13.6	26.7	14.1	17.2	
624	3524	Trips	1,100	613	112	625	1,542	2,663	1,706	1,821	11,072
624	3524	Percent	10.8	6.0	1.1	6.1	15.2	26.2	16.8	17.9	

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
599	3499	Trips	392	108	7	13	41	341	344	485	1,765
599	3499	Percent	22.6	6.2	0.4	0.8	2.4	19.7	19.9	28.0	
600	3500	Trips	1,603	330	17	42	94	1,157	1,332	1,506	6,163
600	3500	Percent	26.4	5.4	0.3	0.7	1.6	19.0	21.9	24.8	
601	3501	Trips	73	-	-	36	470	342	267	332	1,552
601	3501	Percent	4.8	-	-	2.4	30.9	22.5	17.5	21.8	
602	3502	Trips	62	6	-	148	713	574	523	476	2,566
602	3502	Percent	2.5	0.3	-	5.9	28.5	22.9	20.9	19.0	
603	3503	Trips	14	-	-	1	337	258	161	172	980
603	3503	Percent	1.5	-	-	0.1	35.7	27.4	17.1	18.3	
604	3504	Trips	64	-	-	41	951	737	707	668	3,445
604	3504	Percent	2.0	-	-	1.3	30.0	23.3	22.3	21.1	
605	3505	Trips	99	36	-	135	670	549	585	509	2,652
605	3505	Percent	3.8	1.4	-	5.2	25.9	21.2	22.7	19.7	
606	3506	Trips	643	-	-	754	1,891	2,383	1,151	2,389	9,786
606	3506	Percent	7.0	-	-	8.2	20.5	25.9	12.5	25.9	
607	3507	Trips	188	140	-	182	1,171	780	868	741	4,188
607	3507	Percent	4.6	3.4	-	4.5	28.8	19.2	21.3	18.2	
608	3508	Trips	110	-	-	48	1,108	1,101	706	785	3,985
608	3508	Percent	2.9	-	-	1.2	28.7	28.5	18.3	20.4	
609	3509	Trips	86	-	-	37	718	953	371	839	3,169
609	3509	Percent	2.9	-	-	1.2	23.9	31.7	12.3	27.9	
610	3510	Trips	681	182	-	382	2,239	2,515	1,391	2,792	12,047
610	3510	Percent	6.7	1.8	-	3.8	22.0	24.7	13.7	27.4	
611	3511	Trips	449	13	-	118	1,000	1,197	848	1,206	5,036
611	3511	Percent	9.3	0.3	-	2.4	20.7	24.8	17.6	25.0	
612	3512	Trips	74	-	-	56	640	617	408	906	2,773
612	3512	Percent	2.8	-	-	2.1	23.7	22.9	15.1	33.6	
613	3513	Trips	42	-	-	27	203	188	128	185	774
613	3513	Percent	5.5	-	-	3.5	26.3	24.2	16.5	24.0	
614	3514	Trips	160	-	-	231	1,441	1,400	1,004	1,429	5,961
614	3514	Percent	2.8	-	-	4.1	25.4	24.7	17.7	25.2	
615	3515	Trips	657	228	-	698	1,586	1,570	1,040	1,804	7,950
615	3515	Percent	8.7	3.0	-	9.2	20.9	20.7	13.7	23.8	
616	3516	Trips	663	430	-	1,243	2,224	2,161	1,427	2,581	12,275
616	3516	Percent	6.2	4.0	-	11.6	20.7	20.1	13.3	24.1	
617	3517	Trips	13	10	12	23	29	51	31	41	219
617	3517	Percent	6.4	4.8	5.8	10.9	13.8	24.0	14.9	19.5	
618	3518	Trips	155	54	-	218	768	639	484	831	3,208
618	3518	Percent	4.9	1.7	-	6.9	24.4	20.3	15.4	26.4	
619	3519	Trips	148	-	-	378	1,965	1,591	822	2,087	7,426
619	3519	Percent	2.1	-	-	5.4	28.1	22.8	11.8	29.9	
620	3520	Trips	101	-	-	236	1,860	2,343	1,013	2,177	8,233
620	3520	Percent	1.3	-	-	3.1	24.1	30.3	13.1	28.2	
621	3521	Trips	349	-	81	272	1,070	1,011	417	959	4,287
621	3521	Percent	8.4	-	1.9	6.6	25.7	24.3	10.0	23.1	
622	3522	Trips	552	-	-	687	1,638	2,319	1,127	2,032	8,893
622	3522	Percent	6.6	-	-	8.2	19.6	27.8	13.5	24.3	
623	3523	Trips	475	123	70	728	1,143	1,694	801	1,023	6,274
623	3523	Percent	7.8	2.0	1.2	12.0	18.9	28.0	13.2	16.9	
624	3524	Trips	1,356	409	98	912	2,505	3,276	2,354	2,063	13,940
624	3524	Percent	10.5	3.2	0.8	7.0	19.3	25.3	18.1	15.9	

Appendix H

Volume Development Worksheets

INTERSECTION:	Carlyle Avenue and 80th Street
COUNT DATE:	May 15, 2019
AM PEAK HOUR FACTOR:	0.74
PM PEAK HOUR FACTOR:	0.82

PM TOTAL TRAFFIC		0	0	12		95	0	17		0	0	0		0	9	0
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INTERSECTION:	Byron Avenue and 80th Street
COUNT DATE:	May 21, 2019
AM PEAK HOUR FACTOR:	0.70
PM PEAK HOUR FACTOR:	0.76

PM TOTAL TRAFFIC		0	0	0		16	68	4		6	50	0		0	24	21
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION:	Carlyle Avenue and 79th Street
COUNT DATE:	May 22, 2019
AM PEAK HOUR FACTOR:	0.80
PM PEAK HOUR FACTOR:	0.67

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SEL	SBT	SBR
AM Raw Turning Movements	0	43	49		0	0	0		0	0	38		66	57	0	
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
AM Existing 2019 Conditions	0	44	50		0	0	0		0	0	39		68	59	0	
Years to 2022	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%
AM EXISTING 2022 CONDITIONS	0	47	54		0	0	0		0	0	42		73	63	0	

"PM EXISTING TRAFFIC"																
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	46	30		0	0	0		0	0	27		0	27	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PM Existing 2019 Conditions		0	47	31		0	0	0		0	0	28		45	28	0
Years to 2022		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%
PM EXISTING 2022 CONDITIONS		0	51	33		0	0	0		0	0	30		48	30	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%
AM BACKGROUND TRAFFIC GROWTH		0	2	3		0	0	0	0	0	0	2			4	3	0	0

AM NON-PROJECT TRAFFIC		0	49	57		0	0	0		0	0	44		77	66	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%
PM BACKGROUND TRAFFIC GROWTH	0	3	2		0	0	0	0	0	0	1			2	1	0	0	

PM NON-PROJECT TRAFFIC		0	54	35		0	0	0		0	0	31		50	31	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering																
Distribution	Exiting														100.0%		

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering																
Distribution	Exiting														100.0%		

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New														45		
AM TOTAL PROJECT TRAFFIC		0	0	0		0	0	0		0	0	0			45	0	0

AM TOTAL TRAFFIC		0	49	57		0	0	0		0	0	44		122	66	0
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"PM PROJECT TRAFFIC"				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																		
PM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New																31		
PM TOTAL PROJECT TRAFFIC				0	0	0		0	0	0		0	0	0			31	0	0

PM TOTAL TRAFFIC		0	54	35		0	0	0		0	0	31		81	31	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION:	Byron Avenue and 79th Street
COUNT DATE:	May 16, 2019
AM PEAK HOUR FACTOR:	0.81
PM PEAK HOUR FACTOR:	0.73

"AM EXISTING TRAFFIC"																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Raw Turning Movements		55	73	39		0	0			0	32	8			0	92	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	
AM Existing 2019 Conditions		57	75	40		0	0	0		0	33	8			0	95	0
Years to 2022		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	
AM EXISTING 2022 CONDITIONS		61	81	43		0	0	0		0	35	9			0	102	0

"PM EXISTING TRAFFIC"															
EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		29	75	19		0	0		0	28	5		11	24	0
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PM Existing 2019 Conditions		30	77	20		0	0	0	0	29	5		11	25	0
Years to 2022		3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%
PM EXISTING 2022 CONDITIONS		32	83	22		0	0	0	0	31	5		12	27	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%	2.45%
AM BACKGROUND TRAFFIC GROWTH	3	4	2		0	0	0	0	0	2	2	2.45%	2.45%	0	5	0		

AM NON-PROJECT TRAFFIC		64	85	45		0	0	0		0	37	9		0	107	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

[illegible]

PM NON-PROJECT TRAFFIC		34	87	23		0	0	0		0	33	5		13	28	0
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[illegible][illegible]

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			45													
AM TOTAL PROJECT TRAFFIC		0		45	0		0	0	0		0	0	0		0	0	0

AM TOTAL TRAFFIC		64	130	45		0	0	0		0	37	9		0	107	0
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			31													
PM TOTAL PROJECT TRAFFIC		0	31	0		0	0	0		0	0	0		0	0	0	

PM TOTAL TRAFFIC		34	118	23		0	0	0		0	33	5		13	28	0
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Appendix I

Intersection Capacity Analysis Worksheets






Existing A.M.

HCM 6th TWSC
1: Carlyle Avenue & 80th Street

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	56	0	13	0	0	0	0	53	0
Future Vol, veh/h	0	0	30	56	0	13	0	0	0	0	53	0
Conflicting Peds, #/hr	38	0	12	12	0	38	18	0	73	73	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	41	76	0	18	0	0	0	0	72	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	84	105	-	38	-	0	-	-	-	0
Stage 1	-	-	-	0	-	-	-	-	-	-	-	-
Stage 2	-	-	-	105	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.9	4.4	-	4.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	861	880	0	895	0	-	0	0	-	0
Stage 1	0	0	-	-	0	-	0	-	0	0	-	0
Stage 2	0	0	-	837	0	-	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	851	828	-	863	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	828	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	788	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.7	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	851	828	863	-
HCM Lane V/C Ratio	-	0.048	0.091	0.02	-
HCM Control Delay (s)	-	9.4	9.8	9.3	-
HCM Lane LOS	-	A	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.3	0.1	-

HCM 6th TWSC
2: Byron Avenue & 80th Street

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	13	57	4	20	62	0	0	70	5
Future Vol, veh/h	0	0	0	13	57	4	20	62	0	0	70	5
Conflicting Peds, #/hr	7	0	6	6	0	7	3	0	7	7	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	19	81	6	29	89	0	0	100	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	257	257	96	110	0	-
Stage 1	147	147	-	-	-	-
Stage 2	110	110	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.13	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	2.227	-	-
Pot Cap-1 Maneuver	790	790	853	1474	-	0
Stage 1	819	816	-	-	-	0
Stage 2	850	847	-	-	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	769	0	847	1474	-	-
Mov Cap-2 Maneuver	769	0	-	-	-	-
Stage 1	802	0	-	-	-	-
Stage 2	845	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	1.8	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1474	-	769	847
HCM Lane V/C Ratio	0.019	-	0.13	0.007
HCM Control Delay (s)	7.5	0	10.4	9.3
HCM Lane LOS	A	A	B	A
HCM 95th %tile Q(veh)	0.1	-	0.4	0

HCM 6th AWSC
3: Carlyle Avenue & 79th Street

Existing Conditions
A.M. Peak Hour

Intersection

Intersection Delay, s/veh 8
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	47	54	0	0	0	0	0	42	73	63	0
Future Vol, veh/h	0	47	54	0	0	0	0	0	42	73	63	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	59	68	0	0	0	0	0	53	91	79	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	0%	54%
Vol Thru, %	0%	47%	46%
Vol Right, %	100%	53%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	42	101	136
LT Vol	0	0	73
Through Vol	0	47	63
RT Vol	42	54	0
Lane Flow Rate	52	126	170
Geometry Grp	1	1	1
Degree of Util (X)	0.056	0.145	0.204
Departure Headway (Hd)	3.809	4.125	4.321
Convergence, Y/N	Yes	Yes	Yes
Cap	944	874	821
Service Time	1.817	2.129	2.395
HCM Lane V/C Ratio	0.055	0.144	0.207
HCM Control Delay	7	7.8	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.5	0.8

HCM 6th TWSC
4: Byron Avenue & 79th Street

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	61	81	43	0	0	0	0	35	9	0	102	0
Future Vol, veh/h	61	81	43	0	0	0	0	35	9	0	102	0
Conflicting Peds, #/hr	7	0	14	14	0	7	8	0	10	10	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	75	100	53	0	0	0	0	43	11	0	126	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	182	190	140	-	0	0	64	0	0
Stage 1	126	126	-	-	-	-	-	-	-
Stage 2	56	64	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	-	-	-	4.4	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	-	-	-	3.8	-	-
Pot Cap-1 Maneuver	834	829	822	0	-	-	906	-	0
Stage 1	837	834	-	0	-	-	-	-	0
Stage 2	897	888	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	834	0	811	-	-	-	906	-	-
Mov Cap-2 Maneuver	834	0	-	-	-	-	-	-	-
Stage 1	837	0	-	-	-	-	-	-	-
Stage 2	897	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	834	811	906	-
HCM Lane V/C Ratio	-	-	0.21	0.065	-	-
HCM Control Delay (s)	-	-	10.5	9.8	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0	-

Future Background A.M.






HCM 6th TWSC
1: Carlyle Avenue & 80th Street

Future Background Conditions

A.M. Peak Hour

Intersection

Int Delay, s/veh 6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	31	59	0	14	0	0	0	0	56	0
Future Vol, veh/h	0	0	31	59	0	14	0	0	0	0	56	0
Conflicting Peds, #/hr	38	0	12	12	0	38	18	0	73	73	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	42	80	0	19	0	0	0	0	76	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	88	109	-	38	-	0	-	-	-	0
Stage 1	-	-	-	0	-	-	-	-	-	-	-	-
Stage 2	-	-	-	109	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.9	4.4	-	4.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	859	878	0	895	0	-	0	0	-	0
Stage 1	0	0	-	-	0	-	0	-	0	0	-	0
Stage 2	0	0	-	833	0	-	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	849	825	-	863	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	825	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	783	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	9.7	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	849	825	863	-
HCM Lane V/C Ratio	-	0.049	0.097	0.022	-
HCM Control Delay (s)	-	9.5	9.8	9.3	-
HCM Lane LOS	-	A	A	A	-
HCM 95th %tile Q(veh)	-	0.2	0.3	0.1	-

HCM 6th TWSC
2: Byron Avenue & 80th Street

Future Background Conditions

A.M. Peak Hour

Intersection

Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	14	60	4	21	65	0	0	73	5
Future Vol, veh/h	0	0	0	14	60	4	21	65	0	0	73	5
Conflicting Peds, #/hr	7	0	6	6	0	7	3	0	7	7	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	20	86	6	30	93	0	0	104	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	267	100	114	0	-
Stage 1	153	153	-	-	-	-
Stage 2	114	114	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.13	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	2.227	-	-
Pot Cap-1 Maneuver	784	784	850	1469	-	0
Stage 1	815	811	-	-	-	0
Stage 2	847	844	-	-	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	762	0	844	1469	-	-
Mov Cap-2 Maneuver	762	0	-	-	-	-
Stage 1	797	0	-	-	-	-
Stage 2	842	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1469	- 762 844	-	-
HCM Lane V/C Ratio	0.02	- 0.139 0.007	-	-
HCM Control Delay (s)	7.5	0 10.5 9.3	-	-
HCM Lane LOS	A	A B A	-	-
HCM 95th %tile Q(veh)	0.1	- 0.5 0	-	-




HCM 6th AWSC
3: Carlyle Avenue & 79th Street

Future Background Conditions

A.M. Peak Hour

Intersection

Intersection Delay, s/veh 8.1
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	49	57	0	0	0	0	0	44	77	66	0
Future Vol, veh/h	0	49	57	0	0	0	0	0	44	77	66	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	61	71	0	0	0	0	0	55	96	83	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	7.1	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	0%	54%
Vol Thru, %	0%	46%	46%
Vol Right, %	100%	54%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	44	106	143
LT Vol	0	0	77
Through Vol	0	49	66
RT Vol	44	57	0
Lane Flow Rate	55	132	179
Geometry Grp	1	1	1
Degree of Util (X)	0.059	0.153	0.215
Departure Headway (Hd)	3.833	4.15	4.335
Convergence, Y/N	Yes	Yes	Yes
Cap	938	869	819
Service Time	1.843	2.154	2.414
HCM Lane V/C Ratio	0.059	0.152	0.219
HCM Control Delay	7.1	7.9	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.5	0.8

HCM 6th TWSC
4: Byron Avenue & 79th Street

Future Background Conditions

A.M. Peak Hour

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	64	85	45	0	0	0	0	37	9	0	107	0
Future Vol, veh/h	64	85	45	0	0	0	0	37	9	0	107	0
Conflicting Peds, #/hr	7	0	14	14	0	7	8	0	10	10	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	79	105	56	0	0	0	0	46	11	0	132	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	191	199	146	-	0	0	67	0	0
Stage 1	132	132	-	-	-	-	-	-	-
Stage 2	59	67	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	-	-	-	4.4	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	-	-	-	3.8	-	-
Pot Cap-1 Maneuver	828	824	818	0	-	-	904	-	0
Stage 1	832	829	-	0	-	-	-	-	0
Stage 2	894	885	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	828	0	807	-	-	-	904	-	-
Mov Cap-2 Maneuver	828	0	-	-	-	-	-	-	-
Stage 1	832	0	-	-	-	-	-	-	-
Stage 2	894	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	828	807	904	-
HCM Lane V/C Ratio	-	-	0.222	0.069	-	-
HCM Control Delay (s)	-	-	10.6	9.8	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0	-






Future Total A.M.

HCM 6th TWSC
1: Carlyle Avenue & 80th Street

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	31	111	0	14	0	0	0	0	56	0
Future Vol, veh/h	0	0	31	111	0	14	0	0	0	0	56	0
Conflicting Peds, #/hr	38	0	12	12	0	38	18	0	73	73	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	42	150	0	19	0	0	0	0	76	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	88	109	-	38	-	0	-	-	-	0
Stage 1	-	-	-	0	-	-	-	-	-	-	-	-
Stage 2	-	-	-	109	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.9	4.4	-	4.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	859	878	0	895	0	-	0	0	-	0
Stage 1	0	0	-	-	0	-	0	-	0	0	-	0
Stage 2	0	0	-	833	0	-	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	849	825	-	863	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	825	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	783	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.2	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	849	825	863	-
HCM Lane V/C Ratio	-	0.049	0.182	0.022	-
HCM Control Delay (s)	-	9.5	10.3	9.3	-
HCM Lane LOS	-	A	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0.7	0.1	-

HCM 6th TWSC
2: Byron Avenue & 80th Street

Future Total Conditions

A.M. Peak Hour

Intersection

Int Delay, s/veh 5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	14	112	4	21	65	0	0	73	5
Future Vol, veh/h	0	0	0	14	112	4	21	65	0	0	73	5
Conflicting Peds, #/hr	7	0	6	6	0	7	3	0	7	7	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	20	160	6	30	93	0	0	104	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	267	100	114	0	-
Stage 1	153	153	-	-	-	-
Stage 2	114	114	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.13	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	2.227	-	-
Pot Cap-1 Maneuver	784	784	850	1469	-	0
Stage 1	815	811	-	-	-	0
Stage 2	847	844	-	-	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	762	0	844	1469	-	-
Mov Cap-2 Maneuver	762	0	-	-	-	-
Stage 1	797	0	-	-	-	-
Stage 2	842	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1469	- 762 844	-	-
HCM Lane V/C Ratio	0.02	- 0.236 0.007	-	-
HCM Control Delay (s)	7.5	0 11.2 9.3	-	-
HCM Lane LOS	A	A B A	-	-
HCM 95th %tile Q(veh)	0.1	- 0.9 0	-	-




HCM 6th AWSC
3: Carlyle Avenue & 79th Street

Future Total Conditions

A.M. Peak Hour

Intersection

Intersection Delay, s/veh 8.6
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	49	57	0	0	0	0	0	44	122	66	0
Future Vol, veh/h	0	49	57	0	0	0	0	0	44	122	66	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	61	71	0	0	0	0	0	55	153	83	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0
Approach	EB							NB		SB		
Opposing Approach								SB		NB		
Opposing Lanes	0							1		1		
Conflicting Approach Left	SB							EB				
Conflicting Lanes Left	1							1		0		
Conflicting Approach Right	NB									EB		
Conflicting Lanes Right	1							0		1		
HCM Control Delay	8.1							7.2		9.2		
HCM LOS	A							A		A		

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	0%	65%
Vol Thru, %	0%	46%	35%
Vol Right, %	100%	54%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	44	106	188
LT Vol	0	0	122
Through Vol	0	49	66
RT Vol	44	57	0
Lane Flow Rate	55	132	235
Geometry Grp	1	1	1
Degree of Util (X)	0.06	0.158	0.284
Departure Headway (Hd)	3.903	4.284	4.357
Convergence, Y/N	Yes	Yes	Yes
Cap	920	841	813
Service Time	1.915	2.287	2.447
HCM Lane V/C Ratio	0.06	0.157	0.289
HCM Control Delay	7.2	8.1	9.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	1.2

HCM 6th TWSC
4: Byron Avenue & 79th Street

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	64	130	45	0	0	0	0	37	9	0	107	0
Future Vol, veh/h	64	130	45	0	0	0	0	37	9	0	107	0
Conflicting Peds, #/hr	7	0	14	14	0	7	8	0	10	10	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	79	160	56	0	0	0	0	46	11	0	132	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	191	199	146	-	0	0	67	0	0
Stage 1	132	132	-	-	-	-	-	-	-
Stage 2	59	67	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	-	-	-	4.4	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	-	-	-	3.8	-	-
Pot Cap-1 Maneuver	828	824	818	0	-	-	904	-	0
Stage 1	832	829	-	0	-	-	-	-	0
Stage 2	894	885	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	828	0	807	-	-	-	904	-	-
Mov Cap-2 Maneuver	828	0	-	-	-	-	-	-	-
Stage 1	832	0	-	-	-	-	-	-	-
Stage 2	894	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	828	807	904	-
HCM Lane V/C Ratio	-	-	0.289	0.069	-	-
HCM Control Delay (s)	-	-	11.1	9.8	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.2	0	-

Existing P.M.

HCM 6th TWSC
1: Carlyle Avenue & 80th Street

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↖		↗		↖			↖	
Traffic Vol, veh/h	0	0	11	65	0	16	0	0	0	0	9	0
Future Vol, veh/h	0	0	11	65	0	16	0	0	0	0	9	0
Conflicting Peds, #/hr	13	0	24	24	0	13	15	0	37	37	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	13	79	0	20	0	0	0	0	11	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	35	42	-	13	-	0	-	-	-	0
Stage 1	-	-	-	0	-	-	-	-	-	-	-	-
Stage 2	-	-	-	42	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.9	4.4	-	4.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	897	920	0	913	0	-	0	0	-	0
Stage 1	0	0	-	-	0	-	0	-	0	0	-	0
Stage 2	0	0	-	902	0	-	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	876	885	-	902	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	885	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	868	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		9.4		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT EBLn1WBLn1WBLn2				SBT
Capacity (veh/h)	-	876	885	902	-
HCM Lane V/C Ratio	-	0.015	0.09	0.022	-
HCM Control Delay (s)	-	9.2	9.5	9.1	-
HCM Lane LOS	-	A	A	A	-
HCM 95th %tile Q(veh)	-	0	0.3	0.1	-

HCM 6th TWSC
2: Byron Avenue & 80th Street

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	15	39	4	6	48	0	0	23	20
Future Vol, veh/h	0	0	0	15	39	4	6	48	0	0	23	20
Conflicting Peds, #/hr	8	0	5	5	0	8	4	0	8	8	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	20	51	5	8	63	0	0	30	26

Major/Minor	Minor1	Major1	Major2									
Conflicting Flow All	127	139	71	60	0	-	-	-	-	0		
Stage 1	79	79	-	-	-	-	-	-	-	-		
Stage 2	48	60	-	-	-	-	-	-	-	-		
Critical Hdwy	4.4	4.4	4.9	4.13	-	-	-	-	-	-		
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-	-		
Follow-up Hdwy	3.8	3.8	3.9	2.227	-	-	-	-	-	-		
Pot Cap-1 Maneuver	867	859	871	1537	-	0	0	-	-	-		
Stage 1	876	875	-	-	-	0	0	-	-	-		
Stage 2	904	892	-	-	-	0	0	-	-	-		
Platoon blocked, %					-			-	-	-		
Mov Cap-1 Maneuver	858	0	864	1537	-	-	-	-	-	-		
Mov Cap-2 Maneuver	858	0	-	-	-	-	-	-	-	-		
Stage 1	872	0	-	-	-	-	-	-	-	-		
Stage 2	899	0	-	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0.8	0
HCM LOS	A		




Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1537	- 858 864	-	-
HCM Lane V/C Ratio	0.005	- 0.083 0.006	-	-
HCM Control Delay (s)	7.4	0 9.6 9.2	-	-
HCM Lane LOS	A	A A A	-	-
HCM 95th %tile Q(veh)	0	- 0.3 0	-	-

HCM 6th AWSC
3: Carlyle Avenue & 79th Street

Existing Conditions
P.M. Peak Hour

Intersection

Intersection Delay, s/veh 7.7
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	51	33	0	0	0	0	0	30	48	30	0
Future Vol, veh/h	0	51	33	0	0	0	0	0	30	48	30	0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	76	49	0	0	0	0	0	45	72	45	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	6.9	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	0%	62%
Vol Thru, %	0%	61%	38%
Vol Right, %	100%	39%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	30	84	78
LT Vol	0	0	48
Through Vol	0	51	30
RT Vol	30	33	0
Lane Flow Rate	45	125	116
Geometry Grp	1	1	1
Degree of Util (X)	0.046	0.139	0.14
Departure Headway (Hd)	3.659	3.991	4.329
Convergence, Y/N	Yes	Yes	Yes
Cap	961	885	822
Service Time	1.748	2.074	2.39
HCM Lane V/C Ratio	0.047	0.141	0.141
HCM Control Delay	6.9	7.7	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5

HCM 6th TWSC
4: Byron Avenue & 79th Street

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	32	83	22	0	0	0	0	31	5	12	27	0
Future Vol, veh/h	32	83	22	0	0	0	0	31	5	12	27	0
Conflicting Peds, #/hr	5	0	7	7	0	5	13	0	5	5	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	44	114	30	0	0	0	0	42	7	16	37	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	120	123	44	-	0	0	54	0	0
Stage 1	69	69	-	-	-	-	-	-	-
Stage 2	51	54	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	-	-	-	4.4	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	-	-	-	3.8	-	-
Pot Cap-1 Maneuver	871	869	890	0	-	-	912	-	0
Stage 1	885	884	-	0	-	-	-	-	0
Stage 2	901	897	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	855	0	884	-	-	-	912	-	-
Mov Cap-2 Maneuver	855	0	-	-	-	-	-	-	-
Stage 1	885	0	-	-	-	-	-	-	-
Stage 2	885	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	855	884	912	-
HCM Lane V/C Ratio	-	-	0.184	0.034	0.018	-
HCM Control Delay (s)	-	-	10.2	9.2	9	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	0.1	-






Future Background P.M.

HCM 6th TWSC
1: Carlyle Avenue & 80th Street

Future Background Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	68	0	17	0	0	0	0	9	0
Future Vol, veh/h	0	0	12	68	0	17	0	0	0	0	9	0
Conflicting Peds, #/hr	13	0	24	24	0	13	15	0	37	37	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	15	83	0	21	0	0	0	0	11	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	35	43	-	13	-	0	-	-	-	0
Stage 1	-	-	-	0	-	-	-	-	-	-	-	-
Stage 2	-	-	-	43	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.9	4.4	-	4.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	897	919	0	913	0	-	0	0	-	0
Stage 1	0	0	-	-	0	-	0	-	0	0	-	0
Stage 2	0	0	-	901	0	-	0	-	0	0	-	0
Platoon blocked, %							-				-	
Mov Cap-1 Maneuver	-	-	876	883	-	902	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	883	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	866	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.4	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	876	883	902	-
HCM Lane V/C Ratio	-	0.017	0.094	0.023	-
HCM Control Delay (s)	-	9.2	9.5	9.1	-
HCM Lane LOS	-	A	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.3	0.1	-

HCM 6th TWSC
2: Byron Avenue & 80th Street

Future Background Conditions

P.M. Peak Hour

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	16	41	4	6	50	0	0	24	21
Future Vol, veh/h	0	0	0	16	41	4	6	50	0	0	24	21
Conflicting Peds, #/hr	8	0	5	5	0	8	4	0	8	8	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	21	54	5	8	66	0	0	32	28

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	133 146	74 64	0 - - - 0
Stage 1	82 82	- -	- - - - -
Stage 2	51 64	- -	- - - - -
Critical Hdwy	4.4 4.4	4.9 4.13	- - - - -
Critical Hdwy Stg 1	5.43 5.53	- -	- - - - -
Critical Hdwy Stg 2	5.43 5.53	- -	- - - - -
Follow-up Hdwy	3.8 3.8	3.9 2.227	- - - - -
Pot Cap-1 Maneuver	863 855	869 1532	- 0 0 - -
Stage 1	874 872	- -	- 0 0 - -
Stage 2	901 888	- -	- 0 0 - -
Platoon blocked, %			- - - - -
Mov Cap-1 Maneuver	854 0	862 1532	- - - - -
Mov Cap-2 Maneuver	854 0	- -	- - - - -
Stage 1	870 0	- -	- - - - -
Stage 2	896 0	- -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1532	- 854 862	- -	-
HCM Lane V/C Ratio	0.005	- 0.088 0.006	- -	-
HCM Control Delay (s)	7.4	0 9.6 9.2	- -	-
HCM Lane LOS	A	A A A	- -	-
HCM 95th %tile Q(veh)	0	- 0.3 0	- -	-




HCM 6th AWSC
3: Carlyle Avenue & 79th Street

Future Background Conditions

P.M. Peak Hour

Intersection

Intersection Delay, s/veh 7.8
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	54	35	0	0	0	0	0	31	50	31	0
Future Vol, veh/h	0	54	35	0	0	0	0	0	31	50	31	0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	81	52	0	0	0	0	0	46	75	46	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	0%	62%
Vol Thru, %	0%	61%	38%
Vol Right, %	100%	39%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	31	89	81
LT Vol	0	0	50
Through Vol	0	54	31
RT Vol	31	35	0
Lane Flow Rate	46	133	121
Geometry Grp	1	1	1
Degree of Util (X)	0.047	0.148	0.146
Departure Headway (Hd)	3.676	4.001	4.344
Convergence, Y/N	Yes	Yes	Yes
Cap	955	883	818
Service Time	1.771	2.087	2.409
HCM Lane V/C Ratio	0.048	0.151	0.148
HCM Control Delay	7	7.8	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5

HCM 6th TWSC
4: Byron Avenue & 79th Street

Future Background Conditions

P.M. Peak Hour

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰			↰	
Traffic Vol, veh/h	34	87	23	0	0	0	0	33	5	13	28	0
Future Vol, veh/h	34	87	23	0	0	0	0	33	5	13	28	0
Conflicting Peds, #/hr	5	0	7	7	0	5	13	0	5	5	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	47	119	32	0	0	0	0	45	7	18	38	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	128	131	45	-	0	0	57	0	0
Stage 1	74	74	-	-	-	-	-	-	-
Stage 2	54	57	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	-	-	-	4.4	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	-	-	-	3.8	-	-
Pot Cap-1 Maneuver	866	864	890	0	-	-	910	-	0
Stage 1	881	879	-	0	-	-	-	-	0
Stage 2	898	894	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	849	0	884	-	-	-	910	-	-
Mov Cap-2 Maneuver	849	0	-	-	-	-	-	-	-
Stage 1	881	0	-	-	-	-	-	-	-
Stage 2	880	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	849	884	910	-
HCM Lane V/C Ratio	-	-	0.195	0.036	0.02	-
HCM Control Delay (s)	-	-	10.3	9.2	9	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	0.1	-






Future Total P.M.

HCM 6th TWSC
1: Carlyle Avenue & 80th Street

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	95	0	17	0	0	0	0	9	0
Future Vol, veh/h	0	0	12	95	0	17	0	0	0	0	9	0
Conflicting Peds, #/hr	13	0	24	24	0	13	15	0	37	37	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	15	116	0	21	0	0	0	0	11	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	35	43	-	13	-	0	-	-	-	0
Stage 1	-	-	-	0	-	-	-	-	-	-	-	-
Stage 2	-	-	-	43	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.9	4.4	-	4.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	897	919	0	913	0	-	0	0	-	0
Stage 1	0	0	-	-	0	-	0	-	0	0	-	0
Stage 2	0	0	-	901	0	-	0	-	0	0	-	0
Platoon blocked, %							-				-	
Mov Cap-1 Maneuver	-	-	876	883	-	902	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	883	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	866	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.6	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	876	883	902	-
HCM Lane V/C Ratio	-	0.017	0.131	0.023	-
HCM Control Delay (s)	-	9.2	9.7	9.1	-
HCM Lane LOS	-	A	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.5	0.1	-

HCM 6th TWSC
2: Byron Avenue & 80th Street

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	16	68	4	6	50	0	0	24	21
Future Vol, veh/h	0	0	0	16	68	4	6	50	0	0	24	21
Conflicting Peds, #/hr	8	0	5	5	0	8	4	0	8	8	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	21	89	5	8	66	0	0	32	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	133	146	74	64	0	-
Stage 1	82	82	-	-	-	-
Stage 2	51	64	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.13	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	2.227	-	-
Pot Cap-1 Maneuver	863	855	869	1532	-	0
Stage 1	874	872	-	-	-	0
Stage 2	901	888	-	-	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	854	0	862	1532	-	-
Mov Cap-2 Maneuver	854	0	-	-	-	-
Stage 1	870	0	-	-	-	-
Stage 2	896	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0.8	0
HCM LOS	A		




Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1532	- 854 862	-	-
HCM Lane V/C Ratio	0.005	- 0.129 0.006	-	-
HCM Control Delay (s)	7.4	0 9.8 9.2	-	-
HCM Lane LOS	A	A A A	-	-
HCM 95th %tile Q(veh)	0	- 0.4 0	-	-

HCM 6th AWSC
3: Carlyle Avenue & 79th Street

Future Total Conditions
P.M. Peak Hour

Intersection

Intersection Delay, s/veh 8.2
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	54	35	0	0	0	0	0	31	81	31	0
Future Vol, veh/h	0	54	35	0	0	0	0	0	31	81	31	0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	81	52	0	0	0	0	0	46	121	46	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	0%	72%
Vol Thru, %	0%	61%	28%
Vol Right, %	100%	39%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	31	89	112
LT Vol	0	0	81
Through Vol	0	54	31
RT Vol	31	35	0
Lane Flow Rate	46	133	167
Geometry Grp	1	1	1
Degree of Util (X)	0.049	0.155	0.203
Departure Headway (Hd)	3.828	4.198	4.365
Convergence, Y/N	Yes	Yes	Yes
Cap	939	859	812
Service Time	1.836	2.2	2.446
HCM Lane V/C Ratio	0.049	0.155	0.206
HCM Control Delay	7	8	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.5	0.8





HCM 6th TWSC
4: Byron Avenue & 79th Street

Future Total Conditions

P.M. Peak Hour

Intersection

Int Delay, s/veh 7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	118	23	0	0	0	0	33	5	13	28	0
Future Vol, veh/h	34	118	23	0	0	0	0	33	5	13	28	0
Conflicting Peds, #/hr	5	0	7	7	0	5	13	0	5	5	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	47	162	32	0	0	0	0	45	7	18	38	0

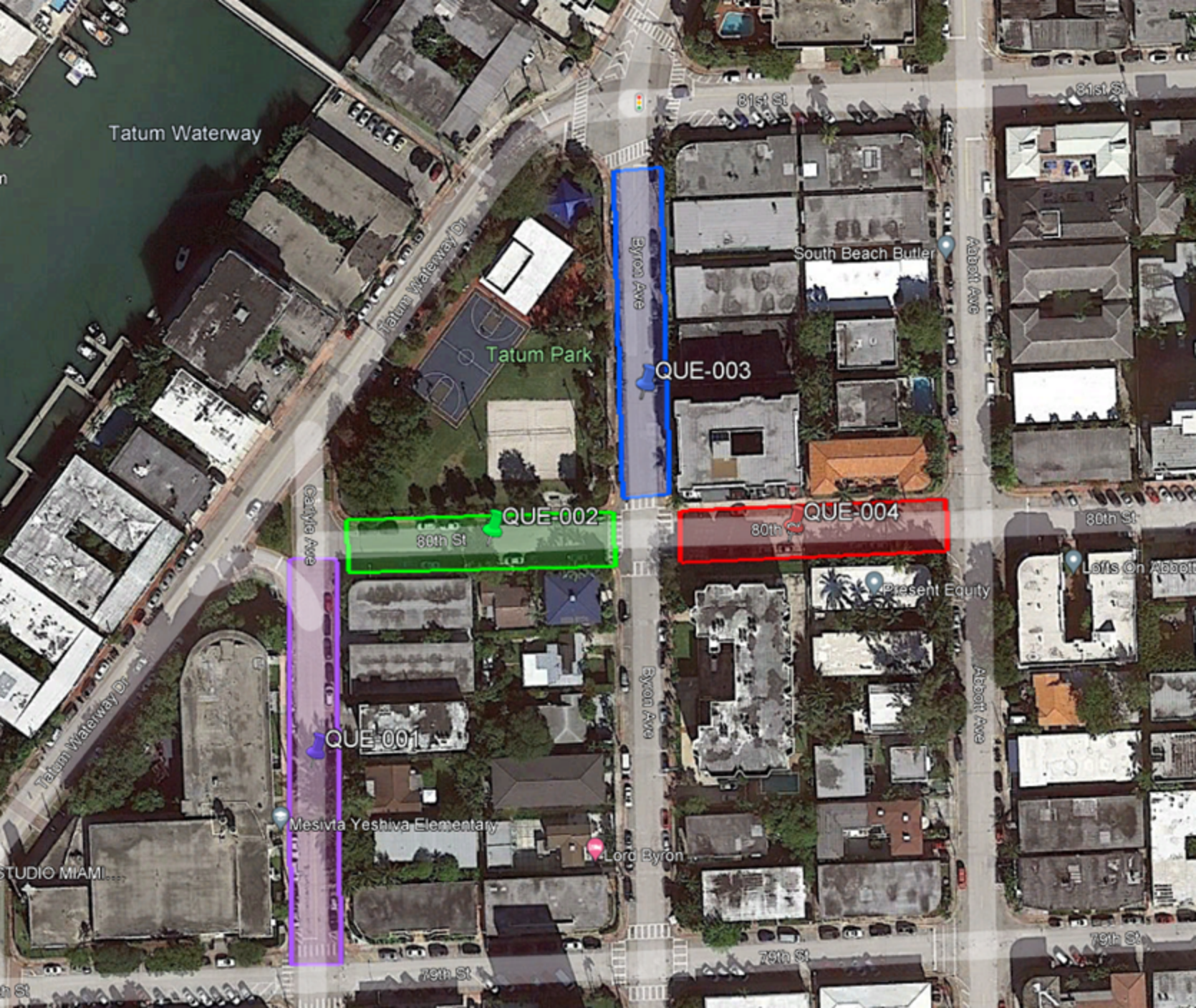
Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	128	131	45	-	0	0	57	0	0
Stage 1	74	74	-	-	-	-	-	-	-
Stage 2	54	57	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	-	-	-	4.4	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	-	-	-	3.8	-	-
Pot Cap-1 Maneuver	866	864	890	0	-	-	910	-	0
Stage 1	881	879	-	0	-	-	-	-	0
Stage 2	898	894	-	0	-	-	-	-	0
Platoon blocked, %				-	-	-	-	-	-
Mov Cap-1 Maneuver	849	0	884	-	-	-	910	-	-
Mov Cap-2 Maneuver	849	0	-	-	-	-	-	-	-
Stage 1	881	0	-	-	-	-	-	-	-
Stage 2	880	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	849	884	910	-
HCM Lane V/C Ratio	-	-	0.245	0.036	0.02	-
HCM Control Delay (s)	-	-	10.6	9.2	9	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	0.1	-

Appendix J

Vehicle Accumulation Analysis



Tatum Waterway

Tatum Waterway Dr

Tatum Park

Byron Ave

QUE-003

South Beach Butler

Abbot Ave

81st St

Cayle Ave

QUE-002

80th St

QUE-004

80th St

80th St

Leff's On Abbot

Present Equity

Abbot Ave

79th St

79th St

79th St

Mesivta Yeshiva Elementary

Lord Byron

STUDIO MIAMI

Snapshot Queue Study

Location: 7902 Carlyle Ave

City: Miami, FL

Date: 3/22/2021

Day: Tuesday

TIME	Queue Length (Number of Vehicles) Overall			
	Number of Cars	Number of buses	Number of Vans	Total
7:45 AM	0	0	0	0
7:46 AM	0	0	0	0
7:47 AM	0	0	0	0
7:48 AM	1	0	0	1
7:49 AM	2	0	0	2
7:50 AM	2	0	0	2
7:51 AM	2	0	0	2
7:52 AM	2	0	0	2
7:53 AM	2	0	0	2
7:54 AM	2	0	0	2
7:55 AM	2	0	0	2
7:56 AM	2	0	0	2
7:57 AM	2	0	0	2
7:58 AM	2	0	0	2
7:59 AM	2	0	0	2
8:00 AM	2	0	0	2
8:01 AM	2	0	0	2
8:02 AM	1	0	0	1
8:03 AM	1	0	0	1
8:04 AM	2	0	0	2
8:05 AM	1	0	0	1
8:06 AM	1	0	0	1
8:07 AM	3	0	0	3
8:08 AM	3	0	0	3
8:09 AM	2	0	0	2
8:10 AM	2	0	0	2
8:11 AM	2	0	0	2
8:12 AM	4	0	0	4
8:13 AM	4	0	0	4
8:14 AM	5	0	0	5
8:15 AM	5	0	0	5
8:16 AM	3	0	0	3
8:17 AM	2	0	0	2
8:18 AM	2	0	0	2
8:19 AM	2	0	0	2
8:20 AM	1	0	0	1
8:21 AM	1	0	0	1
8:22 AM	1	1	1	3
8:23 AM	4	1	1	6
8:24 AM	5	1	1	7
8:25 AM	7	0	1	8
8:26 AM	5	0	1	6
8:27 AM	4	0	0	4
8:28 AM	5	0	0	5
8:29 AM	4	0	0	4
8:30 AM	5	0	0	5
8:31 AM	4	0	0	4
8:32 AM	5	0	0	5
8:33 AM	3	0	0	3
8:34 AM	1	0	0	1
8:35 AM	4	0	0	4
8:36 AM	3	0	0	2
8:37 AM	3	0	0	3
8:38 AM	3	0	0	3
8:39 AM	2	0	0	2
8:40 AM	2	0	0	2
8:41 AM	4	0	0	4
8:42 AM	3	0	0	3
8:43 AM	1	0	0	1
8:44 AM	2	0	0	2
8:45 AM	0	0	0	0

TIME	Queue Length (Number of Vehicles) Overall			
	Number of Cars	Number of buses	Number of Vans	Total
3:30 PM	1	1	0	2
3:31 PM	1	1	0	2
3:32 PM	1	1	0	2
3:33 PM	1	1	0	2
3:34 PM	1	1	0	2
3:35 PM	1	1	0	2
3:36 PM	1	1	0	2
3:37 PM	2	1	0	3
3:38 PM	3	1	0	4
3:39 PM	3	1	0	4
3:40 PM	3	1	0	4
3:41 PM	4	1	0	5
3:42 PM	7	1	1	9
3:43 PM	8	1	1	10
3:44 PM	9	1	1	11
3:45 PM	10	1	1	12
3:46 PM	10	1	1	12
3:47 PM	11	1	1	13
3:48 PM	12	1	1	14
3:49 PM	11	1	2	14
3:50 PM	11	1	2	14
3:51 PM	12	1	2	15
3:52 PM	10	1	2	13
3:53 PM	12	1	2	15
3:54 PM	13	1	3	17
3:55 PM	15	1	3	19
3:56 PM	18	1	3	22
3:57 PM	19	1	3	23
3:58 PM	19	1	3	23
3:59 PM	19	1	3	23
4:00 PM	24	0	2	26
4:01 PM	24	0	2	26
4:02 PM	24	0	2	26
4:03 PM	23	0	1	24
4:04 PM	23	0	1	24
4:05 PM	23	0	1	24
4:06 PM	21	0	0	21
4:07 PM	17	0	0	17
4:08 PM	21	0	0	21
4:09 PM	18	0	0	18
4:10 PM	16	0	0	16
4:11 PM	12	0	0	12
4:12 PM	13	0	0	13
4:13 PM	13	0	0	13
4:14 PM	9	0	0	9
4:15 PM	9	0	0	9
4:16 PM	11	0	0	11
4:17 PM	9	0	0	9
4:18 PM	4	0	0	4
4:19 PM	4	0	0	4
4:20 PM	3	0	0	3
4:21 PM	3	0	0	3
4:22 PM	3	0	0	3
4:23 PM	0	0	0	0
4:24 PM	0	0	0	0
4:25 PM	1	0	0	1
4:26 PM	0	0	0	0
4:27 PM	0	0	0	0
4:28 PM	0	0	0	0
4:29 PM	0	0	0	0
4:30 PM	0	0	0	0

Snapshot Queue Study

Location: 7902 Carlyle Ave

City: Miami, FL

Date: 3/22/2021

Day: Tuesday

TIME	Queue Length (Number of Vehicles) 1				TIME	Queue Length (Number of Vehicles) 1			
	Number of Cars	Number of buses	Number of Vans	Total		Number of Cars	Number of buses	Number of Vans	Total
7:45 AM	0	0	0	0	3:30 PM	1	1	0	2
7:46 AM	0	0	0	0	3:31 PM	1	1	0	2
7:47 AM	0	0	0	0	3:32 PM	1	1	0	2
7:48 AM	1	0	0	1	3:33 PM	1	1	0	2
7:49 AM	2	0	0	2	3:34 PM	1	1	0	2
7:50 AM	2	0	0	2	3:35 PM	1	1	0	2
7:51 AM	2	0	0	2	3:36 PM	1	1	0	2
7:52 AM	2	0	0	2	3:37 PM	2	1	0	3
7:53 AM	2	0	0	2	3:38 PM	3	1	0	4
7:54 AM	2	0	0	2	3:39 PM	3	1	0	4
7:55 AM	2	0	0	2	3:40 PM	3	1	0	4
7:56 AM	2	0	0	2	3:41 PM	4	1	0	5
7:57 AM	2	0	0	2	3:42 PM	7	1	1	9
7:58 AM	2	0	0	2	3:43 PM	8	1	1	10
7:59 AM	2	0	0	2	3:44 PM	9	1	1	11
8:00 AM	2	0	0	2	3:45 PM	9	1	1	11
8:01 AM	2	0	0	2	3:46 PM	9	1	1	11
8:02 AM	1	0	0	1	3:47 PM	9	1	1	11
8:03 AM	1	0	0	1	3:48 PM	10	1	1	12
8:04 AM	2	0	0	2	3:49 PM	9	1	2	12
8:05 AM	1	0	0	1	3:50 PM	9	1	2	12
8:06 AM	1	0	0	1	3:51 PM	10	1	2	13
8:07 AM	3	0	0	3	3:52 PM	8	1	2	11
8:08 AM	3	0	0	3	3:53 PM	9	1	2	12
8:09 AM	2	0	0	2	3:54 PM	9	1	2	12
8:10 AM	2	0	0	2	3:55 PM	9	1	2	12
8:11 AM	2	0	0	2	3:56 PM	10	1	2	13
8:12 AM	4	0	0	4	3:57 PM	10	1	2	13
8:13 AM	4	0	0	4	3:58 PM	10	1	2	13
8:14 AM	5	0	0	5	3:59 PM	10	1	2	13
8:15 AM	5	0	0	5	4:00 PM	10	0	1	11
8:16 AM	3	0	0	3	4:01 PM	9	0	1	10
8:17 AM	2	0	0	2	4:02 PM	10	0	1	11
8:18 AM	2	0	0	2	4:03 PM	10	0	1	11
8:19 AM	2	0	0	2	4:04 PM	12	0	1	13
8:20 AM	1	0	0	1	4:05 PM	12	0	1	13
8:21 AM	1	0	0	1	4:06 PM	10	0	0	10
8:22 AM	1	1	1	3	4:07 PM	10	0	0	10
8:23 AM	4	1	1	6	4:08 PM	12	0	0	12
8:24 AM	5	1	1	7	4:09 PM	12	0	0	12
8:25 AM	7	0	1	8	4:10 PM	10	0	0	10
8:26 AM	5	0	1	6	4:11 PM	12	0	0	12
8:27 AM	4	0	0	4	4:12 PM	13	0	0	13
8:28 AM	5	0	0	5	4:13 PM	13	0	0	13
8:29 AM	4	0	0	4	4:14 PM	9	0	0	9
8:30 AM	5	0	0	5	4:15 PM	9	0	0	9
8:31 AM	4	0	0	4	4:16 PM	11	0	0	11
8:32 AM	5	0	0	5	4:17 PM	9	0	0	9
8:33 AM	3	0	0	3	4:18 PM	4	0	0	4
8:34 AM	1	0	0	1	4:19 PM	4	0	0	4
8:35 AM	4	0	0	4	4:20 PM	3	0	0	3
8:36 AM	3	0	0	2	4:21 PM	3	0	0	3
8:37 AM	3	0	0	3	4:22 PM	3	0	0	3
8:38 AM	3	0	0	3	4:23 PM	0	0	0	0
8:39 AM	2	0	0	2	4:24 PM	0	0	0	0
8:40 AM	2	0	0	2	4:25 PM	1	0	0	1
8:41 AM	4	0	0	4	4:26 PM	0	0	0	0
8:42 AM	3	0	0	3	4:27 PM	0	0	0	0
8:43 AM	1	0	0	1	4:28 PM	0	0	0	0
8:44 AM	2	0	0	2	4:29 PM	0	0	0	0
8:45 AM	0	0	0	0	4:30 PM	0	0	0	0

Snapshot Queue Study

Location: 7902 Carlyle Ave

City: Miami, FL

Date: 3/22/2021

Day: Tuesday

TIME	Queue Length (Number of Vehicles) 2				TIME	Queue Length (Number of Vehicles) 2			
	Number of Cars	Number of buses	Number of Vans	Total		Number of Cars	Number of buses	Number of Vans	Total
7:45 AM	0	0	0	0	3:30 PM	0	0	0	0
7:46 AM	0	0	0	0	3:31 PM	0	0	0	0
7:47 AM	0	0	0	0	3:32 PM	0	0	0	0
7:48 AM	0	0	0	0	3:33 PM	0	0	0	0
7:49 AM	0	0	0	0	3:34 PM	0	0	0	0
7:50 AM	0	0	0	0	3:35 PM	0	0	0	0
7:51 AM	0	0	0	0	3:36 PM	0	0	0	0
7:52 AM	0	0	0	0	3:37 PM	0	0	0	0
7:53 AM	0	0	0	0	3:38 PM	0	0	0	0
7:54 AM	0	0	0	0	3:39 PM	0	0	0	0
7:55 AM	0	0	0	0	3:40 PM	0	0	0	0
7:56 AM	0	0	0	0	3:41 PM	0	0	0	0
7:57 AM	0	0	0	0	3:42 PM	0	0	0	0
7:58 AM	0	0	0	0	3:43 PM	0	0	0	0
7:59 AM	0	0	0	0	3:44 PM	0	0	0	0
8:00 AM	0	0	0	0	3:45 PM	1	0	0	1
8:01 AM	0	0	0	0	3:46 PM	1	0	0	1
8:02 AM	0	0	0	0	3:47 PM	2	0	0	2
8:03 AM	0	0	0	0	3:48 PM	2	0	0	2
8:04 AM	0	0	0	0	3:49 PM	2	0	0	2
8:05 AM	0	0	0	0	3:50 PM	2	0	0	2
8:06 AM	0	0	0	0	3:51 PM	2	0	0	2
8:07 AM	0	0	0	0	3:52 PM	2	0	0	2
8:08 AM	0	0	0	0	3:53 PM	3	0	0	3
8:09 AM	0	0	0	0	3:54 PM	4	0	1	5
8:10 AM	0	0	0	0	3:55 PM	6	0	1	7
8:11 AM	0	0	0	0	3:56 PM	8	0	1	9
8:12 AM	0	0	0	0	3:57 PM	9	0	1	10
8:13 AM	0	0	0	0	3:58 PM	9	0	1	10
8:14 AM	0	0	0	0	3:59 PM	9	0	1	10
8:15 AM	0	0	0	0	4:00 PM	9	0	1	10
8:16 AM	0	0	0	0	4:01 PM	9	0	1	10
8:17 AM	0	0	0	0	4:02 PM	9	0	1	10
8:18 AM	0	0	0	0	4:03 PM	9	0	0	9
8:19 AM	0	0	0	0	4:04 PM	8	0	0	8
8:20 AM	0	0	0	0	4:05 PM	8	0	0	8
8:21 AM	0	0	0	0	4:06 PM	7	0	0	7
8:22 AM	0	0	0	0	4:07 PM	6	0	0	6
8:23 AM	0	0	0	0	4:08 PM	8	0	0	8
8:24 AM	0	0	0	0	4:09 PM	6	0	0	6
8:25 AM	0	0	0	0	4:10 PM	6	0	0	6
8:26 AM	0	0	0	0	4:11 PM	0	0	0	0
8:27 AM	0	0	0	0	4:12 PM	0	0	0	0
8:28 AM	0	0	0	0	4:13 PM	0	0	0	0
8:29 AM	0	0	0	0	4:14 PM	0	0	0	0
8:30 AM	0	0	0	0	4:15 PM	0	0	0	0
8:31 AM	0	0	0	0	4:16 PM	0	0	0	0
8:32 AM	0	0	0	0	4:17 PM	0	0	0	0
8:33 AM	0	0	0	0	4:18 PM	0	0	0	0
8:34 AM	0	0	0	0	4:19 PM	0	0	0	0
8:35 AM	0	0	0	0	4:20 PM	0	0	0	0
8:36 AM	0	0	0	0	4:21 PM	0	0	0	0
8:37 AM	0	0	0	0	4:22 PM	0	0	0	0
8:38 AM	0	0	0	0	4:23 PM	0	0	0	0
8:39 AM	0	0	0	0	4:24 PM	0	0	0	0
8:40 AM	0	0	0	0	4:25 PM	0	0	0	0
8:41 AM	0	0	0	0	4:26 PM	0	0	0	0
8:42 AM	0	0	0	0	4:27 PM	0	0	0	0
8:43 AM	0	0	0	0	4:28 PM	0	0	0	0
8:44 AM	0	0	0	0	4:29 PM	0	0	0	0
8:45 AM	0	0	0	0	4:30 PM	0	0	0	0

Snapshot Queue Study

Location: 7902 Carlyle Ave

City: Miami, FL

Date: 3/22/2021

Day: Tuesday

TIME	Queue Length (Number of Vehicles) 3			
	Number of Cars	Number of buses	Number of Vans	Total
7:45 AM	0	0	0	0
7:46 AM	0	0	0	0
7:47 AM	0	0	0	0
7:48 AM	0	0	0	0
7:49 AM	0	0	0	0
7:50 AM	0	0	0	0
7:51 AM	0	0	0	0
7:52 AM	0	0	0	0
7:53 AM	0	0	0	0
7:54 AM	0	0	0	0
7:55 AM	0	0	0	0
7:56 AM	0	0	0	0
7:57 AM	0	0	0	0
7:58 AM	0	0	0	0
7:59 AM	0	0	0	0
8:00 AM	0	0	0	0
8:01 AM	0	0	0	0
8:02 AM	0	0	0	0
8:03 AM	0	0	0	0
8:04 AM	0	0	0	0
8:05 AM	0	0	0	0
8:06 AM	0	0	0	0
8:07 AM	0	0	0	0
8:08 AM	0	0	0	0
8:09 AM	0	0	0	0
8:10 AM	0	0	0	0
8:11 AM	0	0	0	0
8:12 AM	0	0	0	0
8:13 AM	0	0	0	0
8:14 AM	0	0	0	0
8:15 AM	0	0	0	0
8:16 AM	0	0	0	0
8:17 AM	0	0	0	0
8:18 AM	0	0	0	0
8:19 AM	0	0	0	0
8:20 AM	0	0	0	0
8:21 AM	0	0	0	0
8:22 AM	0	0	0	0
8:23 AM	0	0	0	0
8:24 AM	0	0	0	0
8:25 AM	0	0	0	0
8:26 AM	0	0	0	0
8:27 AM	0	0	0	0
8:28 AM	0	0	0	0
8:29 AM	0	0	0	0
8:30 AM	0	0	0	0
8:31 AM	0	0	0	0
8:32 AM	0	0	0	0
8:33 AM	0	0	0	0
8:34 AM	0	0	0	0
8:35 AM	0	0	0	0
8:36 AM	0	0	0	0
8:37 AM	0	0	0	0
8:38 AM	0	0	0	0
8:39 AM	0	0	0	0
8:40 AM	0	0	0	0
8:41 AM	0	0	0	0
8:42 AM	0	0	0	0
8:43 AM	0	0	0	0
8:44 AM	0	0	0	0
8:45 AM	0	0	0	0
3:30 PM	0	0	0	0
3:31 PM	0	0	0	0
3:32 PM	0	0	0	0
3:33 PM	0	0	0	0
3:34 PM	0	0	0	0
3:35 PM	0	0	0	0
3:36 PM	0	0	0	0
3:37 PM	0	0	0	0
3:38 PM	0	0	0	0
3:39 PM	0	0	0	0
3:40 PM	0	0	0	0
3:41 PM	0	0	0	0
3:42 PM	0	0	0	0
3:43 PM	0	0	0	0
3:44 PM	0	0	0	0
3:45 PM	0	0	0	0
3:46 PM	0	0	0	0
3:47 PM	0	0	0	0
3:48 PM	0	0	0	0
3:49 PM	0	0	0	0
3:50 PM	0	0	0	0
3:51 PM	0	0	0	0
3:52 PM	0	0	0	0
3:53 PM	0	0	0	0
3:54 PM	0	0	0	0
3:55 PM	0	0	0	0
3:56 PM	0	0	0	0
3:57 PM	0	0	0	0
3:58 PM	0	0	0	0
3:59 PM	0	0	0	0
4:00 PM	4	0	0	4
4:01 PM	5	0	0	5
4:02 PM	4	0	0	4
4:03 PM	3	0	0	3
4:04 PM	3	0	0	3
4:05 PM	3	0	0	3
4:06 PM	2	0	0	2
4:07 PM	1	0	0	1
4:08 PM	0	0	0	0
4:09 PM	0	0	0	0
4:10 PM	0	0	0	0
4:11 PM	0	0	0	0
4:12 PM	0	0	0	0
4:13 PM	0	0	0	0
4:14 PM	0	0	0	0
4:15 PM	0	0	0	0
4:16 PM	0	0	0	0
4:17 PM	0	0	0	0
4:18 PM	0	0	0	0
4:19 PM	0	0	0	0
4:20 PM	0	0	0	0
4:21 PM	0	0	0	0
4:22 PM	0	0	0	0
4:23 PM	0	0	0	0
4:24 PM	0	0	0	0
4:25 PM	0	0	0	0
4:26 PM	0	0	0	0
4:27 PM	0	0	0	0
4:28 PM	0	0	0	0
4:29 PM	0	0	0	0
4:30 PM	0	0	0	0

Snapshot Queue Study

Location: 7902 Carlyle Ave

City: Miami, FL

Date: 3/22/2021

Day: Tuesday

TIME	Queue Length (Number of Vehicles) 4			
	Number of Cars	Number of buses	Number of Vans	Total
3:30 PM	0	0	0	0
3:31 PM	0	0	0	0
3:32 PM	0	0	0	0
3:33 PM	0	0	0	0
3:34 PM	0	0	0	0
3:35 PM	0	0	0	0
3:36 PM	0	0	0	0
3:37 PM	0	0	0	0
3:38 PM	0	0	0	0
3:39 PM	0	0	0	0
3:40 PM	0	0	0	0
3:41 PM	0	0	0	0
3:42 PM	0	0	0	0
3:43 PM	0	0	0	0
3:44 PM	0	0	0	0
3:45 PM	0	0	0	0
3:46 PM	0	0	0	0
3:47 PM	0	0	0	0
3:48 PM	0	0	0	0
3:49 PM	0	0	0	0
3:50 PM	0	0	0	0
3:51 PM	0	0	0	0
3:52 PM	0	0	0	0
3:53 PM	0	0	0	0
3:54 PM	0	0	0	0
3:55 PM	0	0	0	0
3:56 PM	0	0	0	0
3:57 PM	0	0	0	0
3:58 PM	0	0	0	0
3:59 PM	0	0	0	0
4:00 PM	1	0	0	1
4:01 PM	1	0	0	1
4:02 PM	1	0	0	1
4:03 PM	1	0	0	1
4:04 PM	0	0	0	0
4:05 PM	0	0	0	0
4:06 PM	2	0	0	2
4:07 PM	0	0	0	0
4:08 PM	1	0	0	1
4:09 PM	0	0	0	0
4:10 PM	0	0	0	0
4:11 PM	0	0	0	0
4:12 PM	0	0	0	0
4:13 PM	0	0	0	0
4:14 PM	0	0	0	0
4:15 PM	0	0	0	0
4:16 PM	0	0	0	0
4:17 PM	0	0	0	0
4:18 PM	0	0	0	0
4:19 PM	0	0	0	0
4:20 PM	0	0	0	0
4:21 PM	0	0	0	0
4:22 PM	0	0	0	0
4:23 PM	0	0	0	0
4:24 PM	0	0	0	0
4:25 PM	0	0	0	0
4:26 PM	0	0	0	0
4:27 PM	0	0	0	0
4:28 PM	0	0	0	0
4:29 PM	0	0	0	0
4:30 PM	0	0	0	0