



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

**2201 COLLINS AVENUE  
MIAMI BEACH, FLORIDA**

**Kimley»»Horn**

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Updated December 2025  
October 2025  
143879000

Traffic Impact Analysis  
for Submittal to  
the City of Miami Beach

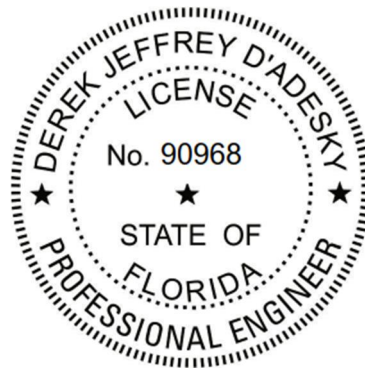
**2201 COLLINS AVENUE  
MIAMI BEACH, FLORIDA**

*Prepared for:*

2201 Collins Propco, LLC

*Prepared by:*

Kimley-Horn and Associates, Inc.



This item has been digitally signed and sealed by Derek Jeffrey d'Adesky, P.E., on the date adjacent to the seal.

**Derek  
d'Adesky** Digitally signed by  
Derek d'Adesky  
Date: 2025.12.08  
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Signature must be verified on any electronic copies.

**Kimley»Horn**

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## EXECUTIVE SUMMARY

2201 Collins Propco, LLC, is proposing to modify the existing property located at 2201 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet. The project is expected to be completed by 2029.

Access to the site will be maintained and provided along Collins Avenue, via one (1) valet drop-off/pick-up area located on 22 Street and one (1) new valet drop-off/pick-up area located on 23 Street for a private Members Club. All vehicles will be required to valet.

Trip generation for the existing development and the proposed project were calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The project is expected result in 61 net new weekday A.M. peak hour vehicular trips, 113 P.M. peak hour vehicular trips, and 820 daily vehicular trips.

The results of the intersection capacity analysis indicate that all study intersections are expected to operate at level of service (LOS) C or better during the peak hours under all analysis scenarios.

The results of the 95<sup>th</sup> percentile queue length analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hours with the exception of the following:

- Collins Avenue/SR A1A and 22 Street under Future Total Conditions during the P.M. peak hour. However, signal timings were optimized in order to ensure the vehicle queue length is accommodated within the existing storage provided.

The results of the Main Valet operations analysis demonstrate that nineteen (19) valet attendants would be required during the A.M. peak hour and twenty-six (26) valet attendants would be

required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided. The results of the Member Only Valet operations analysis demonstrate that one (1) valet attendant would be required during the A.M. peak hour and two (2) valet attendants would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided.

The applicant will commit to providing the following Transportation Demand Management (TDM) strategies:

- Providing secure bicycle parking spaces (bicycle racks and lockers).
- Providing transit information within the site including route schedules and maps.
- Providing wide hallways and elevators that can accommodate bicycles.
- Providing a bicycle drop-off/valet service.
- Providing lockers for bicyclists to store a change of clothes will be provided on-site.
- Providing a shower facility for bicyclists to use will be provided on-site.

The maneuverability analysis was prepared using a passenger (P) vehicle for the proposed valet area. The maneuverability analysis determined that vehicles will be able to ingress, egress, and travel through the valet drop-off/pick-up area without conflict. Note the existing loading and refuse operations are proposed to be maintained.

The results of the entry gate analysis indicate the 95<sup>th</sup> percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto Collins Avenue.

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## INTRODUCTION

2201 Collins Propco, LLC, is proposing to modify the existing property located at 2201 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet. The project is expected to be completed by 2029. A project location map is provided as Figure 1. A site plan is provided 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. The approved methodology correspondence detailing the traffic study requirements is included in Appendix B.

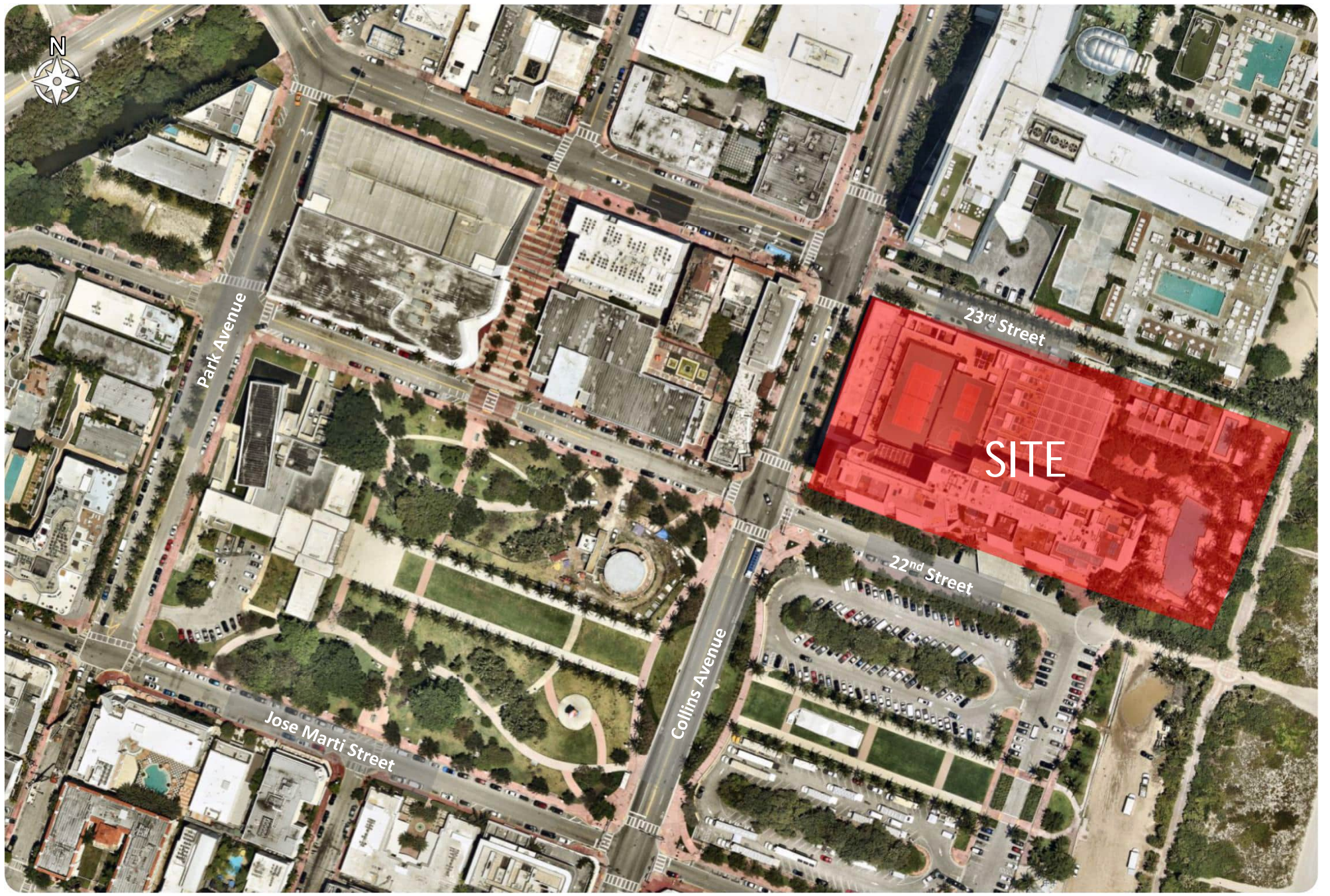


Figure 1  
Project Location Map  
2201 Collins Avenue  
Miami Beach, Florida

## EXISTING TRAFFIC

In order to determine the peak traffic periods for analysis, 72-hour continuous counts were collected from Thursday, September 11, 2025 through Saturday, September 13, 2025, along Collins Avenue/SR A1A between 22 Street and 23 Street.

Based on the peak periods observed, turning movement counts (TMC's) were collected during peak conditions on Thursday, September 18, 2025, from 10:00 A.M. to 12:00 P.M. and on Friday, September 19, 2025, from 3:30 P.M. to 5:30 P.M. to capture peak traffic volumes at the following intersections:

- Collins Avenue/SR A1A and 23 Street
- Collins Avenue/SR A1A and 22 Street
- Collins Avenue/SR A1A and 21 Street
- Park Avenue and 21 Street
- Dade Boulevard/Pine Tree Drive and 23 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. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of was applied to the turning movement counts. The turning movement counts, 72-hour counts, FDOT peak season factor category report, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the P.M. peak hours.



NOT TO SCALE

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

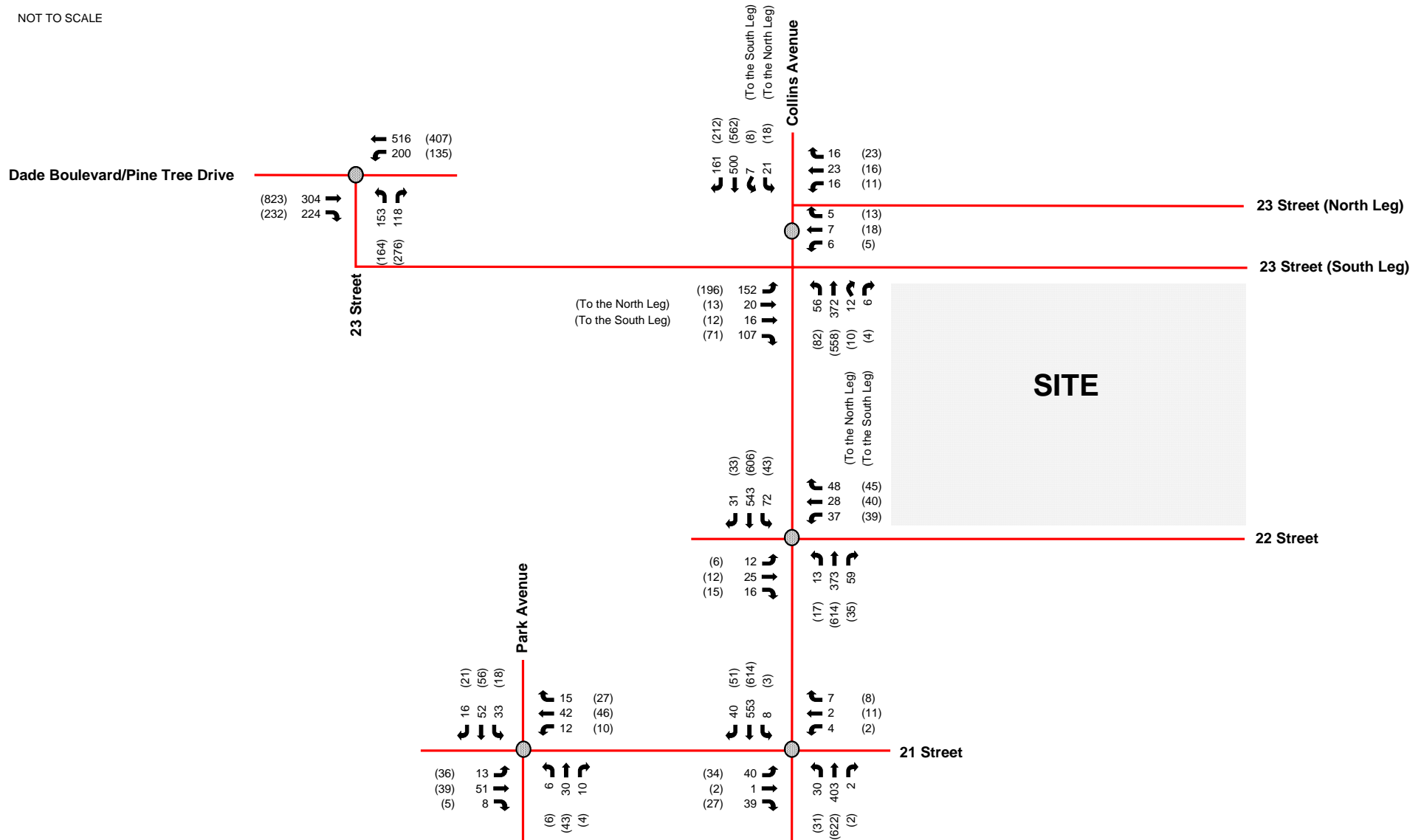


Figure 2  
Existing Peak Hour Traffic  
2201 Collins Avenue  
Miami Beach, Florida

## FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2029 without the completion of the proposed modifications. 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 2029 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:

- FDOT count station no. 5170 located on SR A1A/Collins Avenue, north of 21 Street
- FDOT count station no. 5171 located on SR A1A/Collins Avenue, north of 35 Street
- FDOT count station no. 8422 located on 23 Street, west of Liberty Avenue

The historical growth rate analysis, based on the FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and 10-year periods. The linear growth trend yielded a growth rate of negative 2.72 percent (-2.72%) over the most recent five (5) year period and negative 2.72 percent (-2.72%) over the most recent 10-year period. The exponential growth trend yielded a growth rate of negative 2.94 percent (-2.94%) over the most recent five (5) year period and negative 3.13 percent (-3.13%) over the most recent 10-year period. The decaying exponential growth trend yielded a growth rate of negative 2.92 percent (-2.92%) over the most recent five (5) year period and negative 2.78 percent (-2.78%) over the most recent 10-year period. The calculated growth rate with the highest R<sup>2</sup> value was determined to be the ten (10) year exponential growth trend which yielded a growth rate of negative 3.13 percent (-3.13%).

Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM 8.543, an annual growth rate of 0.69 percent (0.69%) in the vicinity of the project was calculated.

To provide a conservative analysis, the SERPM growth rate of 1.00 percent (1.00%) was applied annually to the existing traffic volumes to establish future (2027) background conditions. Detailed growth calculations are contained in Appendix D.



NOT TO SCALE

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

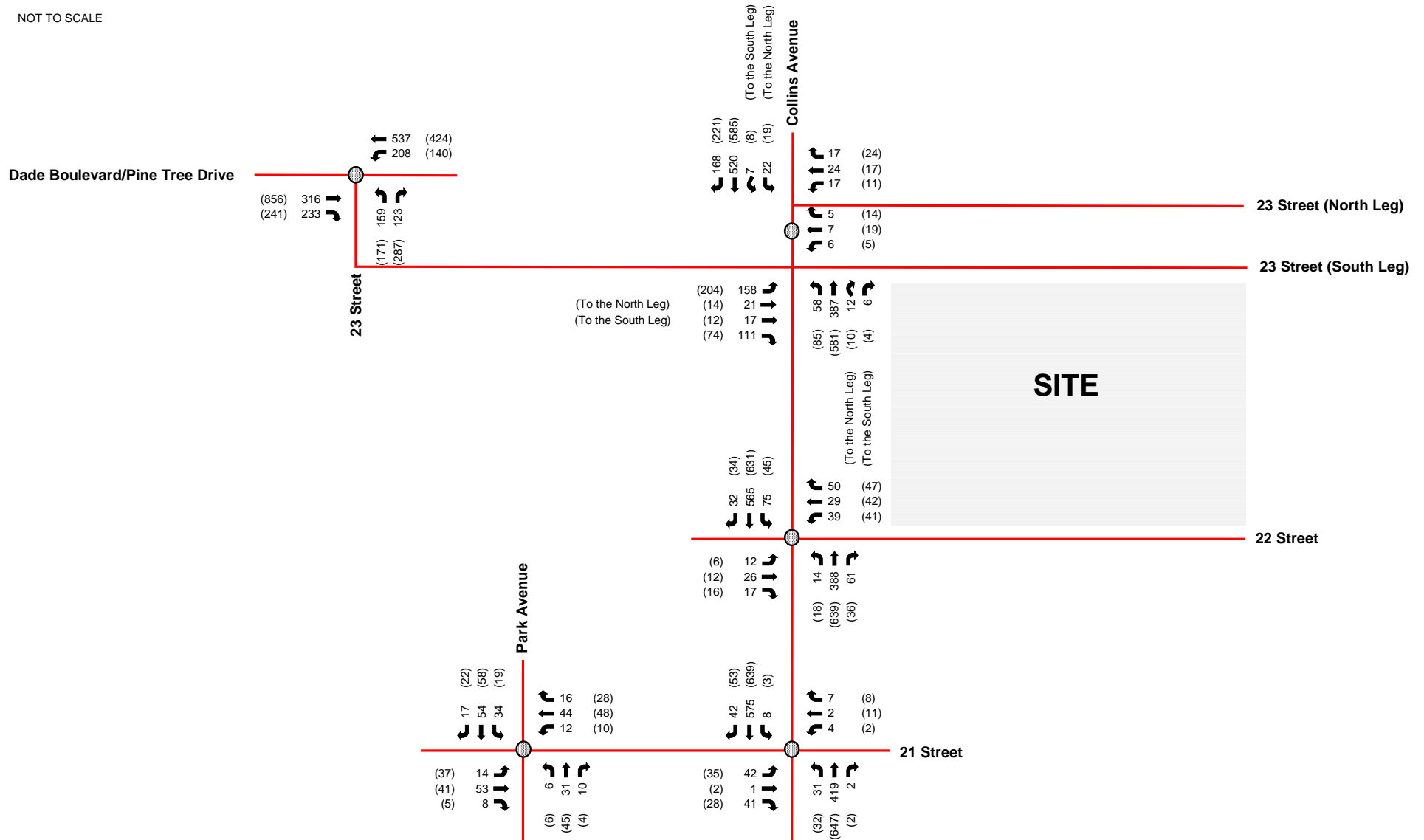


Figure 3  
Future Background Peak Hour Traffic  
2201 Collins Avenue  
Miami Beach, Florida

## 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 site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet.

## PROJECT ACCESS

Access to the site will be maintained and provided along Collins Avenue, via one (1) valet drop-off/pick-up area located on 22 Street and one (1) new valet drop-off/pick-up area located on 23 Street for a private Members Club. All vehicles will be required to valet.

## TRIP GENERATION

The trip generation for the existing and proposed project was determined using ITE Land Use Code (LUC) 330 (Resort Hotel), ITE LUC 222 (Multifamily Housing [High-Rise]), ITE LUC 931 (Fine Dining Restaurant), and ITE LUC 975 (Drinking Place). Further note, that although A.M. peak hour analysis is typically prepared for the peak hour between 7:00 A.M. and 9:00 A.M., A.M. peak hour analyses were prepared based on the peak hour observed from collected 72-hour counts.

The proposed hours of operation for all four (4) restaurant venues are as follows:

- Restaurant Venue A (312 seats): 5:00 PM to 2:00 A.M, with option to open at 10:00 AM for lunch
- Restaurant Venue B (368 seats): 6:00 AM to 2:00 A.M.
- Restaurant Venue C (123 seats): 7:00 AM to 2:00 A.M
- Restaurant Venue D (197 seats): 12:00 PM to 12:00 A.M.

The proposed hours of operation for the drinking places are as follows:

- Drinking Place Venue E (4,269 sf): 10:00 A.M. to 3:00 A.M.
- Drinking Place Venue F (5,329 sf): 8:00 A.M. to 5:00 A.M.

- Drinking Place Venue G (17,660): 10:00 A.M. to 2:00 A.M.

Based on the abovementioned occupancies and hours of operation the following assumptions were made:

- All restaurant venues were considered for A.M. peak hour trip generation calculations in order to provide a conservative analysis.
- In order to provide an accurate determination of project trips during the A.M. peak hour when the drinking places are open, ITE Time of Day distributions were applied to determine project trips for the A.M. peak vehicular hour of 11 A.M. to 12 P.M. Note as trip generation information for the drinking places is limited to P.M. peak hour, as this land use does not typically operate during the A.M. hours, time of day distribution of LUC 971 (Brewery Tap Room) was utilized for the proposed drinking places as they will be open during the A.M. peak vehicular hour of 11 A.M. to 12 P.M. Detailed trip generation calculations and time of day distributions are provided in Appendix E.

## MULTIMODAL REDUCTION

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 the vicinity of the project. The US Census data indicated that there is a 15.92 percent (15.92%) multimodal factor within the vicinity of the project. It is expected that a portion of residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed project.

Six (6) Miami-Dade County Department of Transportation and Public Works (DTPW) routes and three (3) City of Miami Beach Trolley routes operate in close proximity (within ½ mile) to the site during the A.M. and P.M. peak hours.

- **DTPW Route 14** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **DTPW Route 15** operates along Park Avenue in the vicinity of the project site with the nearest stop located just north of 22<sup>nd</sup> Street. This route operates with approximately

30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.

- **DTPW Route 20** operates along Washington Avenue in the vicinity of the project site with the nearest stop located just south of 17<sup>th</sup> Street. This route operates with approximately 30-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.
- **DTPW Route 36** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **DTPW Route 79** operates along Collins Avenue in the vicinity of the site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with 15-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 100** operates along Collins Avenue in the vicinity of the site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with 9-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 150** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **City of Miami Beach Collins Express Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach North Beach Loop Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 20-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach Mount Sinai Link Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates

with 60 to 70-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

Detailed transit route information and headway data is provided in Appendix F.

### INTERNAL CAPTURE

A portion of trips generated by the proposed project will be captured internally within the site. Internal capture trips were determined based upon values contained in the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The expected internal capture rate for the proposed project is 3.2 percent (3.2%) during the A.M. peak hour, 9.3 percent (9.3%) during the P.M. peak hour, and 6.3 percent (6.3%) during the weekday daily.

### PASS-BY CAPTURE

Pass-by capture trip rates were determined based on average rates provided in the ITE *Trip Generation Manual*, 11<sup>th</sup> Edition. The pass-by rate for LUC 931 (Fine Dining Restaurant) is 44.0 percent (44.0%) during the P.M. peak hour and weekday daily.

### NET NEW PROJECT TRIPS

The net new project trips represent the additional vehicles on the roadway network generated by the proposed modifications. As shown in Table 1, the project is expected result in 61 net new weekday A.M. peak hour vehicular trips, 113 P.M. peak hour vehicular trips, and 820 daily vehicular trips. Detailed trip generation calculations are contained in Appendix E.

Table 1: Proposed Net New Trip Generation				
A.M. Peak Hour (P.M. Peak Hour) [Daily]				
Land Use	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>Existing Development</i>				
Resort Hotel	393 rooms	76 (47) [1,262]	26 (60) [1,262]	102 (107) [2,524]
Multifamily Housing (High-Rise)	15 dwelling units	1 (2) [26]	2 (2) [22]	3 (4) [48]
Fine Dining Restaurant	546 seats	45 (46) [315]	20 (22) [316]	65 (68) [631]
Drinking Place	19,708 square feet	5 (118) [426]	6 (60) [525]	11 (178) [951]
Subtotal		127 (213) [2,029]	54 (144) [2,125]	181 (357) [4,154]
<i>Proposed Modifications</i>				
Resort Hotel	393 rooms	76 (42) [1,227]	26 (54) [1,225]	102 (96) [2,452]
Multifamily Housing (High-Rise)	15 dwelling units	1 (2) [26]	2 (2) [22]	3 (4) [48]
Fine Dining Restaurant	1,000 Seats	84 (84) [576]	38 (40) [581]	122 (124) [1,157]
Drinking Place	27,258 square feet	7 (164) [590]	8 (82) [727]	15 (246) [1,317]
Subtotal		168 (292) [2,419]	74 (178) [2,555]	242 (470) [4,974]
<b>Net New Project Trips</b>		<b>41</b> <b>(79)</b> <b>[390]</b>	<b>20</b> <b>(34)</b> <b>[430]</b>	<b>61</b> <b>(113)</b> <b>[820]</b>

### TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution was based on 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 project is

located within TAZ 636. The cardinal distribution is shown in Table 2. Detailed cardinal distribution calculations are contained in Appendix G.

Cardinal Direction	Percentage of Trips
North-Northeast	14%
East-Northeast	0%
East-Southeast	0%
South-Southeast	9%
South-Southwest	14%
West-Southwest	33%
West-Northwest	15%
North-Northwest	15%
<b>Total</b>	<b>100%</b>

Trips were distributed between the project driveways using the following assumptions:



- Approximately 20 percent (20.0%) of the drinking place land use is planned to be associated with the private Members Club. The private Members Club is expected to generate approximately 1 (1 entering/0 exiting) net new trip during the A.M. peak hour and 14 (9 entering/5 exiting) net new trips during the P.M. peak hour. Therefore, these trips were distributed to enter and exit at the Members Only Valet to be provided on 23 Street.
- The net new trips not associated with the private Members Club are approximately 60 (40 entering/20 exiting) net new trips during the A.M. peak hour and 99 (70 entering/29 exiting) during the P.M. peak hour. Therefore, these trips were distributed to enter and exit at the Main Valet provided on 22 Street.
- In order to provide a conservative analysis for the Intersection Capacity Analysis results, all of the net new trips were assumed to valet and no reduction was taken for rideshare trips. Therefore, the 40 A.M. and 70 P.M. entering net new trips associated with the Main Valet on 22 Street were distributed back onto the external network to be parked within the on-site garage located on 23 Street. Note, the 20 A.M. and 29 P.M. exiting trips associated with the Main Valet were not distributed back onto the external network as they will utilize the existing on-site subterranean tunnel to return to the Main Valet. Refer to Appendix J for detailed valet routes.

Figure 4 presents the A.M. peak hour project trip distribution and 5 presents the P.M. peak hour project trip distribution. Figure 6 presents the A.M. and P.M. peak hour project trip assignment. Figure 7 presents the P.M. peak hour pass-by trip distribution and Figure 8 presents the P.M. peak hour pass-by trip assignment.



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX** A.M. Entering Net New Distribution
- (XX)** A.M. Exiting Net New Distribution

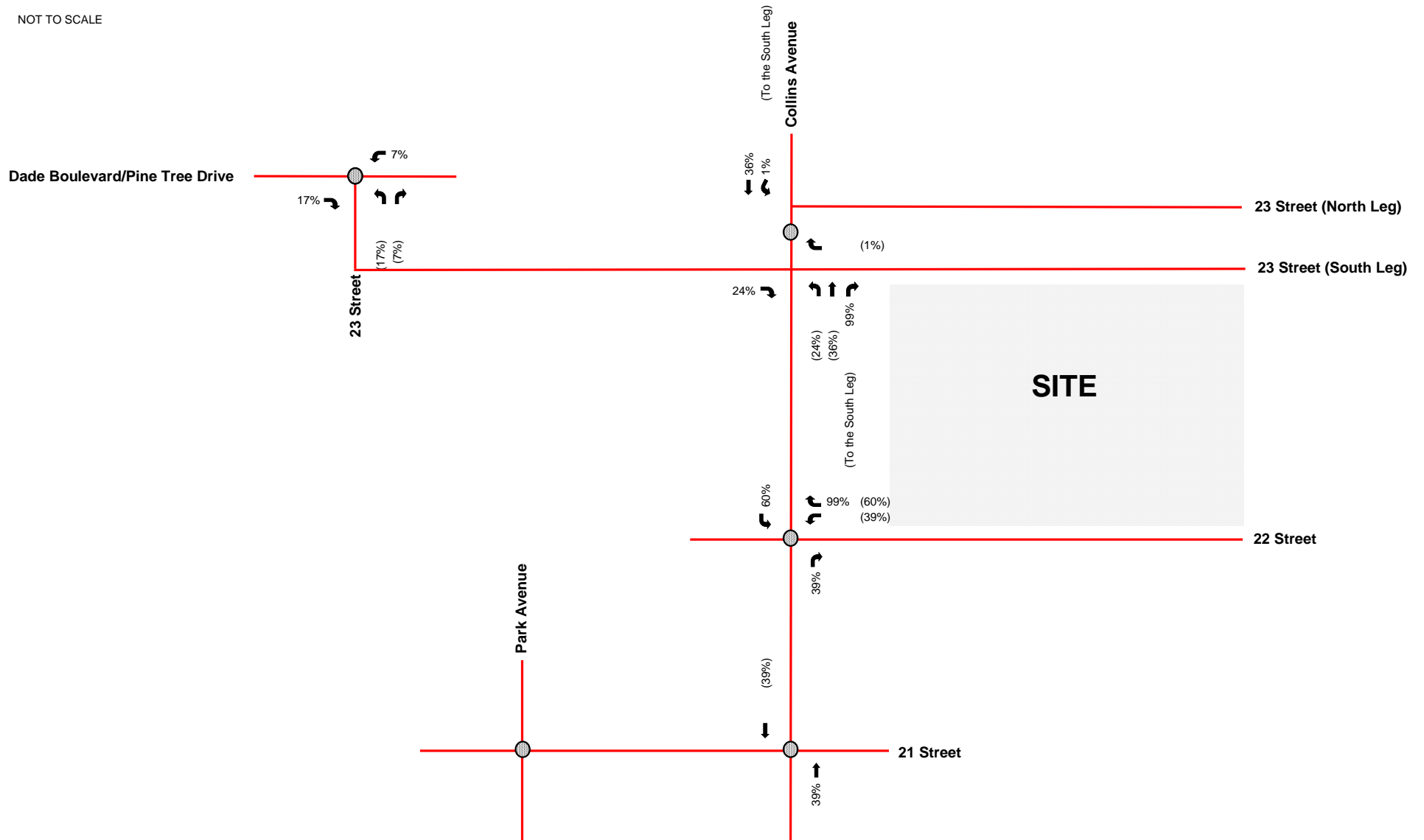




Figure 4  
A.M. Peak Hour Net New Distribution  
2201 Collins Avenue  
Miami Beach, Florida



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX A.M. Entering Net New Distribution
- (XX) A.M. Exiting Net New Distribution

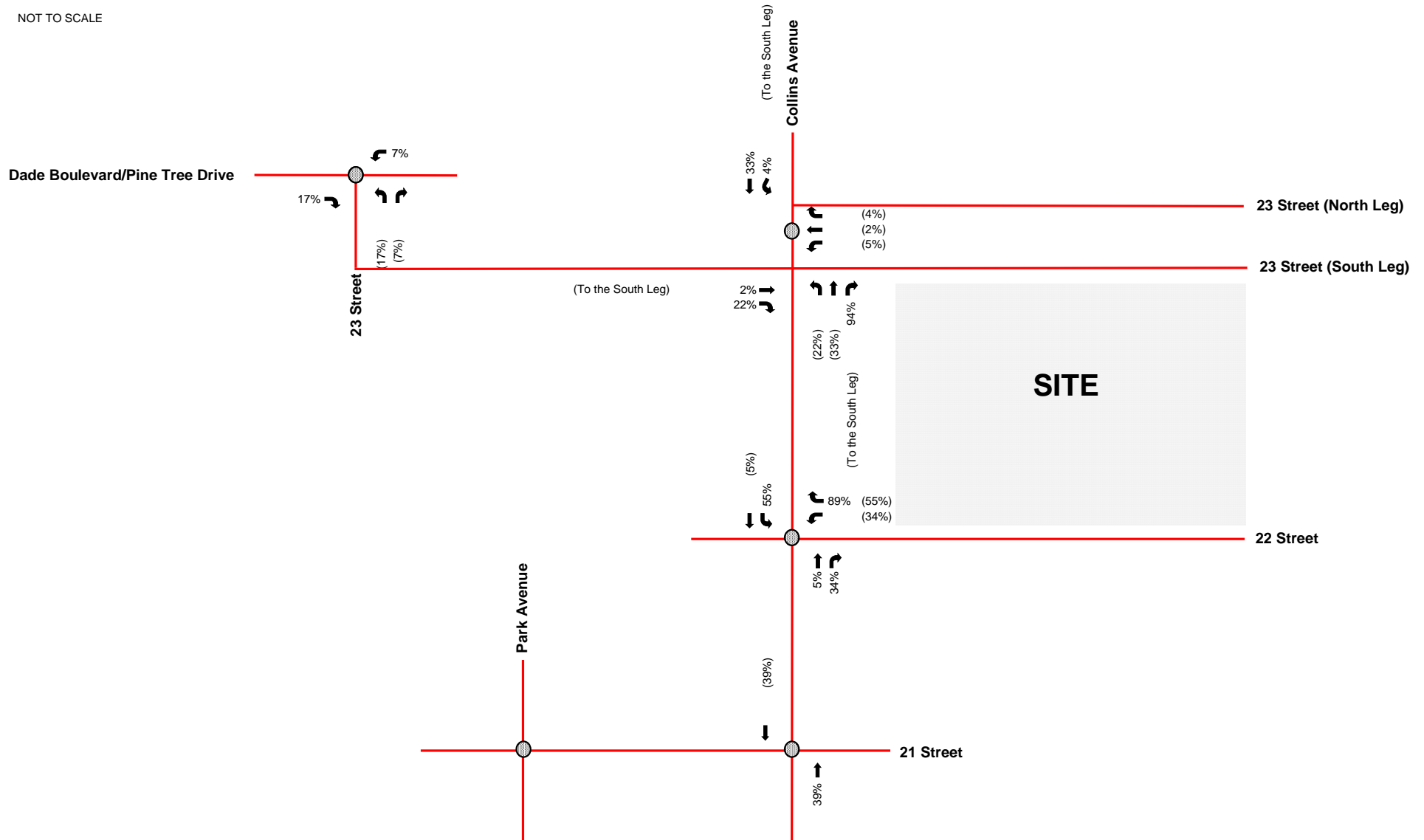




Figure 5  
P.M. Peak Hour Net New Distribution  
2201 Collins Avenue  
Miami Beach, Florida



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX A.M. Net New Trip Assignment
- (XX) P.M. Net New Trip Assignment

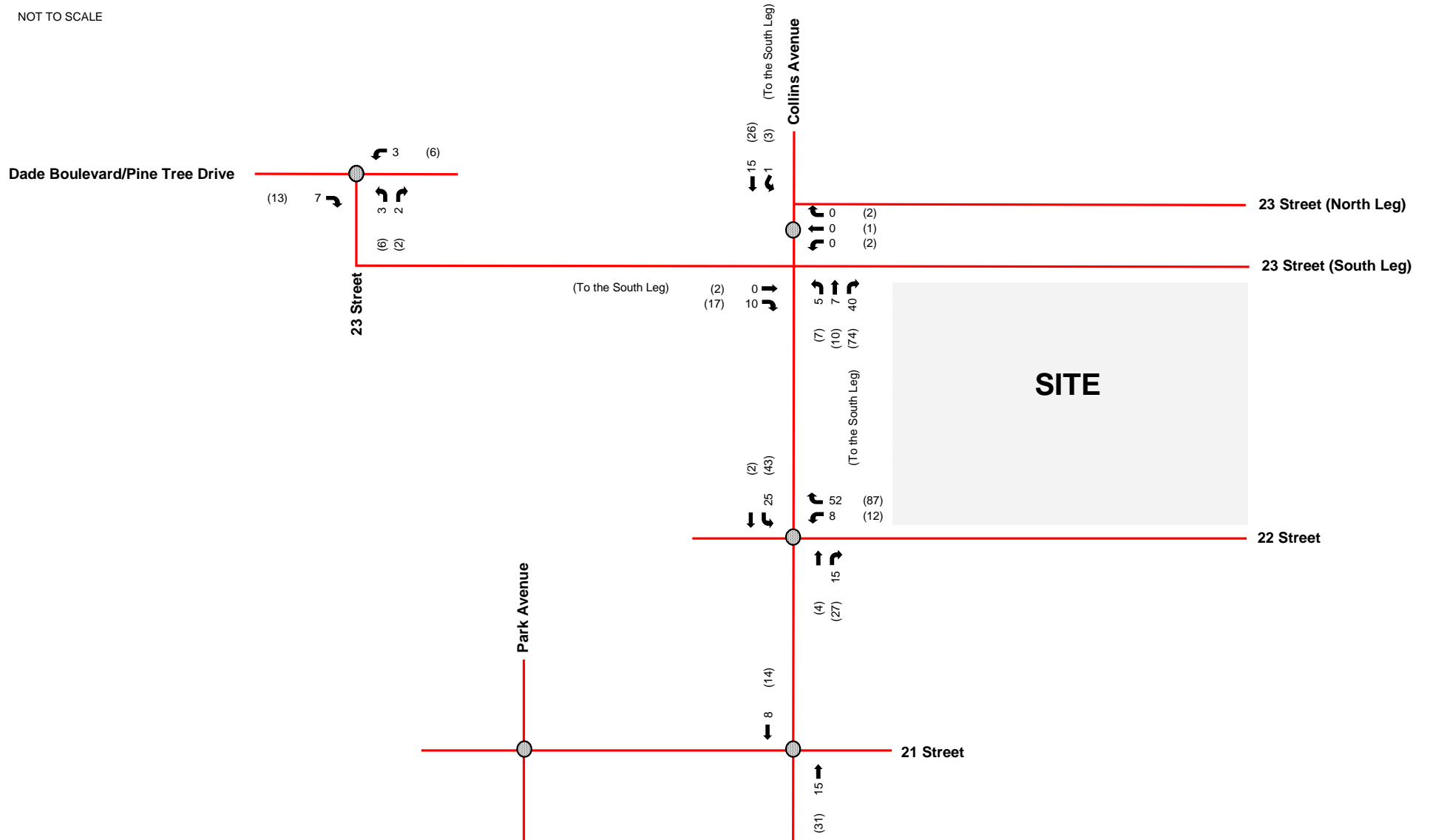




Figure 6  
Peak Hour Net New Trip Assignment  
2201 Collins Avenue  
Miami Beach, Florida



NOT TO SCALE

**Legend**

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

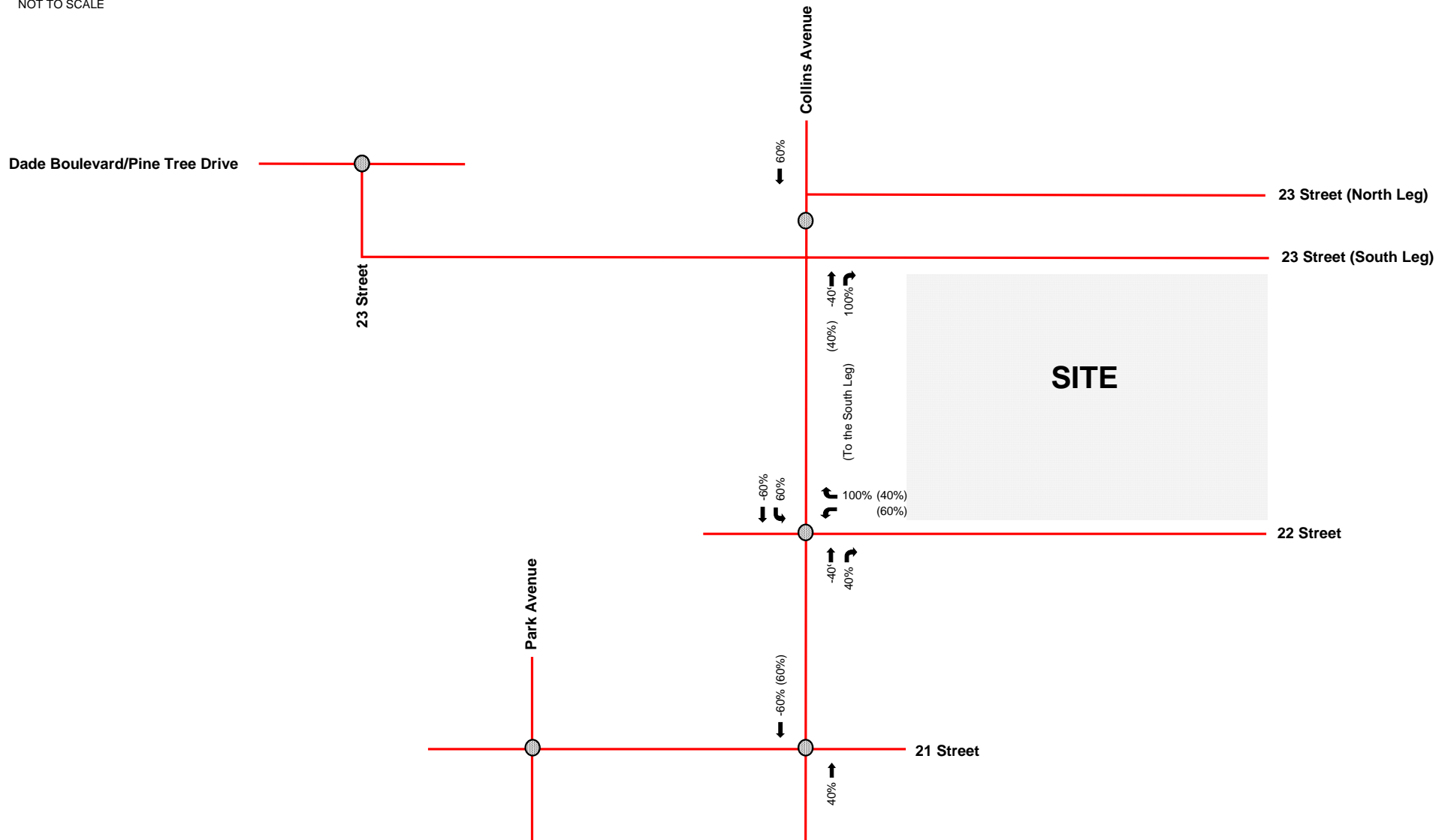





Figure 7  
P.M. Peak Hour Pass By Trip Distribution  
2201 Collins Avenue  
Miami Beach, Florida



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
-  P.M. Peak Hour Pass By Trip Assignment

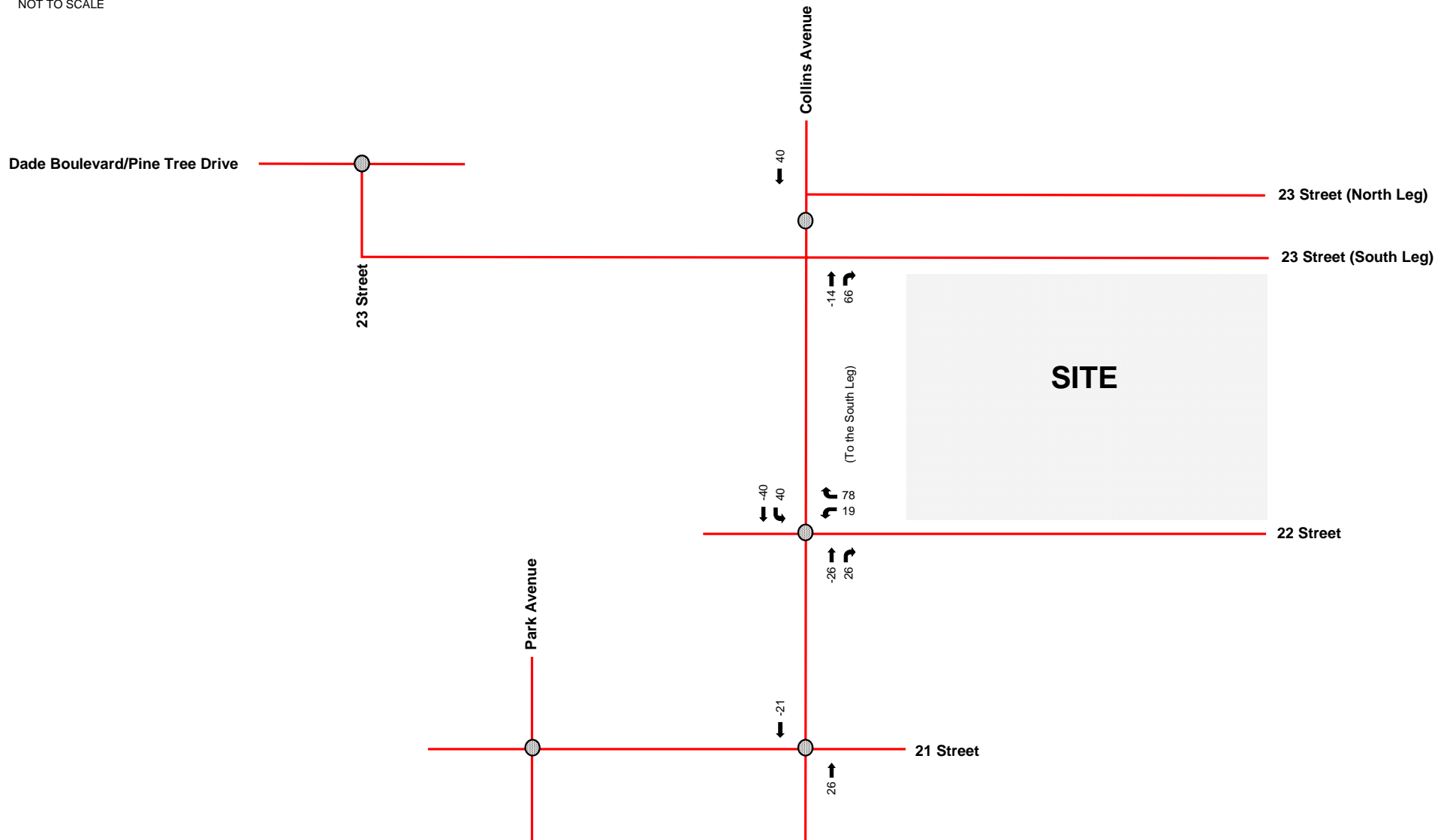


Figure 8  
P.M. Peak Hour Pass By Trip Assignment  
2201 Collins Avenue  
Miami Beach, Florida

## FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2029 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the future background traffic volumes and the expected project traffic volumes. Figure 9 presents the future total turning movement volumes at the study intersections during the weekday A.M. and 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

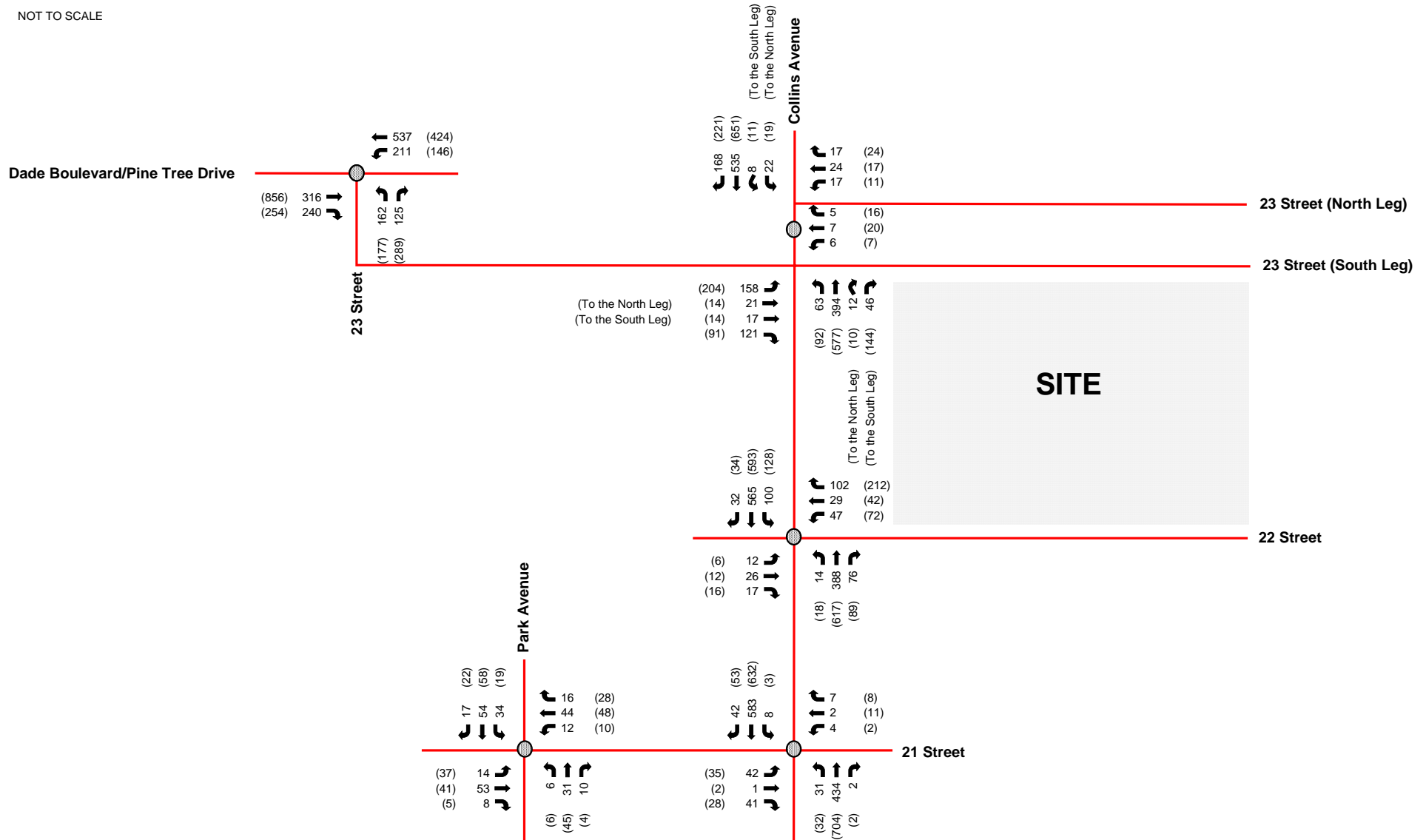


Figure 9  
Future Total Peak Hour Traffic  
2201 Collins Avenue  
Miami Beach, Florida

### 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) 7<sup>th</sup>* and 2000 Editions. Synchro worksheets for the study intersections are included in Appendix I.

A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 3 and 4. As Tables 3 and 4 indicate, all overall study intersections are expected to operate at level of service (LOS) C or better during the peak hours under all analysis scenarios.

However, signal timings were optimized at the intersection of Collins Avenue/SR A1A and 22 Street during the P.M. peak hour to improve the 95<sup>th</sup> percentile queue length of the westbound approach. During the P.M. peak hour, 20.0 seconds of green time was reduced from the northbound and southbound movements and added to the eastbound and westbound movements.

Table 3: A.M. Peak Hour Intersection Capacity Analysis							
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay				
			EB	WB	NB	SB	NWB
Existing Conditions (Future Background Conditions) [Future Total Conditions]							
Collins Avenue/SR A1A and 23 Street	Signalized <sup>(1)</sup>	C/28.9 sec (C/29.1 sec) [C/29.6 sec]	D (D) [D]	E (E) [E]	C (C) [C]	C (C) [C]	D (D) [D]
Collins Avenue/SR A1A and 22 Street	Signalized	A/4.9 sec (A/5.0 sec) [A/6.1 sec]	D (D) [D]	D (D) [D]	A (A) [A]	A (A) [A]	(2)
Collins Avenue/SR A1A and 21 Street	Signalized	A/4.1 sec (A/4.2 sec) [A/4.2 sec]	D (D) [D]	D (D) [D]	A (A) [A]	A (A) [A]	(2)
Park Avenue and 21 Street	All-Way Stop Control	A/8.0 sec (A/8.0 sec) [A/8.0 sec]	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [A]	(2)
Dade Boulevard/Pine Tree Drive and 23 Street	Signalized <sup>(1)</sup>	B/15.0 sec (B/15.2 sec) [B/15.4 sec]	A (B) [B]	A (A) [A]	D (D) [D]	(2)	(2)

Notes: (1) Synchro 2000 results were analyzed as HCM 7<sup>th</sup> results were not available at this intersection.  
 (2) Approach does not exist.

Table 4: P.M. Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay				
			EB	WB	NB	SB	NWB
Existing Conditions (Future Background Conditions) [Future Total Conditions] {Future Total with Optimization}							
Collins Avenue/SR A1A and 23 Street	Signalized <sup>(1)</sup>	C/31.7 sec (C/32.3 sec) [D/36.0 sec]	E (E) [E]	E (E) [E]	C (C) [D]	C (C) [C]	D (D) [D]
Collins Avenue/SR A1A and 22 Street	Signalized	A/5.0 sec (A/5.1 sec) [B/19.0 sec] {B/10.7 sec}	D (D) [D] {D}	D (D) [F] {D}	A (A) [A] {A}	A (A) [A] {A}	(2)
Collins Avenue/SR A1A and 21 Street	Signalized	A/4.0 sec (A/4.0 sec) [A/4.0 sec]	D (D) [D]	D (D) [D]	A (A) [A]	A (A) [A]	(2)
Park Avenue and 21 Street	All-Way Stop Control	A/7.9 sec (A/8.0 sec) [A/8.0 sec]	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [A]	(2)
Dade Boulevard/Pine Tree Drive and 23 Street	Signalized <sup>(1)</sup>	B/19.0 sec (B/19.7 sec) [C/20.2 sec]	B (B) [B]	A (A) [A]	D (D) [D]	(2)	(2)

Notes: (1) Synchro 2000 results were analyzed as HCM 7<sup>th</sup> results were not available at this intersection.  
 (2) Approach does not exist.

### 95TH PERCENTILE QUEUE LENGTH ANALYSIS

A 95<sup>th</sup> percentile queue analysis was performed at existing exclusive turn-lanes with limited storage where project trips are assigned and at the east legs of the intersections of Collins Avenue and 23 Street and Collins Avenue and 22 Street. The 95<sup>th</sup> percentile queue lengths were calculated using Trafficware’s SYNCHRO 12 software. A summary of the 95<sup>th</sup> percentile queuing analysis for the proposed development during the A.M. and P.M. hours is presented in Table 5. The results of the analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hours with the exception of the following:

- Collins Avenue/SR A1A and 22 Street under Future Total Conditions during the P.M. peak hour. However, signal timings were optimized in order to ensure the vehicle queue length is accommodated within the existing storage provided.

Synchro worksheets for the study intersections are included in Appendix I.

Intersection	Movement	95 <sup>th</sup> Percentile Queue (ft) <sup>(1)</sup>		Existing Storage Length (ft)	Queue Length Sufficient?
		A.M.	P.M.		
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions]{Future Total Conditions with optimization}}</i>					
Dade Boulevard/Pine Tree Drive and 23 Street	Westbound Left-Turn	76 (80) [82]	53 (56) [59]	90	Yes
Collins Avenue/SR A1A and 23 Street	Westbound Through	41 (41) [41]	73 (77) [84]	190	Yes
Collins Avenue/SR A1A and 22 Street	Westbound Through	100 (108) [153]	165 (175) [510] {350}	365	Yes

Note: (1) Assumes a vehicle length of 25 feet.

## VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in ITE's *Transportation and Land Development*, 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking the public right-of-way. Valet operations were analyzed for the number of valet attendants and required vehicle stacking for the project's proposed traffic for each valet drop-off/pick-up area.

The project will be served by two (2) valet access points, i.) the existing valet on 22 Street and ii.) a valet drop-off/pick-up area will be provided on 23 Street for a private Members Club. The 22 Street valet consists of two (2) valet drop-off/pick-up lanes with storage for approximately twelve (12) vehicles. The Members Only valet consists of storage for approximately two (2) vehicles. Valet routing figures are included in Appendix J.

## VALET TRIP GENERATION

All non-rideshare trips are expected to valet. Based on data collected at the Shelborne Hotel located at 1801 Collins Avenue, Miami Beach, it is expected that approximately 64.3 percent (64.3%) of project trips will utilize rideshare during the P.M. peak hour. A rideshare factor of 25.0 percent (25.0%) was applied to A.M. peak hour trip generation based on input from the City of Miami Beach staff. Detailed rideshare data is included in Appendix J.

Pass-by trips were added to project trips after the rideshare reduction was applied. The rideshare trip reduction was not applied to pass-by trips.

Table 6 summarizes the project's expected valet trip generation for the A.M. and P.M. peak hours. Note approximately 20 percent (20.0%) of the drinking place land use is associated with the Members Club. As shown in Table 6, the project is expected to generate 179 (125 in/54 out) A.M. peak hour Main Valet trips, 247 (158 in/89 out) P.M. peak hour Main Valet trips, 2 (1 in/1 out) A.M. peak hour Member Only Valet trips, and 18 (12 in/6 out) P.M. peak hour Members Only valet trips.

Table 6: Valet Trip Generation

*A.M. Peak Hour (P.M. Peak Hour)*

Valet Area	Entering Trips	Exiting Trips	Total Trips	Rideshare Reduction Factor	Entering Rideshare Trips	Exiting Rideshare Trips	Total Rideshare Trips	Pass-by Entering Trips	Pass-by Exiting Trips	Pass-by Total Trips	Valet Entering Trips	Valet Exiting Trips	Valet Total Trips
22 Street Main Valet	167 (259)	72 (162)	239 (421)	25.0% (64.3%)	42 (167)	18 (104)	60 (271)	0 (66)	0 (31)	0 (97)	125 (158)	54 (89)	179 (247)
23 Street Members Only Valet	1 (33)	2 (16)	3 (49)		0 (21)	1 (10)	1 (31)	0 (0)	0 (0)	0 (0)	1 (12)	1 (6)	2 (18)
Total	168 (292)	74 (178)	242 (470)		42 (188)	19 (114)	61 (302)	0 (66)	0 (31)	0 (97)	126 (170)	55 (95)	181 (265)

## VALET ASSUMPTIONS

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization,  $\rho$ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

Valet attendants will be stationed at both valet drop-off/pick-up areas. Valet drop-off trip service time was calculated based on the time it would take a valet parking attendant to obtain and park a drop-off vehicle within the designated parking garage and return to the valet drop-off/pick-up area. Valet pick-up trip service time was calculated based on the time it would take a valet parking attendant to travel to the designated parking garage, retrieve a parked vehicle, and return the vehicle back to a patron at the valet drop-off/pick-up area. Note that it was assumed that valet attendants entering the on-site parking garage and on-site subterranean tunnel will gain entry and exit via a proximity card (FOB) reader. It was assumed that the average service rate will be approximately 600 vehicles per hour (6.0 seconds per vehicle or 0.1 minutes per vehicle) for valet attendants based on processing times provided in *Parking Structures 3<sup>rd</sup> Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001. Note that an additional 0.1 minute was added to this time to account for the entry gate opening time.

### 22 Street Main Valet Drop-off/Pick-up Area

The following summarizes the valet drop-off service time:

- Exchange between valet attendant and driver (0.5 minutes)
- Valet attendant drives vehicle from valet drop-off area to the on-site parking garage on 23 Street (3.6 minutes)
- Valet attendant utilizes proximity card reader to access the garage (0.2 minutes)
- Valet attendant returns to valet station (1.4 minutes)
- Total service time: **5.7 minutes**

The following summarizes the valet pick-up service time:

- Valet attendant proceeds to the parking garage to retrieve the vehicle (1.4 minutes)
- Valet attendant drives vehicle from the on-site parking garage to the valet pick-up area via the existing subterranean tunnel (1.9 minutes)

- Valet attendant utilizes proximity card reader to exit the garage and enter/exit the subterranean tunnel (0.6 minutes)
- Exchange between valet attendant and driver (0.5 minutes)
- Total service time: **4.4 minutes**

### 23 Street Members Only Drop-off/Pick-up Area

The following summarizes the valet drop-off service time:

- Exchange between valet attendant and driver (0.5 minutes)
- Valet attendant drives vehicle from valet drop-off area to the parking garage (1.1 minutes)
- Valet attendant utilizes proximity card reader to access the garage (0.2 minutes)
- Valet attendant returns to valet station (0.9 minutes)
- Total service time: **2.7 minutes**

The following summarizes the valet pick-up service time:

- Valet attendant proceeds to the parking garage to retrieve the vehicle (0.9 minutes)
- Valet attendant drives vehicle from the parking garage to the valet pick-up area (1.4 minutes)
- Valet attendant utilizes proximity card reader to exit the garage (0.2 minutes)
- Exchange between valet attendant and driver (0.5 minutes)
- Total service time: **3.0 minutes**

Detailed travel time calculations are included in Appendix J.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one ( $>1$ ), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage,  $M$ , which is exceeded  $P$  percent of the time. This analysis seeks to ensure that the queue length does not exceed the storage provided at a level of confidence of 95 percent (95%).

## VALET ANALYSIS

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed project demand during the weekday A.M. and P.M. peak hours and

ensure that the 95<sup>th</sup> percentile valet queues does not extend beyond the designated valet service areas. Detailed valet analysis worksheets are provided in Appendix J.

The results of the Main Valet operations analysis demonstrate that nineteen (19) valet attendants would be required during the A.M. peak hour and twenty-six (26) valet attendants would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided. The results of the Member Only Valet operations analysis demonstrate that one (1) valet attendants would be required during the A.M. peak hour and two (2) valet attendant would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

## TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote use of public transportation, bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. Additionally, the applicant will commit to providing the following incentives including:

- Providing secure bicycle parking spaces (bicycle racks and lockers).
- Providing transit information within the site including route schedules and maps.
- Providing wide hallways and elevators that can accommodate bicycles.
- Providing a bicycle drop-off/valet service.
- Providing lockers for bicyclists to store a change of clothes will be provided on-site.
- Providing a shower facility for bicyclists to use will be provided on-site.

## MANEUVERABILITY ANALYSIS

A maneuverability analysis was prepared for the proposed Members Only Valet drop-off/pick-up area. The analysis was performed using Transoft's *AutoTurn 11* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 2018.

The analysis was prepared using a passenger (P) vehicle for the proposed valet area. The maneuverability analysis determined that vehicles will be able to ingress, egress, and travel through the valet drop-off/pick-up area without conflict. Maneuverability analysis plots are included in Appendix K.

## REFUSE OPERATIONS NARRATIVE

Loading and refuse operations will remain in the designated loading and refuse areas located on 23 Street. Further analysis of the refuse and loading operations is not required as the existing operations are proposed to be maintained.

### ENTRY GATE ANALYSIS

An entry gate queue analysis for the proposed project using the methodology outlined in ITE’s *Transportation and Land Development*, 1988 was performed at the existing parking garage’s entry gate. The proposed entry gate is located approximately 250 feet from Collins Avenue and provides one (1) entry lane and one (1) exit lane.

The parking garage is intended to be used for valet parking only. The valet attendants will utilize a proximity card access control system, which has a processing time of six (6.0) seconds per vehicle based on *Parking Structures 3<sup>rd</sup> Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001. The valet trip generation calculations resulted in 60 A.M. entering valet trips and 104 P.M. entering valet trips.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization,  $\rho$ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

If the coefficient of utilization (average service rate/service capacity) is greater than one ( $>1$ ), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the entry gate area. The entry gate service capacity is the number of vehicles the entry gate can service in a one-hour period multiplied by the number of entry lanes.

The analysis determined the required queue storage,  $M$ , which is exceeded  $P$  percent of the time. This analysis seeks to examine if the queue length exceeds the storage provided, at a level of confidence of 95 percent (95%). Approximately 250 feet of storage is provided for the entry lane including the service position, which provides sufficient space to accommodate approximately ten (10) vehicles. Table 7 summarizes the entry gate analysis.

Table 7: Peak Hour Entry Gate Queuing Analysis			
A.M. Peak Hour (P.M. Peak Hour)			
Entry Lane	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95 <sup>th</sup> Percentile Queue Including Service Position
Parking Garage	126 (170)	0.100	< 1 vehicle (<1 vehicle)

The 95<sup>th</sup> percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto Collins Avenue. Detailed entry gate calculations are included in Appendix L.

## CONCLUSION

2201 Collins Propco, LLC, is proposing to modify the existing property located at 2201 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet. The project is expected to be completed by 2029.

Access to the site will be maintained and provided along Collins Avenue, via one (1) valet drop-off/pick-up area located on 22 Street and one (1) new valet drop-off/pick-up area located on 23 Street for a private Members Club. All vehicles will be required to valet.

Trip generation for the existing development and the proposed project were calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The project is expected result in 61 net new weekday A.M. peak hour vehicular trips, 113 P.M. peak hour vehicular trips, and 820 daily vehicular trips.

The results of the intersection capacity analysis indicate that all study intersections are expected to operate at level of service (LOS) C or better during the peak hours under all analysis scenarios.

The results of the 95<sup>th</sup> percentile queue length analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hours with the exception of the following:

- Collins Avenue/SR A1A and 22 Street under Future Total Conditions during the P.M. peak hour. However, signal timings were optimized in order to ensure the vehicle queue length is accommodated within the existing storage provided.

The results of the Main Valet operations analysis demonstrate that nineteen (19) valet attendants would be required during the A.M. peak hour and twenty-six (26) valet attendants would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage

provided. The results of the Member Only Valet operations analysis demonstrate that one (1) valet attendant would be required during the A.M. peak hour and two (2) valet attendants would be required during the P.M. peak hour to ensure that valet queues do not exceed the storage provided.

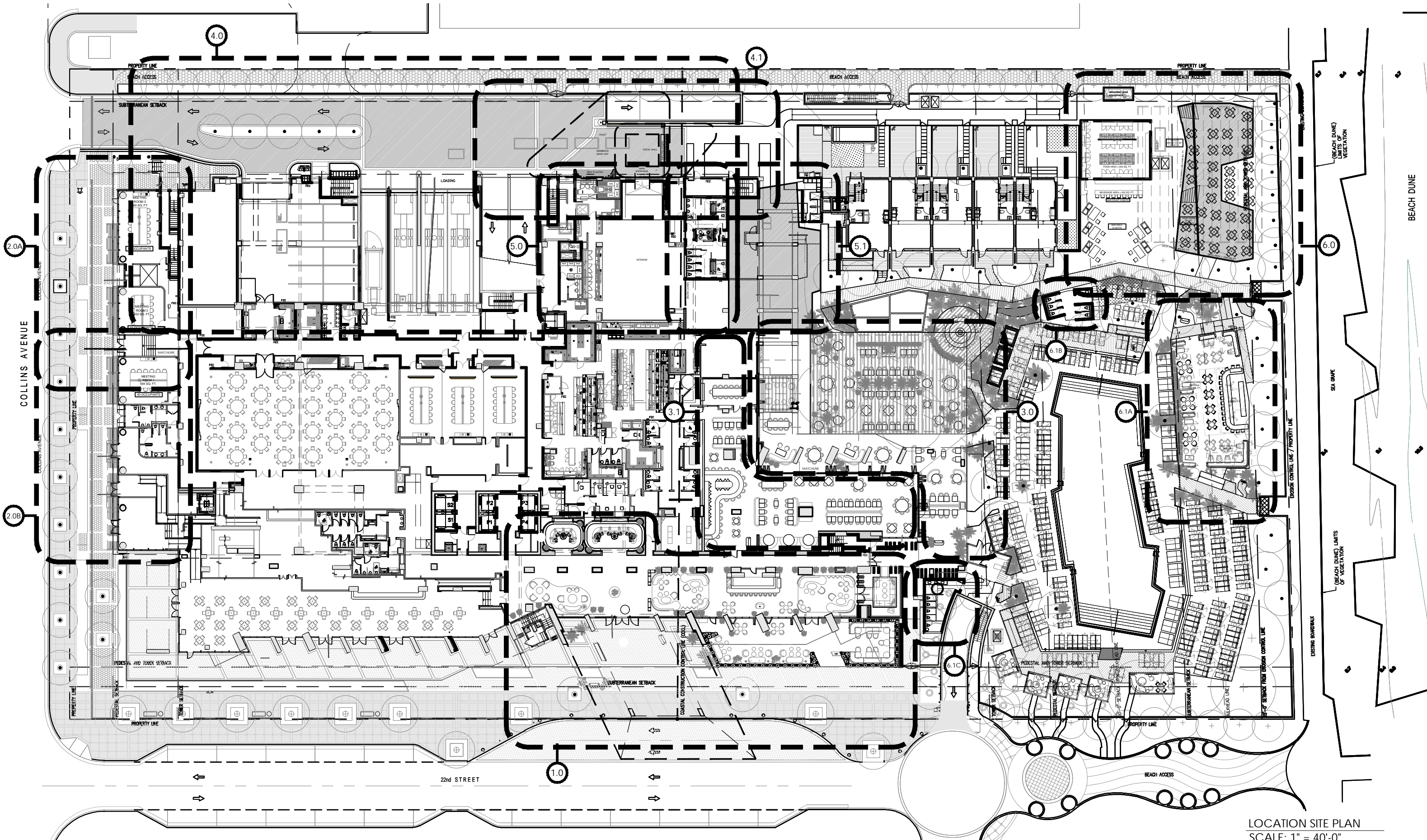
The applicant will commit to providing the following Transportation Demand Management (TDM) strategies:

- Providing secure bicycle parking spaces (bicycle racks and lockers).
- Providing transit information within the site including route schedules and maps.
- Providing wide hallways and elevators that can accommodate bicycles.
- Providing a bicycle drop-off/valet service.
- Providing lockers for bicyclists to store a change of clothes will be provided on-site.
- Providing a shower facility for bicyclists to use will be provided on-site.

The maneuverability analysis was prepared using a passenger (P) vehicle for the proposed valet area. The maneuverability analysis determined that vehicles will be able to ingress, egress, and travel through the valet drop-off/pick-up area without conflict. Note the existing loading and refuse operations are proposed to be maintained.

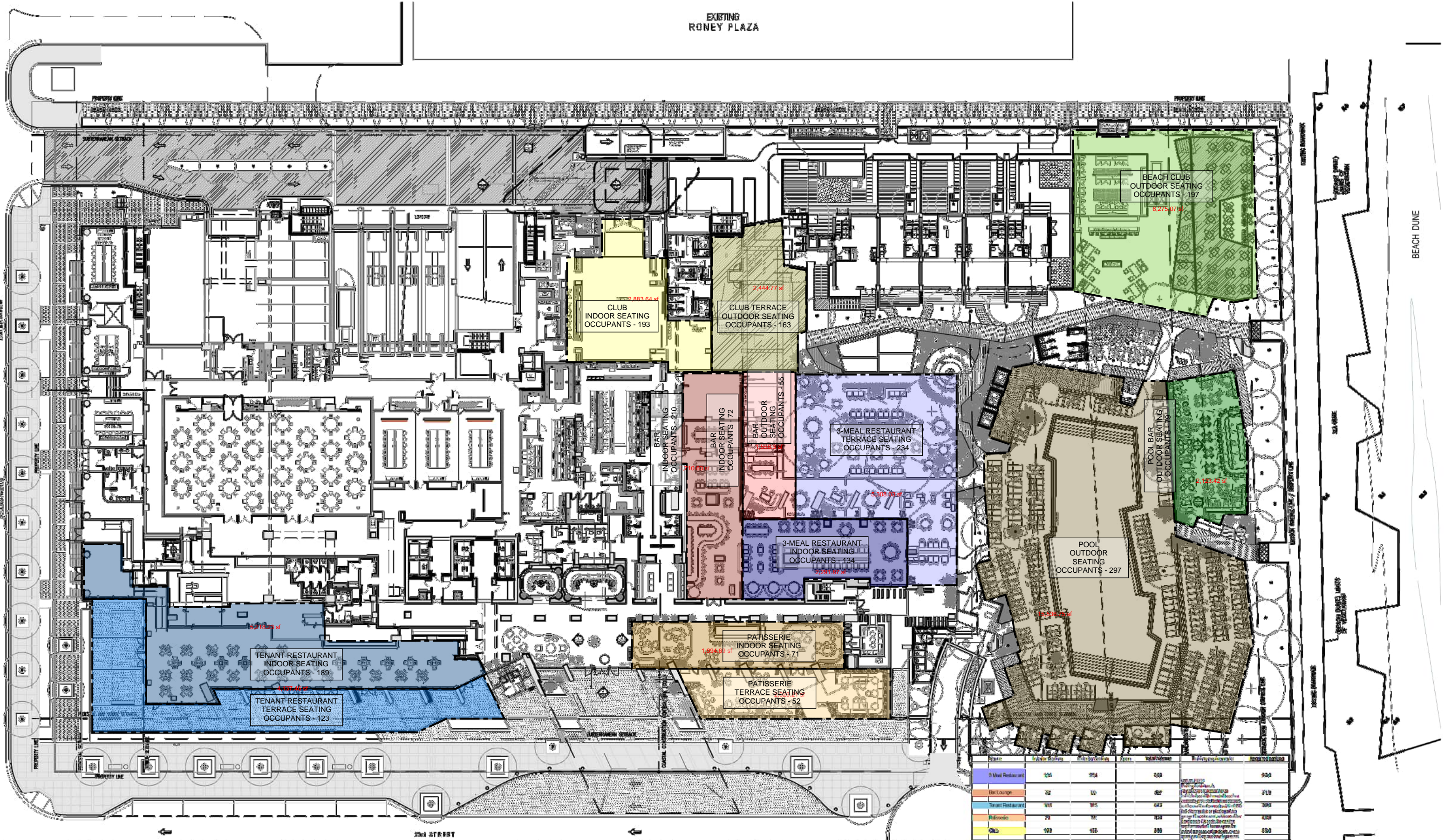
The results of the entry gate analysis indicate the 95<sup>th</sup> percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto Collins Avenue.

**Appendix A**  
Site Plan



LOCATION SITE PLAN  
SCALE: 1" = 40'-0"

EXISTING  
RONEY PLAZA



COLLINS AVENUE

BEACH DUNE

TENANT RESTAURANT  
INDOOR SEATING  
OCCUPANTS - 189

TENANT RESTAURANT  
TERRACE SEATING  
OCCUPANTS - 123

CLUB  
INDOOR SEATING  
OCCUPANTS - 193

CLUB TERRACE  
OUTDOOR SEATING  
OCCUPANTS - 163

BEACH CLUB  
OUTDOOR SEATING  
OCCUPANTS - 197

BAR  
INDOOR SEATING  
OCCUPANTS - 72

BAR  
OUTDOOR SEATING  
OCCUPANTS - 56

3-MEAL RESTAURANT  
TERRACE SEATING  
OCCUPANTS - 234

3-MEAL RESTAURANT  
INDOOR SEATING  
OCCUPANTS - 134

POOL BAR  
OUTDOOR SEATING  
OCCUPANTS - 76

POOL  
OUTDOOR SEATING  
OCCUPANTS - 297

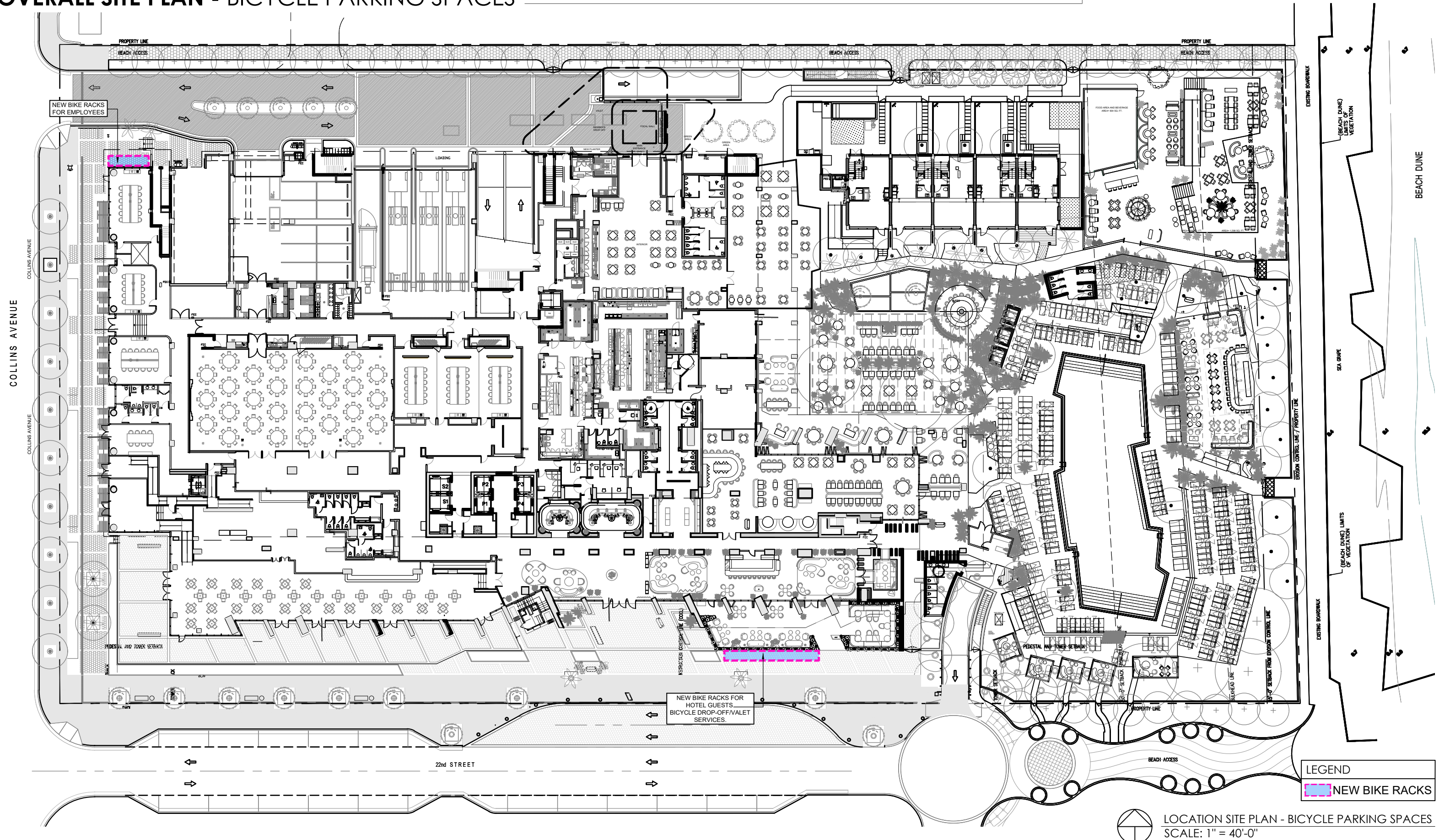
PATISSERIE  
INDOOR SEATING  
OCCUPANTS - 71

PATISSERIE  
TERRACE SEATING  
OCCUPANTS - 52

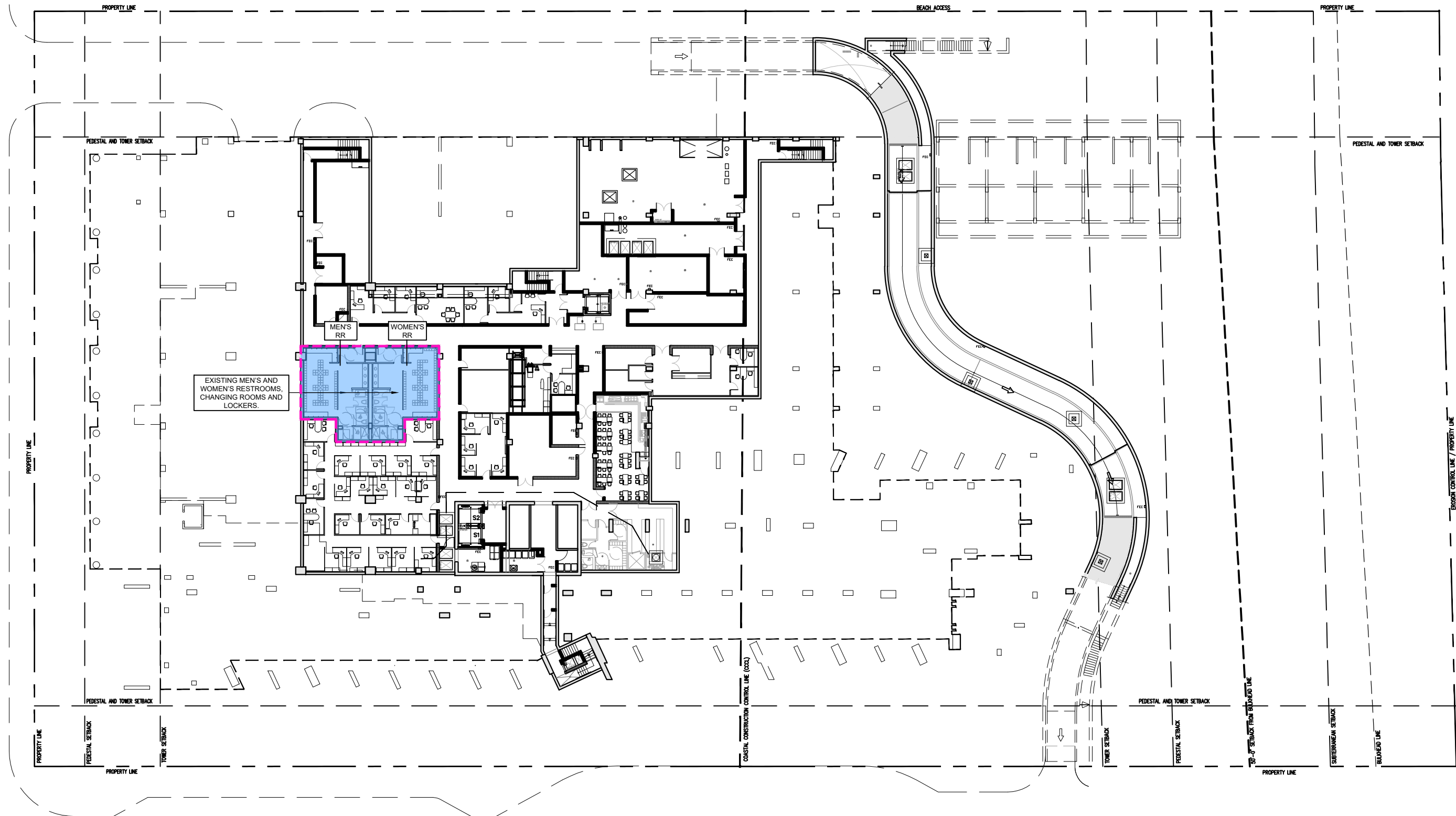
CONDITIONAL USE PERMIT  
SCALE: 1" = 40'-0"


Name	Indoor Seating	Outdoor Seating	Pool	Pool Bar	Bar/Lounge	3-Meal Restaurant
3-Meal Restaurant	268	954	0	0	0	234
Bar/Lounge	72	56	0	0	0	0
Tenant Restaurant	189	123	0	0	0	0
Club	193	163	0	0	0	0
Beach Club	0	0	0	0	0	197
Pool	0	0	297	0	0	0
Pool Bar	0	0	0	76	0	0
<b>Total</b>	<b>692</b>	<b>1242</b>	<b>297</b>	<b>76</b>	<b>0</b>	<b>234</b>

# OVERALL SITE PLAN - BICYCLE PARKING SPACES



# LOCATION OF RESTROOMS, CHANGING ROOMS AND LOCKERS.



LEGEND  
 FACILITIES

 BASEMENT PLAN  
 SCALE: 1" = 40'-0"

## **Appendix B**

### Methodology Correspondence

## MEMORANDUM

To: Grant Webster  
City of Miami Beach

From: Derek J. d'Adesky, P.E. *DD*  
Adrian K. Dabkowski, P.E., PTOE *AK*

Date: October 1, 2025

**Subject: 2201 Collins Avenue | PB-250793**  
**Miami Beach, Florida**  
**Traffic Impact Analysis Methodology**

The purpose of this memorandum is to summarize the traffic impact analysis methodology for the proposed project located at 2201 Collins Avenue in Miami Beach, Florida. Currently, the site is occupied by a 393-room hotel, 15 high-rise residential units, restaurants totaling 546 seats, and 19,708 square feet of drinking places. The proposed project will consist of a modification of use to the existing site which will include 454 additional restaurant seats and 7,550 additional square feet of drinking places, totaling the restaurants to 1,000 seats and drinking places to 27,258 square feet. The project is expected to be completed by 2029. A conceptual site plan and location map is included in Attachment A. The following sections summarize our proposed traffic impact analysis methodology.

### TRIP GENERATION

Trip generation calculations for the existing development and proposed project were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. Note that the trip generation calculations may be updated based on revisions to the development program or site plan modifications. The trip generation for the existing and proposed project was determined using ITE Land Use Code (LUC) 330 (Resort Hotel), ITE LUC 222 (Multifamily Housing [High-Rise], ITE LUC 931 (Fine Dining Restaurant), and ITE LUC 975 (Drinking Place). Further note, that although A.M. peak hour analysis is typically prepared for the peak hour between 7:00 A.M. and 9:00 A.M., A.M. peak hour analyses were prepared based on the peak hour observed from collected 72-hour counts as discussed in subsequent sections.

The proposed hours of operation for all four (4) restaurant venues are as follows:

- Restaurant Venue A (312 seats): 5:00 PM to 2:00 A.M., with option to open at 10:00 AM for lunch
- Restaurant Venue B (368 seats): 6:00 AM to 2:00 A.M.
- Restaurant Venue C (123 seats): 7:00 AM to 2:00 A.M.
- Restaurant Venue D (197 seats): 12:00 PM to 12:00 A.M.

The proposed hours of operation for the drinking places are as follows:

- Drinking Place Venue E (4,269 sf): 10:00 A.M. to 3:00 A.M.
- Drinking Place Venue F (5,329 sf): 8:00 A.M. to 5:00 A.M.
- Drinking Place Venue G (17,660): 10:00 A.M. to 2:00 A.M.

Based on the abovementioned occupancies and hours of operation the following assumptions were made:

- All restaurant venues were considered for A.M. peak hour trip generation calculations in order to provide a conservative analysis.
- In order to provide an accurate determination of project trips during the A.M. peak hour when the drinking places are open, ITE Time of Day distributions were applied to determine project trips for the A.M. peak vehicular hour of 11 A.M. to 12 P.M. Note as trip generation information for the drinking places is limited to P.M. peak hour, as this land use does not typically operate during the A.M. hours, time of day distribution of LUC 971 (Brewery Tap Room) was utilized for the proposed drinking places as they will be open during the A.M. peak vehicular hour of 11 A.M. to 12 P.M. Detailed calculations and time of day distributions are provided in Attachment C.

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 project is located. A multimodal factor of 15.92 percent (15.92%) was determined for the proposed project. It is expected that a portion of residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed project.

Six (6) Miami-Dade County Department of Transportation and Public Works (DTPW) routes and three (3) City of Miami Beach Trolley routes operate in close proximity (within ½ mile) to the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Attachment B.

- **DTPW Route 14** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 15** operates along Park Avenue in the vicinity of the project site with the nearest stop located just north of 22<sup>nd</sup> Street. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 20** operates along Washington Avenue in the vicinity of the project site with the nearest stop located just south of 17<sup>th</sup> Street. This route operates with approximately 30-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 36** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 79** operates along Collins Avenue in the vicinity of the site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with 15-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 100** operates along Collins Avenue in the vicinity of the site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with 9-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 150** operates along Collins Avenue in the vicinity of the project site with the nearest stop located just south of 22<sup>nd</sup> Street. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

- **City of Miami Beach Collins Express Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach North Beach Loop Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 20-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach Mount Sinai Link Trolley Route** operates along Collins Avenue in the vicinity of the site with the nearest stop located north of 72<sup>nd</sup> Street. This route operates with 60 to 70-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

A portion of trips generated by the proposed project will be captured internally within the site. Internal capture trips were determined based upon values contained in the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The expected internal capture rate for the proposed project is 3.2 percent (3.2%) during the A.M. peak hour, 9.3 percent (9.3%) during the P.M. peak hour, and 6.3 percent (6.3%) during the weekday daily.

Pass-by capture trip rates were determined based on average rates provided in the ITE *Trip Generation Manual*, 11<sup>th</sup> Edition. The pass-by rate for LUC 931 (Fine Dining Restaurant) is 44.0 percent (44.0%) during the P.M. peak hour and weekday daily.

The proposed project is expected to result in 61 net new weekday A.M. peak hour vehicular trips, 113 P.M. peak hour vehicular trips, and 820 daily vehicular trips. Table 1 summarizes the proposed trip generation for the project. Trip generation calculations may be revised based on revisions to the project's program or site plan modifications. Detailed trip generation calculations are included in Attachment C.

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Table 1: Proposed Net New Trip Generation				
A.M. Peak Hour (P.M. Peak Hour) [Daily]				
Land Use	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>Existing Development</i>				
Resort Hotel	393 rooms	76 (47) [1,262]	26 (60) [1,262]	102 (107) [2,524]
Multifamily Housing (High-Rise)	15 dwelling units	1 (2) [26]	2 (2) [22]	3 (4) [48]
Fine Dining Restaurant	546 seats	45 (46) [315]	20 (22) [316]	65 (68) [631]
Drinking Place	19,708 square feet	5 (118) [426]	6 (60) [525]	11 (178) [951]
Subtotal		127 (213) [2,029]	54 (144) [2,125]	181 (357) [4,154]
<i>Proposed Modifications</i>				
Resort Hotel	393 rooms	76 (42) [1,227]	26 (54) [1,225]	102 (96) [2,452]
Multifamily Housing (High-Rise)	15 dwelling units	1 (2) [26]	2 (2) [22]	3 (4) [48]
Fine Dining Restaurant	1,000 Seats	84 (84) [576]	38 (40) [581]	122 (124) [1,157]
Drinking Place	27,258 square feet	7 (164) [590]	8 (82) [727]	15 (246) [1,317]
Subtotal		168 (292) [2,419]	74 (178) [2,555]	242 (470) [4,974]
<b>Net New Project Trips</b>		<b>41 (79) [390]</b>	<b>20 (34) [430]</b>	<b>61 (113) [820]</b>

Further note, as daily rates and/or equations are not provided for LUC 330 (Resort Hotel), the rate for similar LUC 310 (Hotel) was utilized to determine the projects expected daily vehicular trips.

### DATA COLLECTION

In order to determine the peak traffic periods for analysis, 72-hour continuous counts were collected during a Thursday through Saturday period at the following location:

- Collins Avenue/SR A1A between 23<sup>rd</sup> Street and 22<sup>nd</sup> Street

Based on the evaluation of the 72-hour continuous counts, the highest two-hour A.M. peak period occurred from 10:00 A.M. to 12:00 P.M. on a Thursday and the highest two-hour P.M. peak period occurred from 3:30 P.M. to 5:30 P.M. on a Friday.

The collected 72-hour counts are included in Attachment D.

Turning movement counts will be collected in 15-minute intervals from 10:00 AM to 12:00 P.M. and from 3:30 P.M. to 5:30 P.M. and will include pedestrian and bicycle counts and heavy vehicle percentages. All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season conversion factors for Miami-Dade. Signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division. All collected traffic data will be provided in the Appendix of the traffic impact study.

## STUDY AREA

The following intersections, in addition to the project driveway, are proposed to be analyzed.

1. Collins Avenue/SR A1A and 23<sup>rd</sup> Street
2. Collins Avenue/SR A1A and 22<sup>nd</sup> Street
3. Collins Avenue/SR A1A and 21<sup>st</sup> Street
4. Park Avenue and 21<sup>st</sup> Street
5. Dade Boulevard/Pine Tree Drive and 23<sup>rd</sup> Street

## TRIP DISTRIBUTION

Trip distribution will be based on an interpolated cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Transportation Planning Organization's 2045 L RTP Directional Trip Distribution Report travel demand model 2015 and 2045 data. The trip distribution for the anticipated build-out year of 2029 was interpolated from the 2015 and 2045 data. The project is located within TAZ 636. The detailed cardinal distribution is provided in Attachment E.

## 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 for the most recent 5- and 10-year periods. Additionally, growth rates based on Miami-Dade Transportation Planning Organization's (TPO) 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.

## INTERSECTION CAPACITY ANALYSIS

Capacity analyses will be conducted for the analysis period for the study intersections. Intersection analyses will be performed using Trafficware's *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000 and 7<sup>th</sup> Edition methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, build-out without project, and build-out with project for the peak period.

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)

## **TRANSPORTATION DEMAND MANAGEMENT STRATEGIES**

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours.

## **VALET OPERATION QUEUING ANALYSIS**

A valet operations queuing analysis will be prepared for the vehicle drop-off/pick-up area to ensure that queues do not spill back into public right-of-way, if valet service is provided.

Weekday A.M. peak hour and P.M. peak hour trip generation calculations will be utilized to determine expected valet demand. The valet operation queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. A traffic circulation figure will be prepared to illustrate the valet routes and route lengths between the vehicle drop-off/pick-up area and the on-site parking garage.

Analysis assumptions and results, including the location of the valet garage and the required number of valet attendants to service the facility during the weekday A.M. and P.M. peak hours be documented in the traffic impact analysis.

## **95<sup>TH</sup> PERCENTILE QUEUE LENGTH ANALYSIS**

A 95<sup>th</sup> percentile queue analysis will be conducted for exclusive turn lanes at study intersections in which project traffic is assigned using *Synchro* traffic engineering analysis software which applies the Transportation Research Boards (TRB's) *Highway Capacity Manual* (HCM) methodologies. The analysis will examine existing, future background, and future total conditions queue lengths.

## **GARAGE ENTRY GATE OPERATIONS ANALYSIS**

A 95<sup>th</sup> percentile entry gate analysis will be prepared for parking garage entry points, if entry gates are provided. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's *Transportation and Land Development*, 1988. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

## **PARKING EVALUATION**

A summary of the proposed parking supply will be provided and included as part of the traffic assessment and compared to the number of required parking spaces calculated by the architect per City of Miami Beach requirements. Note that the project program parking requirements will be documented in the traffic assessment.

## **MANEUVERABILITY ANALYSIS**

A maneuverability analysis for the site access will be performed utilizing Transoft Solutions' *AutoTURN* software at the project driveway and porte-cochere located at Collins Avenue/SR A1A and 23<sup>rd</sup> Street. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in the traffic impact analysis.

## REFUSE OPERATIONS NARRATIVE

Details regarding site refuse and loading egress operations will be described in the traffic impact analysis. This narrative will include details regarding loading and refuse vehicle access, location of loading areas, and loading and refuse vehicle circulation within the site.

## DOCUMENTATION

The results of the traffic impact analysis will be summarized in a technical memorandum. The memorandum will also include text and graphics necessary to summarize the assumptions and analysis.

\\kimley-horn.com\FL\_FTL1\FTL\_TPTO\143879000 2201 Collins Avenue\Correspondence\07 2025 2201 Collins Avenue Traffic Study Methodology.docx

Approved Methodology

Attachments removed to avoid duplication.

# **Appendix C**

## Traffic Data

## 72-Hour Counts Summary

# 120-Minute Peak Period Data - Thursday

## Bi-Directional Class Count || Volume Summary 15min


Miami Beach, FL



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Site 1  
FL-1A Collins Ave,  
north of 22nd St

Date  
Thursday, September 11, 2025  
  
Lat/Long  
25.797930°, -80.128179°

Weather  
Fair  
81°F  
  
[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-11-2025)  
Volume Summary 15min

TIME	Volume Summary 15min			15min Total	60min Total	Time	120 min Total	Volume Summary 15min			15min Total	60min Total	Time	120 min Total	
	NB	SB	Total					NB	SB	Total					
0000 - 0015	53	54	107			0000 - 0200	677	1200 - 1215	118	203	321			1200 - 1400	2114
0015 - 0030	50	38	88			0015 - 0215	620	1215 - 1230	111	149	260			1215 - 1415	2017
0030 - 0045	40	57	97			0030 - 0230	587	1230 - 1245	101	178	279			1230 - 1430	2024
0045 - 0100	44	51	95	387		0045 - 0245	550	1245 - 1300	128	147	275	1135		1245 - 1445	2006
0100 - 0115	46	42	88			0100 - 0300	506	1300 - 1315	109	145	254			1300 - 1500	2003
0115 - 0130	35	49	84			0115 - 0315	453	1315 - 1330	108	134	242			1315 - 1330	2023
0130 - 0145	32	23	55			0130 - 0330	416	1330 - 1345	100	145	245			1330 - 1530	2068
0145 - 0200	32	31	63	290		0145 - 0345	398	1345 - 1400	99	139	238	979		1345 - 1545	2115
0200 - 0215	20	30	50			0200 - 0400	368	1400 - 1415	97	127	224			1400 - 1600	2181
0215 - 0230	29	26	55			0215 - 0415	350	1415 - 1430	125	142	267			1415 - 1615	2242
0230 - 0245	35	25	60			0230 - 0430	338	1430 - 1445	116	145	261			1430 - 1630	2224
0245 - 0300	19	32	51	216		0245 - 0445	322	1445 - 1500	136	136	272	1024		1445 - 1645	2230
0300 - 0315	17	18	35			0300 - 0500	317	1500 - 1515	137	137	274			1500 - 1700	2258
0315 - 0330	19	28	47			0315 - 0515	318	1515 - 1530	146	141	287			1515 - 1715	2280
0330 - 0345	15	22	37			0330 - 0530	331	1530 - 1545	134	158	292			1530 - 1730	2294
0345 - 0400	20	13	33	152		0345 - 0545	357	1545 - 1600	150	154	304	1157		1545 - 1745	2277
0400 - 0415	17	15	32			0400 - 0600	398	1600 - 1615	146	139	285			1600 - 1800	2247
0415 - 0430	17	26	43			0415 - 0615	425	1615 - 1630	140	109	249			1615 - 1815	2182
0430 - 0445	21	23	44			0430 - 0630	475	1630 - 1645	137	130	267			1630 - 1830	2212
0445 - 0500	16	30	46	165		0445 - 0645	568	1645 - 1700	159	141	300	1101		1645 - 1845	2202
0500 - 0515	22	14	36			0500 - 0700	661	1700 - 1715	151	145	296			1700 - 1900	2148
0515 - 0530	20	40	60			0515 - 0715	792	1715 - 1730	167	134	301			1715 - 1915	2097
0530 - 0545	24	39	63			0530 - 0730	898	1730 - 1745	129	146	275			1730 - 1930	2030
0545 - 0600	29	45	74	233		0545 - 0745	1030	1745 - 1800	135	139	274	1146		1745 - 1945	1989
0600 - 0615	21	38	59			0600 - 0800	1157	1800 - 1815	124	96	220			1800 - 2000	1941
0615 - 0630	26	67	93			0615 - 0815	1299	1815 - 1830	163	116	279			1815 - 2015	1966
0630 - 0645	44	93	137			0630 - 0830	1408	1830 - 1845	124	133	257			1830 - 2030	1887
0645 - 0700	37	102	139	428		0645 - 0845	1469	1845 - 1900	109	137	246	1002		1845 - 2045	1820
0700 - 0715	54	113	167			0700 - 0900	1564	1900 - 1915	116	129	245			1900 - 2100	1792
0715 - 0730	65	101	166			0715 - 0915	1586	1915 - 1930	106	128	234			1915 - 2115	1767
0730 - 0745	60	135	195			0730 - 0930	1641	1930 - 1945	109	125	234			1930 - 2130	1774
0745 - 0800	61	140	201	729		0745 - 0945	1659	1945 - 2000	103	123	226	939		1945 - 2145	1759
0800 - 0815	67	134	201			0800 - 1000	1667	2000 - 2015	109	136	245			2000 - 2200	1751
0815 - 0830	68	134	202			0815 - 1015	1695	2015 - 2030	98	102	200			2015 - 2215	1731
0830 - 0845	63	135	198			0830 - 1030	1738	2030 - 2045	82	108	190			2030 - 2230	1709
0845 - 0900	77	157	234	835		0845 - 1045	1801	2045 - 2100	120	98	218	853		2045 - 2245	1729
0900 - 0915	59	130	189			0900 - 1100	1841	2100 - 2115	118	102	220			2100 - 2300	1713
0915 - 0930	76	145	221			0915 - 1115	1877	2115 - 2130	123	118	241			2115 - 2315	1695
0930 - 0945	74	139	213			0930 - 1130	1941	2130 - 2145	103	116	219			2130 - 2345	1628
0945 - 1000	80	129	209	832		0945 - 1145	1985	2145 - 2200	112	106	218	898		2145 - 2345	1576
1000 - 1015	77	152	229			1000 - 1200	2101	2200 - 2215	112	113	225			2200 - 2400	1521
1015 - 1030	93	152	245			1015 - 1215	2193	2215 - 2230	80	98	178				
1030 - 1045	87	174	261			1030 - 1230	2208	2230 - 2245	111	99	210				
1045 - 1100	104	170	274	1009		1045 - 1245	2226	2245 - 2300	91	111	202	815			
1100 - 1115	94	131	225			1100 - 1300	2227	2300 - 2315	102	100	202				
1115 - 1130	107	178	285			1115 - 1315	2256	2315 - 2330	90	84	174				
1130 - 1145	106	151	257			1130 - 1330	2213	2330 - 2345	85	82	167				
1145 - 1200	125	200	325	1092		1145 - 1345	2201	2345 - 0000	96	67	163	706			

Session Total	8062	10061	18123
Session Average	83.98	104.80	188.78
Session Percentage	44.48	55.52	

2-hour A.M. Peak Period:  
(Thursday 10:00 A.M. -  
12:00 PM, 2,101 vehicles)

# 120-Minute Peak Period Data - Friday

Site 1  
 FL-A1A Collins Ave,  
 north of 22nd St

Date  
 Friday, September 12, 2025

Weather  
 Fair  
 81°F

Lat/Long  
 25.797930°, -80.128179°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (09-12-2025)  
 Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total	Time	120 min Total	Volume Summary 15min		15min Total	60min Total	Time	120 min Total
	NB	SB					NB	SB				
0000 - 0015	93	89	182		0000 - 0200	924	1200 - 1215	111	160	271	1200 - 1400	2239
0015 - 0030	76	70	146		0015 - 0215	814	1215 - 1230	110	154	264	1215 - 1415	2267
0030 - 0045	55	60	115		0030 - 0230	739	1230 - 1245	104	171	275	1230 - 1430	2302
0045 - 0100	44	70	114	557	0045 - 0245	686	1245 - 1300	111	168	279	1245 - 1445	2308
0100 - 0115	53	45	98		0100 - 0300	650	1300 - 1315	135	170	305	1300 - 1500	2358
0115 - 0130	48	45	93		0115 - 0315	608	1315 - 1330	125	143	268	1315 - 1330	2346
0130 - 0145	43	41	84		0130 - 0330	586	1330 - 1345	126	168	294	1330 - 1530	2346
0145 - 0200	45	47	92	367	0145 - 0345	560	1345 - 1400	121	162	283	1345 - 1545	2388
0200 - 0215	32	40	72		0200 - 0400	533	1400 - 1415	132	167	299	1400 - 1600	2418
0215 - 0230	30	41	71		0215 - 0415	524	1415 - 1430	154	145	299	1415 - 1615	2439
0230 - 0245	40	22	62		0230 - 0430	513	1430 - 1445	143	138	281	1430 - 1630	2465
0245 - 0300	38	40	78	283	0245 - 0445	525	1445 - 1500	185	144	329	1445 - 1645	2515
0300 - 0315	33	23	56		0300 - 0500	512	1500 - 1515	149	144	293	1500 - 1700	2530
0315 - 0330	43	28	71		0315 - 0515	501	1515 - 1530	153	115	268	1515 - 1715	2562
0330 - 0345	26	32	58		0330 - 0530	516	1530 - 1545	190	146	336	1530 - 1730	2612
0345 - 0400	29	36	65	250	0345 - 0545	528	1545 - 1600	155	158	313	1545 - 1745	2597
0400 - 0415	31	32	63		0400 - 0600	538	1600 - 1615	187	133	320	1600 - 1800	2561
0415 - 0430	33	27	60		0415 - 0615	566	1615 - 1630	201	124	325	1615 - 1815	2512
0430 - 0445	36	38	74		0430 - 0630	598	1630 - 1645	186	145	331	1630 - 1830	2448
0445 - 0500	27	38	65	262	0445 - 0645	645	1645 - 1700	176	168	344	1645 - 1845	2352
0500 - 0515	17	28	45		0500 - 0700	687	1700 - 1715	167	158	325	1700 - 1900	2287
0515 - 0530	28	58	86		0515 - 0715	813	1715 - 1730	160	158	318	1715 - 1915	2209
0530 - 0545	33	37	70		0530 - 0730	896	1730 - 1745	164	157	321	1730 - 1930	2147
0545 - 0600	21	54	75	276	0545 - 0745	998	1745 - 1800	134	143	277	1745 - 1945	2089
0600 - 0615	32	59	91		0600 - 0800	1109	1800 - 1815	143	128	271	1800 - 2000	2059
0615 - 0630	27	65	92		0615 - 0815	1241	1815 - 1830	113	148	261	1815 - 2015	2055
0630 - 0645	35	86	121		0630 - 0830	1328	1830 - 1845	106	129	235	1830 - 2030	2039
0645 - 0700	27	80	107	411	0645 - 0845	1405	1845 - 1900	126	153	279	1845 - 2045	2059
0700 - 0715	56	115	171		0700 - 0900	1525	1900 - 1915	108	139	247	1900 - 2100	2052
0715 - 0730	54	115	169		0715 - 0915	1564	1915 - 1930	101	155	256	1915 - 2115	2060
0730 - 0745	61	111	172		0730 - 0930	1589	1930 - 1945	122	141	263	1930 - 2130	2078
0745 - 0800	60	126	186	698	0745 - 0945	1656	1945 - 2000	102	145	247	1945 - 2145	2083
0800 - 0815	65	158	223		0800 - 1000	1687	2000 - 2015	114	153	267	2000 - 2200	2078
0815 - 0830	51	128	179		0815 - 1015	1691	2015 - 2030	123	122	245	2015 - 2215	2046
0830 - 0845	63	135	198		0830 - 1030	1743	2030 - 2045	116	139	255	2030 - 2230	2064
0845 - 0900	74	153	227	827	0845 - 1045	1802	2045 - 2100	126	146	272	2045 - 2245	2049
0900 - 0915	73	137	210		0900 - 1100	1852	2100 - 2115	121	134	255	2100 - 2300	2039
0915 - 0930	59	135	194		0915 - 1115	1910	2115 - 2130	136	138	274	2115 - 2315	2012
0930 - 0945	78	161	239		0930 - 1130	1997	2130 - 2145	112	156	268	2130 - 2345	1944
0945 - 1000	78	139	217	860	0945 - 1145	2018	2145 - 2200	114	128	242	2145 - 2345	1898
1000 - 1015	74	153	227		1000 - 1200	2097	2200 - 2215	115	120	235	2200 - 2400	1848
1015 - 1030	72	159	231		1015 - 1215	2141	2215 - 2230	134	129	263		
1030 - 1045	96	161	257		1030 - 1230	2174	2230 - 2245	118	122	240		
1045 - 1100	108	169	277	992	1045 - 1245	2192	2245 - 2300	125	137	262	1000	
1100 - 1115	103	165	268		1100 - 1300	2194	2300 - 2315	121	107	228		
1115 - 1130	111	170	281		1115 - 1315	2231	2315 - 2330	100	106	206		
1130 - 1145	123	137	260		1130 - 1330	2218	2330 - 2345	110	112	222		
1145 - 1200	114	182	296	1105	1145 - 1345	2252	2345 - 0000	103	89	192	848	

2-hour P.M. Peak Period:  
 (Friday 3:30 pm - 5:30 pm,  
 2,612 vehicles)

## 120-minute Peak Periods Data

Time	Thu 09/11	Fri 09/12	Sat 09/13				
0000 - 0100	387	557	762				
0100 - 0200	290	367	570				
0200 - 0300	216	283	444				
0300 - 0400	152	250	396				
0400 - 0500	165	262	376				
0500 - 0600	233	276	295				
0600 - 0700	428	411	317				
0700 - 0800	729	698	499				
0800 - 0900	835	827	630				
0900 - 1000	832	860	720				
1000 - 1100	1009	992	941				
1100 - 1200	1092	1105	1005				
1200 - 1300	1135	1089	1000				
1300 - 1400	979	1150	942				
1400 - 1500	1024	1208	1055				
1500 - 1600	1157	1210	1009				
1600 - 1700	1101	1320	1017				
1700 - 1800	1146	1241	1032				
1800 - 1900	1002	1046	1043				
1900 - 2000	939	1013	1106				
2000 - 2100	853	1039	1106				
2100 - 2200	898	1039	1085				
2200 - 2300	815	1000	1000				
2300 - 2400	706	848	901				

Daily Total	18123	20091	19251				
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**Analysis of Thursday A.M. peak and Friday P.M. peak.**

Bi-Directional Class Count || Graphical Analysis BiDir

Miami Beach, FL

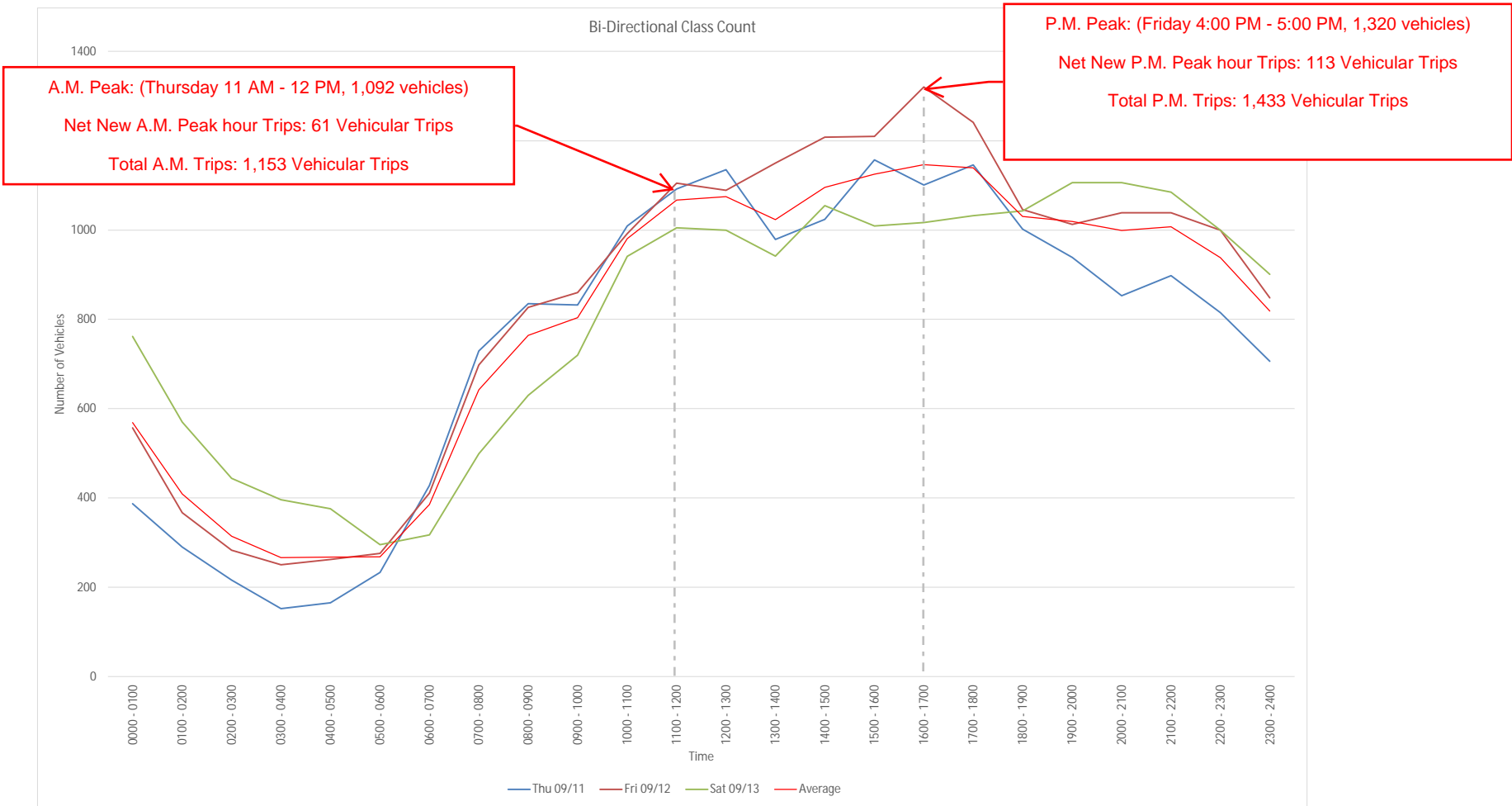


Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Lat/Long  
25.797930°, -80.128179°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



## 72-Hour Counts

## Bi-Directional Class Count || Location Overview

Miami Beach, FL

### Site 1

FL-A1A Collins Ave,  
north of 22nd St

**Lat/Long**  
25.797930°, -80.128179°






[Click here for Map](#)

### 0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	<input checked="" type="checkbox"/>	6
Bi-Directional Class Count	60min	<input checked="" type="checkbox"/>	4
Graphical Analysis	-	<input checked="" type="checkbox"/>	3
Base Data	15min	<input checked="" type="checkbox"/>	2
Base Data	60min	<input checked="" type="checkbox"/>	2

### Daily & Monthly Factors

	 Thu 09/11	 Fri 09/12	 Sat 09/13
<b>DF</b>	1.00	1.00	1.00
<b>MF</b>	1.00	1.00	1.00
<b>DF*MF</b>	1.00	1.00	1.00

## Bi-Directional Class Count || NB EB 15min

Miami Beach, FL

www.marrtraffic.com

**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Thursday, September 11, 2025

**Weather**  
Fair  
81°F

**Lat/Long**  
25.797930°, -80.128179°

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**0000 - 2400 (Weekday 24h Session) (09-11-2025)**  
NB EB 15min


Time	Northbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	3	46	4	0	0	0	0	0	0	0	0	0	0	53	187
0015 - 0030	3	40	3	4	0	0	0	0	0	0	0	0	0	50	
0030 - 0045	4	32	3	1	0	0	0	0	0	0	0	0	0	40	
0045 - 0100	1	38	5	0	0	0	0	0	0	0	0	0	0	44	
0100 - 0115	0	44	2	0	0	0	0	0	0	0	0	0	0	46	145
0115 - 0130	1	31	2	1	0	0	0	0	0	0	0	0	0	35	
0130 - 0145	1	27	4	0	0	0	0	0	0	0	0	0	0	32	
0145 - 0200	1	28	2	1	0	0	0	0	0	0	0	0	0	32	
0200 - 0215	0	18	2	0	0	0	0	0	0	0	0	0	0	20	103
0215 - 0230	1	24	4	0	0	0	0	0	0	0	0	0	0	29	
0230 - 0245	0	32	2	1	0	0	0	0	0	0	0	0	0	35	
0245 - 0300	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
0300 - 0315	1	14	2	0	0	0	0	0	0	0	0	0	0	17	71
0315 - 0330	1	15	2	1	0	0	0	0	0	0	0	0	0	19	
0330 - 0345	1	12	1	1	0	0	0	0	0	0	0	0	0	15	
0345 - 0400	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
0400 - 0415	1	15	1	0	0	0	0	0	0	0	0	0	0	17	71
0415 - 0430	0	14	2	1	0	0	0	0	0	0	0	0	0	17	
0430 - 0445	0	16	3	2	0	0	0	0	0	0	0	0	0	21	
0445 - 0500	1	13	2	0	0	0	0	0	0	0	0	0	0	16	
0500 - 0515	1	14	1	3	2	0	0	1	0	0	0	0	0	22	95
0515 - 0530	1	16	2	1	0	0	0	0	0	0	0	0	0	20	
0530 - 0545	0	19	2	2	1	0	0	0	0	0	0	0	0	24	
0545 - 0600	1	16	8	2	1	0	0	1	0	0	0	0	0	29	
0600 - 0615	1	13	3	3	1	0	0	0	0	0	0	0	0	21	128
0615 - 0630	0	18	1	6	1	0	0	0	0	0	0	0	0	26	
0630 - 0645	2	31	3	5	2	0	0	0	1	0	0	0	0	44	
0645 - 0700	3	31	3	0	0	0	0	0	0	0	0	0	0	37	
0700 - 0715	4	39	8	2	0	0	0	1	0	0	0	0	0	54	240
0715 - 0730	4	44	11	5	1	0	0	0	0	0	0	0	0	65	
0730 - 0745	8	42	3	4	2	0	0	0	1	0	0	0	0	60	
0745 - 0800	3	44	5	6	2	1	0	0	0	0	0	0	0	61	
0800 - 0815	2	45	7	8	3	0	0	1	1	0	0	0	0	67	275
0815 - 0830	1	52	5	4	5	0	0	1	0	0	0	0	0	68	
0830 - 0845	6	45	9	2	0	0	0	0	1	0	0	0	0	63	
0845 - 0900	2	53	8	9	3	2	0	0	0	0	0	0	0	77	
0900 - 0915	2	42	9	2	4	0	0	0	0	0	0	0	0	59	289
0915 - 0930	2	58	6	4	1	4	0	1	0	0	0	0	0	76	
0930 - 0945	5	52	6	6	4	0	0	1	0	0	0	0	0	74	
0945 - 1000	3	55	8	10	2	0	1	0	0	1	0	0	0	80	
1000 - 1015	3	59	9	4	2	0	0	0	0	0	0	0	0	77	361
1015 - 1030	1	80	5	6	0	1	0	0	0	0	0	0	0	93	
1030 - 1045	6	66	8	5	1	0	0	1	0	0	0	0	0	87	
1045 - 1100	3	76	9	12	2	0	0	1	1	0	0	0	0	104	
1100 - 1115	1	75	10	4	3	0	0	1	0	0	0	0	0	94	432
1115 - 1130	3	90	10	4	0	0	0	0	0	0	0	0	0	107	
1130 - 1145	2	92	8	3	1	0	0	0	0	0	0	0	0	106	
1145 - 1200	4	101	7	8	5	0	0	0	0	0	0	0	0	125	
1200 - 1215	4	94	12	4	4	0	0	0	0	0	0	0	0	118	458
1215 - 1230	0	92	7	7	4	0	0	0	1	0	0	0	0	111	
1230 - 1245	2	77	16	5	1	0	0	0	0	0	0	0	0	101	
1245 - 1300	4	96	13	5	8	2	0	0	0	0	0	0	0	128	
1300 - 1315	3	86	11	3	5	1	0	0	0	0	0	0	0	109	416
1315 - 1330	4	85	5	8	5	1	0	0	0	0	0	0	0	108	
1330 - 1345	4	78	11	3	4	0	0	0	0	0	0	0	0	100	
1345 - 1400	5	78	7	9	0	0	0	0	0	0	0	0	0	99	
1400 - 1415	3	78	11	4	1	0	0	0	0	0	0	0	0	97	474
1415 - 1430	6	99	9	8	3	0	0	0	0	0	0	0	0	125	
1430 - 1445	2	92	13	6	3	0	0	0	0	0	0	0	0	116	
1445 - 1500	4	116	10	5	1	0	0	0	0	0	0	0	0	136	
1500 - 1515	4	115	12	5	0	1	0	0	0	0	0	0	0	137	567
1515 - 1530	5	130	7	4	0	0	0	0	0	0	0	0	0	146	
1530 - 1545	6	120	4	3	0	1	0	0	0	0	0	0	0	134	
1545 - 1600	5	132	6	6	0	0	0	1	0	0	0	0	0	150	
1600 - 1615	8	123	10	3	1	1	0	0	0	0	0	0	0	146	582
1615 - 1630	4	111	15	9	1	0	0	0	0	0	0	0	0	140	
1630 - 1645	5	111	13	5	3	0	0	0	0	0	0	0	0	137	
1645 - 1700	6	133	13	4	2	0	0	0	1	0	0	0	0	159	
1700 - 1715	3	127	15	6	0	0	0	0	0	0	0	0	0	151	582
1715 - 1730	5	150	7	4	1	0	0	0	0	0	0	0	0	167	
1730 - 1745	2	115	6	6	0	0	0	0	0	0	0	0	0	129	
1745 - 1800	5	111	12	6	1	0	0	0	0	0	0	0	0	135	
1800 - 1815	5	107	4	7	1	0	0	0	0	0	0	0	0	124	520
1815 - 1830	1	144	12	4	2	0	0	0	0	0	0	0	0	163	
1830 - 1845	1	106	9	5	3	0	0	0	0	0	0	0	0	124	
1845 - 1900	4	99	2	3	1	0	0	0	0	0	0	0	0	109	
1900 - 1915	2	109	4	0	1	0	0	0	0	0	0	0	0	116	434
1915 - 1930	1	92	4	9	0	0	0	0	0	0	0	0	0	106	
1930 - 1945	4	99	1	5	0	0	0	0	0	0	0	0	0	109	
1945 - 2000	2	92	5	4	0	0	0	0	0	0	0	0	0	103	
2000 - 2015	4	94	4	7	0	0	0	0	0	0	0	0	0	109	409
2015 - 2030	4	88	2	3	1	0	0	0	0	0	0	0	0	98	
2030 - 2045	2	73	2	5	0	0	0	0	0	0	0	0	0	82	
2045 - 2100	8	103	0	9	0	0	0	0	0	0	0	0	0	120	
2100 - 2115	3	102	4	9	0	0	0	0	0	0	0	0	0	118	456
2115 - 2130	8	104	4	6	1	0	0	0	0	0	0	0	0	123	
2130 - 2145	1	95	1	5	1	0	0	0	0	0	0	0	0	103	
2145 - 2200	0	102	3	7	0	0	0	0	0	0	0	0	0	112	
2200 - 2215	4	100	2	6	0	0	0	0	0	0	0	0	0	112	394
2215 - 2230	2	72	1	5	0	0	0	0	0	0	0	0	0	80	
2230 - 2245	2	102	1	6	0	0	0	0	0	0	0	0	0	111	
2245 - 2300	3	79	6	3	0	0	0	0	0	0	0	0	0	91	
2300 - 2315	3	90	2	7	0	0	0	0	0	0	0	0	0	102	373
2315 - 2330	1	81	3	5	0	0	0	0	0	0	0	0	0	90	
2330 - 2345	3	77	1	4	0	0	0	0	0	0	0	0	0	85	
2345 - 0000	6	86	2	2	0	0	0	0	0	0	0	0	0	96	

Session Total	267	6708	546	397	109	15	1	11	7	1	0	0	0	8062
Session Average	2.78	69.88	5.69	4.14	1.14	0.16	0.01	0.11	0.07	0.01	0.00	0.00	0.00	83.98
Session Percentage	3.31	83.21	6.77	4.92	1.35	0.19	0.01	0.1						

**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

**Date**  
 Friday, September 12, 2025

**Weather**  
 Fair  
 81°F 

**Lat/Long**  
 25.797930°, -80.128179°

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**0000 - 2400 (Weekday 24h Session) (09-12-2025)**  
 NB EB 15min

Time	Northbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	1	84	8	0	0	0	0	0	0	0	0	0	0	93	
0015 - 0030	2	64	6	4	0	0	0	0	0	0	0	0	0	76	
0030 - 0045	1	48	5	1	0	0	0	0	0	0	0	0	0	55	
0045 - 0100	0	38	6	0	0	0	0	0	0	0	0	0	0	44	268
0100 - 0115	1	45	6	0	1	0	0	0	0	0	0	0	0	53	
0115 - 0130	2	40	5	1	0	0	0	0	0	0	0	0	0	48	
0130 - 0145	0	37	4	2	0	0	0	0	0	0	0	0	0	43	
0145 - 0200	0	38	7	0	0	0	0	0	0	0	0	0	0	45	189
0200 - 0215	1	28	3	0	0	0	0	0	0	0	0	0	0	32	
0215 - 0230	0	27	2	1	0	0	0	0	0	0	0	0	0	30	
0230 - 0245	1	36	2	1	0	0	0	0	0	0	0	0	0	40	
0245 - 0300	1	32	5	0	0	0	0	0	0	0	0	0	0	38	140
0300 - 0315	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
0315 - 0330	2	37	2	1	1	0	0	0	0	0	0	0	0	43	
0330 - 0345	0	22	3	1	0	0	0	0	0	0	0	0	0	26	
0345 - 0400	1	26	2	0	0	0	0	0	0	0	0	0	0	29	131
0400 - 0415	1	26	3	1	0	0	0	0	0	0	0	0	0	31	
0415 - 0430	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
0430 - 0445	1	28	6	0	0	0	0	0	1	0	0	0	0	36	
0445 - 0500	0	23	3	1	0	0	0	0	0	0	0	0	0	27	127
0500 - 0515	0	13	1	2	1	0	0	0	0	0	0	0	0	17	
0515 - 0530	0	19	6	3	0	0	0	0	0	0	0	0	0	28	
0530 - 0545	1	21	8	1	2	0	0	0	0	0	0	0	0	33	
0545 - 0600	1	14	2	2	2	0	0	0	0	0	0	0	0	21	99
0600 - 0615	0	19	7	5	1	0	0	0	0	0	0	0	0	32	
0615 - 0630	1	18	3	4	1	0	0	0	0	0	0	0	0	27	
0630 - 0645	3	25	2	4	1	0	0	0	0	0	0	0	0	35	
0645 - 0700	2	19	2	3	1	0	0	0	0	0	0	0	0	27	121
0700 - 0715	4	43	3	5	1	0	0	0	0	0	0	0	0	56	
0715 - 0730	3	39	4	4	4	0	0	0	0	0	0	0	0	54	
0730 - 0745	3	39	9	6	4	0	0	0	0	0	0	0	0	61	
0745 - 0800	5	41	8	2	3	1	0	0	0	0	0	0	0	60	231
0800 - 0815	3	48	7	5	2	0	0	0	0	0	0	0	0	65	
0815 - 0830	3	35	3	4	5	1	0	0	0	0	0	0	0	51	
0830 - 0845	4	47	5	4	3	0	0	0	0	0	0	0	0	63	
0845 - 0900	4	55	6	4	0	2	0	3	0	0	0	0	0	74	253
0900 - 0915	3	57	9	2	1	0	0	0	1	0	0	0	0	73	
0915 - 0930	1	46	5	4	3	0	0	0	0	0	0	0	0	59	
0930 - 0945	3	54	9	6	4	0	0	2	0	0	0	0	0	78	
0945 - 1000	2	61	2	5	5	3	0	0	0	0	0	0	0	78	288
1000 - 1015	4	55	6	5	3	0	0	1	0	0	0	0	0	74	
1015 - 1030	2	52	5	5	7	0	0	1	0	0	0	0	0	72	
1030 - 1045	6	77	6	3	3	0	0	0	1	0	0	0	0	96	
1045 - 1100	0	78	14	11	5	0	0	0	0	0	0	0	0	108	350
1100 - 1115	3	78	15	5	1	0	0	0	1	0	0	0	0	103	
1115 - 1130	2	95	6	5	3	0	0	0	0	0	0	0	0	111	
1130 - 1145	6	97	11	6	3	0	0	0	0	0	0	0	0	123	
1145 - 1200	3	91	12	7	1	0	0	0	0	0	0	0	0	114	451
1200 - 1215	6	85	12	2	5	1	0	0	0	0	0	0	0	111	
1215 - 1230	5	87	9	6	2	1	0	0	0	0	0	0	0	110	
1230 - 1245	1	88	9	4	1	0	0	1	0	0	0	0	0	104	
1245 - 1300	6	82	10	8	4	1	0	0	0	0	0	0	0	111	436
1300 - 1315	5	103	15	4	6	1	0	1	0	0	0	0	0	135	
1315 - 1330	6	105	5	6	3	0	0	0	0	0	0	0	0	125	
1330 - 1345	2	101	15	5	3	0	0	0	0	0	0	0	0	126	
1345 - 1400	2	99	9	7	3	1	0	0	0	0	0	0	0	121	507
1400 - 1415	4	114	6	6	1	1	0	0	0	0	0	0	0	132	
1415 - 1430	7	127	14	4	1	1	0	0	0	0	0	0	0	154	
1430 - 1445	2	121	12	6	2	0	0	0	0	0	0	0	0	143	
1445 - 1500	3	161	12	8	1	0	0	0	0	0	0	0	0	185	614
1500 - 1515	2	128	11	7	1	0	0	0	0	0	0	0	0	149	
1515 - 1530	3	132	12	6	0	0	0	0	0	0	0	0	0	153	
1530 - 1545	5	166	14	1	4	0	0	0	0	0	0	0	0	190	
1545 - 1600	2	141	5	6	1	0	0	0	0	0	0	0	0	155	647
1600 - 1615	2	155	20	7	2	1	0	0	0	0	0	0	0	187	
1615 - 1630	1	175	15	8	2	0	0	0	0	0	0	0	0	201	
1630 - 1645	4	166	10	3	3	0	0	0	0	0	0	0	0	186	
1645 - 1700	6	148	15	5	2	0	0	0	0	0	0	0	0	176	750
1700 - 1715	5	151	9	1	1	0	0	0	0	0	0	0	0	167	
1715 - 1730	4	137	12	5	1	1	0	0	0	0	0	0	0	160	
1730 - 1745	1	141	13	8	1	0	0	0	0	0	0	0	0	164	
1745 - 1800	0	121	6	6	1	0	0	0	0	0	0	0	0	134	625
1800 - 1815	6	128	5	3	1	0	0	0	0	0	0	0	0	143	
1815 - 1830	2	104	3	4	0	0	0	0	0	0	0	0	0	113	
1830 - 1845	6	93	3	3	1	0	0	0	0	0	0	0	0	106	
1845 - 1900	4	109	4	8	1	0	0	0	0	0	0	0	0	126	488
1900 - 1915	0	105	0	2	1	0	0	0	0	0	0	0	0	108	
1915 - 1930	4	86	3	7	1	0	0	0	0	0	0	0	0	101	
1930 - 1945	4	109	5	4	0	0	0	0	0	0	0	0	0	122	
1945 - 2000	8	84	2	7	1	0	0	0	0	0	0	0	0	102	433
2000 - 2015	4	104	3	3	0	0	0	0	0	0	0	0	0	114	
2015 - 2030	7	109	2	5	0	0	0	0	0	0	0	0	0	123	
2030 - 2045	5	101	1	8	1	0	0	0	0	0	0	0	0	116	
2045 - 2100	5	113	2	6	0	0	0	0	0	0	0	0	0	126	479
2100 - 2115	2	112	1	5	1	0	0	0	0	0	0	0	0	121	
2115 - 2130	6	118	4	8	0	0	0	0	0	0	0	0	0	136	
2130 - 2145	4	101	1	6	0	0	0	0	0	0	0	0	0	112	
2145 - 2200	6	95	1	11	1	0	0	0	0	0	0	0	0	114	483
2200 - 2215	2	106	3	4	0	0	0	0	0	0	0	0	0	115	
2215 - 2230	5	120	4	4	1	0	0	0	0	0	0	0	0	134	
2230 - 2245	3	107	2	6	0	0	0	0	0	0	0	0	0	118	
2245 - 2300	2	116	2	5	0	0	0	0	0	0	0	0	0	125	492
2300 - 2315	3	111	5	2	0	0	0	0	0	0	0	0	0	121	
2315 - 2330	4	88	4	4	0	0	0	0	0	0	0	0	0	100	
2330 - 2345	3	102	2	3	0	0	0	0	0	0	0	0	0	110	
2345 - 0000	4	95	1	3	0	0	0	0	0	0	0	0	0	103	434


Session Total	270	7625	593	386	133	16	0	9	4	0	0	0	0	9036
Session Average	2.81	79.43	6.18	4.02	1.39	0.17	0.00	0.09	0.04	0.00	0.00	0.00	0.00	94.13
Session Percentage	2.99	84.38	6.56	4.27	1.47	0.18	0.00	0.10	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0945 - 1045	0845 - 0945	0930 - 1030	0930 - 1030	0800 - 0900	-	0845 - 0945	0815 - 0915	-	-	-	-	0945 - 1045
AM Peak Volume	15	245	29	21	19	3	0	5	1	0	0	0	0	320
AM Peak %age	4.69	76.56	9.06	6.56	5.94	0.94	0.00	1.56	0.31	0.00	0.00	0.00	0.00	

Noon Peak Hour	1130 - 1230	1445 - 1545	1415 - 1515	1045 - 1145	1000 - 1100	1200 - 13
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**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Saturday, September 13, 2025

**Weather**  
Fair  
79°F 

**Lat/Long**  
25.797930°, -80.128179°

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**0000 - 2400 (Saturday 24h Session) (09-13-2025)**  
NB EB 15min

TIME	Northbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	1	87	0	1	0	0	0	0	0	0	0	0	0	89	
0015 - 0030	1	99	0	3	0	0	0	0	0	0	0	0	0	103	
0030 - 0045	5	82	1	0	0	0	0	0	0	0	0	0	0	88	
0045 - 0100	3	93	2	1	0	0	0	0	0	0	0	0	0	99	379
0100 - 0115	0	76	1	1	0	0	0	0	0	0	0	0	0	78	
0115 - 0130	0	79	0	0	0	0	0	0	0	0	0	0	0	79	
0130 - 0145	1	52	2	2	1	0	0	0	0	0	0	0	0	58	
0145 - 0200	1	62	2	0	0	0	0	0	0	0	0	0	0	65	280
0200 - 0215	2	56	0	0	0	0	0	0	0	0	0	0	0	58	
0215 - 0230	1	50	1	1	0	0	0	0	0	0	0	0	0	53	
0230 - 0245	1	49	3	1	0	0	0	0	0	0	0	0	0	54	
0245 - 0300	0	50	0	0	0	0	0	0	0	0	0	0	0	50	215
0300 - 0315	2	35	1	0	0	0	0	0	0	0	0	0	0	38	
0315 - 0330	0	47	2	1	0	0	0	0	0	0	0	0	0	50	
0330 - 0345	0	46	1	0	0	0	0	0	0	0	0	0	0	47	
0345 - 0400	2	57	1	0	0	0	0	0	0	0	0	0	0	60	195
0400 - 0415	2	41	1	0	0	0	0	0	0	0	0	0	0	44	
0415 - 0430	1	34	1	1	0	0	0	0	0	0	0	0	0	37	
0430 - 0445	1	36	0	1	0	0	0	0	0	0	0	0	0	38	
0445 - 0500	0	49	2	0	1	0	0	0	0	0	0	0	0	52	171
0500 - 0515	0	44	2	3	0	0	0	0	0	0	0	0	0	49	
0515 - 0530	1	31	1	2	1	0	0	0	0	0	0	0	0	36	
0530 - 0545	1	25	1	3	2	0	0	0	0	0	0	0	0	32	
0545 - 0600	1	18	0	1	0	0	0	0	0	0	0	0	0	20	137
0600 - 0615	1	20	0	2	0	0	0	0	0	0	0	0	0	23	
0615 - 0630	0	14	5	1	1	0	0	0	0	0	0	0	0	21	
0630 - 0645	0	23	2	4	1	0	0	0	0	0	0	0	0	30	
0645 - 0700	4	22	3	2	1	0	0	0	0	0	0	0	0	32	106
0700 - 0715	5	32	3	4	3	0	0	0	0	0	0	0	0	47	
0715 - 0730	2	41	4	5	1	0	0	0	0	0	0	0	0	53	
0730 - 0745	2	34	4	2	0	1	0	0	0	0	0	0	0	43	
0745 - 0800	1	36	5	3	1	0	0	0	0	0	0	0	0	46	189
0800 - 0815	1	36	1	5	1	0	0	0	0	0	0	0	0	44	
0815 - 0830	0	47	3	5	4	0	0	0	0	0	0	0	0	59	
0830 - 0845	3	42	4	7	0	0	0	0	0	0	0	0	0	56	
0845 - 0900	3	44	5	5	2	1	0	1	0	0	0	0	0	61	220
0900 - 0915	2	56	4	5	0	0	0	0	0	0	0	0	0	67	
0915 - 0930	0	55	3	8	0	0	0	1	0	0	0	0	0	67	
0930 - 0945	6	54	7	8	2	1	0	1	0	0	0	0	0	79	
0945 - 1000	3	58	3	8	2	0	0	0	1	0	0	0	0	75	288
1000 - 1015	3	76	5	6	1	1	0	0	0	0	0	0	0	92	
1015 - 1030	2	70	5	6	3	0	0	0	0	0	0	0	0	86	
1030 - 1045	4	95	7	7	3	0	0	0	0	0	0	0	0	116	
1045 - 1100	2	80	7	6	2	0	0	0	0	0	0	0	0	97	391
1100 - 1115	2	97	4	6	2	1	0	0	0	0	0	0	0	112	
1115 - 1130	2	86	4	6	0	1	0	0	0	0	0	0	0	99	
1130 - 1145	3	104	5	6	2	0	0	0	0	0	0	0	0	120	
1145 - 1200	4	88	2	5	3	0	0	0	0	0	0	0	0	102	433
1200 - 1215	2	89	6	7	2	0	0	0	0	0	0	0	0	106	
1215 - 1230	0	83	2	4	0	0	0	0	0	0	0	0	0	89	
1230 - 1245	4	93	6	7	0	0	0	0	0	0	0	0	0	110	
1245 - 1300	1	99	3	6	3	0	0	0	0	0	0	0	0	112	417
1300 - 1315	2	82	2	8	1	0	0	0	0	0	0	0	0	95	
1315 - 1330	5	85	2	5	2	0	0	0	0	0	0	0	0	99	
1330 - 1345	5	78	4	5	0	0	0	0	0	0	0	0	0	92	
1345 - 1400	3	103	7	6	2	0	0	0	0	0	0	0	0	121	407
1400 - 1415	3	97	4	6	0	0	0	0	0	0	0	0	0	110	
1415 - 1430	6	110	6	7	0	0	0	1	0	0	0	0	0	130	
1430 - 1445	5	112	4	6	0	0	0	0	0	0	0	0	0	127	
1445 - 1500	5	88	3	4	0	0	0	0	0	0	0	0	0	100	467
1500 - 1515	6	103	4	7	0	0	0	0	0	0	0	0	0	120	
1515 - 1530	9	96	5	5	0	0	0	0	0	0	0	0	0	119	
1530 - 1545	6	87	4	8	0	0	0	1	0	0	0	0	0	106	
1545 - 1600	1	123	5	4	0	0	0	0	0	0	0	0	0	133	478
1600 - 1615	7	80	3	7	0	0	0	0	0	0	0	0	0	97	
1615 - 1630	4	103	3	8	1	0	0	0	0	0	0	0	0	119	
1630 - 1645	7	105	3	6	1	0	0	0	0	0	0	0	0	122	
1645 - 1700	3	100	12	5	0	0	0	0	0	0	0	0	0	120	458
1700 - 1715	5	103	7	7	0	0	0	0	0	0	0	0	0	122	
1715 - 1730	4	113	8	5	1	0	0	0	0	0	0	0	0	131	
1730 - 1745	5	84	1	7	2	0	0	0	0	0	0	0	0	99	
1745 - 1800	3	98	1	10	0	0	0	0	0	0	0	0	0	112	464
1800 - 1815	6	105	1	6	0	0	0	0	0	0	0	0	0	118	
1815 - 1830	2	101	2	6	1	0	0	0	0	0	0	0	0	112	
1830 - 1845	2	88	4	5	0	0	0	0	0	0	0	0	0	99	
1845 - 1900	1	96	4	9	0	0	0	0	0	0	0	0	0	110	439
1900 - 1915	0	113	6	8	0	0	0	0	0	0	0	0	0	127	
1915 - 1930	0	111	2	7	2	0	0	0	0	0	0	0	0	122	
1930 - 1945	0	94	0	3	1	1	0	0	0	0	0	0	0	99	
1945 - 2000	2	83	4	7	0	0	0	0	0	0	0	0	0	96	444
2000 - 2015	1	87	1	6	0	0	0	0	0	0	0	0	0	95	
2015 - 2030	1	95	2	5	1	0	0	0	0	0	0	0	0	104	
2030 - 2045	0	110	1	5	0	0	0	0	0	0	0	0	0	116	
2045 - 2100	1	112	3	7	0	0	0	0	0	0	0	0	0	123	438
2100 - 2115	7	95	2	2	0	0	0	0	0	0	0	0	0	106	
2115 - 2130	2	108	1	11	0	0	0	0	0	0	0	0	0	122	
2130 - 2145	2	119	3	7	0	0	0	0	0	0	0	0	0	131	
2145 - 2200	3	125	3	5	0	0	0	0	0	0	0	0	0	136	495
2200 - 2215	5	111	3	6	2	0	0	0	0	0	0	0	0	127	
2215 - 2230	5	122	2	7	0	0	0	0	0	0	0	0	0	136	
2230 - 2245	6	96	0	8	1	0	0	0	0	0	0	0	0	111	
2245 - 2300	2	117	2	3	1	0	0	0	0	0	0	0	0	125	499
2300 - 2315	3	104	4	3	1	0	0	0	0	0	0	0	0	115	
2315 - 2330	8	114	4	2	0	0	0	0	0	0	0	0	0	128	
2330 - 2345	3	108	2	2	0	0	0	0	0	0	0	0	0	115	
2345 - 0000	7	94	0	0	1	0	0	0	0	0	0	0	0	102	460

Session Total	252	7430	285	424	66	7	0	4	2	0	0	0	0	8470
Session Average	2.63	77.40	2.97	4.42	0.69	0.07	0.00	0.04	0.02	0.00	0.00	0.00	0.00	88.23
Session Percentage	2.98	87.72	3.36	5.01	0.78	0.08	0.00	0.05	0.02	0.00	0.00	0.00	0.00	

AM Peak Hour	0930 - 1030	0945 - 1045	0930 - 1030	0915 - 1015	0945 - 1045	0845 - 0945	-	0845 - 0945	0900 - 1000	-	-	-	-	0945 - 1045
AM Peak Hour Volume	14	299	20	30	9	2	0	3	1	0	0	0	0	369
AM Peak %age	3.79	81.03	5.42	8.13	2.44	0.54	0.00	0.81	0.27	0.00	0.00	0.00	0.00	

Noon Peak Hour	1445 - 1545	1345 - 1445	1000 - 1100	1230 - 1330	1015 - 1115	1030 - 1130	-	1445 - 1545	1330 - 1430	-	-</
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**Bi-Directional Class Count || SB WB 15min**



Miami Beach, FL

www.marrtraffic.com

**Site 1**

FL-A1A Collins Ave, north of 22nd St

**Date**

Thursday, September 11, 2025

**Weather**

Fair  
81°F



**Lat/Long**

25.797930°, -80.128179°

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**0000 - 2400 (Weekday 24h Session) (09-11-2025)**  
SB WB 15min


Time	Southbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	2	42	9	1	0	0	0	0	0	0	0	0	0	54	200
0015 - 0030	1	30	5	2	0	0	0	0	0	0	0	0	0	38	
0030 - 0045	2	43	11	1	0	0	0	0	0	0	0	0	0	57	
0045 - 0100	3	35	11	2	0	0	0	0	0	0	0	0	0	51	
0100 - 0115	1	30	10	1	0	0	0	0	0	0	0	0	0	42	
0115 - 0130	0	40	9	0	0	0	0	0	0	0	0	0	0	49	145
0130 - 0145	1	18	3	1	0	0	0	0	0	0	0	0	0	23	
0145 - 0200	0	22	7	1	1	0	0	0	0	0	0	0	0	31	
0200 - 0215	1	21	8	0	0	0	0	0	0	0	0	0	0	30	
0215 - 0230	0	19	6	1	0	0	0	0	0	0	0	0	0	26	
0230 - 0245	1	18	6	0	0	0	0	0	0	0	0	0	0	25	113
0245 - 0300	0	24	7	1	0	0	0	0	0	0	0	0	0	32	
0300 - 0315	0	12	4	0	2	0	0	0	0	0	0	0	0	18	
0315 - 0330	1	20	6	1	0	0	0	0	0	0	0	0	0	28	
0330 - 0345	1	15	6	0	0	0	0	0	0	0	0	0	0	22	
0345 - 0400	0	9	4	0	0	0	0	0	0	0	0	0	0	13	81
0400 - 0415	0	11	3	1	0	0	0	0	0	0	0	0	0	15	
0415 - 0430	0	18	7	0	0	0	0	0	1	0	0	0	0	26	
0430 - 0445	0	15	6	1	1	0	0	0	0	0	0	0	0	23	
0445 - 0500	0	23	6	1	0	0	0	0	0	0	0	0	0	30	
0500 - 0515	1	8	2	3	0	0	0	0	0	0	0	0	0	14	94
0515 - 0530	7	22	7	3	1	0	0	0	0	0	0	0	0	40	
0530 - 0545	3	21	7	4	3	0	0	1	0	0	0	0	0	39	
0545 - 0600	3	28	8	4	1	0	0	1	0	0	0	0	0	45	
0600 - 0615	1	27	6	4	0	0	0	0	0	0	0	0	0	38	
0615 - 0630	3	44	10	5	5	0	0	0	0	0	0	0	0	67	
0630 - 0645	3	63	18	6	3	0	0	0	0	0	0	0	0	93	
0645 - 0700	7	62	27	4	1	1	0	0	0	0	0	0	0	102	
0700 - 0715	5	83	17	8	0	0	0	0	0	0	0	0	0	113	300
0715 - 0730	3	72	19	3	2	2	0	0	0	0	0	0	0	101	
0730 - 0745	8	98	16	4	5	1	2	0	1	0	0	0	0	135	
0745 - 0800	8	101	18	8	3	1	1	0	0	0	0	0	0	140	
0800 - 0815	6	98	24	0	6	0	0	0	0	0	0	0	0	134	
0815 - 0830	7	97	22	5	3	0	0	0	0	0	0	0	0	134	
0830 - 0845	0	102	23	7	1	1	1	0	0	0	0	0	0	135	
0845 - 0900	11	114	23	4	5	0	0	0	0	0	0	0	0	157	
0900 - 0915	8	98	14	9	1	0	0	0	0	0	0	0	0	130	560
0915 - 0930	6	110	15	11	3	0	0	0	0	0	0	0	0	145	
0930 - 0945	2	107	19	10	1	0	0	0	0	0	0	0	0	139	
0945 - 1000	3	97	21	0	4	1	3	0	0	0	0	0	0	129	
1000 - 1015	5	120	18	8	1	0	0	0	0	0	0	0	0	152	
1015 - 1030	4	117	23	7	0	1	0	0	0	0	0	0	0	152	
1030 - 1045	4	129	25	11	5	0	0	0	0	0	0	0	0	174	
1045 - 1100	6	117	37	5	2	2	0	0	1	0	0	0	0	170	
1100 - 1115	4	103	15	9	0	0	0	0	0	0	0	0	0	131	660
1115 - 1130	2	142	27	5	1	1	0	0	0	0	0	0	0	178	
1130 - 1145	2	117	24	6	2	0	0	0	0	0	0	0	0	151	
1145 - 1200	3	154	33	8	1	1	0	0	0	0	0	0	0	200	
1200 - 1215	6	170	12	10	5	0	0	17	0	0	0	0	0	203	
1215 - 1230	4	130	9	4	2	0	0	0	0	0	0	0	0	149	
1230 - 1245	10	140	20	5	3	0	0	0	0	0	0	0	0	178	
1245 - 1300	9	120	10	6	2	0	0	0	0	0	0	0	0	147	
1300 - 1315	8	116	10	10	1	0	0	0	0	0	0	0	0	145	563
1315 - 1330	6	104	15	8	1	0	0	0	0	0	0	0	0	134	
1330 - 1345	7	121	9	6	2	0	0	0	0	0	0	0	0	145	
1345 - 1400	2	120	9	4	4	0	0	0	0	0	0	0	0	139	
1400 - 1415	8	104	6	8	1	0	0	0	0	0	0	0	0	127	
1415 - 1430	6	120	7	7	1	1	0	0	0	0	0	0	0	142	
1430 - 1445	5	125	7	6	1	0	0	0	1	0	0	0	0	145	
1445 - 1500	6	115	8	6	1	0	0	0	0	0	0	0	0	136	
1500 - 1515	4	115	11	5	2	0	0	0	0	0	0	0	0	137	590
1515 - 1530	5	126	6	4	0	0	0	0	0	0	0	0	0	141	
1530 - 1545	10	135	6	7	0	0	0	0	0	0	0	0	0	158	
1545 - 1600	13	128	7	6	0	0	0	0	0	0	0	0	0	154	
1600 - 1615	4	119	6	10	0	0	0	0	0	0	0	0	0	139	
1615 - 1630	4	95	4	6	0	0	0	0	0	0	0	0	0	109	
1630 - 1645	4	112	5	6	3	0	0	0	0	0	0	0	0	130	
1645 - 1700	5	130	3	3	0	0	0	0	0	0	0	0	0	141	
1700 - 1715	6	128	4	4	3	0	0	0	0	0	0	0	0	145	564
1715 - 1730	5	120	4	5	0	0	0	0	0	0	0	0	0	134	
1730 - 1745	4	123	6	10	1	1	1	0	0	0	0	0	0	146	
1745 - 1800	1	125	3	8	2	0	0	0	0	0	0	0	0	139	
1800 - 1815	1	79	8	6	1	1	0	0	0	0	0	0	0	96	
1815 - 1830	2	107	5	2	0	0	0	0	0	0	0	0	0	116	
1830 - 1845	6	108	10	9	0	0	0	0	0	0	0	0	0	133	
1845 - 1900	3	118	7	8	1	0	0	0	0	0	0	0	0	137	
1900 - 1915	1	114	7	7	0	0	0	0	0	0	0	0	0	129	505
1915 - 1930	5	104	10	8	1	0	0	0	0	0	0	0	0	128	
1930 - 1945	3	107	8	7	0	0	0	0	0	0	0	0	0	125	
1945 - 2000	2	108	9	4	0	0	0	0	0	0	0	0	0	123	
2000 - 2015	2	121	5	8	0	0	0	0	0	0	0	0	0	136	
2015 - 2030	2	84	8	8	0	0	0	0	0	0	0	0	0	102	
2030 - 2045	0	90	10	8	0	0	0	0	0	0	0	0	0	108	
2045 - 2100	5	80	5	8	0	0	0	0	0	0	0	0	0	98	
2100 - 2115	2	89	3	7	1	0	0	0	0	0	0	0	0	102	442
2115 - 2130	1	104	5	8	0	0	0	0	0	0	0	0	0	118	
2130 - 2145	4	99	5	7	1	0	0	0	0	0	0	0	0	116	
2145 - 2200	3	88	5	10	0	0	0	0	0	0	0	0	0	106	
2200 - 2215	3	97	4	8	1	0	0	0	0	0	0	0	0	113	
2215 - 2230	1	87	7	3	0	0	0	0	0	0	0	0	0	98	
2230 - 2245	3	80	4	11	1	0	0	0	0	0	0	0	0	99	
2245 - 2300	3	96	8	4	0	0	0	0	0	0	0	0	0	111	
2300 - 2315	2	91	4	3	0	0	0	0	0	0	0	0	0	100	333
2315 - 2330	2	75	4	2	1	0	0	0	0	0	0	0	0	84	
2330 - 2345	3	74	3	2	0	0	0	0	0	0	0	0	0	82	
2345 - 0000	1	57	6	3	0	0	0	0	0	0	0	0	0	67	

Session Total	341	8114	989	481	107	15	8	2	4	0	0	0	0	10061
Session Average	3.55	84.52	10.30	5.01	1.11	0.16	0.08	0.02	0.04	0.00	0.00	0.00	0.00	104.80
Session Percentage	3.39	80.65	9.83	4.78	1.06	0.15	0.08	0.02	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	0730 - 0830	0945 - 1045	0800 - 0900	0845 - 0945	0730 - 0830	0645 - 0745	0700 - 0800	0500 - 0600	0645 - 0745	-	-	-	-	0945 - 1045
AM Peak Volume	29	463	92	34	17	4	3	2						

Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Friday, September 12, 2025

Weather  
Fair  
81°F 

Lat/Long  
25.797930°, -80.128179°

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0000 - 2400 (Weekday 24h Session) (09-12-2025)  
SB WB 15min

Time	Southbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	5	78	3	2	1	0	0	0	0	0	0	0	0	89	
0015 - 0030	5	61	4	0	0	0	0	0	0	0	0	0	0	70	
0030 - 0045	1	56	2	1	0	0	0	0	0	0	0	0	0	60	
0045 - 0100	3	63	3	1	0	0	0	0	0	0	0	0	0	70	289
0100 - 0115	1	40	2	2	0	0	0	0	0	0	0	0	0	45	
0115 - 0130	1	42	2	0	0	0	0	0	0	0	0	0	0	45	
0130 - 0145	1	38	1	1	0	0	0	0	0	0	0	0	0	41	
0145 - 0200	2	42	2	0	1	0	0	0	0	0	0	0	0	47	178
0200 - 0215	1	34	4	1	0	0	0	0	0	0	0	0	0	40	
0215 - 0230	0	37	2	2	0	0	0	0	0	0	0	0	0	41	
0230 - 0245	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
0245 - 0300	0	37	2	1	0	0	0	0	0	0	0	0	0	40	143
0300 - 0315	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
0315 - 0330	0	25	2	0	1	0	0	0	0	0	0	0	0	28	
0330 - 0345	0	29	2	1	0	0	0	0	0	0	0	0	0	32	
0345 - 0400	1	31	3	1	0	0	0	0	0	0	0	0	0	36	119
0400 - 0415	0	28	2	1	1	0	0	0	0	0	0	0	0	32	
0415 - 0430	0	26	1	0	0	0	0	0	0	0	0	0	0	27	
0430 - 0445	0	35	2	1	0	0	0	0	0	0	0	0	0	38	
0445 - 0500	1	32	1	2	2	0	0	0	0	0	0	0	0	38	135
0500 - 0515	0	24	2	2	0	0	0	0	0	0	0	0	0	28	
0515 - 0530	3	51	3	1	0	0	0	0	0	0	0	0	0	58	
0530 - 0545	2	33	2	0	0	0	0	0	0	0	0	0	0	37	
0545 - 0600	1	43	4	3	1	0	0	2	0	0	0	0	0	54	177
0600 - 0615	5	41	7	6	0	0	0	0	0	0	0	0	0	59	
0615 - 0630	2	49	6	4	4	0	0	0	0	0	0	0	0	65	
0630 - 0645	3	67	8	7	1	0	0	0	0	0	0	0	0	86	
0645 - 0700	5	60	10	2	3	0	0	0	0	0	0	0	0	80	290
0700 - 0715	4	91	12	4	4	0	0	0	0	0	0	0	0	115	
0715 - 0730	5	87	17	3	1	2	0	0	0	0	0	0	0	115	
0730 - 0745	3	84	17	2	3	1	0	0	1	0	0	0	0	111	
0745 - 0800	8	99	10	6	3	0	0	0	0	0	0	0	0	126	467
0800 - 0815	9	125	13	8	2	1	0	0	0	0	0	0	0	158	
0815 - 0830	3	110	13	1	1	0	0	0	0	0	0	0	0	128	
0830 - 0845	7	105	11	5	5	0	0	1	1	0	0	0	0	135	
0845 - 0900	7	128	11	6	1	0	0	0	0	0	0	0	0	153	574
0900 - 0915	5	111	14	6	1	0	0	0	0	0	0	0	0	137	
0915 - 0930	5	108	8	10	2	2	0	0	0	0	0	0	0	135	
0930 - 0945	7	123	16	9	6	0	0	0	0	0	0	0	0	161	
0945 - 1000	10	110	9	7	2	0	0	1	0	0	0	0	0	139	572
1000 - 1015	4	121	19	5	3	0	0	1	0	0	0	0	0	153	
1015 - 1030	6	126	19	5	2	1	0	0	0	0	0	0	0	159	
1030 - 1045	5	127	16	9	2	2	0	0	0	0	0	0	0	161	
1045 - 1100	3	134	22	7	2	0	0	1	0	0	0	0	0	169	642
1100 - 1115	4	138	15	5	3	0	0	0	0	0	0	0	0	165	
1115 - 1130	5	140	12	8	4	1	0	0	0	0	0	0	0	170	
1130 - 1145	6	116	7	6	2	0	0	0	0	0	0	0	0	137	
1145 - 1200	10	142	20	4	4	2	0	0	0	0	0	0	0	182	654
1200 - 1215	4	135	12	7	2	0	0	0	0	0	0	0	0	160	
1215 - 1230	2	130	13	4	4	1	0	0	0	0	0	0	0	154	
1230 - 1245	14	141	11	4	1	0	0	0	0	0	0	0	0	171	
1245 - 1300	1	149	8	7	3	0	0	0	0	0	0	0	0	168	653
1300 - 1315	6	143	9	10	1	1	0	0	0	0	0	0	0	170	
1315 - 1330	3	127	6	6	1	0	0	0	0	0	0	0	0	143	
1330 - 1345	4	140	11	12	1	0	0	0	0	0	0	0	0	168	
1345 - 1400	4	141	13	1	3	0	0	0	0	0	0	0	0	162	643
1400 - 1415	7	140	10	7	3	0	0	0	0	0	0	0	0	167	
1415 - 1430	1	129	6	9	0	0	0	0	0	0	0	0	0	145	
1430 - 1445	2	123	6	5	2	0	0	0	0	0	0	0	0	138	
1445 - 1500	1	132	2	9	0	0	0	0	0	0	0	0	0	144	594
1500 - 1515	5	127	6	5	1	0	0	0	0	0	0	0	0	144	
1515 - 1530	5	96	6	7	1	0	0	0	0	0	0	0	0	115	
1530 - 1545	9	126	5	5	1	0	0	0	0	0	0	0	0	146	
1545 - 1600	7	136	8	5	2	0	0	0	0	0	0	0	0	158	563
1600 - 1615	2	118	4	8	1	0	0	0	0	0	0	0	0	133	
1615 - 1630	1	87	33	3	0	0	0	0	0	0	0	0	0	124	
1630 - 1645	3	132	2	6	2	0	0	0	0	0	0	0	0	145	
1645 - 1700	1	157	3	7	0	0	0	0	0	0	0	0	0	168	570
1700 - 1715	2	147	5	4	0	0	0	0	0	0	0	0	0	158	
1715 - 1730	3	140	3	8	4	0	0	0	0	0	0	0	0	158	
1730 - 1745	4	136	7	9	1	0	0	0	0	0	0	0	0	157	
1745 - 1800	3	127	3	8	2	0	0	0	0	0	0	0	0	143	616
1800 - 1815	3	111	6	6	2	0	0	0	0	0	0	0	0	128	
1815 - 1830	6	133	4	4	1	0	0	0	0	0	0	0	0	148	
1830 - 1845	4	116	4	4	1	0	0	0	0	0	0	0	0	129	
1845 - 1900	2	133	5	13	0	0	0	0	0	0	0	0	0	153	558
1900 - 1915	3	122	4	9	1	0	0	0	0	0	0	0	0	139	
1915 - 1930	8	127	8	10	2	0	0	0	0	0	0	0	0	155	
1930 - 1945	6	124	6	5	0	0	0	0	0	0	0	0	0	141	
1945 - 2000	7	122	9	7	0	0	0	0	0	0	0	0	0	145	580
2000 - 2015	6	132	10	5	0	0	0	0	0	0	0	0	0	153	
2015 - 2030	5	100	9	8	0	0	0	0	0	0	0	0	0	122	
2030 - 2045	6	120	5	8	0	0	0	0	0	0	0	0	0	139	
2045 - 2100	7	128	7	4	0	0	0	0	0	0	0	0	0	146	560
2100 - 2115	4	117	6	5	2	0	0	0	0	0	0	0	0	134	
2115 - 2130	6	116	8	8	0	0	0	0	0	0	0	0	0	138	
2130 - 2145	1	140	6	9	0	0	0	0	0	0	0	0	0	156	
2145 - 2200	5	104	5	12	2	0	0	0	0	0	0	0	0	128	556
2200 - 2215	0	107	6	7	0	0	0	0	0	0	0	0	0	120	
2215 - 2230	4	112	7	6	0	0	0	0	0	0	0	0	0	129	
2230 - 2245	2	109	4	7	0	0	0	0	0	0	0	0	0	122	
2245 - 2300	5	120	5	6	1	0	0	0	0	0	0	0	0	137	508
2300 - 2315	5	96	4	2	0	0	0	0	0	0	0	0	0	107	
2315 - 2330	5	90	5	6	0	0	0	0	0	0	0	0	0	106	
2330 - 2345	4	99	7	2	0	0	0	0	0	0	0	0	0	112	
2345 - 0000	2	80	6	1	0	0	0	0	0	0	0	0	0	89	414

Session Total	359	9387	703	468	116	14	0	6	2	0	0	0	0	11055
Session Average	3.74	97.78	7.32	4.88	1.21	0.15	0.00	0.06	0.02	0.00	0.00	0.00	0.00	115.16
Session Percentage	3.25	84.91	6.36	4.23	1.05	0.13	0.00	0.05	0.02	0.00	0.00	0.00	0.00	

AM Peak Hour	0745 - 0845	0945 - 1045	0930 - 1030	0900 - 1000	0915 - 1015	0715 - 0815	-	0500 - 0600	0645 - 0745	-	-	-	-	0930 - 1030
AM Peak Volume	27	484	63	32	13	4	0	2	1	0	0	0	0	612
AM Peak %age	4.41	79.08	10.29	5.23	2.12	0.65	0.00	0.33	0.16	0.00	0.00	0.00	0.00	

Noon Peak Hour	1145 - 1245	1215 - 1315
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**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Saturday, September 13, 2025

**Weather**  
Fair  
79°F

**Lat/Long**  
25.797930°, -80.128179°

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**0000 - 2400 (Saturday 24h Session) (09-13-2025)**  
SB WB 15min

TIME	Southbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	3	105	2	3	0	0	0	0	0	0	0	0	0	113	
0015 - 0030	3	93	1	0	0	0	0	0	0	0	0	0	0	97	
0030 - 0045	1	82	5	1	0	0	0	0	0	0	0	0	0	89	
0045 - 0100	1	82	1	0	0	0	0	0	0	0	0	0	0	84	383
0100 - 0115	3	62	2	3	0	0	0	0	0	0	0	0	0	70	
0115 - 0130	2	83	1	1	0	0	0	0	0	0	0	0	0	87	
0130 - 0145	2	66	2	1	0	0	0	0	0	0	0	0	0	71	
0145 - 0200	0	60	2	0	0	0	0	0	0	0	0	0	0	62	290
0200 - 0215	3	56	0	1	0	0	0	0	0	0	0	0	0	60	
0215 - 0230	1	72	0	1	1	0	0	0	0	0	0	0	0	75	
0230 - 0245	1	46	1	0	0	0	0	0	0	0	0	0	0	48	
0245 - 0300	0	45	0	1	0	0	0	0	0	0	0	0	0	46	229
0300 - 0315	0	61	2	0	0	0	0	0	0	0	0	0	0	63	
0315 - 0330	0	34	1	1	1	0	0	0	0	0	0	0	0	37	
0330 - 0345	0	54	1	0	0	0	0	0	0	0	0	0	0	55	
0345 - 0400	1	42	1	1	1	0	0	0	0	0	0	0	0	46	201
0400 - 0415	0	38	1	1	0	0	0	0	0	0	0	0	0	40	
0415 - 0430	0	61	0	1	0	0	0	0	0	0	0	0	0	62	
0430 - 0445	1	49	0	0	0	0	0	0	0	0	0	0	0	50	
0445 - 0500	0	51	0	0	2	0	0	0	0	0	0	0	0	53	205
0500 - 0515	0	42	0	1	0	0	0	0	0	0	0	0	0	43	
0515 - 0530	0	32	3	1	0	0	0	0	0	0	0	0	0	36	
0530 - 0545	1	29	2	3	0	0	0	0	0	0	0	0	0	35	
0545 - 0600	1	36	1	4	0	0	0	2	0	0	0	0	0	44	158
0600 - 0615	4	21	3	2	2	0	0	0	0	0	0	0	0	32	
0615 - 0630	2	31	2	5	2	0	0	0	0	0	0	0	0	42	
0630 - 0645	2	53	6	5	3	0	0	0	0	0	0	0	0	69	
0645 - 0700	5	51	5	5	1	0	0	1	0	0	0	0	0	68	211
0700 - 0715	3	58	4	3	2	0	0	0	2	0	0	0	0	72	
0715 - 0730	2	52	3	7	1	0	0	0	0	0	0	0	0	65	
0730 - 0745	1	67	6	4	2	0	0	0	0	0	0	0	0	80	
0745 - 0800	3	71	9	6	3	0	0	0	1	0	0	0	0	93	310
0800 - 0815	4	77	4	9	1	0	0	0	0	0	0	0	0	95	
0815 - 0830	4	89	7	10	2	0	0	0	0	0	0	0	0	112	
0830 - 0845	7	68	9	5	1	0	0	0	0	0	0	0	0	90	
0845 - 0900	8	91	4	7	3	0	0	0	0	0	0	0	0	113	410
0900 - 0915	2	83	4	9	1	1	0	0	0	0	0	0	0	100	
0915 - 0930	4	81	11	8	2	0	0	0	0	0	0	0	0	106	
0930 - 0945	3	99	3	5	1	0	0	0	0	0	0	0	0	111	
0945 - 1000	5	100	4	5	0	0	0	1	0	0	0	0	0	115	432
1000 - 1015	5	126	5	13	0	0	0	0	0	0	0	0	0	149	
1015 - 1030	4	94	3	9	0	0	0	1	0	0	0	0	0	111	
1030 - 1045	8	120	8	5	3	0	0	0	0	0	0	0	0	144	
1045 - 1100	3	129	5	7	2	0	0	0	0	0	0	0	0	146	550
1100 - 1115	4	112	7	11	1	1	0	0	0	0	0	0	0	136	
1115 - 1130	3	136	9	6	3	0	0	0	0	0	0	0	0	157	
1130 - 1145	3	116	3	7	0	0	0	0	0	0	0	0	0	129	
1145 - 1200	8	133	2	5	2	0	0	0	0	0	0	0	0	150	572
1200 - 1215	2	112	4	12	2	0	0	0	0	0	0	0	0	132	
1215 - 1230	7	112	6	7	1	1	0	1	0	0	0	0	0	135	
1230 - 1245	9	131	3	8	0	0	0	0	0	0	0	0	0	151	
1245 - 1300	10	146	3	6	0	0	0	0	0	0	0	0	0	165	583
1300 - 1315	8	135	7	6	1	1	0	0	0	0	0	0	0	158	
1315 - 1330	4	97	0	4	0	0	0	1	0	0	0	0	0	106	
1330 - 1345	7	122	5	8	0	0	0	0	0	0	0	0	0	142	
1345 - 1400	6	109	7	6	1	0	0	0	0	0	0	0	0	129	535
1400 - 1415	3	124	6	8	2	0	0	0	0	0	0	0	0	143	
1415 - 1430	2	112	4	8	0	0	0	0	0	0	0	0	0	126	
1430 - 1445	2	129	4	7	1	0	0	0	0	0	0	0	0	143	
1445 - 1500	5	155	8	8	0	0	0	0	0	0	0	0	0	176	588
1500 - 1515	7	129	4	4	2	0	0	0	0	0	0	0	0	146	
1515 - 1530	8	94	2	8	2	0	0	0	0	0	0	0	0	114	
1530 - 1545	12	128	5	8	1	0	0	0	0	0	0	0	0	154	
1545 - 1600	4	103	3	7	0	0	0	0	0	0	0	0	0	117	531
1600 - 1615	10	120	4	8	1	0	0	0	0	0	0	0	0	143	
1615 - 1630	5	122	1	6	1	1	0	1	0	0	0	0	0	137	
1630 - 1645	5	114	3	8	0	0	0	0	0	0	0	0	0	130	
1645 - 1700	6	128	7	7	1	0	0	0	0	0	0	0	0	149	559
1700 - 1715	6	129	5	7	1	0	0	0	0	0	0	0	0	148	
1715 - 1730	7	120	0	11	0	0	0	0	0	0	0	0	0	138	
1730 - 1745	9	133	5	7	0	0	0	0	0	0	0	0	0	154	
1745 - 1800	8	108	5	7	0	0	0	0	0	0	0	0	0	128	568
1800 - 1815	3	146	5	8	0	0	0	0	0	0	0	0	0	162	
1815 - 1830	8	120	3	8	0	0	0	0	0	0	0	0	0	139	
1830 - 1845	3	127	3	8	1	0	0	0	0	0	0	0	0	142	
1845 - 1900	4	146	4	6	1	0	0	0	0	0	0	0	0	161	604
1900 - 1915	4	135	5	10	0	0	0	0	0	0	0	0	0	154	
1915 - 1930	2	162	4	8	0	0	0	0	0	0	0	0	0	176	
1930 - 1945	2	156	5	8	0	0	0	0	0	0	0	0	0	171	
1945 - 2000	6	145	4	6	0	0	0	0	0	0	0	0	0	161	662
2000 - 2015	3	158	3	9	0	0	0	0	0	0	0	0	0	173	
2015 - 2030	3	140	4	4	0	0	0	0	0	0	0	0	0	151	
2030 - 2045	4	155	6	10	0	0	0	0	0	0	0	0	0	175	
2045 - 2100	1	154	7	7	0	0	0	0	0	0	0	0	0	169	668
2100 - 2115	6	144	3	11	0	0	0	0	0	0	0	0	0	164	
2115 - 2130	4	122	3	4	0	0	0	0	0	0	0	0	0	133	
2130 - 2145	1	131	6	7	1	0	0	0	0	0	0	0	0	146	
2145 - 2200	5	125	7	9	1	0	0	0	0	0	0	0	0	147	590
2200 - 2215	2	110	4	6	0	0	0	0	0	0	0	0	0	122	
2215 - 2230	9	104	4	9	1	0	0	0	0	0	0	0	0	127	
2230 - 2245	1	103	3	8	0	0	0	0	0	0	0	0	0	115	
2245 - 2300	7	121	3	5	1	0	0	0	0	0	0	0	0	137	501
2300 - 2315	5	94	2	3	0	0	0	0	0	0	0	0	0	104	
2315 - 2330	5	97	5	0	0	0	0	0	0	0	0	0	0	107	
2330 - 2345	1	104	4	3	0	0	0	0	0	0	0	0	0	112	
2345 - 0000	2	108	5	3	0	0	0	0	0	0	0	0	0	118	441

Session Total	364	9458	358	519	66	5	0	7	4	0	0	0	0	10781
Session Average	3.79	98.52	3.73	5.41	0.69	0.05	0.00	0.07	0.04	0.00	0.00	0.00	0.00	112.30
Session Percentage	3.38	87.73	3.32	4.81	0.61	0.05	0.00	0.06	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0945 - 1045	0745 - 0845	0930 - 1030	0600 - 0700	0815 - 0915	-	0500 - 0600	0615 - 0715	-	-	-	-	0945 - 1045
AM Peak Hour Volume	23	440	29	32	8	1	0	2	3	0	0	0	0	519
AM Peak %age	4.43	84.78	5.59	6.17	1.54	0.19	0.00	0.39	0.58	0.00	0.00	0.00	0.00	

Noon Peak Hour	1215 - 1315	1415 - 1515	1030 - 1130	1000 - 1100	1030 - 1130	1215 - 1315	-
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Bi-Directional Class Count || Bi-Directional 15min

Miami Beach, FL



www.marrtraffic.com

Site 1
FL-A1A Collins Ave,
north of 22nd St

Date
Thursday, September 11, 2025

Weather
Fair
81°F

Lat/Long
25.797930°, -80.128179°


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0000 - 2400 (Weekday 24h Session) (09-11-2025)
Bi-Directional 15min

Main data table with columns for Time, 1-13, 15min Total, and 60min Total. Includes summary rows for Session Total, Session Average, Session Percentage, AM Peak Hour, Noon Peak Hour, PM Peak Hour, User Peak Volume, and User Peak %age.

**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

**Date**  
 Friday, September 12, 2025

**Weather**  
 Fair  
 81°F 

**Lat/Long**  
 25.797930°, -80.128179°

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**0000 - 2400 (Weekday 24h Session) (09-12-2025)**

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	6	162	11	2	1	0	0	0	0	0	0	0	0	182	
0015 - 0030	7	125	10	4	0	0	0	0	0	0	0	0	0	146	
0030 - 0045	2	104	7	2	0	0	0	0	0	0	0	0	0	115	
0045 - 0100	3	101	9	1	0	0	0	0	0	0	0	0	0	114	557
0100 - 0115	2	85	8	2	1	0	0	0	0	0	0	0	0	98	
0115 - 0130	3	82	7	1	0	0	0	0	0	0	0	0	0	93	
0130 - 0145	1	75	5	3	0	0	0	0	0	0	0	0	0	84	
0145 - 0200	2	80	9	0	1	0	0	0	0	0	0	0	0	92	367
0200 - 0215	2	62	7	1	0	0	0	0	0	0	0	0	0	72	
0215 - 0230	0	64	4	3	0	0	0	0	0	0	0	0	0	71	
0230 - 0245	1	57	3	1	0	0	0	0	0	0	0	0	0	62	
0245 - 0300	1	69	7	1	0	0	0	0	0	0	0	0	0	78	283
0300 - 0315	0	52	4	0	0	0	0	0	0	0	0	0	0	56	
0315 - 0330	2	62	4	1	2	0	0	0	0	0	0	0	0	71	
0330 - 0345	0	51	5	2	0	0	0	0	0	0	0	0	0	58	
0345 - 0400	2	57	5	1	0	0	0	0	0	0	0	0	0	65	250
0400 - 0415	1	54	5	2	1	0	0	0	0	0	0	0	0	63	
0415 - 0430	0	56	4	0	0	0	0	0	0	0	0	0	0	60	
0430 - 0445	1	63	8	1	0	0	0	0	1	0	0	0	0	74	
0445 - 0500	1	55	4	3	2	0	0	0	0	0	0	0	0	65	262
0500 - 0515	0	37	3	4	1	0	0	0	0	0	0	0	0	45	
0515 - 0530	3	70	9	4	0	0	0	0	0	0	0	0	0	86	
0530 - 0545	3	54	10	1	2	0	0	0	0	0	0	0	0	70	
0545 - 0600	2	57	6	5	3	0	0	2	0	0	0	0	0	75	276
0600 - 0615	5	60	14	11	1	0	0	0	0	0	0	0	0	91	
0615 - 0630	3	67	9	8	5	0	0	0	0	0	0	0	0	92	
0630 - 0645	6	92	10	11	2	0	0	0	0	0	0	0	0	121	
0645 - 0700	7	79	12	5	4	0	0	0	0	0	0	0	0	107	411
0700 - 0715	8	134	15	9	5	0	0	0	0	0	0	0	0	171	
0715 - 0730	8	126	21	7	5	2	0	0	0	0	0	0	0	169	
0730 - 0745	6	123	26	8	7	1	0	0	1	0	0	0	0	172	
0745 - 0800	13	140	18	8	6	1	0	0	0	0	0	0	0	186	698
0800 - 0815	12	173	20	13	4	1	0	0	0	0	0	0	0	223	
0815 - 0830	6	145	16	5	6	1	0	0	0	0	0	0	0	179	
0830 - 0845	11	152	16	9	8	0	0	1	1	0	0	0	0	198	
0845 - 0900	11	183	17	10	1	2	0	3	0	0	0	0	0	227	827
0900 - 0915	8	168	23	8	2	0	0	0	1	0	0	0	0	210	
0915 - 0930	6	154	13	14	5	2	0	0	0	0	0	0	0	194	
0930 - 0945	10	177	25	15	10	0	0	2	0	0	0	0	0	239	
0945 - 1000	12	171	11	12	7	3	0	1	0	0	0	0	0	217	860
1000 - 1015	8	176	25	10	6	0	0	2	0	0	0	0	0	227	
1015 - 1030	8	178	24	10	9	1	0	1	0	0	0	0	0	231	
1030 - 1045	11	204	22	12	5	2	0	0	1	0	0	0	0	257	
1045 - 1100	3	212	36	18	7	0	0	1	0	0	0	0	0	277	992
1100 - 1115	7	216	30	10	4	0	0	0	1	0	0	0	0	268	
1115 - 1130	7	235	18	13	7	1	0	0	0	0	0	0	0	281	
1130 - 1145	12	213	18	12	5	0	0	0	0	0	0	0	0	260	
1145 - 1200	13	233	32	11	5	2	0	0	0	0	0	0	0	296	1105
1200 - 1215	10	220	24	9	7	1	0	0	0	0	0	0	0	271	
1215 - 1230	7	217	22	10	6	2	0	0	0	0	0	0	0	264	
1230 - 1245	15	229	20	8	2	0	0	1	0	0	0	0	0	275	
1245 - 1300	7	231	18	15	7	1	0	0	0	0	0	0	0	279	1089
1300 - 1315	11	246	24	14	7	2	0	1	0	0	0	0	0	305	
1315 - 1330	9	232	11	12	4	0	0	0	0	0	0	0	0	268	
1330 - 1345	6	241	26	17	4	0	0	0	0	0	0	0	0	294	
1345 - 1400	6	240	22	8	6	1	0	0	0	0	0	0	0	283	1150
1400 - 1415	11	254	16	13	4	1	0	0	0	0	0	0	0	299	
1415 - 1430	8	256	20	13	1	1	0	0	0	0	0	0	0	299	
1430 - 1445	4	244	18	11	4	0	0	0	0	0	0	0	0	281	
1445 - 1500	4	293	14	17	1	0	0	0	0	0	0	0	0	329	1208
1500 - 1515	7	255	17	12	2	0	0	0	0	0	0	0	0	293	
1515 - 1530	8	228	18	13	1	0	0	0	0	0	0	0	0	268	
1530 - 1545	14	292	19	6	5	0	0	0	0	0	0	0	0	336	
1545 - 1600	9	277	13	11	3	0	0	0	0	0	0	0	0	313	1210
1600 - 1615	4	273	24	15	3	1	0	0	0	0	0	0	0	320	
1615 - 1630	2	262	48	11	2	0	0	0	0	0	0	0	0	325	
1630 - 1645	7	298	12	9	5	0	0	0	0	0	0	0	0	331	
1645 - 1700	7	305	18	12	2	0	0	0	0	0	0	0	0	344	1320
1700 - 1715	7	298	14	5	1	0	0	0	0	0	0	0	0	325	
1715 - 1730	7	277	15	13	5	1	0	0	0	0	0	0	0	318	
1730 - 1745	5	277	20	17	2	0	0	0	0	0	0	0	0	321	
1745 - 1800	3	248	9	14	3	0	0	0	0	0	0	0	0	277	1241
1800 - 1815	9	239	11	9	3	0	0	0	0	0	0	0	0	271	
1815 - 1830	8	237	7	8	1	0	0	0	0	0	0	0	0	261	
1830 - 1845	10	209	7	7	2	0	0	0	0	0	0	0	0	235	
1845 - 1900	6	242	9	21	1	0	0	0	0	0	0	0	0	279	1046
1900 - 1915	3	227	4	11	2	0	0	0	0	0	0	0	0	247	
1915 - 1930	12	213	11	17	3	0	0	0	0	0	0	0	0	256	
1930 - 1945	10	233	11	9	0	0	0	0	0	0	0	0	0	263	
1945 - 2000	15	206	11	14	1	0	0	0	0	0	0	0	0	247	1013
2000 - 2015	10	236	13	8	0	0	0	0	0	0	0	0	0	267	
2015 - 2030	12	209	11	13	0	0	0	0	0	0	0	0	0	245	
2030 - 2045	11	221	6	16	1	0	0	0	0	0	0	0	0	255	
2045 - 2100	12	241	9	10	0	0	0	0	0	0	0	0	0	272	1039
2100 - 2115	6	229	7	10	3	0	0	0	0	0	0	0	0	255	
2115 - 2130	12	234	12	16	0	0	0	0	0	0	0	0	0	274	
2130 - 2145	5	241	7	15	0	0	0	0	0	0	0	0	0	268	
2145 - 2200	11	199	6	23	3	0	0	0	0	0	0	0	0	242	1039
2200 - 2215	2	213	9	11	0	0	0	0	0	0	0	0	0	235	
2215 - 2230	9	232	11	10	1	0	0	0	0	0	0	0	0	263	
2230 - 2245	5	216	6	13	0	0	0	0	0	0	0	0	0	240	
2245 - 2300	7	236	7	11	1	0	0	0	0	0	0	0	0	262	1000
2300 - 2315	8	207	9	4	0	0	0	0	0	0	0	0	0	228	
2315 - 2330	9	178	9	10	0	0	0	0	0	0	0	0	0	206	
2330 - 2345	7	201	9	5	0	0	0	0	0	0	0	0	0	222	
2345 - 0000	6	175	7	4	0	0	0	0	0	0	0	0	0	192	848
<b>Session Total</b>	<b>629</b>	<b>17012</b>	<b>1296</b>	<b>854</b>	<b>249</b>	<b>30</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20091</b>	
Session Average	6.55	177.21	13.50	8.90	2.59	0.31	0.00	0.16	0.06	0.00	0.00	0.00	0.00	209.28	
Session Percentage	3.13	84.67	6.45	4.25	1.24	0.15	0.00	0.07	0.03	0.00	0.00	0.00	0.00	0.00	
<b>AM Peak Hour</b>	<b>0745 - 0845</b>	<b>0945 - 1045</b>	<b>0715 - 0815</b>	<b>0915 - 1015</b>	<b>0930 - 1030</b>	<b>0945 - 1045</b>	-	<b>0930 - 1030</b>	<b>0815 - 0915</b>	-	-	-	-	<b>0945 - 1045</b>	
AM Peak Volume	42	729	85	51	32	6	0	6	2	0	0	0	0	932	

Site 1  
FL-A1A Collins Ave,  
north of 22nd St

Date  
Saturday, September 13, 2025

Weather  
Fair  
79°F 

Lat/Long  
25.797930°, -80.128179°

[Click here for Detailed Weather](#)

0000 - 2400 (Saturday 24h Session) (09-13-2025)  
Bi-Directional 15min

TIME	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	4	192	2	4	0	0	0	0	0	0	0	0	0	202	762
0015 - 0030	4	192	1	3	0	0	0	0	0	0	0	0	0	200	
0030 - 0045	6	164	6	1	0	0	0	0	0	0	0	0	0	177	
0045 - 0100	4	175	3	1	0	0	0	0	0	0	0	0	0	183	
0100 - 0115	3	138	3	4	0	0	0	0	0	0	0	0	0	148	570
0115 - 0130	2	162	1	1	0	0	0	0	0	0	0	0	0	166	
0130 - 0145	3	118	4	3	1	0	0	0	0	0	0	0	0	129	
0145 - 0200	1	122	4	0	0	0	0	0	0	0	0	0	0	127	
0200 - 0215	5	112	0	1	0	0	0	0	0	0	0	0	0	118	444
0215 - 0230	2	122	1	2	1	0	0	0	0	0	0	0	0	128	
0230 - 0245	2	95	4	1	0	0	0	0	0	0	0	0	0	102	
0245 - 0300	0	95	0	1	0	0	0	0	0	0	0	0	0	96	
0300 - 0315	2	96	3	0	0	0	0	0	0	0	0	0	0	101	396
0315 - 0330	0	81	3	2	1	0	0	0	0	0	0	0	0	87	
0330 - 0345	0	100	2	0	0	0	0	0	0	0	0	0	0	102	
0345 - 0400	3	99	2	1	1	0	0	0	0	0	0	0	0	106	
0400 - 0415	2	79	2	1	0	0	0	0	0	0	0	0	0	84	376
0415 - 0430	1	95	1	2	0	0	0	0	0	0	0	0	0	99	
0430 - 0445	2	85	0	1	0	0	0	0	0	0	0	0	0	88	
0445 - 0500	0	100	2	0	3	0	0	0	0	0	0	0	0	105	
0500 - 0515	0	86	2	4	0	0	0	0	0	0	0	0	0	92	295
0515 - 0530	1	63	4	3	1	0	0	0	0	0	0	0	0	72	
0530 - 0545	2	54	3	6	2	0	0	0	0	0	0	0	0	67	
0545 - 0600	2	54	1	5	0	0	0	2	0	0	0	0	0	64	
0600 - 0615	5	41	3	4	2	0	0	0	0	0	0	0	0	55	317
0615 - 0630	2	45	7	6	3	0	0	0	0	0	0	0	0	63	
0630 - 0645	2	76	8	9	4	0	0	0	0	0	0	0	0	99	
0645 - 0700	9	73	8	7	2	0	0	1	0	0	0	0	0	100	
0700 - 0715	8	90	7	7	5	0	0	0	2	0	0	0	0	119	499
0715 - 0730	4	93	7	12	2	0	0	0	0	0	0	0	0	118	
0730 - 0745	3	101	10	6	2	1	0	0	0	0	0	0	0	123	
0745 - 0800	4	107	14	9	4	0	0	0	1	0	0	0	0	139	
0800 - 0815	5	113	5	14	2	0	0	0	0	0	0	0	0	139	630
0815 - 0830	4	136	10	15	6	0	0	0	0	0	0	0	0	171	
0830 - 0845	10	110	13	12	1	0	0	0	0	0	0	0	0	146	
0845 - 0900	11	135	9	12	5	1	0	1	0	0	0	0	0	174	
0900 - 0915	4	139	8	14	1	1	0	0	0	0	0	0	0	167	720
0915 - 0930	4	136	14	16	2	0	0	1	0	0	0	0	0	173	
0930 - 0945	9	153	10	13	3	1	0	1	0	0	0	0	0	190	
0945 - 1000	8	158	7	13	2	0	0	1	1	0	0	0	0	190	
1000 - 1015	8	202	10	19	1	1	0	0	0	0	0	0	0	241	941
1015 - 1030	6	164	8	15	3	0	0	1	0	0	0	0	0	197	
1030 - 1045	12	215	15	12	6	0	0	0	0	0	0	0	0	260	
1045 - 1100	5	209	12	13	4	0	0	0	0	0	0	0	0	243	
1100 - 1115	6	209	11	17	3	2	0	0	0	0	0	0	0	248	1005
1115 - 1130	5	222	13	12	3	1	0	0	0	0	0	0	0	256	
1130 - 1145	6	220	8	13	2	0	0	0	0	0	0	0	0	249	
1145 - 1200	12	221	4	10	5	0	0	0	0	0	0	0	0	252	
1200 - 1215	4	201	10	19	4	0	0	0	0	0	0	0	0	238	1000
1215 - 1230	7	195	8	11	1	1	0	1	0	0	0	0	0	224	
1230 - 1245	13	224	9	15	0	0	0	0	0	0	0	0	0	261	
1245 - 1300	11	245	6	12	3	0	0	0	0	0	0	0	0	277	
1300 - 1315	10	217	9	14	2	1	0	0	0	0	0	0	0	253	942
1315 - 1330	9	182	2	9	2	0	0	1	0	0	0	0	0	205	
1330 - 1345	12	200	9	13	0	0	0	0	0	0	0	0	0	234	
1345 - 1400	9	212	14	12	3	0	0	0	0	0	0	0	0	250	
1400 - 1415	6	221	10	14	2	0	0	0	0	0	0	0	0	253	1055
1415 - 1430	8	222	10	15	0	0	0	0	1	0	0	0	0	256	
1430 - 1445	7	241	8	13	1	0	0	0	0	0	0	0	0	270	
1445 - 1500	10	243	11	12	0	0	0	0	0	0	0	0	0	276	
1500 - 1515	13	232	8	11	2	0	0	0	0	0	0	0	0	266	1009
1515 - 1530	17	190	11	13	2	0	0	0	0	0	0	0	0	233	
1530 - 1545	18	215	9	16	1	0	0	1	0	0	0	0	0	260	
1545 - 1600	5	226	8	11	0	0	0	0	0	0	0	0	0	250	
1600 - 1615	17	200	7	15	1	0	0	0	0	0	0	0	0	240	1017
1615 - 1630	9	225	4	14	2	1	0	1	0	0	0	0	0	256	
1630 - 1645	12	219	6	14	1	0	0	0	0	0	0	0	0	252	
1645 - 1700	9	228	19	12	1	0	0	0	0	0	0	0	0	269	
1700 - 1715	11	232	12	14	1	0	0	0	0	0	0	0	0	270	1032
1715 - 1730	11	233	8	16	1	0	0	0	0	0	0	0	0	269	
1730 - 1745	14	217	6	14	2	0	0	0	0	0	0	0	0	253	
1745 - 1800	11	206	6	17	0	0	0	0	0	0	0	0	0	240	
1800 - 1815	9	251	6	14	0	0	0	0	0	0	0	0	0	280	1043
1815 - 1830	10	221	5	14	1	0	0	0	0	0	0	0	0	251	
1830 - 1845	5	215	7	13	1	0	0	0	0	0	0	0	0	241	
1845 - 1900	5	242	8	15	1	0	0	0	0	0	0	0	0	271	
1900 - 1915	4	248	11	18	0	0	0	0	0	0	0	0	0	281	1106
1915 - 1930	2	273	6	15	2	0	0	0	0	0	0	0	0	298	
1930 - 1945	2	250	5	11	1	1	0	0	0	0	0	0	0	270	
1945 - 2000	8	228	8	13	0	0	0	0	0	0	0	0	0	257	
2000 - 2015	4	245	4	15	0	0	0	0	0	0	0	0	0	268	1106
2015 - 2030	4	235	6	9	1	0	0	0	0	0	0	0	0	255	
2030 - 2045	4	265	7	15	0	0	0	0	0	0	0	0	0	291	
2045 - 2100	2	266	10	14	0	0	0	0	0	0	0	0	0	292	
2100 - 2115	13	239	5	13	0	0	0	0	0	0	0	0	0	270	1085
2115 - 2130	6	230	4	15	0	0	0	0	0	0	0	0	0	255	
2130 - 2145	3	250	9	14	1	0	0	0	0	0	0	0	0	277	
2145 - 2200	8	250	10	14	1	0	0	0	0	0	0	0	0	283	
2200 - 2215	7	221	7	12	2	0	0	0	0	0	0	0	0	249	1000
2215 - 2230	14	226	6	16	1	0	0	0	0	0	0	0	0	263	
2230 - 2245	7	199	3	16	1	0	0	0	0	0	0	0	0	226	
2245 - 2300	9	238	5	8	2	0	0	0	0	0	0	0	0	262	
2300 - 2315	8	198	6	6	1	0	0	0	0	0	0	0	0	219	901
2315 - 2330	13	211	9	2	0	0	0	0	0	0	0	0	0	235	
2330 - 2345	4	212	6	5	0	0	0	0	0	0	0	0	0	227	
2345 - 0000	9	202	5	3	1	0	0	0	0	0	0	0	0	220	

Session Total	616	16888	643	943	132	12	0	11	6	0	0	0	0	19251
Session Average	6.42	175.92	6.70	9.82	1.38	0.13	0.00	0.11	0.06	0.00	0.00	0.00	0.00	200.53
Session Percentage	3.20	87.73	3.34	4.90	0.69	0.06	0.00	0.06	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0945 - 1045	0945 - 1045	0830 - 0930	0915 - 1015	0615 - 0715	0845 - 0945	-	0845 - 0945	0615 - 0715	-	-	-	-	0945 - 1045
AM Peak Hour Volume	34	739	44	61	14	3	0	3	3	0	0	0	0	888
AM Peak %age	3.83	83.22	4.95	6.87	1.58	0.34	0.00	0.34	0.34	0.00	0.00	0.00	0.00	

Noon Peak Hour	1445 - 1545	1415 - 1515	1030 - 1130	1000 - 1100	1015 - 1115	1030 - 1130	-	1000 - 1100	1330 - 1430	-	-	-	-	1415 - 1515
Noon Peak Hour Volume	58	938	51	59	16	3	0	1	1	0	0	0	0	1068
Noon Peak %age	5.43	87.83	4.78	5.52	1.50	0.28	0.00	0.09	0.09	0.00	0.00	0.00	0.0	

**Bi-Directional Class Count || NB EB Average 15min**

Miami Beach, FL



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**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Lat/Long**  
25.797930°, -80.128179°

**0000 - 2400 (Weekday 24h Session) (All Dates)**  
NB EB Average 15min

Time	NB EB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	2	72	4	0	0	0	0	0	0	0	0	0	0	78	278
0015 - 0030	2	68	3	4	0	0	0	0	0	0	0	0	0	76	
0030 - 0045	3	54	3	1	0	0	0	0	0	0	0	0	0	61	
0045 - 0100	1	56	4	0	0	0	0	0	0	0	0	0	0	62	205
0100 - 0115	0	55	3	0	0	0	0	0	0	0	0	0	0	59	
0115 - 0130	1	50	2	1	0	0	0	0	0	0	0	0	0	54	
0130 - 0145	1	39	3	1	0	0	0	0	0	0	0	0	0	44	153
0145 - 0200	1	43	4	0	0	0	0	0	0	0	0	0	0	47	
0200 - 0215	1	34	2	0	0	0	0	0	0	0	0	0	0	37	
0215 - 0230	1	34	2	1	0	0	0	0	0	0	0	0	0	37	132
0230 - 0245	1	39	2	1	0	0	0	0	0	0	0	0	0	43	
0245 - 0300	0	33	2	0	0	0	0	0	0	0	0	0	0	36	
0300 - 0315	1	26	2	0	0	0	0	0	0	0	0	0	0	29	123
0315 - 0330	1	33	2	1	0	0	0	0	0	0	0	0	0	37	
0330 - 0345	0	27	2	1	0	0	0	0	0	0	0	0	0	29	
0345 - 0400	1	34	1	0	0	0	0	0	0	0	0	0	0	36	110
0400 - 0415	1	27	2	0	0	0	0	0	0	0	0	0	0	31	
0415 - 0430	0	26	2	1	0	0	0	0	0	0	0	0	0	29	
0430 - 0445	1	27	3	1	0	0	0	0	0	0	0	0	0	32	118
0445 - 0500	0	28	2	0	0	0	0	0	0	0	0	0	0	32	
0500 - 0515	0	24	1	3	1	0	0	0	0	0	0	0	0	29	
0515 - 0530	1	22	3	2	0	0	0	0	0	0	0	0	0	28	220
0530 - 0545	1	22	4	2	2	0	0	0	0	0	0	0	0	30	
0545 - 0600	1	16	3	2	1	0	0	0	0	0	0	0	0	23	
0600 - 0615	1	17	3	3	1	0	0	0	0	0	0	0	0	25	249
0615 - 0630	0	17	3	4	1	0	0	0	0	0	0	0	0	25	
0630 - 0645	2	26	2	4	1	0	0	0	0	0	0	0	0	36	
0645 - 0700	3	24	3	2	1	0	0	0	0	0	0	0	0	32	288
0700 - 0715	4	38	5	4	1	0	0	0	0	0	0	0	0	52	
0715 - 0730	3	41	6	5	2	0	0	0	0	0	0	0	0	57	
0730 - 0745	4	38	5	4	2	0	0	0	0	0	0	0	0	55	367
0745 - 0800	3	40	6	4	2	1	0	0	0	0	0	0	0	56	
0800 - 0815	2	43	5	6	2	0	0	0	0	0	0	0	0	59	
0815 - 0830	1	45	4	4	5	0	0	0	0	0	0	0	0	59	437
0830 - 0845	4	45	6	4	1	0	0	0	0	0	0	0	0	61	
0845 - 0900	3	51	6	6	2	2	0	1	0	0	0	0	0	71	
0900 - 0915	2	52	7	3	2	0	0	0	0	0	0	0	0	66	443
0915 - 0930	1	53	5	5	1	1	0	1	0	0	0	0	0	67	
0930 - 0945	5	53	7	7	3	0	0	1	0	0	0	0	0	77	
0945 - 1000	3	58	4	8	3	1	0	0	0	0	0	0	0	78	518
1000 - 1015	3	63	7	5	2	0	0	0	0	0	0	0	0	81	
1015 - 1030	2	67	5	6	3	0	0	0	0	0	0	0	0	84	
1030 - 1045	5	79	7	5	2	0	0	0	0	0	0	0	0	100	564
1045 - 1100	2	78	10	10	3	0	0	0	0	0	0	0	0	103	
1100 - 1115	2	83	10	5	2	0	0	0	0	0	0	0	0	103	
1115 - 1130	2	90	7	5	1	0	0	0	0	0	0	0	0	106	597
1130 - 1145	4	98	8	5	2	0	0	0	0	0	0	0	0	116	
1145 - 1200	4	93	7	7	3	0	0	0	0	0	0	0	0	114	
1200 - 1215	4	89	10	4	4	0	0	0	0	0	0	0	0	112	442
1215 - 1230	2	87	6	6	2	0	0	0	0	0	0	0	0	103	
1230 - 1245	2	86	10	5	1	0	0	0	0	0	0	0	0	105	
1245 - 1300	4	92	9	6	5	1	0	0	0	0	0	0	0	117	437
1300 - 1315	3	90	9	5	4	1	0	0	0	0	0	0	0	113	
1315 - 1330	5	92	4	6	3	0	0	0	0	0	0	0	0	111	
1330 - 1345	4	86	10	4	2	0	0	0	0	0	0	0	0	106	557
1345 - 1400	3	93	8	7	2	0	0	0	0	0	0	0	0	114	
1400 - 1415	3	96	7	5	1	0	0	0	0	0	0	0	0	113	
1415 - 1430	6	112	10	6	1	0	0	0	0	0	0	0	0	136	597
1430 - 1445	3	108	10	6	2	0	0	0	0	0	0	0	0	129	
1445 - 1500	4	122	8	6	1	0	0	0	0	0	0	0	0	140	
1500 - 1515	4	115	9	6	0	0	0	0	0	0	0	0	0	135	482
1515 - 1530	6	119	9	5	0	0	0	0	0	0	0	0	0	139	
1530 - 1545	6	124	7	4	1	0	0	0	0	0	0	0	0	143	
1545 - 1600	3	132	5	5	0	0	0	0	0	0	0	0	0	146	557
1600 - 1615	6	119	11	6	1	1	0	0	0	0	0	0	0	143	
1615 - 1630	3	130	11	8	1	0	0	0	0	0	0	0	0	153	
1630 - 1645	5	127	9	5	2	0	0	0	0	0	0	0	0	148	557
1645 - 1700	5	127	13	5	1	0	0	0	0	0	0	0	0	152	
1700 - 1715	4	127	10	5	0	0	0	0	0	0	0	0	0	147	
1715 - 1730	4	133	9	5	1	0	0	0	0	0	0	0	0	153	482
1730 - 1745	3	113	7	7	1	0	0	0	0	0	0	0	0	131	
1745 - 1800	3	110	6	7	1	0	0	0	0	0	0	0	0	127	
1800 - 1815	6	113	3	5	1	0	0	0	0	0	0	0	0	128	437
1815 - 1830	2	116	6	5	1	0	0	0	0	0	0	0	0	129	
1830 - 1845	3	96	5	4	1	0	0	0	0	0	0	0	0	110	
1845 - 1900	3	101	3	7	1	0	0	0	0	0	0	0	0	115	442
1900 - 1915	1	109	3	3	1	0	0	0	0	0	0	0	0	117	
1915 - 1930	2	96	3	8	1	0	0	0	0	0	0	0	0	110	
1930 - 1945	3	101	2	4	0	0	0	0	0	0	0	0	0	110	462
1945 - 2000	4	86	4	6	0	0	0	0	0	0	0	0	0	100	
2000 - 2015	3	95	3	5	0	0	0	0	0	0	0	0	0	106	
2015 - 2030	4	97	2	4	1	0	0	0	0	0	0	0	0	108	478
2030 - 2045	2	95	1	6	0	0	0	0	0	0	0	0	0	105	
2045 - 2100	5	109	2	7	0	0	0	0	0	0	0	0	0	123	
2100 - 2115	4	103	2	5	0	0	0	0	0	0	0	0	0	115	462
2115 - 2130	5	110	3	8	0	0	0	0	0	0	0	0	0	127	
2130 - 2145	2	105	2	6	0	0	0	0	0	0	0	0	0	115	
2145 - 2200	3	107	2	8	0	0	0	0	0	0	0	0	0	121	422
2200 - 2215	4	106	3	5	1	0	0	0	0	0	0	0	0	118	
2215 - 2230	4	105	2	5	0	0	0	0	0	0	0	0	0	117	
2230 - 2245	4	102	1	7	0	0	0	0	0	0	0	0	0	113	422
2245 - 2300	2	104	3	4	0	0	0	0	0	0	0	0	0	114	
2300 - 2315	3	102	4	4	0	0	0	0	0	0	0	0	0	113	
2315 - 2330	4	94	4	4	0	0	0	0	0	0	0	0	0	106	422
2330 - 2345	3	96	2	3	0	0	0	0	0	0	0	0	0	103	
2345 - 0000	6	92	1	2	0	0	0	0	0	0	0	0	0	100	

<b>Session Total</b>	263	7254	475	402	103	13	0	8	4	0	0	0	0	<b>8523</b>
<b>Session Average</b>	2.74	75.57	4.94	4.19	1.07	0.13	0.00	0.08	0.05	0.00	0.00	0.00	0.00	<b>88.78</b>
<b>Session Percentage</b>	3.09	85.12	5.57	4.72	1.20	0.15	0.00	0.09	0.05	0.00	0.00	0.00	0.00	

<b>AM Peak Hour</b>	0700 - 0800	0945 - 1045	0845 - 0945	0930 - 1030	0930 - 1030	0845 - 0945	0900 - 1000	0845 - 0945	0715 - 0815	0900 - 1000	-	-	-	<b>0945 - 1045</b>
<b>AM Peak Volume</b>	15	268	26	25	12	3	0	3	1	0	0	0	0	<b>342</b>

<b>Noon Peak Hour</b>	1445 - 1545	1445 - 1545	1415 - 1515	1000 - 1100	1245 - 1345	1215 - 1315	-	1000 - 1100	1015 - 1115	-	-	-	-	<b>1445 - 1545</b>
<b>Noon Peak Volume</b>	19	481	37	25	15									

# Bi-Directional Class Count || SB WB Average 15min

Miami Beach, FL



**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

Lat/Long  
 25.797930°, -80.128179°

**0000 - 2400 (Weekday 24h Session) (All Dates)**  
 SB WB Average 15min

Time	SB WB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	3	75	5	2	0	0	0	0	0	0	0	0	0	85	291
0015 - 0030	3	61	3	1	0	0	0	0	0	0	0	0	0	68	
0030 - 0045	1	60	6	1	0	0	0	0	0	0	0	0	0	69	
0045 - 0100	2	60	5	1	0	0	0	0	0	0	0	0	0	68	204
0100 - 0115	2	44	5	2	0	0	0	0	0	0	0	0	0	52	
0115 - 0130	1	55	4	0	0	0	0	0	0	0	0	0	0	60	
0130 - 0145	1	41	2	1	0	0	0	0	0	0	0	0	0	45	
0145 - 0200	1	41	4	0	1	0	0	0	0	0	0	0	0	47	162
0200 - 0215	2	37	4	1	0	0	0	0	0	0	0	0	0	43	
0215 - 0230	0	43	3	1	0	0	0	0	0	0	0	0	0	47	
0230 - 0245	1	28	3	0	0	0	0	0	0	0	0	0	0	32	
0245 - 0300	0	35	3	1	0	0	0	0	0	0	0	0	0	39	
0300 - 0315	0	32	2	0	1	0	0	0	0	0	0	0	0	35	134
0315 - 0330	0	26	3	1	1	0	0	0	0	0	0	0	0	31	
0330 - 0345	0	33	3	0	0	0	0	0	0	0	0	0	0	36	
0345 - 0400	1	27	3	1	0	0	0	0	0	0	0	0	0	32	
0400 - 0415	0	26	2	1	0	0	0	0	0	0	0	0	0	29	145
0415 - 0430	0	35	3	0	0	0	0	0	0	0	0	0	0	38	
0430 - 0445	0	33	3	1	0	0	0	0	0	0	0	0	0	37	
0445 - 0500	0	35	2	1	1	0	0	0	0	0	0	0	0	40	
0500 - 0515	0	25	1	2	0	0	0	0	0	0	0	0	0	28	
0515 - 0530	3	35	4	2	0	0	0	0	0	0	0	0	0	45	
0530 - 0545	2	28	4	2	1	0	0	0	0	0	0	0	0	37	
0545 - 0600	2	36	4	4	1	0	0	2	0	0	0	0	0	48	
0600 - 0615	3	30	5	4	1	0	0	0	0	0	0	0	0	43	267
0615 - 0630	2	41	6	5	4	0	0	0	0	0	0	0	0	58	
0630 - 0645	3	61	11	6	2	0	0	0	0	0	0	0	0	83	
0645 - 0700	6	58	14	4	2	0	0	0	0	0	0	0	0	83	
0700 - 0715	4	77	11	5	2	0	0	0	1	0	0	0	0	100	
0715 - 0730	3	70	13	4	1	1	0	0	0	0	0	0	0	94	
0730 - 0745	4	83	13	3	3	1	1	0	1	0	0	0	0	109	
0745 - 0800	6	90	12	7	3	0	0	0	0	0	0	0	0	120	
0800 - 0815	6	100	14	6	3	0	0	0	0	0	0	0	0	129	515
0815 - 0830	5	99	14	5	2	0	0	0	0	0	0	0	0	125	
0830 - 0845	5	92	14	6	2	0	0	0	0	0	0	0	0	120	
0845 - 0900	9	111	13	6	3	0	0	0	0	0	0	0	0	141	
0900 - 0915	5	97	11	8	1	0	0	0	0	0	0	0	0	122	
0915 - 0930	5	100	11	10	2	1	0	0	0	0	0	0	0	129	
0930 - 0945	4	110	13	8	3	0	0	0	0	0	0	0	0	137	
0945 - 1000	6	102	11	4	2	0	1	1	0	0	0	0	0	128	
1000 - 1015	5	122	14	9	1	0	0	0	0	0	0	0	0	151	613
1015 - 1030	5	112	15	7	1	1	0	0	0	0	0	0	0	141	
1030 - 1045	6	125	16	8	3	1	0	0	0	0	0	0	0	160	
1045 - 1100	4	127	21	6	2	1	0	0	0	0	0	0	0	162	
1100 - 1115	4	118	12	8	1	0	0	0	0	0	0	0	0	144	
1115 - 1130	3	139	16	6	3	1	0	0	0	0	0	0	0	168	
1130 - 1145	4	116	11	6	1	0	0	0	0	0	0	0	0	139	
1145 - 1200	7	143	18	6	2	1	0	0	0	0	0	0	0	177	
1200 - 1215	4	139	9	10	3	0	0	0	0	0	0	0	0	165	638
1215 - 1230	4	124	9	5	2	1	0	0	0	0	0	0	0	146	
1230 - 1245	11	137	11	6	1	0	0	0	0	0	0	0	0	167	
1245 - 1300	7	138	7	6	2	0	0	0	0	0	0	0	0	160	
1300 - 1315	7	131	9	9	1	1	0	0	0	0	0	0	0	158	
1315 - 1330	4	109	7	6	1	0	0	0	0	0	0	0	0	128	
1330 - 1345	6	128	8	9	1	0	0	0	0	0	0	0	0	152	
1345 - 1400	4	123	10	4	3	0	0	0	0	0	0	0	0	143	
1400 - 1415	6	123	7	8	2	0	0	0	0	0	0	0	0	146	577
1415 - 1430	3	120	6	8	0	0	0	0	0	0	0	0	0	138	
1430 - 1445	3	126	6	6	1	0	0	0	0	0	0	0	0	142	
1445 - 1500	4	134	6	8	0	0	0	0	0	0	0	0	0	152	
1500 - 1515	5	124	7	5	2	0	0	0	0	0	0	0	0	142	
1515 - 1530	6	105	5	6	1	0	0	0	0	0	0	0	0	123	
1530 - 1545	10	130	5	7	1	0	0	0	0	0	0	0	0	153	
1545 - 1600	8	122	6	6	1	0	0	0	0	0	0	0	0	143	
1600 - 1615	5	119	5	9	1	0	0	0	0	0	0	0	0	138	549
1615 - 1630	3	101	13	5	0	0	0	0	0	0	0	0	0	123	
1630 - 1645	4	119	3	7	2	0	0	0	0	0	0	0	0	135	
1645 - 1700	4	138	4	6	0	0	0	0	0	0	0	0	0	153	
1700 - 1715	5	135	5	5	1	0	0	0	0	0	0	0	0	150	
1715 - 1730	5	127	2	8	1	0	0	0	0	0	0	0	0	143	
1730 - 1745	6	131	6	9	1	0	0	0	0	0	0	0	0	152	
1745 - 1800	4	120	4	8	1	0	0	0	0	0	0	0	0	137	
1800 - 1815	2	112	6	7	1	0	0	0	0	0	0	0	0	129	548
1815 - 1830	5	120	4	5	0	0	0	0	0	0	0	0	0	134	
1830 - 1845	4	117	6	7	1	0	0	0	0	0	0	0	0	135	
1845 - 1900	3	132	5	9	1	0	0	0	0	0	0	0	0	150	
1900 - 1915	3	124	5	9	0	0	0	0	0	0	0	0	0	141	
1915 - 1930	5	131	7	9	1	0	0	0	0	0	0	0	0	153	
1930 - 1945	4	129	6	7	0	0	0	0	0	0	0	0	0	146	
1945 - 2000	5	125	7	6	0	0	0	0	0	0	0	0	0	143	
2000 - 2015	4	137	6	7	0	0	0	0	0	0	0	0	0	154	557
2015 - 2030	3	108	7	7	0	0	0	0	0	0	0	0	0	125	
2030 - 2045	3	122	7	9	0	0	0	0	0	0	0	0	0	141	
2045 - 2100	4	121	6	6	0	0	0	0	0	0	0	0	0	138	
2100 - 2115	4	117	4	8	1	0	0	0	0	0	0	0	0	133	
2115 - 2130	4	114	5	7	0	0	0	0	0	0	0	0	0	130	
2130 - 2145	2	123	6	8	1	0	0	0	0	0	0	0	0	139	
2145 - 2200	4	106	6	10	1	0	0	0	0	0	0	0	0	127	
2200 - 2215	2	105	5	7	0	0	0	0	0	0	0	0	0	118	477
2215 - 2230	5	101	6	6	0	0	0	0	0	0	0	0	0	118	
2230 - 2245	2	97	4	9	0	0	0	0	0	0	0	0	0	112	
2245 - 2300	5	112	5	5	1	0	0	0	0	0	0	0	0	128	
2300 - 2315	4	94	3	3	0	0	0	0	0	0	0	0	0	104	
2315 - 2330	4	87	5	3	0	0	0	0	0	0	0	0	0	99	
2330 - 2345	3	92	5	2	0	0	0	0	0	0	0	0	0	102	
2345 - 0000	2	82	6	2	0	0	0	0	0	0	0	0	0	91	

Session Total	355	8986	683	489	96	11	3	5	3	0	0	0	0	10632
Session Average	3.69	93.61	7.12	5.10	1.00	0.12	0.03	0.05	0.03	0.00	0.00	0.00	0.00	110.75
Session Percentage	3.34	84.52	6.43	4.60	0.91	0.11	0.03	0.05	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0945 - 1045	0945 - 1045	0845 - 0945	0730 - 0830	0715 - 0815	0700 - 0800	0500 - 0600	0645 - 0745	-	-	-	-	0945 - 1045
AM Peak Volume	24	462	57	31	11	3	1	2	2	0	0	0	0	579

Noon Peak Hour	1215 - 1315	1145 - 1245	1000 - 1100	1000 - 1100	1030 - 1130	1015 - 1115	-	1000 - 1100	1000 - 1100	-	-	-	-	1145 - 1245
Noon Peak Volume	29	543	67	30	9	2	0	1	0	0	0	0	0	655

# Bi-Directional Class Count || Volume Summary 15min

Miami Beach, FL

**Site 1**

FL-A1A Collins Ave,  
north of 22nd St

**Date**

Thursday, September 11, 2025

**Weather**

Fair  
81°F



**Lat/Long**

25.797930°, -80.128179°

[Click here for Detailed Weather](#)

**0000 - 2400 (Weekday 24h Session) (09-11-2025)**

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	53	54	107	
0015 - 0030	50	38	88	
0030 - 0045	40	57	97	
0045 - 0100	44	51	95	387
0100 - 0115	46	42	88	
0115 - 0130	35	49	84	
0130 - 0145	32	23	55	
0145 - 0200	32	31	63	290
0200 - 0215	20	30	50	
0215 - 0230	29	26	55	
0230 - 0245	35	25	60	
0245 - 0300	19	32	51	216
0300 - 0315	17	18	35	
0315 - 0330	19	28	47	
0330 - 0345	15	22	37	
0345 - 0400	20	13	33	152
0400 - 0415	17	15	32	
0415 - 0430	17	26	43	
0430 - 0445	21	23	44	
0445 - 0500	16	30	46	165
0500 - 0515	22	14	36	
0515 - 0530	20	40	60	
0530 - 0545	24	39	63	
0545 - 0600	29	45	74	233
0600 - 0615	21	38	59	
0615 - 0630	26	67	93	
0630 - 0645	44	93	137	
0645 - 0700	37	102	139	428
0700 - 0715	54	113	167	
0715 - 0730	65	101	166	
0730 - 0745	60	135	195	
0745 - 0800	61	140	201	729
0800 - 0815	67	134	201	
0815 - 0830	68	134	202	
0830 - 0845	63	135	198	
0845 - 0900	77	157	234	835
0900 - 0915	59	130	189	
0915 - 0930	76	145	221	
0930 - 0945	74	139	213	
0945 - 1000	80	129	209	832
1000 - 1015	77	152	229	
1015 - 1030	93	152	245	
1030 - 1045	87	174	261	
1045 - 1100	104	170	274	1009
1100 - 1115	94	131	225	
1115 - 1130	107	178	285	
1130 - 1145	106	151	257	
1145 - 1200	125	200	325	1092

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	118	203	321	
1215 - 1230	111	149	260	
1230 - 1245	101	178	279	
1245 - 1300	128	147	275	1135
1300 - 1315	109	145	254	
1315 - 1330	108	134	242	
1330 - 1345	100	145	245	
1345 - 1400	99	139	238	979
1400 - 1415	97	127	224	
1415 - 1430	125	142	267	
1430 - 1445	116	145	261	
1445 - 1500	136	136	272	1024
1500 - 1515	137	137	274	
1515 - 1530	146	141	287	
1530 - 1545	134	158	292	
1545 - 1600	150	154	304	1157
1600 - 1615	146	139	285	
1615 - 1630	140	109	249	
1630 - 1645	137	130	267	
1645 - 1700	159	141	300	1101
1700 - 1715	151	145	296	
1715 - 1730	167	134	301	
1730 - 1745	129	146	275	
1745 - 1800	135	139	274	1146
1800 - 1815	124	96	220	
1815 - 1830	163	116	279	
1830 - 1845	124	133	257	
1845 - 1900	109	137	246	1002
1900 - 1915	116	129	245	
1915 - 1930	106	128	234	
1930 - 1945	109	125	234	
1945 - 2000	103	123	226	939
2000 - 2015	109	136	245	
2015 - 2030	98	102	200	
2030 - 2045	82	108	190	
2045 - 2100	120	98	218	853
2100 - 2115	118	102	220	
2115 - 2130	123	118	241	
2130 - 2145	103	116	219	
2145 - 2200	112	106	218	898
2200 - 2215	112	113	225	
2215 - 2230	80	98	178	
2230 - 2245	111	99	210	
2245 - 2300	91	111	202	815
2300 - 2315	102	100	202	
2315 - 2330	90	84	174	
2330 - 2345	85	82	167	
2345 - 0000	96	67	163	706

Session Total	8062	10061	18123
Session Average	83.98	104.80	188.78
Session Percentage	44.48	55.52	

**Site 1**FL-A1A Collins Ave,  
north of 22nd St**Date**

Friday, September 12, 2025

**Weather**Fair  
81°F**Lat/Long**

25.797930°, -80.128179°

[Click here for Detailed Weather](#)**0000 - 2400 (Weekday 24h Session) (09-12-2025)**

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	93	89	182	
0015 - 0030	76	70	146	
0030 - 0045	55	60	115	
0045 - 0100	44	70	114	557
0100 - 0115	53	45	98	
0115 - 0130	48	45	93	
0130 - 0145	43	41	84	
0145 - 0200	45	47	92	367
0200 - 0215	32	40	72	
0215 - 0230	30	41	71	
0230 - 0245	40	22	62	
0245 - 0300	38	40	78	283
0300 - 0315	33	23	56	
0315 - 0330	43	28	71	
0330 - 0345	26	32	58	
0345 - 0400	29	36	65	250
0400 - 0415	31	32	63	
0415 - 0430	33	27	60	
0430 - 0445	36	38	74	
0445 - 0500	27	38	65	262
0500 - 0515	17	28	45	
0515 - 0530	28	58	86	
0530 - 0545	33	37	70	
0545 - 0600	21	54	75	276
0600 - 0615	32	59	91	
0615 - 0630	27	65	92	
0630 - 0645	35	86	121	
0645 - 0700	27	80	107	411
0700 - 0715	56	115	171	
0715 - 0730	54	115	169	
0730 - 0745	61	111	172	
0745 - 0800	60	126	186	698
0800 - 0815	65	158	223	
0815 - 0830	51	128	179	
0830 - 0845	63	135	198	
0845 - 0900	74	153	227	827
0900 - 0915	73	137	210	
0915 - 0930	59	135	194	
0930 - 0945	78	161	239	
0945 - 1000	78	139	217	860
1000 - 1015	74	153	227	
1015 - 1030	72	159	231	
1030 - 1045	96	161	257	
1045 - 1100	108	169	277	992
1100 - 1115	103	165	268	
1115 - 1130	111	170	281	
1130 - 1145	123	137	260	
1145 - 1200	114	182	296	1105

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	111	160	271	
1215 - 1230	110	154	264	
1230 - 1245	104	171	275	
1245 - 1300	111	168	279	1089
1300 - 1315	135	170	305	
1315 - 1330	125	143	268	
1330 - 1345	126	168	294	
1345 - 1400	121	162	283	1150
1400 - 1415	132	167	299	
1415 - 1430	154	145	299	
1430 - 1445	143	138	281	
1445 - 1500	185	144	329	1208
1500 - 1515	149	144	293	
1515 - 1530	153	115	268	
1530 - 1545	190	146	336	
1545 - 1600	155	158	313	1210
1600 - 1615	187	133	320	
1615 - 1630	201	124	325	
1630 - 1645	186	145	331	
1645 - 1700	176	168	344	1320
1700 - 1715	167	158	325	
1715 - 1730	160	158	318	
1730 - 1745	164	157	321	
1745 - 1800	134	143	277	1241
1800 - 1815	143	128	271	
1815 - 1830	113	148	261	
1830 - 1845	106	129	235	
1845 - 1900	126	153	279	1046
1900 - 1915	108	139	247	
1915 - 1930	101	155	256	
1930 - 1945	122	141	263	
1945 - 2000	102	145	247	1013
2000 - 2015	114	153	267	
2015 - 2030	123	122	245	
2030 - 2045	116	139	255	
2045 - 2100	126	146	272	1039
2100 - 2115	121	134	255	
2115 - 2130	136	138	274	
2130 - 2145	112	156	268	
2145 - 2200	114	128	242	1039
2200 - 2215	115	120	235	
2215 - 2230	134	129	263	
2230 - 2245	118	122	240	
2245 - 2300	125	137	262	1000
2300 - 2315	121	107	228	
2315 - 2330	100	106	206	
2330 - 2345	110	112	222	
2345 - 0000	103	89	192	848

Session Total	9036	11055	20091
Session Average	94.13	115.16	209.28
Session Percentage	44.98	55.02	

**Site 1**FL-A1A Collins Ave,  
north of 22nd St**Date**

Saturday, September 13, 2025

**Weather**Fair  
79°F**Lat/Long**

25.797930°, -80.128179°

[Click here for Detailed Weather](#)**0000 - 2400 (Saturday 24h Session) (09-13-2025)**

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	89	113	202	
0015 - 0030	103	97	200	
0030 - 0045	88	89	177	
0045 - 0100	99	84	183	762
0100 - 0115	78	70	148	
0115 - 0130	79	87	166	
0130 - 0145	58	71	129	
0145 - 0200	65	62	127	570
0200 - 0215	58	60	118	
0215 - 0230	53	75	128	
0230 - 0245	54	48	102	
0245 - 0300	50	46	96	444
0300 - 0315	38	63	101	
0315 - 0330	50	37	87	
0330 - 0345	47	55	102	
0345 - 0400	60	46	106	396
0400 - 0415	44	40	84	
0415 - 0430	37	62	99	
0430 - 0445	38	50	88	
0445 - 0500	52	53	105	376
0500 - 0515	49	43	92	
0515 - 0530	36	36	72	
0530 - 0545	32	35	67	
0545 - 0600	20	44	64	295
0600 - 0615	23	32	55	
0615 - 0630	21	42	63	
0630 - 0645	30	69	99	
0645 - 0700	32	68	100	317
0700 - 0715	47	72	119	
0715 - 0730	53	65	118	
0730 - 0745	43	80	123	
0745 - 0800	46	93	139	499
0800 - 0815	44	95	139	
0815 - 0830	59	112	171	
0830 - 0845	56	90	146	
0845 - 0900	61	113	174	630
0900 - 0915	67	100	167	
0915 - 0930	67	106	173	
0930 - 0945	79	111	190	
0945 - 1000	75	115	190	720
1000 - 1015	92	149	241	
1015 - 1030	86	111	197	
1030 - 1045	116	144	260	
1045 - 1100	97	146	243	941
1100 - 1115	112	136	248	
1115 - 1130	99	157	256	
1130 - 1145	120	129	249	
1145 - 1200	102	150	252	1005

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	106	132	238	
1215 - 1230	89	135	224	
1230 - 1245	110	151	261	
1245 - 1300	112	165	277	1000
1300 - 1315	95	158	253	
1315 - 1330	99	106	205	
1330 - 1345	92	142	234	
1345 - 1400	121	129	250	942
1400 - 1415	110	143	253	
1415 - 1430	130	126	256	
1430 - 1445	127	143	270	
1445 - 1500	100	176	276	1055
1500 - 1515	120	146	266	
1515 - 1530	119	114	233	
1530 - 1545	106	154	260	
1545 - 1600	133	117	250	1009
1600 - 1615	97	143	240	
1615 - 1630	119	137	256	
1630 - 1645	122	130	252	
1645 - 1700	120	149	269	1017
1700 - 1715	122	148	270	
1715 - 1730	131	138	269	
1730 - 1745	99	154	253	
1745 - 1800	112	128	240	1032
1800 - 1815	118	162	280	
1815 - 1830	112	139	251	
1830 - 1845	99	142	241	
1845 - 1900	110	161	271	1043
1900 - 1915	127	154	281	
1915 - 1930	122	176	298	
1930 - 1945	99	171	270	
1945 - 2000	96	161	257	1106
2000 - 2015	95	173	268	
2015 - 2030	104	151	255	
2030 - 2045	116	175	291	
2045 - 2100	123	169	292	1106
2100 - 2115	106	164	270	
2115 - 2130	122	133	255	
2130 - 2145	131	146	277	
2145 - 2200	136	147	283	1085
2200 - 2215	127	122	249	
2215 - 2230	136	127	263	
2230 - 2245	111	115	226	
2245 - 2300	125	137	262	1000
2300 - 2315	115	104	219	
2315 - 2330	128	107	235	
2330 - 2345	115	112	227	
2345 - 0000	102	118	220	901

Session Total	8470	10781	19251
Session Average	88.23	112.30	200.53
Session Percentage	44.00	56.00	

# Bi-Directional Class Count || NB EB 60min



Miami Beach, FL

**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Thursday, September 11, 2025

**Lat/Long**  
25.797930°, -80.128179°

**Weather**  
Fair  
81°F

[Click here for Detailed Weather](#)

**0000 - 2400 (Weekday 24h Session) (09-11-2025)**  
NB EB 60min

TIME	Northbound (Movement 1.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	11	156	15	5	0	0	0	0	0	0	0	0	0	187
0100 - 0200	3	130	10	2	0	0	0	0	0	0	0	0	0	145
0200 - 0300	1	91	9	1	1	0	0	0	0	0	0	0	0	103
0300 - 0400	3	60	6	2	0	0	0	0	0	0	0	0	0	71
0400 - 0500	2	58	8	3	0	0	0	0	0	0	0	0	0	71
0500 - 0600	3	65	13	8	4	0	0	2	0	0	0	0	0	95
0600 - 0700	6	93	10	14	4	0	0	0	1	0	0	0	0	128
0700 - 0800	19	169	27	17	5	1	0	1	1	0	0	0	0	240
0800 - 0900	11	195	29	23	11	2	0	2	2	0	0	0	0	275
0900 - 1000	12	207	29	22	11	4	1	2	0	1	0	0	0	289
1000 - 1100	13	281	31	27	5	1	0	2	1	0	0	0	0	361
1100 - 1200	10	358	35	19	9	0	0	1	0	0	0	0	0	432
1200 - 1300	10	359	48	21	17	2	0	0	1	0	0	0	0	458
1300 - 1400	16	327	34	23	14	2	0	0	0	0	0	0	0	416
1400 - 1500	15	385	43	23	8	0	0	0	0	0	0	0	0	474
1500 - 1600	20	497	29	18	0	2	0	1	0	0	0	0	0	567
1600 - 1700	23	478	51	21	7	1	0	0	1	0	0	0	0	582
1700 - 1800	15	503	40	22	2	0	0	0	0	0	0	0	0	582
1800 - 1900	11	456	27	19	7	0	0	0	0	0	0	0	0	520
1900 - 2000	9	392	14	18	1	0	0	0	0	0	0	0	0	434
2000 - 2100	18	358	8	24	1	0	0	0	0	0	0	0	0	409
2100 - 2200	12	403	12	27	2	0	0	0	0	0	0	0	0	456
2200 - 2300	11	353	10	20	0	0	0	0	0	0	0	0	0	394
2300 - 2400	13	334	8	18	0	0	0	0	0	0	0	0	0	373

Session Total	267	6708	546	397	109	15	1	11	7	1	0	0	0	8062
Session Average	11.13	279.50	22.75	16.54	4.54	0.63	0.04	0.46	0.29	0.04	0.00	0.00	0.00	335.92
Session Percentage	3.31	83.21	6.77	4.92	1.35	0.19	0.01	0.14	0.09	0.01	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0900 - 1000	0800 - 0900	0800 - 0900	0800 - 0900	0900 - 1000	0900 - 1000	0500 - 0600	0800 - 0900	0900 - 1000	-	-	-	0900 - 1000
AM Peak Volume	19	207	29	23	11	4	1	2	2	1	0	0	0	289
AM Peak %age	6.57	71.63	10.03	7.96	3.81	1.38	0.35	0.69	0.69	0.35	0.00	0.00	0.00	


Noon Peak Hour	1300 - 1400	1400 - 1500	1200 - 1300	1000 - 1100	1200 - 1300	1200 - 1300	-	1000 - 1100	1000 - 1100	-	-	-	-	1400 - 1500
Noon Peak Volume	16	385	48	27	17	2	0	2	1	0	0	0	0	474
Noon Peak %age	3.38	81.22	10.13	5.70	3.59	0.42	0.00	0.42	0.21	0.00	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	-	1500 - 1600	1600 - 1700	-	-	-	-	1600 - 1700
PM Peak Volume	23	503	51	22	7	2	0	1	1	0	0	0	0	582
PM Peak %age	3.95	86.43	8.76	3.78	1.20	0.34	0.00	0.17	0.17	0.00	0.00	0.00	0.00	



**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

**Date**  
 Saturday, September 13, 2025

**Weather**  
 Fair  
 79°F 

**Lat/Long**  
 25.797930°, -80.128179°

[Click here for Detailed Weather](#)

**0000 - 2400 (Saturday 24h Session) (09-13-2025)**  
 NB EB 60min

TIME	Northbound (Movement 1.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	10	361	3	5	0	0	0	0	0	0	0	0	0	379
0100 - 0200	2	269	5	3	1	0	0	0	0	0	0	0	0	280
0200 - 0300	4	205	4	2	0	0	0	0	0	0	0	0	0	215
0300 - 0400	4	185	5	1	0	0	0	0	0	0	0	0	0	195
0400 - 0500	4	160	4	2	1	0	0	0	0	0	0	0	0	171
0500 - 0600	3	118	4	9	3	0	0	0	0	0	0	0	0	137
0600 - 0700	5	79	10	9	3	0	0	0	0	0	0	0	0	106
0700 - 0800	10	143	16	14	5	1	0	0	0	0	0	0	0	189
0800 - 0900	7	169	13	22	7	1	0	1	0	0	0	0	0	220
0900 - 1000	11	223	17	29	4	1	0	2	1	0	0	0	0	288
1000 - 1100	11	321	24	25	9	1	0	0	0	0	0	0	0	391
1100 - 1200	11	375	15	23	7	2	0	0	0	0	0	0	0	433
1200 - 1300	7	364	17	24	5	0	0	0	0	0	0	0	0	417
1300 - 1400	15	348	15	24	5	0	0	0	0	0	0	0	0	407
1400 - 1500	19	407	17	23	0	0	0	0	1	0	0	0	0	467
1500 - 1600	22	409	22	24	0	0	0	1	0	0	0	0	0	478
1600 - 1700	21	388	21	26	2	0	0	0	0	0	0	0	0	458
1700 - 1800	17	398	17	29	3	0	0	0	0	0	0	0	0	464
1800 - 1900	11	390	11	26	1	0	0	0	0	0	0	0	0	439
1900 - 2000	2	401	12	25	3	1	0	0	0	0	0	0	0	444
2000 - 2100	3	404	7	23	1	0	0	0	0	0	0	0	0	438
2100 - 2200	14	447	9	25	0	0	0	0	0	0	0	0	0	495
2200 - 2300	18	446	7	24	4	0	0	0	0	0	0	0	0	499
2300 - 2400	21	420	10	7	2	0	0	0	0	0	0	0	0	460

Session Total	252	7430	285	424	66	7	0	4	2	0	0	0	0	8470
Session Average	10.50	309.58	11.88	17.67	2.75	0.29	0.00	0.17	0.08	0.00	0.00	0.00	0.00	352.92
Session Percentage	2.98	87.72	3.36	5.01	0.78	0.08	0.00	0.05	0.02	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0900 - 1000	0900 - 1000	0900 - 1000	0800 - 0900	0700 - 0800	-	0900 - 1000	0900 - 1000	-	-	-	-	0900 - 1000
AM Peak Hour Volume	11	223	17	29	7	1	0	2	1	0	0	0	0	288
AM Peak %age	3.82	77.43	5.90	10.07	2.43	0.35	0.00	0.69	0.35	0.00	0.00	0.00	0.00	

Noon Peak Hour	1400 - 1500	1400 - 1500	1000 - 1100	1000 - 1100	1000 - 1100	1100 - 1200	-	-	1400 - 1500	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	19	407	24	25	9	2	0	0	1	0	0	0	0	467
Noon Peak %age	4.07	87.15	5.14	5.35	1.93	0.43	0.00	0.00	0.21	0.00	0.00	0.00	0.00	


PM Peak Hour	1500 - 1600	1500 - 1600	1500 - 1600	1700 - 1800	1700 - 1800	1900 - 2000	-	1500 - 1600	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	22	409	22	29	3	1	0	1	0	0	0	0	0	478
PM Peak %age	4.60	85.56	4.60	6.07	0.63	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.00	





**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

**Date**  
 Saturday, September 13, 2025

**Weather**  
 Fair  
 79°F 

**Lat/Long**  
 25.797930°, -80.128179°

[Click here for Detailed Weather](#)

**0000 - 2400 (Saturday 24h Session) (09-13-2025)**  
 SB WB 60min

TIME	Southbound (Movement 1.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	8	362	9	4	0	0	0	0	0	0	0	0	0	383
0100 - 0200	7	271	7	5	0	0	0	0	0	0	0	0	0	290
0200 - 0300	5	219	1	3	1	0	0	0	0	0	0	0	0	229
0300 - 0400	1	191	5	2	2	0	0	0	0	0	0	0	0	201
0400 - 0500	1	199	1	2	2	0	0	0	0	0	0	0	0	205
0500 - 0600	2	139	6	9	0	0	0	2	0	0	0	0	0	158
0600 - 0700	13	156	16	17	8	0	0	0	1	0	0	0	0	211
0700 - 0800	9	248	22	20	8	0	0	0	3	0	0	0	0	310
0800 - 0900	23	325	24	31	7	0	0	0	0	0	0	0	0	410
0900 - 1000	14	363	22	27	4	1	0	1	0	0	0	0	0	432
1000 - 1100	20	469	21	34	5	0	0	1	0	0	0	0	0	550
1100 - 1200	18	497	21	29	6	1	0	0	0	0	0	0	0	572
1200 - 1300	28	501	16	33	3	1	0	1	0	0	0	0	0	583
1300 - 1400	25	463	19	24	2	1	0	1	0	0	0	0	0	535
1400 - 1500	12	520	22	31	3	0	0	0	0	0	0	0	0	588
1500 - 1600	31	454	14	27	5	0	0	0	0	0	0	0	0	531
1600 - 1700	26	484	15	29	3	1	0	1	0	0	0	0	0	559
1700 - 1800	30	490	15	32	1	0	0	0	0	0	0	0	0	568
1800 - 1900	18	539	15	30	2	0	0	0	0	0	0	0	0	604
1900 - 2000	14	598	18	32	0	0	0	0	0	0	0	0	0	662
2000 - 2100	11	607	20	30	0	0	0	0	0	0	0	0	0	668
2100 - 2200	16	522	19	31	2	0	0	0	0	0	0	0	0	590
2200 - 2300	19	438	14	28	2	0	0	0	0	0	0	0	0	501
2300 - 2400	13	403	16	9	0	0	0	0	0	0	0	0	0	441

Session Total	364	9458	358	519	66	5	0	7	4	0	0	0	0	10781
Session Average	15.17	394.08	14.92	21.63	2.75	0.21	0.00	0.29	0.17	0.00	0.00	0.00	0.00	449.21
Session Percentage	3.38	87.73	3.32	4.81	0.61	0.05	0.00	0.06	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0900 - 1000	0800 - 0900	0800 - 0900	0600 - 0700	0900 - 1000	-	0500 - 0600	0700 - 0800	-	-	-	-	0900 - 1000
AM Peak Hour Volume	23	363	24	31	8	1	0	2	3	0	0	0	0	432
AM Peak %age	5.32	84.03	5.56	7.18	1.85	0.23	0.00	0.46	0.69	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1400 - 1500	1000 - 1100	1100 - 1200	1100 - 1200	-	1000 - 1100	-	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	28	520	22	34	6	1	0	1	0	0	0	0	0	588
Noon Peak %age	4.76	88.44	3.74	5.78	1.02	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1900 - 2000	1900 - 2000	1700 - 1800	1500 - 1600	1600 - 1700	-	1600 - 1700	-	-	-	-	-	1900 - 2000
PM Peak Hour Volume	31	598	18	32	5	1	0	1	0	0	0	0	0	662
PM Peak %age	4.68	90.33	2.72	4.83	0.76	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.00	

# Bi-Directional Class Count || Bi-Directional 60min




Miami Beach, FL

**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Thursday, September 11, 2025

**Lat/Long**  
25.797930°, -80.128179°

**Weather**  
Fair  
81°F 

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## 0000 - 2400 (Weekday 24h Session) (09-11-2025)

Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	19	306	51	11	0	0	0	0	0	0	0	0	0	387
0100 - 0200	5	240	39	5	1	0	0	0	0	0	0	0	0	290
0200 - 0300	3	173	36	3	1	0	0	0	0	0	0	0	0	216
0300 - 0400	5	116	26	3	2	0	0	0	0	0	0	0	0	152
0400 - 0500	2	125	30	6	1	0	0	0	1	0	0	0	0	165
0500 - 0600	17	144	37	22	9	0	0	4	0	0	0	0	0	233
0600 - 0700	20	289	71	33	13	1	0	0	1	0	0	0	0	428
0700 - 0800	43	523	97	40	15	5	3	1	2	0	0	0	0	729
0800 - 0900	35	606	121	39	26	3	1	2	2	0	0	0	0	835
0900 - 1000	31	619	98	52	20	5	4	2	0	1	0	0	0	832
1000 - 1100	32	764	134	58	13	4	0	2	2	0	0	0	0	1009
1100 - 1200	21	874	134	47	13	2	0	1	0	0	0	0	0	1092
1200 - 1300	39	919	99	46	29	2	0	0	1	0	0	0	0	1135
1300 - 1400	39	788	77	51	22	2	0	0	0	0	0	0	0	979
1400 - 1500	40	849	71	50	12	1	0	0	1	0	0	0	0	1024
1500 - 1600	52	1001	59	40	2	2	0	1	0	0	0	0	0	1157
1600 - 1700	40	934	69	46	10	1	0	0	1	0	0	0	0	1101
1700 - 1800	31	999	57	49	8	1	1	0	0	0	0	0	0	1146
1800 - 1900	23	868	57	44	9	1	0	0	0	0	0	0	0	1002
1900 - 2000	20	825	48	44	2	0	0	0	0	0	0	0	0	939
2000 - 2100	27	733	36	56	1	0	0	0	0	0	0	0	0	853
2100 - 2200	22	783	30	59	4	0	0	0	0	0	0	0	0	898
2200 - 2300	21	713	33	46	2	0	0	0	0	0	0	0	0	815
2300 - 2400	21	631	25	28	1	0	0	0	0	0	0	0	0	706

Session Total	608	14822	1535	878	216	30	9	13	11	1	0	0	0	18123
Session Average	25.33	617.58	63.96	36.58	9.00	1.25	0.38	0.54	0.46	0.04	0.00	0.00	0.00	755.13
Session Percentage	3.35	81.79	8.47	4.84	1.19	0.17	0.05	0.07	0.06	0.01	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0900 - 1000	0800 - 0900	0900 - 1000	0800 - 0900	0700 - 0800	0900 - 1000	0500 - 0600	0700 - 0800	0900 - 1000	-	-	-	0800 - 0900
AM Peak Volume	43	619	121	52	26	5	4	4	2	1	0	0	0	835
AM Peak %age	5.15	74.13	14.49	6.23	3.11	0.60	0.48	0.48	0.24	0.12	0.00	0.00	0.00	


Noon Peak Hour	1400 - 1500	1200 - 1300	1000 - 1100	1000 - 1100	1200 - 1300	1000 - 1100	-	1000 - 1100	1000 - 1100	-	-	-	-	1200 - 1300
Noon Peak Volume	40	919	134	58	29	4	0	2	2	0	0	0	0	1135
Noon Peak %age	3.52	80.97	11.81	5.11	2.56	0.35	0.00	0.18	0.18	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1500 - 1600	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	-	-	-	-	1500 - 1600
PM Peak Volume	52	1001	69	49	10	2	1	1	1	0	0	0	0	1157
PM Peak %age	4.49	86.52	5.96	4.24	0.86	0.17	0.09	0.09	0.09	0.00	0.00	0.00	0.00	



**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

**Date**  
 Saturday, September 13, 2025

**Weather**  
 Fair  
 79°F 

**Lat/Long**  
 25.797930°, -80.128179°

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**0000 - 2400 (Saturday 24h Session) (09-13-2025)**  
 Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	18	723	12	9	0	0	0	0	0	0	0	0	0	762
0100 - 0200	9	540	12	8	1	0	0	0	0	0	0	0	0	570
0200 - 0300	9	424	5	5	1	0	0	0	0	0	0	0	0	444
0300 - 0400	5	376	10	3	2	0	0	0	0	0	0	0	0	396
0400 - 0500	5	359	5	4	3	0	0	0	0	0	0	0	0	376
0500 - 0600	5	257	10	18	3	0	0	2	0	0	0	0	0	295
0600 - 0700	18	235	26	26	11	0	0	0	1	0	0	0	0	317
0700 - 0800	19	391	38	34	13	1	0	0	3	0	0	0	0	499
0800 - 0900	30	494	37	53	14	1	0	1	0	0	0	0	0	630
0900 - 1000	25	586	39	56	8	2	0	3	1	0	0	0	0	720
1000 - 1100	31	790	45	59	14	1	0	1	0	0	0	0	0	941
1100 - 1200	29	872	36	52	13	3	0	0	0	0	0	0	0	1005
1200 - 1300	35	865	33	57	8	1	0	1	0	0	0	0	0	1000
1300 - 1400	40	811	34	48	7	1	0	1	0	0	0	0	0	942
1400 - 1500	31	927	39	54	3	0	0	0	1	0	0	0	0	1055
1500 - 1600	53	863	36	51	5	0	0	1	0	0	0	0	0	1009
1600 - 1700	47	872	36	55	5	1	0	1	0	0	0	0	0	1017
1700 - 1800	47	888	32	61	4	0	0	0	0	0	0	0	0	1032
1800 - 1900	29	929	26	56	3	0	0	0	0	0	0	0	0	1043
1900 - 2000	16	999	30	57	3	1	0	0	0	0	0	0	0	1106
2000 - 2100	14	1011	27	53	1	0	0	0	0	0	0	0	0	1106
2100 - 2200	30	969	28	56	2	0	0	0	0	0	0	0	0	1085
2200 - 2300	37	884	21	52	6	0	0	0	0	0	0	0	0	1000
2300 - 2400	34	823	26	16	2	0	0	0	0	0	0	0	0	901

Session Total	616	16888	643	943	132	12	0	11	6	0	0	0	0	19251
Session Average	25.67	703.67	26.79	39.29	5.50	0.50	0.00	0.46	0.25	0.00	0.00	0.00	0.00	802.13
Session Percentage	3.20	87.73	3.34	4.90	0.69	0.06	0.00	0.06	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0900 - 1000	0900 - 1000	0900 - 1000	0800 - 0900	0900 - 1000	-	0900 - 1000	0700 - 0800	-	-	-	-	0900 - 1000
AM Peak Hour Volume	30	586	39	56	14	2	0	3	3	0	0	0	0	720
AM Peak %age	4.17	81.39	5.42	7.78	1.94	0.28	0.00	0.42	0.42	0.00	0.00	0.00	0.00	

Noon Peak Hour	1300 - 1400	1400 - 1500	1000 - 1100	1000 - 1100	1000 - 1100	1100 - 1200	-	1000 - 1100	1400 - 1500	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	40	927	45	59	14	3	0	1	1	0	0	0	0	1055
Noon Peak %age	3.79	87.87	4.27	5.59	1.33	0.28	0.00	0.09	0.09	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1900 - 2000	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	-	1500 - 1600	-	-	-	-	-	1900 - 2000
PM Peak Hour Volume	53	999	36	61	5	1	0	1	0	0	0	0	0	1106
PM Peak %age	4.79	90.33	3.25	5.52	0.45	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.00	


# Bi-Directional Class Count || Volume Summary 60min

Miami Beach, FL



**Site 1**  
FL-A1A Collins Ave,  
north of 22nd St

**Date**  
Thursday, September 11, 2025

**Weather**  
Fair  
81°F 

**Lat/Long**  
25.797930°, -80.128179°

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## 0000 - 2400 (Weekday 24h Session) (09-11-2025)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	187	200	387
0100 - 0200	145	145	290
0200 - 0300	103	113	216
0300 - 0400	71	81	152
0400 - 0500	71	94	165
0500 - 0600	95	138	233
0600 - 0700	128	300	428
0700 - 0800	240	489	729
0800 - 0900	275	560	835
0900 - 1000	289	543	832
1000 - 1100	361	648	1009
1100 - 1200	432	660	1092

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	458	677	1135
1300 - 1400	416	563	979
1400 - 1500	474	550	1024
1500 - 1600	567	590	1157
1600 - 1700	582	519	1101
1700 - 1800	582	564	1146
1800 - 1900	520	482	1002
1900 - 2000	434	505	939
2000 - 2100	409	444	853
2100 - 2200	456	442	898
2200 - 2300	394	421	815
2300 - 2400	373	333	706

Session Total	8062	10061	18123
Session Average	335.92	419.21	755.13
Session Percentage	44.48	55.52	

**Site 1**

FL-A1A Collins Ave,  
north of 22nd St

**Date**

Friday, September 12, 2025

**Weather**

Fair  
81°F

**Lat/Long**

25.797930°, -80.128179°

[Click here for Detailed Weather](#)

**0000 - 2400 (Weekday 24h Session) (09-12-2025)**

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	268	289	557
0100 - 0200	189	178	367
0200 - 0300	140	143	283
0300 - 0400	131	119	250
0400 - 0500	127	135	262
0500 - 0600	99	177	276
0600 - 0700	121	290	411
0700 - 0800	231	467	698
0800 - 0900	253	574	827
0900 - 1000	288	572	860
1000 - 1100	350	642	992
1100 - 1200	451	654	1105

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	436	653	1089
1300 - 1400	507	643	1150
1400 - 1500	614	594	1208
1500 - 1600	647	563	1210
1600 - 1700	750	570	1320
1700 - 1800	625	616	1241
1800 - 1900	488	558	1046
1900 - 2000	433	580	1013
2000 - 2100	479	560	1039
2100 - 2200	483	556	1039
2200 - 2300	492	508	1000
2300 - 2400	434	414	848

Session Total	9036	11055	20091
Session Average	376.50	460.63	837.13
Session Percentage	44.98	55.02	

**Site 1**FL-A1A Collins Ave,  
north of 22nd St**Date**

Saturday, September 13, 2025

**Weather**Fair  
79°F**Lat/Long**

25.797930°, -80.128179°

[Click here for Detailed Weather](#)**0000 - 2400 (Saturday 24h Session) (09-13-2025)**

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	379	383	<b>762</b>
0100 - 0200	280	290	<b>570</b>
0200 - 0300	215	229	<b>444</b>
0300 - 0400	195	201	<b>396</b>
0400 - 0500	171	205	<b>376</b>
0500 - 0600	137	158	<b>295</b>
0600 - 0700	106	211	<b>317</b>
0700 - 0800	189	310	<b>499</b>
0800 - 0900	220	410	<b>630</b>
0900 - 1000	288	432	<b>720</b>
1000 - 1100	391	550	<b>941</b>
1100 - 1200	433	572	<b>1005</b>

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	417	583	<b>1000</b>
1300 - 1400	407	535	<b>942</b>
1400 - 1500	467	588	<b>1055</b>
1500 - 1600	478	531	<b>1009</b>
1600 - 1700	458	559	<b>1017</b>
1700 - 1800	464	568	<b>1032</b>
1800 - 1900	439	604	<b>1043</b>
1900 - 2000	444	662	<b>1106</b>
2000 - 2100	438	668	<b>1106</b>
2100 - 2200	495	590	<b>1085</b>
2200 - 2300	499	501	<b>1000</b>
2300 - 2400	460	441	<b>901</b>

Session Total	8470	10781	<b>19251</b>
Session Average	352.92	449.21	<b>802.13</b>
Session Percentage	44.00	56.00	

# Bi-Directional Class Count || Graphical Analysis NB EB

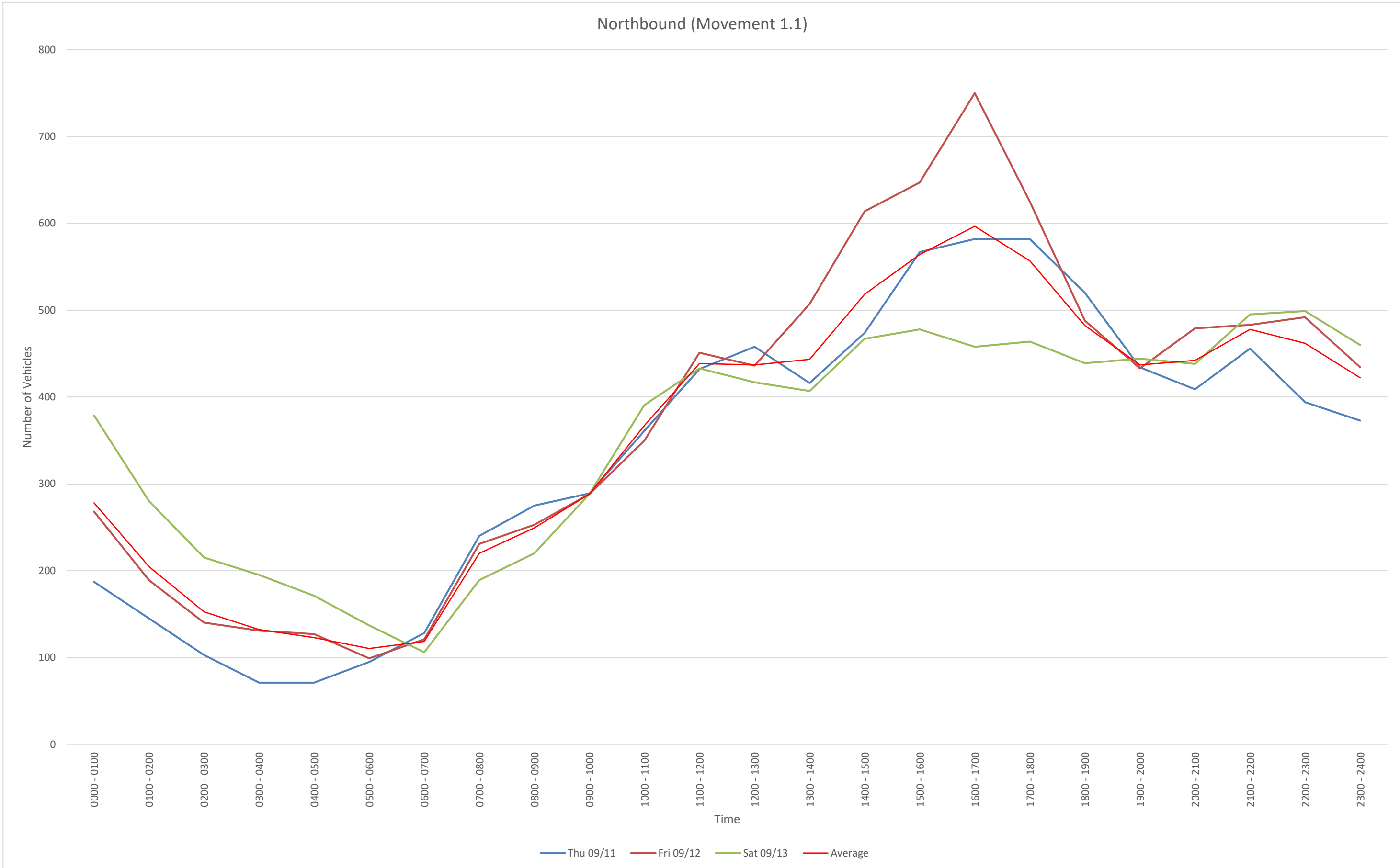
Miami Beach, FL



**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

**Lat/Long**  
 25.797930°, -80.128179°

## 0000 - 2400 (Weekday 24h Session) Graphical Analysis NB EB



Time	Thu 09/11	Fri 09/12	Sat 09/13				
0000 - 0100	187	268	379				
0100 - 0200	145	189	280				
0200 - 0300	103	140	215				
0300 - 0400	71	131	195				
0400 - 0500	71	127	171				
0500 - 0600	95	99	137				
0600 - 0700	128	121	106				
0700 - 0800	240	231	189				
0800 - 0900	275	253	220				
0900 - 1000	289	288	288				
1000 - 1100	361	350	391				
1100 - 1200	432	451	433				
1200 - 1300	458	436	417				
1300 - 1400	416	507	407				
1400 - 1500	474	614	467				
1500 - 1600	567	647	478				
1600 - 1700	582	750	458				
1700 - 1800	582	625	464				
1800 - 1900	520	488	439				
1900 - 2000	434	433	444				
2000 - 2100	409	479	438				
2100 - 2200	456	483	495				
2200 - 2300	394	492	499				
2300 - 2400	373	434	460				
<b>Daily Total</b>	<b>8062</b>	<b>9036</b>	<b>8470</b>				

**Bi-Directional Class Count || Graphical Analysis SB WB**

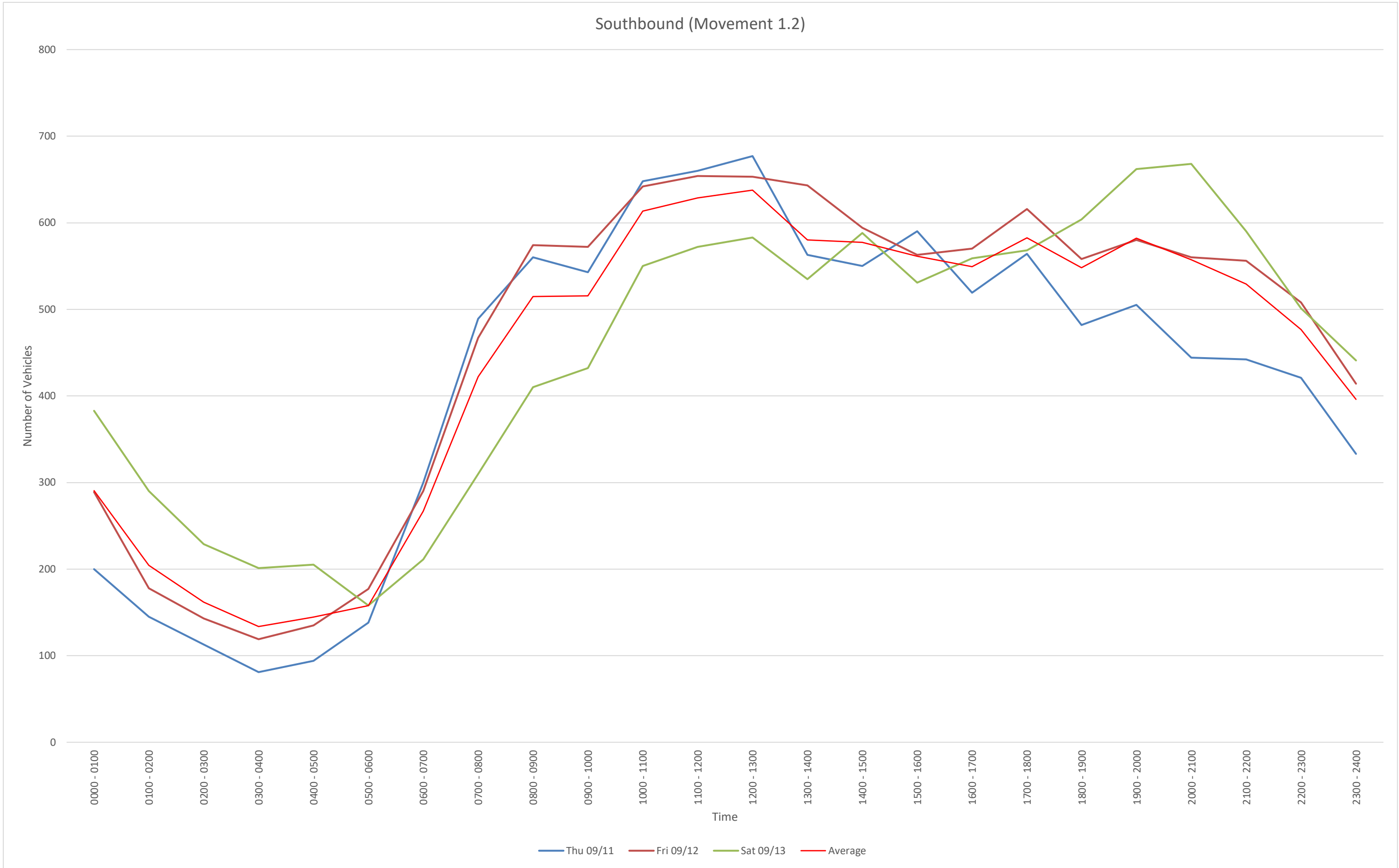
Miami Beach, FL



**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

**Lat/Long**  
 25.797930°, -80.128179°

**0000 - 2400 (Weekday 24h Session)**  
 Graphical Analysis SB WB



Time	Thu 09/11	Fri 09/12	Sat 09/13				
0000 - 0100	200	289	383				
0100 - 0200	145	178	290				
0200 - 0300	113	143	229				
0300 - 0400	81	119	201				
0400 - 0500	94	135	205				
0500 - 0600	138	177	158				
0600 - 0700	300	290	211				
0700 - 0800	489	467	310				
0800 - 0900	560	574	410				
0900 - 1000	543	572	432				
1000 - 1100	648	642	550				
1100 - 1200	660	654	572				
1200 - 1300	677	653	583				
1300 - 1400	563	643	535				
1400 - 1500	550	594	588				
1500 - 1600	590	563	531				
1600 - 1700	519	570	559				
1700 - 1800	564	616	568				
1800 - 1900	482	558	604				
1900 - 2000	505	580	662				
2000 - 2100	444	560	668				
2100 - 2200	442	556	590				
2200 - 2300	421	508	501				
2300 - 2400	333	414	441				

<b>Daily Total</b>	<b>10061</b>	<b>11055</b>	<b>10781</b>				
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# Bi-Directional Class Count || Graphical Analysis BiDir

Miami Beach, FL

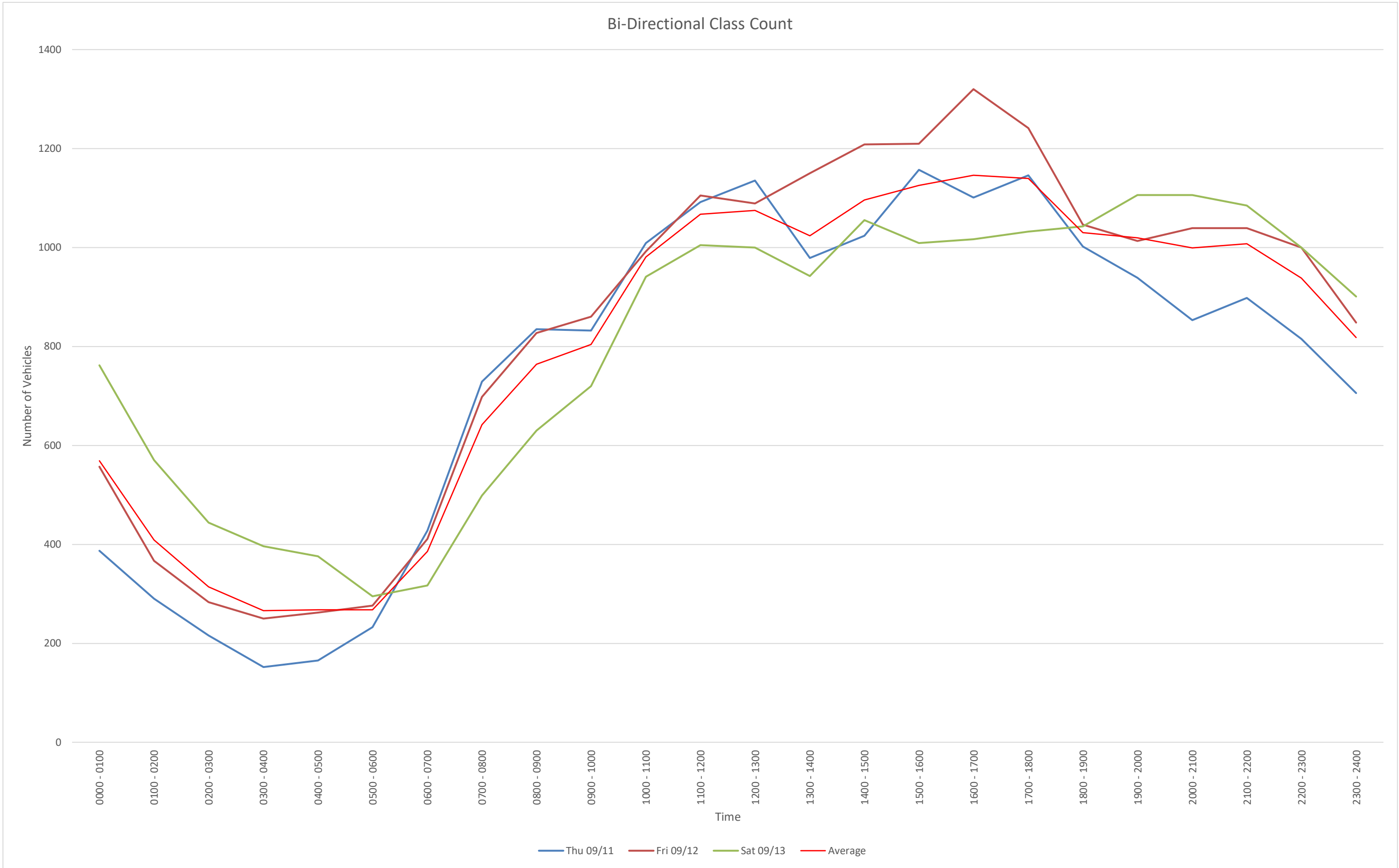


**Site 1**  
 FL-A1A Collins Ave,  
 north of 22nd St

**Lat/Long**  
 25.797930°, -80.128179°

## 0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 09/11	Fri 09/12	Sat 09/13			
0000 - 0100	387	557	762			
0100 - 0200	290	367	570			
0200 - 0300	216	283	444			
0300 - 0400	152	250	396			
0400 - 0500	165	262	376			
0500 - 0600	233	276	295			
0600 - 0700	428	411	317			
0700 - 0800	729	698	499			
0800 - 0900	835	827	630			
0900 - 1000	832	860	720			
1000 - 1100	1009	992	941			
1100 - 1200	1092	1105	1005			
1200 - 1300	1135	1089	1000			
1300 - 1400	979	1150	942			
1400 - 1500	1024	1208	1055			
1500 - 1600	1157	1210	1009			
1600 - 1700	1101	1320	1017			
1700 - 1800	1146	1241	1032			
1800 - 1900	1002	1046	1043			
1900 - 2000	939	1013	1106			
2000 - 2100	853	1039	1106			
2100 - 2200	898	1039	1085			
2200 - 2300	815	1000	1000			
2300 - 2400	706	848	901			
<b>Daily Total</b>	<b>18123</b>	<b>20091</b>	<b>19251</b>			





9/13/2025	12:00 AM	1	87	0	1	0	0	0	0	0	0	0	0	0
9/13/2025	12:15 AM	1	99	0	3	0	0	0	0	0	0	0	0	0
9/13/2025	12:30 AM	5	82	1	0	0	0	0	0	0	0	0	0	0
9/13/2025	12:45 AM	3	93	2	1	0	0	0	0	0	0	0	0	0
9/13/2025	1:00 AM	0	76	1	1	0	0	0	0	0	0	0	0	0
9/13/2025	1:15 AM	0	79	0	0	0	0	0	0	0	0	0	0	0
9/13/2025	1:30 AM	1	52	2	2	1	0	0	0	0	0	0	0	0
9/13/2025	1:45 AM	1	62	2	0	0	0	0	0	0	0	0	0	0
9/13/2025	2:00 AM	2	56	0	0	0	0	0	0	0	0	0	0	0
9/13/2025	2:15 AM	1	50	1	1	0	0	0	0	0	0	0	0	0
9/13/2025	2:30 AM	1	49	3	1	0	0	0	0	0	0	0	0	0
9/13/2025	2:45 AM	0	50	0	0	0	0	0	0	0	0	0	0	0
9/13/2025	3:00 AM	2	35	1	0	0	0	0	0	0	0	0	0	0
9/13/2025	3:15 AM	0	47	2	1	0	0	0	0	0	0	0	0	0
9/13/2025	3:30 AM	0	46	1	0	0	0	0	0	0	0	0	0	0
9/13/2025	3:45 AM	2	57	1	0	0	0	0	0	0	0	0	0	0
9/13/2025	4:00 AM	2	41	1	0	0	0	0	0	0	0	0	0	0
9/13/2025	4:15 AM	1	34	1	1	0	0	0	0	0	0	0	0	0
9/13/2025	4:30 AM	1	36	0	1	0	0	0	0	0	0	0	0	0
9/13/2025	4:45 AM	0	49	2	0	1	0	0	0	0	0	0	0	0
9/13/2025	5:00 AM	0	44	2	3	0	0	0	0	0	0	0	0	0
9/13/2025	5:15 AM	1	31	1	2	1	0	0	0	0	0	0	0	0
9/13/2025	5:30 AM	1	25	1	3	2	0	0	0	0	0	0	0	0
9/13/2025	5:45 AM	1	18	0	1	0	0	0	0	0	0	0	0	0
9/13/2025	6:00 AM	1	20	0	2	0	0	0	0	0	0	0	0	0
9/13/2025	6:15 AM	0	14	5	1	1	0	0	0	0	0	0	0	0
9/13/2025	6:30 AM	0	23	2	4	1	0	0	0	0	0	0	0	0
9/13/2025	6:45 AM	4	22	3	2	1	0	0	0	0	0	0	0	0
9/13/2025	7:00 AM	5	32	3	4	3	0	0	0	0	0	0	0	0
9/13/2025	7:15 AM	2	41	4	5	1	0	0	0	0	0	0	0	0
9/13/2025	7:30 AM	2	34	4	2	0	1	0	0	0	0	0	0	0
9/13/2025	7:45 AM	1	36	5	3	1	0	0	0	0	0	0	0	0
9/13/2025	8:00 AM	1	36	1	5	1	0	0	0	0	0	0	0	0
9/13/2025	8:15 AM	0	47	3	5	4	0	0	0	0	0	0	0	0
9/13/2025	8:30 AM	3	42	4	7	0	0	0	0	0	0	0	0	0
9/13/2025	8:45 AM	3	44	5	5	2	1	0	1	0	0	0	0	0
9/13/2025	9:00 AM	2	56	4	5	0	0	0	0	0	0	0	0	0
9/13/2025	9:15 AM	0	55	3	8	0	0	0	1	0	0	0	0	0
9/13/2025	9:30 AM	6	54	7	8	2	1	0	1	0	0	0	0	0
9/13/2025	9:45 AM	3	58	3	8	2	0	0	0	1	0	0	0	0
9/13/2025	10:00 AM	3	76	5	6	1	1	0	0	0	0	0	0	0
9/13/2025	10:15 AM	2	70	5	6	3	0	0	0	0	0	0	0	0
9/13/2025	10:30 AM	4	95	7	7	3	0	0	0	0	0	0	0	0
9/13/2025	10:45 AM	2	80	7	6	2	0	0	0	0	0	0	0	0
9/13/2025	11:00 AM	2	97	4	6	2	1	0	0	0	0	0	0	0
9/13/2025	11:15 AM	2	86	4	6	0	1	0	0	0	0	0	0	0
9/13/2025	11:30 AM	3	104	5	6	2	0	0	0	0	0	0	0	0
9/13/2025	11:45 AM	4	88	2	5	3	0	0	0	0	0	0	0	0
9/13/2025	12:00 PM	2	89	6	7	2	0	0	0	0	0	0	0	0
9/13/2025	12:15 PM	0	83	2	4	0	0	0	0	0	0	0	0	0
9/13/2025	12:30 PM	4	93	6	7	0	0	0	0	0	0	0	0	0
9/13/2025	12:45 PM	1	99	3	6	3	0	0	0	0	0	0	0	0
9/13/2025	1:00 PM	2	82	2	8	1	0	0	0	0	0	0	0	0
9/13/2025	1:15 PM	5	85	2	5	2	0	0	0	0	0	0	0	0
9/13/2025	1:30 PM	5	78	4	5	0	0	0	0	0	0	0	0	0
9/13/2025	1:45 PM	3	103	7	6	2	0	0	0	0	0	0	0	0
9/13/2025	2:00 PM	3	97	4	6	0	0	0	0	0	0	0	0	0
9/13/2025	2:15 PM	6	110	6	7	0	0	0	0	1	0	0	0	0
9/13/2025	2:30 PM	5	112	4	6	0	0	0	0	0	0	0	0	0
9/13/2025	2:45 PM	5	88	3	4	0	0	0	0	0	0	0	0	0
9/13/2025	3:00 PM	6	103	4	7	0	0	0	0	0	0	0	0	0
9/13/2025	3:15 PM	9	96	9	5	0	0	0	0	0	0	0	0	0
9/13/2025	3:30 PM	6	87	4	8	0	0	0	0	1	0	0	0	0
9/13/2025	3:45 PM	1	123	5	4	0	0	0	0	0	0	0	0	0
9/13/2025	4:00 PM	7	80	3	7	0	0	0	0	0	0	0	0	0
9/13/2025	4:15 PM	4	103	3	8	1	0	0	0	0	0	0	0	0
9/13/2025	4:30 PM	7	105	3	6	1	0	0	0	0	0	0	0	0
9/13/2025	4:45 PM	3	100	12	5	0	0	0	0	0	0	0	0	0
9/13/2025	5:00 PM	5	103	7	7	0	0	0	0	0	0	0	0	0
9/13/2025	5:15 PM	4	113	8	5	1	0	0	0	0	0	0	0	0
9/13/2025	5:30 PM	5	84	1	7	2	0	0	0	0	0	0	0	0
9/13/2025	5:45 PM	3	98	1	10	0	0	0	0	0	0	0	0	0
9/13/2025	6:00 PM	6	105	1	6	0	0	0	0	0	0	0	0	0
9/13/2025	6:15 PM	2	101	2	6	1	0	0	0	0	0	0	0	0
9/13/2025	6:30 PM	2	88	4	5	0	0	0	0	0	0	0	0	0
9/13/2025	6:45 PM	1	96	4	9	0	0	0	0	0	0	0	0	0
9/13/2025	7:00 PM	0	113	6	8	0	0	0	0	0	0	0	0	0
9/13/2025	7:15 PM	0	111	2	7	2	0	0	0	0	0	0	0	0
9/13/2025	7:30 PM	0	94	0	3	1	1	0	0	0	0	0	0	0
9/13/2025	7:45 PM	2	83	4	7	0	0	0	0	0	0	0	0	0
9/13/2025	8:00 PM	1	87	1	6	0	0	0	0	0	0	0	0	0
9/13/2025	8:15 PM	1	95	2	5	1	0	0	0	0	0	0	0	0
9/13/2025	8:30 PM	0	110	1	5	0	0	0	0	0	0	0	0	0
9/13/2025	8:45 PM	1	112	3	7	0	0	0	0	0	0	0	0	0
9/13/2025	9:00 PM	7	95	2	2	0	0	0	0	0	0	0	0	0
9/13/2025	9:15 PM	2	108	1	11	0	0	0	0	0	0	0	0	0
9/13/2025	9:30 PM	2	119	3	7	0	0	0	0	0	0	0	0	0
9/13/2025	9:45 PM	3	125	3	5	0	0	0	0	0	0	0	0	0
9/13/2025	10:00 PM	5	111	3	6	2	0	0	0	0	0	0	0	0
9/13/2025	10:15 PM	5	122	2	7	0	0	0	0	0	0	0	0	0
9/13/2025	10:30 PM	6	96	0	8	1	0	0	0	0	0	0	0	0
9/13/2025	10:45 PM	2	117	2	3	1	0	0	0	0	0	0	0	0
9/13/2025	11:00 PM	3	104	4	3	1	0	0	0	0	0	0	0	0
9/13/2025	11:15 PM	8	114	4	2	0	0	0	0	0	0	0	0	0
9/13/2025	11:30 PM	3	108	2	2	0	0	0	0	0	0	0	0	0
9/13/2025	11:45 PM	7	94	0	0	1	0	0	0	0	0	0	0	0











9/13/2025	12:00 AM	10	361	3	5	0	0	0	0	0	0	0	0	0
9/13/2025	12:15 AM	9	350	4	5	0	0	0	0	0	0	0	0	0
9/13/2025	12:30 AM	8	330	4	2	0	0	0	0	0	0	0	0	0
9/13/2025	12:45 AM	4	300	5	4	1	0	0	0	0	0	0	0	0
9/13/2025	1:00 AM	2	269	5	3	1	0	0	0	0	0	0	0	0
9/13/2025	1:15 AM	4	249	4	2	1	0	0	0	0	0	0	0	0
9/13/2025	1:30 AM	5	220	5	3	1	0	0	0	0	0	0	0	0
9/13/2025	1:45 AM	5	217	6	2	0	0	0	0	0	0	0	0	0
9/13/2025	2:00 AM	4	205	4	2	0	0	0	0	0	0	0	0	0
9/13/2025	2:15 AM	4	184	5	2	0	0	0	0	0	0	0	0	0
9/13/2025	2:30 AM	3	181	6	2	0	0	0	0	0	0	0	0	0
9/13/2025	2:45 AM	2	178	4	1	0	0	0	0	0	0	0	0	0
9/13/2025	3:00 AM	4	185	5	1	0	0	0	0	0	0	0	0	0
9/13/2025	3:15 AM	4	191	5	1	0	0	0	0	0	0	0	0	0
9/13/2025	3:30 AM	5	178	4	1	0	0	0	0	0	0	0	0	0
9/13/2025	3:45 AM	6	168	3	2	0	0	0	0	0	0	0	0	0
9/13/2025	4:00 AM	4	160	4	2	1	0	0	0	0	0	0	0	0
9/13/2025	4:15 AM	2	163	5	5	1	0	0	0	0	0	0	0	0
9/13/2025	4:30 AM	2	160	5	6	2	0	0	0	0	0	0	0	0
9/13/2025	4:45 AM	2	149	6	8	4	0	0	0	0	0	0	0	0
9/13/2025	5:00 AM	3	118	4	9	3	0	0	0	0	0	0	0	0
9/13/2025	5:15 AM	4	94	2	8	3	0	0	0	0	0	0	0	0
9/13/2025	5:30 AM	3	77	6	7	3	0	0	0	0	0	0	0	0
9/13/2025	5:45 AM	2	75	7	8	2	0	0	0	0	0	0	0	0
9/13/2025	6:00 AM	5	79	10	9	3	0	0	0	0	0	0	0	0
9/13/2025	6:15 AM	9	91	13	11	6	0	0	0	0	0	0	0	0
9/13/2025	6:30 AM	11	118	12	15	6	0	0	0	0	0	0	0	0
9/13/2025	6:45 AM	13	129	14	13	5	1	0	0	0	0	0	0	0
9/13/2025	7:00 AM	10	143	16	14	5	1	0	0	0	0	0	0	0
9/13/2025	7:15 AM	6	147	14	15	3	1	0	0	0	0	0	0	0
9/13/2025	7:30 AM	4	153	13	15	6	1	0	0	0	0	0	0	0
9/13/2025	7:45 AM	5	161	13	20	6	0	0	0	0	0	0	0	0
9/13/2025	8:00 AM	7	169	13	22	7	1	0	1	0	0	0	0	0
9/13/2025	8:15 AM	8	189	16	22	6	1	0	1	0	0	0	0	0
9/13/2025	8:30 AM	8	197	16	25	2	1	0	2	0	0	0	0	0
9/13/2025	8:45 AM	11	209	19	26	4	2	0	3	0	0	0	0	0
9/13/2025	9:00 AM	11	223	17	29	4	1	0	2	1	0	0	0	0
9/13/2025	9:15 AM	12	243	18	30	5	2	0	2	1	0	0	0	0
9/13/2025	9:30 AM	14	258	20	28	8	2	0	1	1	0	0	0	0
9/13/2025	9:45 AM	12	299	20	27	9	1	0	0	1	0	0	0	0
9/13/2025	10:00 AM	11	321	24	25	9	1	0	0	0	0	0	0	0
9/13/2025	10:15 AM	10	342	23	25	10	1	0	0	0	0	0	0	0
9/13/2025	10:30 AM	10	358	22	25	7	2	0	0	0	0	0	0	0
9/13/2025	10:45 AM	9	367	20	24	6	2	0	0	0	0	0	0	0
9/13/2025	11:00 AM	11	375	15	23	7	2	0	0	0	0	0	0	0
9/13/2025	11:15 AM	11	367	17	24	7	1	0	0	0	0	0	0	0
9/13/2025	11:30 AM	9	364	15	22	7	0	0	0	0	0	0	0	0
9/13/2025	11:45 AM	10	353	16	23	5	0	0	0	0	0	0	0	0
9/13/2025	12:00 PM	7	364	17	24	5	0	0	0	0	0	0	0	0
9/13/2025	12:15 PM	7	357	13	25	4	0	0	0	0	0	0	0	0
9/13/2025	12:30 PM	12	359	13	26	6	0	0	0	0	0	0	0	0
9/13/2025	12:45 PM	13	344	11	24	6	0	0	0	0	0	0	0	0
9/13/2025	1:00 PM	15	348	15	24	5	0	0	0	0	0	0	0	0
9/13/2025	1:15 PM	16	363	17	22	4	0	0	0	0	0	0	0	0
9/13/2025	1:30 PM	17	388	21	24	2	0	0	0	1	0	0	0	0
9/13/2025	1:45 PM	17	422	21	25	2	0	0	0	1	0	0	0	0
9/13/2025	2:00 PM	19	407	17	23	0	0	0	0	1	0	0	0	0
9/13/2025	2:15 PM	22	413	17	24	0	0	0	0	1	0	0	0	0
9/13/2025	2:30 PM	25	399	20	22	0	0	0	0	0	0	0	0	0
9/13/2025	2:45 PM	26	374	20	24	0	0	0	1	0	0	0	0	0
9/13/2025	3:00 PM	22	409	22	24	0	0	0	1	0	0	0	0	0
9/13/2025	3:15 PM	23	386	21	24	0	0	0	1	0	0	0	0	0
9/13/2025	3:30 PM	18	393	15	27	1	0	0	1	0	0	0	0	0
9/13/2025	3:45 PM	19	411	14	25	2	0	0	0	0	0	0	0	0
9/13/2025	4:00 PM	21	388	21	26	2	0	0	0	0	0	0	0	0
9/13/2025	4:15 PM	19	411	25	26	2	0	0	0	0	0	0	0	0
9/13/2025	4:30 PM	19	421	30	23	2	0	0	0	0	0	0	0	0
9/13/2025	4:45 PM	17	400	28	24	3	0	0	0	0	0	0	0	0
9/13/2025	5:00 PM	17	398	17	29	3	0	0	0	0	0	0	0	0
9/13/2025	5:15 PM	18	400	11	28	3	0	0	0	0	0	0	0	0
9/13/2025	5:30 PM	16	388	5	29	3	0	0	0	0	0	0	0	0
9/13/2025	5:45 PM	13	392	8	27	1	0	0	0	0	0	0	0	0
9/13/2025	6:00 PM	11	390	11	26	1	0	0	0	0	0	0	0	0
9/13/2025	6:15 PM	5	398	16	28	1	0	0	0	0	0	0	0	0
9/13/2025	6:30 PM	3	408	16	29	2	0	0	0	0	0	0	0	0
9/13/2025	6:45 PM	1	414	12	27	3	1	0	0	0	0	0	0	0
9/13/2025	7:00 PM	2	401	12	25	3	1	0	0	0	0	0	0	0
9/13/2025	7:15 PM	3	375	7	23	3	1	0	0	0	0	0	0	0
9/13/2025	7:30 PM	4	359	7	21	2	1	0	0	0	0	0	0	0
9/13/2025	7:45 PM	4	375	8	23	1	0	0	0	0	0	0	0	0
9/13/2025	8:00 PM	3	404	7	23	1	0	0	0	0	0	0	0	0
9/13/2025	8:15 PM	9	412	8	19	1	0	0	0	0	0	0	0	0
9/13/2025	8:30 PM	10	425	7	25	0	0	0	0	0	0	0	0	0
9/13/2025	8:45 PM	12	434	9	27	0	0	0	0	0	0	0	0	0
9/13/2025	9:00 PM	14	447	9	25	0	0	0	0	0	0	0	0	0
9/13/2025	9:15 PM	12	463	10	29	2	0	0	0	0	0	0	0	0
9/13/2025	9:30 PM	15	477	11	25	2	0	0	0	0	0	0	0	0
9/13/2025	9:45 PM	19	454	8	26	3	0	0	0	0	0	0	0	0
9/13/2025	10:00 PM	18	446	7	24	4	0	0	0	0	0	0	0	0
9/13/2025	10:15 PM	16	439	8	21	3	0	0	0	0	0	0	0	0
9/13/2025	10:30 PM	19	431	10	16	3	0	0	0	0	0	0	0	0
9/13/2025	10:45 PM	16	443	12	10	2	0	0	0	0	0	0	0	0
9/13/2025	11:00 PM	21	420	10	7	2	0	0	0	0	0	0	0	0
9/13/2025	11:15 PM	18	316	6	4	1	0	0	0	0	0	0	0	0
9/13/2025	11:30 PM	10	202	2	2	1	0	0	0	0	0	0	0	0
9/13/2025	11:45 PM	7	94	0	0	1	0	0	0	0	0	0	0	0







# Turning Movement Counts

Classified Turn Movement Count || All vehicles



Miami Beach, FL

Site 1  
 FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 23rd St (West)  
 23rd St (East)  
 STK Steakhouse Driveway

Date  
 Thursday, September 18, 2025  
 Lat/Long  
 25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
 Mostly Cloudy  
 80°F

1000 - 1200 (Weekday 2h Session) (09-18-2025)  
 All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Northwestbound					
	FL-A1A Collins Ave (South)						FL-A1A Collins Ave (North)						23rd St (West)						23rd St (East)						STK Steakhouse Driveway					
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total
1000 - 1015	12	77	2	1	0	92	1	0	139	34	2	176	40	4	4	30	0	78	1	0	1	0	0	2	1	2	7	0	0	10
1015 - 1030	18	80	3	5	1	107	3	0	96	28	1	128	35	5	2	31	0	73	1	2	0	0	0	3	0	1	4	8	0	13
1030 - 1045	9	84	3	1	0	97	4	2	127	46	4	183	40	2	6	30	0	78	1	2	2	0	0	5	0	2	5	3	0	10
1045 - 1100	23	87	3	2	0	115	2	3	121	38	0	164	29	4	6	30	0	69	1	2	2	0	0	5	0	3	7	4	0	14
Hourly Total	62	328	11	9	1	411	10	5	483	146	7	651	144	15	18	121	0	298	4	6	5	0	0	15	1	8	23	15	0	47
1100 - 1115	11	78	3	2	0	94	3	1	112	34	0	150	36	7	1	18	0	62	2	3	1	0	0	6	0	6	4	7	0	17
1115 - 1130	10	102	2	1	0	115	2	1	112	34	5	154	38	6	2	23	0	69	2	0	0	0	0	2	0	4	6	1	0	11
1130 - 1145	15	77	1	3	0	96	5	1	112	33	1	152	34	6	1	19	0	60	0	2	1	0	0	3	0	1	3	7	0	11
1145 - 1200	15	97	4	2	0	118	5	1	141	47	2	196	33	5	3	21	1	63	0	1	2	0	0	3	0	2	5	6	0	13
Hourly Total	51	354	10	8	0	423	15	4	477	148	8	652	141	24	7	81	1	254	4	6	4	0	0	14	0	13	18	21	0	52
Peak Hour Total	53	351	11	6	0	421	11	7	472	152	9	651	143	19	15	101	0	278	6	7	5	0	0	18	0	15	22	15	0	52
Grand Total	113	682	21	17	1	834	25	9	960	294	15	1303	285	39	25	202	1	552	8	12	9	0	0	29	1	21	41	36	0	99
Approach %	12.59	83.37	2.61	1.43	0.00	-	1.69	1.08	72.50	23.35	1.38	-	51.44	6.83	5.40	36.33	0.00	-	33.33	38.89	27.78	0.00	0.00	-	0.00	28.85	42.31	28.85	0.00	-
PHF	0.58	0.86	0.92	0.75	0.00	0.92	0.69	0.58	0.93	0.83	0.45	0.89	0.89	0.68	0.63	0.84	0.00	0.89	0.75	0.58	0.63	0.00	0.00	0.75	0.00	0.63	0.79	0.54	0.00	0.76
Heavy Vehicle %	5	11	5	0	0	10	0	11	7	3	0	6	0	0	0	9	0	4	13	0	22	-	-	10	0	5	7	3	-	5



# Crosswalk Counts || Pedestrians

Miami Beach, FL



Site 1  
 FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 23rd St (West)  
 23rd St (East)  
 STK Steakhouse Driveway

Date  
 Thursday, September 18, 2025  
 Lat/Long  
 25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
 Mostly Cloudy  
 80°F

1000 - 1200 (Weekday 2h Session) (09-18-2025)  
 Pedestrians

TIME	Northbound FL-A1A Collins Ave (South)		Southbound FL-A1A Collins Ave (North)			Eastbound 23rd St (West)			Westbound 23rd St (East)			Northwestbound STK Steakhouse Driveway			App Total	Int Total
	CW 1a	CCW 1b	App Total	CW 1c	CCW 1d	App Total	CW 1e	CCW 1f	App Total	CW 1g	CCW 1h	App Total	CW 1i	CCW 1j		
1000 - 1015	5	0	5	5	6	11	8	9	17	14	3	17	5	4	9	59
1015 - 1030	4	0	4	9	4	13	5	7	12	3	9	12	1	7	8	49
1030 - 1045	4	1	5	0	16	16	1	13	14	8	3	11	3	5	8	54
1045 - 1100	3	0	3	10	7	17	9	5	14	9	5	14	7	8	15	63
Hourly Total	16	1	17	24	33	57	23	34	57	34	20	54	16	24	40	225
1100 - 1115	5	0	5	9	12	21	8	6	14	6	3	9	3	5	8	57
1115 - 1130	5	3	8	4	10	14	6	11	17	0	0	0	4	5	9	48
1130 - 1145	0	1	1	3	10	13	10	6	16	14	7	21	9	11	20	71
1145 - 1200	5	2	7	5	6	11	2	4	6	14	15	29	9	13	22	75
Hourly Total	15	6	21	21	38	59	26	27	53	34	25	59	25	34	59	251
Peak Hour Total	17	4	21	23	45	68	24	35	59	23	11	34	17	23	40	222
Grand Total	31	7	38	45	71	116	49	61	110	68	45	113	41	58	99	476
Approach %	81.58	18.42	-	38.79	61.21	-	44.55	55.45	-	60.18	39.82	-	41.41	58.59	-	-
Intersection %	6.51	1.47	7.98	9.45	14.92	24.37	10.29	12.82	23.11	14.29	9.45	23.74	8.61	12.18	20.80	-

Classified Turn Movement Count || All vehicles



Miami Beach, FL

Site 1  
 FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 23rd St (West)  
 23rd St (East)  
 STK Steakhouse Driveway

Date  
 Friday, September 19, 2025  
 Lat/Long  
 25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
 Fair  
 82°F

1530 - 1730 (Weekday 2h Session) (09-19-2025)  
 All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Northwestbound					
	FL-A1A Collins Ave (South)						FL-A1A Collins Ave (North)						23rd St (West)						23rd St (East)						STK Steakhouse Driveway					
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total
1530 - 1545	20	136	3	3	0	162	7	0	162	74	1	244	50	1	1	22	0	74	0	8	2	0	0	10	0	1	10	4	0	15
1545 - 1600	21	115	2	3	0	141	0	1	115	60	2	178	54	3	2	20	0	79	2	5	1	0	0	8	1	1	4	6	0	12
1600 - 1615	20	136	1	1	0	158	6	1	147	62	0	216	36	4	0	21	0	61	4	5	2	0	0	11	0	2	4	5	0	11
1615 - 1630	15	142	1	1	0	159	2	0	125	44	1	172	52	3	4	13	0	72	0	2	0	0	0	2	0	4	4	9	0	17
Hourly Total	76	529	7	8	0	620	15	2	549	240	4	810	192	11	7	76	0	286	6	20	5	0	0	31	1	8	22	24	0	55
1630 - 1645	19	120	3	1	0	143	3	4	124	45	1	177	47	3	3	17	0	70	1	3	6	0	0	10	0	2	4	6	0	12
1645 - 1700	23	128	4	1	0	156	3	3	134	49	1	190	49	2	4	16	1	72	0	7	4	0	0	11	0	2	3	2	0	7
1700 - 1715	14	147	4	1	0	166	4	1	124	50	1	180	44	5	0	19	0	68	2	6	2	0	0	10	0	3	4	10	0	17
1715 - 1730	13	141	1	1	0	156	1	0	111	55	0	167	36	7	1	16	0	60	0	2	1	0	0	3	0	2	6	5	0	13
Hourly Total	69	536	12	4	0	621	11	8	493	199	3	714	176	17	8	68	1	270	3	18	13	0	0	34	0	9	17	23	0	49
Peak Hour Total	77	526	9	4	0	616	14	8	530	200	3	755	184	12	11	67	1	275	5	17	12	0	0	34	0	10	15	22	0	47
Grand Total	145	1065	19	12	0	1241	26	10	1042	439	7	1524	368	28	15	144	1	556	9	38	18	0	0	65	1	17	39	47	0	104
Approach %	12.50	85.39	1.46	0.65	0.00	-	1.85	1.06	70.20	26.49	0.40	-	66.91	4.36	4.00	24.36	0.36	-	14.71	50.00	35.29	0.00	0.00	-	0.00	21.28	31.91	46.81	0.00	-
PHF	0.84	0.93	0.56	1.00	0.00	0.97	0.58	0.50	0.90	0.81	0.75	0.87	0.88	0.75	0.69	0.80	0.25	0.95	0.31	0.61	0.50	0.00	0.00	0.77	0.00	0.63	0.94	0.61	0.00	0.69
Heavy Vehicle %	1	4	0	0	-	4	0	10	4	2	0	3	0	7	7	9	0	3	22	0	11	-	-	6	0	6	3	2	-	3

Classified Turn Movement Count || Bikes

Miami Beach, FL



Site 1  
 FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 23rd St (West)  
 23rd St (East)  
 STK Steakhouse Driveway

Date  
 Friday, September 19, 2025  
 Lat/Long  
 25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
 Fair  
 82°F

1530 - 1730 (Weekday 2h Session) (09-19-2025)  
 Bikes

TIME	Northbound FL-A1A Collins Ave (South)						Southbound FL-A1A Collins Ave (North)						Eastbound 23rd St (West)						Westbound 23rd St (East)						Northwestbound STK Steakhouse Driveway						Int Total						
	Left 1.1	Thru 1.2	Right 1.3	Right 1.4	U-Turn 1.5	App Total	Left 1.6	Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Left 1.11	Thru 1.12	Thru 1.13	Right 1.14	U-Turn 1.15	App Total	Left 1.16	Thru 1.17	Right 1.18	Right 1.19	U-Turn 1.20	App Total	Left 1.21	Left 1.22	Thru 1.23	Right 1.24	U-Turn 1.25	App Total							
1530 - 1545	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	2	0	0	0	2	0	0	7	0	0	7	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
1600 - 1615	0	2	0	0	0	2	0	0	5	1	0	6	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	6	0	0	0	6	0	0	4	0	0	4	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	10	0	0	0	10	0	0	19	1	0	20	2	0	1	0	0	3	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	5	0	0	0	5	0	0	6	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	0	0	0	1	0	0	6	2	0	8	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
1700 - 1715	0	0	0	0	0	0	0	0	6	0	0	6	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	4	0	0	0	4	0	0	6	0	0	6	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	10	0	0	0	10	0	0	24	2	0	26	2	0	0	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	14	0	0	0	14	0	0	21	3	0	24	2	0	1	0	0	3	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	20	0	0	0	20	0	0	43	3	0	46	4	0	1	0	0	5	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	93.48	6.52	0.00	-	133.33	0.00	33.33	0.00	0.00	-	33.33	33.33	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
Intersection %	0.00	27.03	0.00	0.00	0.00	27.03	0.00	0.00	58.11	4.05	0.00	62.16	5.41	0.00	1.35	0.00	0.00	6.76	1.35	1.35	1.35	0.00	0.00	4.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# Crosswalk Counts || Pedestrians

Miami Beach, FL



Site 1  
 FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 23rd St (West)  
 23rd St (East)  
 STK Steakhouse Driveway

Date  
 Friday, September 19, 2025  
 Lat/Long  
 25.798347°, -80.128012°  
[Click here for Map](#)

Weather  
 Fair  
 82°F

1530 - 1730 (Weekday 2h Session) (09-19-2025)  
 Pedestrians

TIME	Northbound FL-A1A Collins Ave (South)		Southbound FL-A1A Collins Ave (North)			Eastbound 23rd St (West)			Westbound 23rd St (East)			Northwestbound STK Steakhouse Driveway			Int Total	
	CW 1a	CCW 1b	App Total	CW 1c	CCW 1d	App Total	CW 1e	CCW 1f	App Total	CW 1g	CCW 1h	App Total	CW 1i	CCW 1j		App Total
1530 - 1545	0	3	3	8	11	19	11	11	22	4	2	6	8	3	11	61
1545 - 1600	9	6	15	6	12	18	13	12	25	9	14	23	14	18	32	113
1600 - 1615	5	8	13	14	9	23	11	13	24	7	11	18	10	10	20	98
1615 - 1630	6	3	9	6	11	17	14	15	29	7	8	15	14	8	22	92
Hourly Total	20	20	40	34	43	77	49	51	100	27	35	62	46	39	85	364
1630 - 1645	3	2	5	11	10	21	14	17	31	12	10	22	8	7	15	94
1645 - 1700	5	2	7	6	15	21	10	17	27	7	3	10	10	4	14	79
1700 - 1715	2	8	10	23	6	29	14	19	33	11	13	32	10	11	21	117
1715 - 1730	2	4	6	23	19	42	27	21	48	13	19	32	18	22	40	168
Hourly Total	12	16	28	63	50	113	65	74	139	43	45	88	46	44	90	458
Peak Hour Total	19	15	34	37	45	82	49	62	111	33	32	65	42	29	71	822
Grand Total	32	36	68	97	93	190	114	125	239	70	80	150	92	83	175	
Approach %	47.06	52.94	-	51.05	48.95	-	47.70	52.30	-	46.67	53.33	-	52.57	47.43	-	
Intersection %	3.89	4.38	8.27	11.80	11.31	23.11	13.87	15.21	29.08	8.52	9.73	18.25	11.19	10.10	21.29	

# Classified Turn Movement Count || All vehicles

Miami Beach

**Site 2**

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 22nd St (West)  
 22nd St (East)

**Date**

Thursday, September 18, 2025

**Weather**

Mostly Cloudy  
 80°F

**Lat/Long**

25.797545°, -80.128333°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**1000 - 1200 (Weekday 2h Session) (09-18-2025)**

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-A1A Collins Ave (South)					FL-A1A Collins Ave (North)					22nd St (West)					22nd St (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1000 - 1015	0	80	13	0	93	18	137	10	0	165	1	10	7	0	18	8	4	8	0	20	296
1015 - 1030	6	87	13	0	106	9	111	10	1	131	5	4	5	0	14	10	8	15	0	33	284
1030 - 1045	4	81	13	0	98	19	127	6	0	152	3	8	0	0	11	13	8	10	0	31	292
1045 - 1100	2	104	17	0	123	21	137	3	0	161	2	2	3	0	7	4	6	12	0	22	313
Hourly Total	12	352	56	0	420	67	512	29	1	609	11	24	15	0	50	35	26	45	0	106	1185
1100 - 1115	1	79	16	1	97	15	117	8	0	140	3	2	3	0	8	9	6	13	0	28	273
1115 - 1130	1	94	10	0	105	20	127	0	0	147	2	3	3	0	8	6	3	15	0	24	284
1130 - 1145	3	91	16	0	110	19	108	6	0	133	4	3	1	0	8	6	5	16	0	27	278
1145 - 1200	3	92	14	1	110	13	139	5	0	157	1	1	1	0	3	10	4	13	0	27	297
Hourly Total	8	356	56	2	422	67	491	19	0	577	10	9	8	0	27	31	18	57	0	106	1132
Grand Total	20	708	112	2	842	134	1003	48	1	1186	21	33	23	0	77	66	44	102	0	212	2317
Approach %	2.38	84.09	13.30	0.24	-	11.30	84.57	4.05	0.08	-	27.27	42.86	29.87	0.00	-	31.13	20.75	48.11	0.00	-	
Intersection %	0.86	30.56	4.83	0.09	36.34	5.78	43.29	2.07	0.04	51.19	0.91	1.42	0.99	0.00	3.32	2.85	1.90	4.40	0.00	9.15	
Heavy Vehicle %	0	11	0	50	9	0	9	0	0	8	24	0	0	-	6	0	0	0	-	0	7
PHF	0.50	0.85	0.82	0.00	0.85	0.80	0.93	0.73	0.25	0.92	0.55	0.60	0.54	0.00	0.69	0.67	0.81	0.75	0.00	0.80	0.95
Peak Hour Total	12	352	56	0	420	67	512	29	1	609	11	24	15	0	50	35	26	45	0	106	1185
Peak Hour HV %	0	11	0	0	10	0	9	0	0	8	27	0	0	0	6	0	0	0	0	0	8

# Crosswalk Counts || Pedestrians

Miami Beach

**Site 2**

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 22nd St (West)  
 22nd St (East)

**Date**

Thursday, September 18, 2025

**Weather**

Mostly Cloudy  
 80°F

**Lat/Long**

25.797545°, -80.128333°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**1000 - 1200 (Weekday 2h Session) (09-18-2025)**

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-A1A Collins Ave (South)		App Total	FL-A1A Collins Ave (North)		App Total	22nd St (West)		App Total	22nd St (East)		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
1000 - 1015	1	6	7	4	2	6	12	6	18	3	2	5	36	
1015 - 1030	3	3	6	3	1	4	7	7	14	0	5	5	29	
1030 - 1045	2	7	9	0	2	2	4	5	9	2	4	6	26	
1045 - 1100	1	2	3	1	2	3	9	9	18	3	4	7	31	
Hourly Total	7	18	25	8	7	15	32	27	59	8	15	23	122	
1100 - 1115	3	5	8	1	1	2	8	3	11	2	4	6	27	
1115 - 1130	2	1	3	1	3	4	4	8	12	0	3	3	22	
1130 - 1145	2	2	4	4	4	8	7	6	13	4	2	6	31	
1145 - 1200	8	2	10	0	4	4	3	3	6	6	3	9	29	
Hourly Total	15	10	25	6	12	18	22	20	42	12	12	24	109	
Grand Total	22	28	50	14	19	33	54	47	101	20	27	47	231	
Approach %	44.00	56.00	-	42.42	57.58	-	53.47	46.53	-	42.55	57.45	-	-	
Intersection %	9.52	12.12	21.65	6.06	8.23	14.29	23.38	20.35	43.72	8.66	11.69	20.35	-	

# Crosswalk Counts || Bicycles

Miami Beach

**Site 2**

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 22nd St (West)  
 22nd St (East)

**Date**

Thursday, September 18, 2025

**Weather**

Mostly Cloudy  
 80°F

**Lat/Long**

25.797545°, -80.128333°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**1000 - 1200 (Weekday 2h Session) (09-18-2025)**

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-A1A Collins Ave (South)		App Total	FL-A1A Collins Ave (North)		App Total	22nd St (West)		App Total	22nd St (East)		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
1000 - 1015	0	0	0	0	0	0	0	0	0	2	0	2	2	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	2	0	2	2	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115 - 1130	1	1	2	0	0	0	0	0	0	0	0	0	2	
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	1	2	0	0	0	0	0	0	0	0	0	2	
Grand Total	1	1	2	0	0	0	0	0	0	2	0	2	4	
Approach %	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	-	
Intersection %	25.00	25.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	-	

# Classified Turn Movement Count || All vehicles

Miami Beach, FL

**Site 2**

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 22nd St (West)  
 22nd St (East)

**Date**

Friday, September 19, 2025

**Weather**

Fair  
 82°F

**Lat/Long**

25.797545°, -80.128333°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**1530 - 1730 (Weekday 2h Session) (09-19-2025)**

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-A1A Collins Ave (South)					FL-A1A Collins Ave (North)					22nd St (West)					22nd St (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1530 - 1545	4	144	8	0	156	14	164	4	0	182	1	4	1	0	6	10	19	15	0	44	388
1545 - 1600	2	135	9	0	146	8	135	9	0	152	2	2	5	0	9	10	10	14	0	34	341
1600 - 1615	7	148	10	0	165	11	145	9	0	165	0	1	5	0	6	11	3	5	0	19	355
1615 - 1630	3	152	6	0	161	8	128	9	0	145	3	4	3	0	10	6	6	8	0	20	336
Hourly Total	16	579	33	0	628	41	572	31	0	644	6	11	14	0	31	37	38	42	0	117	1420
1630 - 1645	3	128	14	0	145	4	135	6	0	145	4	3	13	0	20	11	10	12	0	33	343
1645 - 1700	5	135	12	0	152	11	145	2	0	158	6	3	5	0	14	9	3	11	0	23	347
1700 - 1715	5	162	13	0	180	13	132	5	0	150	3	3	6	0	12	12	8	11	0	31	373
1715 - 1730	4	132	16	0	152	6	111	4	0	121	3	3	3	0	9	10	7	11	0	28	310
Hourly Total	17	557	55	0	629	34	523	17	0	574	16	12	27	0	55	42	28	45	0	115	1373
Grand Total	33	1136	88	0	1257	75	1095	48	0	1218	22	23	41	0	86	79	66	87	0	232	2793
Approach %	2.63	90.37	7.00	0.00	-	6.16	89.90	3.94	0.00	-	25.58	26.74	47.67	0.00	-	34.05	28.45	37.50	0.00	-	
Intersection %	1.18	40.67	3.15	0.00	45.01	2.69	39.21	1.72	0.00	43.61	0.79	0.82	1.47	0.00	3.08	2.83	2.36	3.11	0.00	8.31	
Heavy Vehicle %	0	4	0	-	4	0	5	2	-	5	0	0	0	-	0	1	0	0	-	0	4
PHF	0.57	0.95	0.83	0.00	0.95	0.73	0.87	0.86	0.00	0.88	0.50	0.69	0.70	0.00	0.78	0.84	0.50	0.70	0.00	0.66	0.91
Peak Hour Total	16	579	33	0	628	41	572	31	0	644	6	11	14	0	31	37	38	42	0	117	1420
Peak Hour HV %	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	4

# Crosswalk Counts || Pedestrians

Miami Beach, FL

www.marrtraffic.com

## Site 2

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 22nd St (West)  
 22nd St (East)

## Date

Friday, September 19, 2025

## Weather

Fair  
 82°F

## Lat/Long

25.797545°, -80.128333°

[Click here for Detailed Weather](#)

[Click here for Map](#)



## 1530 - 1730 (Weekday 2h Session) (09-19-2025)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-A1A Collins Ave (South)		App Total	FL-A1A Collins Ave (North)		App Total	22nd St (West)		App Total	22nd St (East)		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
1530 - 1545	6	3	9	0	0	0	16	6	22	4	4	8	39	
1545 - 1600	2	1	3	0	6	6	7	13	20	6	14	20	49	
1600 - 1615	4	6	10	1	0	1	5	18	23	10	12	22	56	
1615 - 1630	6	2	8	6	7	13	4	7	11	7	13	20	52	
Hourly Total	18	12	30	7	13	20	32	44	76	27	43	70	196	
1630 - 1645	7	4	11	5	7	12	8	10	18	7	6	13	54	
1645 - 1700	1	1	2	0	4	4	7	19	26	5	3	8	40	
1700 - 1715	13	6	19	2	1	3	13	14	27	15	7	22	71	
1715 - 1730	9	4	13	2	4	6	8	17	25	9	21	30	74	
Hourly Total	30	15	45	9	16	25	36	60	96	36	37	73	239	
Grand Total	48	27	75	16	29	45	68	104	172	63	80	143	435	
Approach %	64.00	36.00	-	35.56	64.44	-	39.53	60.47	-	44.06	55.94	-	-	
Intersection %	11.03	6.21	17.24	3.68	6.67	10.34	15.63	23.91	39.54	14.48	18.39	32.87		

# Crosswalk Counts || Bicycles

Miami Beach, FL

**Site 2**

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 22nd St (West)  
 22nd St (East)

**Date**

Friday, September 19, 2025

**Weather**

Fair  
 82°F

[Click here for Detailed Weather](#)

**Lat/Long**

25.797545°, -80.128333°

[Click here for Map](#)

**1530 - 1730 (Weekday 2h Session) (09-19-2025)**

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-A1A Collins Ave (South)		App Total	FL-A1A Collins Ave (North)		App Total	22nd St (West)		App Total	22nd St (East)		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
1530 - 1545	1	1	2	1	0	1	1	1	2	3	3	6	11	
1545 - 1600	0	1	1	0	0	0	0	0	0	0	3	3	4	
1600 - 1615	2	0	2	0	0	0	0	0	0	2	0	2	4	
1615 - 1630	0	0	0	0	0	0	0	0	0	1	0	1	1	
Hourly Total	3	2	5	1	0	1	1	1	2	6	6	12	20	
1630 - 1645	0	0	0	1	0	1	1	0	1	4	4	8	10	
1645 - 1700	0	0	0	0	0	0	0	1	1	2	0	2	3	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	2	2	0	1	1	3	
Hourly Total	0	0	0	1	0	1	3	1	4	6	5	11	16	
Grand Total	3	2	5	2	0	2	4	2	6	12	11	23	36	
Approach %	60.00	40.00	-	100.00	0.00	-	66.67	33.33	-	52.17	47.83	-	-	
Intersection %	8.33	5.56	13.89	5.56	0.00	5.56	11.11	5.56	16.67	33.33	30.56	63.89		

# Classified Turn Movement Count || All vehicles

Miami Beach

### Site 3

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 21st St (West)  
 21st St (East)

### Date

Thursday, September 18, 2025

### Weather

Mostly Cloudy  
 80°F

### Lat/Long

25.796377°, -80.128807°

[Click here for Detailed Weather](#)

[Click here for Map](#)

### 1000 - 1200 (Weekday 2h Session) (09-18-2025)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-A1A Collins Ave (South)					FL-A1A Collins Ave (North)					21st St (West)					21st St (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1000 - 1015	9	86	1	2	98	3	135	17	0	155	8	0	12	0	20	0	0	2	0	2	275
1015 - 1030	6	92	0	1	99	4	120	5	0	129	6	1	9	0	16	1	2	5	0	8	252
1030 - 1045	6	93	1	0	100	1	129	5	0	135	7	0	7	0	14	2	0	0	0	2	251
1045 - 1100	4	109	0	0	113	0	138	11	0	149	16	0	9	1	26	1	0	0	0	1	289
Hourly Total	25	380	2	3	410	8	522	38	0	568	37	1	37	1	76	4	2	7	0	13	1067
1100 - 1115	2	85	0	0	87	0	126	5	0	131	9	0	8	0	17	0	3	0	0	3	238
1115 - 1130	10	100	0	1	111	1	125	12	0	138	7	0	6	0	13	0	0	0	0	0	262
1130 - 1145	11	109	2	0	122	1	110	7	0	118	3	0	8	0	11	0	1	2	0	3	254
1145 - 1200	8	93	1	0	102	0	140	8	0	148	13	0	5	0	18	1	0	0	0	1	269
Hourly Total	31	387	3	1	422	2	501	32	0	535	32	0	27	0	59	1	4	2	0	7	1023
Grand Total	56	767	5	4	832	10	1023	70	0	1103	69	1	64	1	135	5	6	9	0	20	2090
Approach %	6.73	92.19	0.60	0.48	-	0.91	92.75	6.35	0.00	-	51.11	0.74	47.41	0.74	-	25.00	30.00	45.00	0.00	-	
Intersection %	2.68	36.70	0.24	0.19	39.81	0.48	48.95	3.35	0.00	52.78	3.30	0.05	3.06	0.05	6.46	0.24	0.29	0.43	0.00	0.96	
Heavy Vehicle %	2	10	20	0	9	10	7	20	-	8	1	0	3	0	2	20	33	0	-	15	8
PHF	0.69	0.87	0.50	0.38	0.91	0.50	0.95	0.56	0.00	0.92	0.58	0.25	0.77	0.25	0.73	0.50	0.25	0.35	0.00	0.41	0.92
Peak Hour Total	25	380	2	3	410	8	522	38	0	568	37	1	37	1	76	4	2	7	0	13	1067
Peak Hour HV %	4	10	50	0	10	13	8	18	0	8	3	0	5	0	4	25	50	0	0	15	9

# Crosswalk Counts || Pedestrians

Miami Beach

**Site 3**

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 21st St (West)  
 21st St (East)

**Date**

Thursday, September 18, 2025

**Weather**

Mostly Cloudy  
 80°F

**Lat/Long**

25.796377°, -80.128807°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**1000 - 1200 (Weekday 2h Session) (09-18-2025)**

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-A1A Collins Ave (South)		App Total	FL-A1A Collins Ave (North)		App Total	21st St (West)		App Total	21st St (East)		App Total		
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		NB 3g	SB 3h			
1000 - 1015	1	6	7	1	5	6	8	4	12	8	13	21	46	
1015 - 1030	3	2	5	1	1	2	8	6	14	7	11	18	39	
1030 - 1045	3	2	5	3	5	8	10	13	23	5	9	14	50	
1045 - 1100	2	3	5	3	2	5	11	15	26	9	16	25	61	
Hourly Total	9	13	22	8	13	21	37	38	75	29	49	78	196	
1100 - 1115	1	2	3	4	1	5	13	2	15	8	7	15	38	
1115 - 1130	10	0	10	4	1	5	2	12	14	14	12	26	55	
1130 - 1145	10	1	11	31	4	35	13	9	22	21	4	25	93	
1145 - 1200	8	2	10	5	2	7	11	6	17	11	14	25	59	
Hourly Total	29	5	34	44	8	52	39	29	68	54	37	91	245	
Grand Total	38	18	56	52	21	73	76	67	143	83	86	169	441	
Approach %	67.86	32.14	-	71.23	28.77	-	53.15	46.85	-	49.11	50.89	-	-	
Intersection %	8.62	4.08	12.70	11.79	4.76	16.55	17.23	15.19	32.43	18.82	19.50	38.32		

# Crosswalk Counts || Bicycles

Miami Beach

**Site 3**

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 21st St (West)  
 21st St (East)

**Date**

Thursday, September 18, 2025

**Weather**

Mostly Cloudy  
 80°F

**Lat/Long**

25.796377°, -80.128807°

[Click here for Detailed Weather](#)

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**1000 - 1200 (Weekday 2h Session) (09-18-2025)**

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-A1A Collins Ave (South)		App Total	FL-A1A Collins Ave (North)		App Total	21st St (West)		App Total	21st St (East)		App Total		
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		NB 3g	SB 3h			
1000 - 1015	0	0	0	0	0	0	0	0	0	2	0	2	2	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	2	0	2	2	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	0	0	0	0	0	0	0	0	1	0	1	1	
1145 - 1200	0	0	0	1	0	1	0	0	0	0	0	0	1	
Hourly Total	0	0	0	1	0	1	0	0	0	1	0	1	2	
Grand Total	0	0	0	1	0	1	0	0	0	3	0	3	4	
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	100.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	75.00	0.00	75.00	-	

# Classified Turn Movement Count || All vehicles

Miami Beach, FL

**Site 3**

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 21st St (West)  
 21st St (East)

**Date**

Friday, September 19, 2025

**Weather**

Fair  
 82°F

**Lat/Long**

25.796377°, -80.128807°

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**1530 - 1730 (Weekday 2h Session) (09-19-2025)**

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-A1A Collins Ave (South)					FL-A1A Collins Ave (North)					21st St (West)					21st St (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1530 - 1545	5	142	1	0	148	0	148	7	0	155	5	1	9	0	15	0	1	5	0	6	324
1545 - 1600	5	143	2	0	150	0	157	13	0	170	6	0	4	0	10	1	3	1	0	5	335
1600 - 1615	6	154	0	1	161	1	148	8	0	157	6	1	2	0	9	1	1	2	0	4	331
1615 - 1630	13	155	0	0	168	1	133	11	0	145	9	0	10	0	19	0	3	0	0	3	335
Hourly Total	29	594	3	1	627	2	586	39	0	627	26	2	25	0	53	2	8	8	0	18	1325
1630 - 1645	4	135	0	0	139	1	141	16	0	158	11	1	9	0	21	0	3	5	0	8	326
1645 - 1700	5	132	1	0	138	1	146	11	2	160	10	0	6	0	16	1	2	2	0	5	319
1700 - 1715	6	169	0	0	175	0	137	11	0	148	5	0	2	0	7	0	0	0	0	0	330
1715 - 1730	7	146	0	0	153	1	115	6	0	122	10	0	8	0	18	0	1	0	0	1	294
Hourly Total	22	582	1	0	605	3	539	44	2	588	36	1	25	0	62	1	6	7	0	14	1269
Grand Total	51	1176	4	1	1232	5	1125	83	2	1215	62	3	50	0	115	3	14	15	0	32	2594
Approach %	4.14	95.45	0.32	0.08	-	0.41	92.59	6.83	0.16	-	53.91	2.61	43.48	0.00	-	9.38	43.75	46.88	0.00	-	
Intersection %	1.97	45.34	0.15	0.04	47.49	0.19	43.37	3.20	0.08	46.84	2.39	0.12	1.93	0.00	4.43	0.12	0.54	0.58	0.00	1.23	
Heavy Vehicle %	4	4	0	0	4	0	4	16	0	5	2	0	0	-	1	0	0	7	-	3	4
PHF	0.54	0.95	0.25	0.25	0.92	0.75	0.92	0.75	0.00	0.93	0.73	0.50	0.63	0.00	0.70	0.50	0.83	0.40	0.00	0.63	0.99
Peak Hour Total	28	587	2	1	618	3	579	48	0	630	32	2	25	0	59	2	10	8	0	20	1327
Peak Hour HV %	7	3	0	0	4	0	4	15	0	5	3	0	0	0	2	0	0	0	0	0	4

# Crosswalk Counts || Pedestrians

Miami Beach, FL

www.marrtraffic.com

### Site 3

FL-A1A Collins Ave (South)  
 FL-A1A Collins Ave (North)  
 21st St (West)  
 21st St (East)

### Date

Friday, September 19, 2025

### Weather

Fair  
 82°F

### Lat/Long

25.796377°, -80.128807°

[Click here for Detailed Weather](#)

[Click here for Map](#)



### 1530 - 1730 (Weekday 2h Session) (09-19-2025)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-A1A Collins Ave (South)		App Total	FL-A1A Collins Ave (North)		App Total	21st St (West)		App Total	21st St (East)		App Total		
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		NB 3g	SB 3h			
1530 - 1545	13	10	23	4	4	8	23	14	37	31	12	43	111	
1545 - 1600	8	7	15	9	16	25	13	28	41	18	9	27	108	
1600 - 1615	10	6	16	7	5	12	14	23	37	16	6	22	87	
1615 - 1630	5	8	13	9	5	14	13	18	31	14	16	30	88	
Hourly Total	36	31	67	29	30	59	63	83	146	79	43	122	394	
1630 - 1645	7	1	8	2	8	10	12	15	27	13	6	19	64	
1645 - 1700	1	9	10	9	3	12	19	25	44	4	8	12	78	
1700 - 1715	12	12	24	7	7	14	21	12	33	26	8	34	105	
1715 - 1730	5	12	17	4	4	8	18	19	37	10	11	21	83	
Hourly Total	25	34	59	22	22	44	70	71	141	53	33	86	330	
Grand Total	61	65	126	51	52	103	133	154	287	132	76	208	724	
Approach %	48.41	51.59	-	49.51	50.49	-	46.34	53.66	-	63.46	36.54	-	-	
Intersection %	8.43	8.98	17.40	7.04	7.18	14.23	18.37	21.27	39.64	18.23	10.50	28.73		

# Crosswalk Counts || Bicycles

Miami Beach, FL

**Site 3**  
FL-A1A Collins Ave (South)  
FL-A1A Collins Ave (North)  
21st St (West)  
21st St (East)

**Date**  
Friday, September 19, 2025  
  
**Lat/Long**  
25.796377°, -80.128807°  
[Click here for Map](#)

**Weather**  
Fair  
82°F  
[Click here for Detailed Weather](#)



**1530 - 1730 (Weekday 2h Session) (09-19-2025)**  
Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-A1A Collins Ave (South)		App Total	FL-A1A Collins Ave (North)		App Total	21st St (West)		App Total	21st St (East)		App Total		
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		NB 3g	SB 3h			
1530 - 1545	0	1	1	0	0	0	0	0	0	0	3	3	4	
1545 - 1600	0	0	0	0	0	0	2	0	2	0	2	2	4	
1600 - 1615	1	0	1	0	2	2	0	0	0	3	1	4	7	
1615 - 1630	0	1	1	0	1	1	0	0	0	1	0	1	3	
Hourly Total	1	2	3	0	3	3	2	0	2	4	6	10	18	
1630 - 1645	0	0	0	0	3	3	0	1	1	1	0	1	5	
1645 - 1700	0	0	0	2	0	2	0	1	1	0	0	0	3	
1700 - 1715	0	1	1	0	2	2	1	2	3	0	0	0	6	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	1	2	5	7	1	4	5	1	0	1	14	
Grand Total	1	3	4	2	8	10	3	4	7	5	6	11	32	
Approach %	25.00	75.00	-	20.00	80.00	-	42.86	57.14	-	45.45	54.55	-	-	
Intersection %	3.13	9.38	12.50	6.25	25.00	31.25	9.38	12.50	21.88	15.63	18.75	34.38		

# Classified Turn Movement Count || All vehicles

Miami Beach

**Site 4**

Park Ave (South)  
 Park Ave (North)  
 21st St (West)  
 21st St (East)



**Date**

Thursday, September 18, 2025

**Weather**

Mostly Cloudy  
 80°F



**Lat/Long**

25.797046°, -80.130801°

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**1000 - 1200 (Weekday 2h Session) (09-18-2025)**

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	Park Ave (South)			U-Turn 4.4	Park Ave (North)			U-Turn 4.8	21st St (West)			U-Turn 4.12	21st St (East)			U-Turn 4.16					
	Left 4.1	Thru 4.2	Right 4.3		Left 4.5	Thru 4.6	Right 4.7		Left 4.9	Thru 4.10	Right 4.11		Left 4.13	Thru 4.14	Right 4.15			App Total	App Total		
1000 - 1015	0	8	4	0	12	5	10	5	2	22	2	12	2	0	16	1	13	5	0	19	69
1015 - 1030	3	7	3	0	13	6	8	0	0	14	5	9	0	0	14	4	11	8	0	23	64
1030 - 1045	0	4	1	0	5	7	10	3	0	20	2	14	2	0	18	1	6	1	0	8	51
1045 - 1100	2	10	4	0	16	9	15	5	0	29	2	12	3	0	17	5	13	4	0	22	84
Hourly Total	5	29	12	0	46	27	43	13	2	85	11	47	7	0	65	11	43	18	0	72	268
1100 - 1115	1	7	1	0	9	8	16	7	1	32	3	13	3	0	19	1	10	1	0	12	72
1115 - 1130	0	7	7	0	14	4	8	2	1	15	2	4	2	1	9	4	9	6	0	19	57
1130 - 1145	0	3	1	0	4	9	2	5	2	18	1	5	1	0	7	0	12	10	0	22	51
1145 - 1200	2	2	1	0	5	6	8	2	0	16	7	5	0	0	12	4	7	7	0	18	51
Hourly Total	3	19	10	0	32	27	34	16	4	81	13	27	6	1	47	9	38	24	0	71	231
Grand Total	8	48	22	0	78	54	77	29	6	166	24	74	13	1	112	20	81	42	0	143	499
Approach %	10.26	61.54	28.21	0.00	-	32.53	46.39	17.47	3.61	-	21.43	66.07	11.61	0.89	-	13.99	56.64	29.37	0.00	-	
Intersection %	1.60	9.62	4.41	0.00	15.63	10.82	15.43	5.81	1.20	33.27	4.81	14.83	2.61	0.20	22.44	4.01	16.23	8.42	0.00	28.66	
Heavy Vehicle %	0	19	9	-	14	2	16	0	0	8	8	0	8	0	3	0	20	2	-	12	9
PHF	0.50	0.70	0.56	0.00	0.67	0.83	0.77	0.54	0.25	0.74	0.60	0.86	0.67	0.00	0.89	0.55	0.77	0.44	0.00	0.71	0.81
Peak Hour Total	6	28	9	0	43	30	49	15	1	95	12	48	8	0	68	11	40	14	0	65	271
Peak Hour HV %	0	18	0	0	12	3	20	0	0	12	0	0	0	0	0	0	23	7	0	15	10

# Crosswalk Counts || Pedestrians

Miami Beach

**Site 4**

Park Ave (South)  
 Park Ave (North)  
 21st St (West)  
 21st St (East)

**Date**

Thursday, September 18, 2025

**Weather**

Mostly Cloudy  
 80°F

**Lat/Long**

25.797046°, -80.130801°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**1000 - 1200 (Weekday 2h Session) (09-18-2025)**

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Park Ave (South)		App Total	Park Ave (North)		App Total	21st St (West)		App Total	21st St (East)		App Total		
	EB 4a	WB 4b		EB 4c	WB 4d		NB 4e	SB 4f		NB 4g	SB 4h			
1000 - 1015	3	2	5	2	3	5	0	0	0	2	2	4	14	
1015 - 1030	0	5	5	3	2	5	1	1	2	1	1	2	14	
1030 - 1045	0	2	2	2	0	2	3	0	3	2	1	3	10	
1045 - 1100	2	1	3	2	1	3	0	3	3	1	2	3	12	
Hourly Total	5	10	15	9	6	15	4	4	8	6	6	12	50	
1100 - 1115	1	2	3	3	2	5	1	0	1	1	0	1	10	
1115 - 1130	2	2	4	3	1	4	2	0	2	1	1	2	12	
1130 - 1145	1	4	5	10	0	10	4	0	4	6	0	6	25	
1145 - 1200	4	2	6	1	0	1	0	0	0	5	15	20	27	
Hourly Total	8	10	18	17	3	20	7	0	7	13	16	29	74	
Grand Total	13	20	33	26	9	35	11	4	15	19	22	41	124	
Approach %	39.39	60.61	-	74.29	25.71	-	73.33	26.67	-	46.34	53.66	-	-	
Intersection %	10.48	16.13	26.61	20.97	7.26	28.23	8.87	3.23	12.10	15.32	17.74	33.06		



# Classified Turn Movement Count || All vehicles

Miami Beach, FL

## Site 4

Park Ave (South)  
Park Ave (North)  
21st St (West)  
21st St (East)

## Date

Friday, September 19, 2025

## Weather

Fair  
82°F

## Lat/Long

25.797046°, -80.130801°

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## 1530 - 1730 (Weekday 2h Session) (09-19-2025)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	Park Ave (South)			U-Turn 4.4	App Total	Park Ave (North)			U-Turn 4.8	App Total	21st St (West)			U-Turn 4.12	App Total	21st St (East)			U-Turn 4.16	App Total	
	Left 4.1	Thru 4.2	Right 4.3			Left 4.5	Thru 4.6	Right 4.7			Left 4.9	Thru 4.10	Right 4.11			Left 4.13		Thru 4.14			Right 4.15
1530 - 1545	1	5	3	0	9	5	11	9	4	29	3	9	1	0	13	1	10	8	0	19	70
1545 - 1600	2	9	0	0	11	5	20	2	1	28	11	9	1	0	21	5	12	4	0	21	81
1600 - 1615	1	13	0	0	14	3	12	6	3	24	7	6	1	0	14	2	7	5	0	14	66
1615 - 1630	2	14	1	0	17	4	10	3	1	18	13	13	2	0	28	1	14	8	0	23	86
Hourly Total	6	41	4	0	51	17	53	20	9	99	34	37	5	0	76	9	43	25	0	77	303
1630 - 1645	0	13	1	0	14	3	5	1	0	9	5	11	3	0	19	3	10	10	1	24	66
1645 - 1700	1	7	1	0	9	6	13	4	3	26	5	5	2	0	12	1	6	11	0	18	65
1700 - 1715	3	10	2	0	15	6	15	1	0	22	0	3	3	0	6	4	5	14	0	23	66
1715 - 1730	1	10	6	0	17	6	20	3	2	31	3	3	1	0	7	1	5	8	0	14	69
Hourly Total	5	40	10	0	55	21	53	9	5	88	13	22	9	0	44	9	26	43	1	79	266
Grand Total	11	81	14	0	106	38	106	29	14	187	47	59	14	0	120	18	69	68	1	156	569
Approach %	10.38	76.42	13.21	0.00	-	20.32	56.68	15.51	7.49	-	39.17	49.17	11.67	0.00	-	11.54	44.23	43.59	0.83	-	
Intersection %	1.93	14.24	2.46	0.00	18.63	6.68	18.63	5.10	2.46	32.86	8.26	10.37	2.46	0.00	21.09	3.16	12.13	11.95	0.18	27.42	
Heavy Vehicle %	0	1	7	-	2	0	6	7	0	4	0	0	7	-	1	0	20	1	0	10	5
PHF	0.75	0.73	0.33	0.00	0.75	0.85	0.66	0.56	0.56	0.85	0.65	0.71	0.63	0.00	0.68	0.45	0.77	0.78	0.00	0.84	0.88
Peak Hour Total	6	41	4	0	51	17	53	20	9	99	34	37	5	0	76	9	43	25	0	77	303
Peak Hour HV %	0	2	25	0	4	0	8	5	0	5	0	0	20	0	1	0	16	4	0	10	5

# Crosswalk Counts || Pedestrians

Miami Beach, FL

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## Site 4

Park Ave (South)  
 Park Ave (North)  
 21st St (West)  
 21st St (East)

## Date

Friday, September 19, 2025

## Weather

Fair  
 82°F

## Lat/Long

25.797046°, -80.130801°

[Click here for Detailed Weather](#)

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## 1530 - 1730 (Weekday 2h Session) (09-19-2025)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total		
1530 - 1545	0	2	2	0	0	0	0	0	0	5	4	9	11	
1545 - 1600	0	1	1	6	4	10	2	5	7	0	2	2	20	
1600 - 1615	1	0	1	1	2	3	2	1	3	4	0	4	11	
1615 - 1630	0	2	2	7	2	9	0	3	3	2	0	2	16	
Hourly Total	1	5	6	14	8	22	4	9	13	11	6	17	58	
1630 - 1645	2	2	4	3	3	6	0	0	0	4	2	6	16	
1645 - 1700	3	2	5	4	1	5	1	7	8	1	0	1	19	
1700 - 1715	4	6	10	2	4	6	2	2	4	1	4	5	25	
1715 - 1730	0	2	2	5	3	8	0	0	0	5	4	9	19	
Hourly Total	9	12	21	14	11	25	3	9	12	11	10	21	79	
Grand Total	10	17	27	28	19	47	7	18	25	22	16	38	137	
Approach %	37.04	62.96	-	59.57	40.43	-	28.00	72.00	-	57.89	42.11	-	-	
Intersection %	7.30	12.41	19.71	20.44	13.87	34.31	5.11	13.14	18.25	16.06	11.68	27.74		

# Crosswalk Counts || Bicycles

Miami Beach, FL

**Site 4**

Park Ave (South)  
 Park Ave (North)  
 21st St (West)  
 21st St (East)

**Date**

Friday, September 19, 2025

**Weather**

Fair  
 82°F

**Lat/Long**

25.797046°, -80.130801°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**1530 - 1730 (Weekday 2h Session) (09-19-2025)**

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Park Ave (South)		App Total	Park Ave (North)		App Total	21st St (West)		App Total	21st St (East)		App Total		
	EB 4a	WB 4b		EB 4c	WB 4d		NB 4e	SB 4f		NB 4g	SB 4h			
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	2	0	0	0	0	0	0	0	2
1615 - 1630	1	0	1	1	3	4	0	0	0	0	0	1	1	6
Hourly Total	1	0	1	1	5	6	0	0	0	0	0	1	1	8
1630 - 1645	0	0	0	1	0	1	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1	0	0	0	0	1	0	1	2
Grand Total	1	0	1	2	5	7	0	0	0	0	1	1	2	10
Approach %	100.00	0.00	-	28.57	71.43	-	0.00	0.00	-	50.00	50.00	-	-	-
Intersection %	10.00	0.00	10.00	20.00	50.00	70.00	0.00	0.00	0.00	10.00	10.00	20.00	20.00	20.00

# Classified Turn Movement Count || All vehicles

Miami Beach

**Site 5**  
23rd St



Dade Blvd  
Pine Tree Dr

**Date**  
Thursday, September 18, 2025

**Weather**  
Mostly Cloudy  
80°F



**Lat/Long**  
25.799378°, -80.130223°  
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**1000 - 1200 (Weekday 2h Session) (09-18-2025)**

All vehicles

TIME	Northbound 23rd St			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
1000 - 1015	25	25	0	50
1015 - 1030	35	26	0	61
1030 - 1045	45	29	0	74
1045 - 1100	39	31	0	70
Hourly Total	144	111	0	255
1100 - 1115	39	29	0	68
1115 - 1130	34	32	0	66
1130 - 1145	38	25	0	63
1145 - 1200	40	32	0	72
Hourly Total	151	118	0	269
Grand Total	295	229	0	524
Approach %	56.30	43.70	0.00	-
Intersection %	11.05	8.58	0.00	19.63
Heavy Vehicle %	6	1	-	4
PHF	0.80	0.90	0.00	0.86
Peak Hour Total	144	111	0	255
Peak Hour HV %	6	1	0	4

	Eastbound Dade Blvd				Westbound Pine Tree Dr				Int Total
	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	
	71	54	0	125	55	119	0	174	349
	65	54	0	119	47	104	0	151	331
	91	66	0	157	33	119	0	152	383
	60	37	0	97	54	145	0	199	366
	287	211	0	498	189	487	0	676	1429
	83	39	0	122	39	96	0	135	325
	59	47	0	106	34	103	0	137	309
	70	42	0	112	26	91	0	117	292
	70	40	0	110	38	94	0	132	314
	282	168	0	450	137	384	0	521	1240
	569	379	0	948	326	871	0	1197	2669
	60.02	39.98	0.00	-	27.23	72.77	0.00	-	
	21.32	14.20	0.00	35.52	12.21	32.63	0.00	44.85	
	6	4	-	5	3	3	-	3	4
	0.79	0.80	0.00	0.79	0.86	0.84	0.00	0.85	0.93
	287	211	0	498	189	487	0	676	1429
	6	4	0	5	3	2	0	3	4

# Crosswalk Counts || Pedestrians

Miami Beach

**Site 5**  
23rd St

Dade Blvd  
Pine Tree Dr

**Date**  
Thursday, September 18, 2025

**Lat/Long**  
25.799378°, -80.130223°  
[Click here for Map](#)

**Weather**  
Mostly Cloudy  
80°F  
[Click here for Detailed Weather](#)



**1000 - 1200 (Weekday 2h Session) (09-18-2025)**  
Pedestrians

Northbound 23rd St			
TIME	EB 5a	WB 5b	App Total
1000 - 1015	0	0	0
1015 - 1030	2	1	3
1030 - 1045	0	3	3
1045 - 1100	2	4	6
Hourly Total	4	8	12
1100 - 1115	0	2	2
1115 - 1130	0	3	3
1130 - 1145	0	1	1
1145 - 1200	0	1	1
Hourly Total	0	7	7
Grand Total	4	15	19
Approach %	21.05	78.95	-
Intersection %	12.90	48.39	61.29

Eastbound Dade Blvd				Westbound Pine Tree Dr				App Total	Int Total
NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total				
0	0	0	0	0	0	0	0	0	
1	1	2	0	0	0	0	0	5	
0	0	0	0	0	0	0	0	3	
3	0	3	0	0	0	0	0	9	
4	1	5	0	0	0	0	0	17	
0	2	2	0	0	0	0	0	4	
2	0	2	0	0	0	0	0	5	
0	0	0	0	1	0	0	1	2	
0	2	2	0	0	0	0	0	3	
2	4	6	1	0	0	0	1	14	
6	5	11	1	0	0	0	1	31	
54.55	45.45	-	100.00	0.00	-	-	-	-	
19.35	16.13	35.48	3.23	0.00	3.23	3.23	3.23	-	

# Crosswalk Counts || Bicycles

Miami Beach

**Site 5**  
23rd St

Dade Blvd  
Pine Tree Dr

**Date**  
Thursday, September 18, 2025

**Lat/Long**  
25.799378°, -80.130223°  
[Click here for Map](#)

**Weather**  
Mostly Cloudy  
80°F  
[Click here for Detailed Weather](#)



**1000 - 1200 (Weekday 2h Session) (09-18-2025)**  
Bicycles

Northbound 23rd St			
TIME	EB 5a	WB 5b	App Total
1000 - 1015	0	0	0
1015 - 1030	0	0	0
1030 - 1045	0	0	0
1045 - 1100	0	1	1
Hourly Total	0	1	1
1100 - 1115	0	0	0
1115 - 1130	1	0	1
1130 - 1145	0	0	0
1145 - 1200	0	0	0
Hourly Total	1	0	1
Grand Total	1	1	2
Approach %	50.00	50.00	-
Intersection %	25.00	25.00	50.00

Eastbound Dade Blvd				Westbound Pine Tree Dr			
NB 5e	SB 5f	App Total		NB 5g	SB 5h	App Total	Int Total
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	1
0	0	0		0	0	0	1
0	2	2		0	0	0	2
0	0	0		0	0	0	1
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	2	2		0	0	0	3
0	2	2		0	0	0	4
0.00	100.00	-		0.00	0.00	-	
0.00	50.00	50.00		0.00	0.00	0.00	

# Classified Turn Movement Count || All vehicles

Miami Beach, FL

**Site 5**

23rd St

Dade Blvd  
Pine Tree Dr

**Date**

Friday, September 19, 2025

**Lat/Long**

25.799378°, -80.130223°

[Click here for Map](#)

**Weather**

Fair

82°F

[Click here for Detailed Weather](#)

**1530 - 1730 (Weekday 2h Session) (09-19-2025)**

All vehicles

TIME	Northbound 23rd St			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
1530 - 1545	48	92	0	140
1545 - 1600	47	61	0	108
1600 - 1615	35	69	0	104
1615 - 1630	35	60	0	95
Hourly Total	165	282	0	447
1630 - 1645	38	70	0	108
1645 - 1700	43	72	0	115
1700 - 1715	35	56	0	91
1715 - 1730	49	42	0	91
Hourly Total	165	240	0	405
Grand Total	330	522	0	852
Approach %	38.73	61.27	0.00	-
Intersection %	9.00	14.24	0.00	23.23
Heavy Vehicle %	3	1	-	2
PHF	0.82	0.93	0.00	0.96
Peak Hour Total	155	260	0	415
Peak Hour HV %	4	1	0	2

	Eastbound Dade Blvd				Westbound Pine Tree Dr				Int Total
	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	
	195	61	0	256	32	61	0	93	489
	195	65	0	260	22	97	0	119	487
	173	45	0	218	39	105	0	144	466
	188	58	0	246	27	87	0	114	455
	751	229	0	980	120	350	0	470	1897
	220	51	0	271	39	95	0	134	513
	184	54	0	238	34	71	0	105	458
	139	50	0	189	31	72	0	103	383
	147	56	0	203	27	95	0	122	416
	690	211	0	901	131	333	0	464	1770
	1441	440	0	1881	251	683	0	934	3667
	76.61	23.39	0.00	-	26.87	73.13	0.00	-	
	39.30	12.00	0.00	51.30	6.84	18.63	0.00	25.47	
	1	4	-	2	0	0	-	0	1
	0.88	0.84	0.00	0.92	0.81	0.91	0.00	0.89	0.94
	776	219	0	995	127	384	0	511	1921
	1	4	0	1	0	0	0	0	1

# Crosswalk Counts || Pedestrians

Miami Beach, FL

**Site 5**  
23rd St

Dade Blvd  
Pine Tree Dr

**Date**  
Friday, September 19, 2025

**Lat/Long**  
25.799378°, -80.130223°  
[Click here for Map](#)

**Weather**  
Fair  
82°F  
[Click here for Detailed Weather](#)



**1530 - 1730 (Weekday 2h Session) (09-19-2025)**  
Pedestrians

TIME	Northbound 23rd St		App Total
	EB 5a	WB 5b	
1530 - 1545	0	2	2
1545 - 1600	2	0	2
1600 - 1615	3	0	3
1615 - 1630	2	0	2
Hourly Total	7	2	9
1630 - 1645	0	0	0
1645 - 1700	2	3	5
1700 - 1715	0	0	0
1715 - 1730	1	0	1
Hourly Total	3	3	6
Grand Total	10	5	15
Approach %	66.67	33.33	-
Intersection %	37.04	18.52	55.56

Eastbound Dade Blvd				Westbound Pine Tree Dr				App Total	Int Total
NB 5e	SB 5f			NB 5g	SB 5h				
0	1			0	0			0	3
1	2			0	0			0	5
0	1			1	0			0	4
0	0			0	0			0	2
1	4			0	0			0	14
0	1			1	0			0	1
1	1			2	0			0	7
0	2			2	0			0	2
0	2			2	0			0	3
1	6			7	0			0	13
2	10			12	0			0	27
16.67	83.33			-	0.00			-	
7.41	37.04			44.44	0.00			0.00	

# Crosswalk Counts || Bicycles

Miami Beach, FL

**Site 5**  
23rd St

Dade Blvd  
Pine Tree Dr

**Date**  
Friday, September 19, 2025

**Lat/Long**  
25.799378°, -80.130223°  
[Click here for Map](#)

**Weather**  
Fair  
82°F  
[Click here for Detailed Weather](#)



**1530 - 1730 (Weekday 2h Session) (09-19-2025)**  
Bicycles

Northbound			
23rd St			
TIME	EB 5a	WB 5b	App Total
1530 - 1545	3	0	3
1545 - 1600	0	0	0
1600 - 1615	0	0	0
1615 - 1630	0	1	1
Hourly Total	3	1	4
1630 - 1645	0	1	1
1645 - 1700	0	0	0
1700 - 1715	0	0	0
1715 - 1730	1	0	1
Hourly Total	1	1	2
Grand Total	4	2	6
Approach %	66.67	33.33	-
Intersection %	66.67	33.33	100.00

Eastbound				Westbound			
Dade Blvd				Pine Tree Dr			
NB 5e	SB 5f	App Total		NB 5g	SB 5h	App Total	Int Total
0	0	0		0	0	0	3
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	1
0	0	0		0	0	0	4
0	0	0		0	0	0	1
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	1
0	0	0		0	0	0	0
0	0	0		0	0	0	2
0	0	0		0	0	0	6
0.00	0.00	-		0.00	0.00	-	
0.00	0.00	0.00		0.00	0.00	0.00	

# Peak Season Category Report

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8700 MIAMI-DADE NORTH

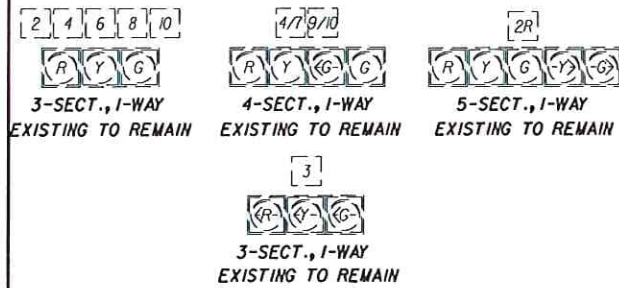
MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.07	1.13
2	01/07/2024 - 01/13/2024	1.03	1.08
3	01/14/2024 - 01/20/2024	1.00	1.05
4	01/21/2024 - 01/27/2024	0.98	1.03
* 5	01/28/2024 - 02/03/2024	0.97	1.02
* 6	02/04/2024 - 02/10/2024	0.96	1.01
* 7	02/11/2024 - 02/17/2024	0.95	1.00
* 8	02/18/2024 - 02/24/2024	0.95	1.00
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.97	1.02
*17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	0.99	1.04
19	05/05/2024 - 05/11/2024	1.00	1.05
20	05/12/2024 - 05/18/2024	1.02	1.07
21	05/19/2024 - 05/25/2024	1.03	1.08
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.06	1.12
25	06/16/2024 - 06/22/2024	1.05	1.11
26	06/23/2024 - 06/29/2024	1.04	1.09
27	06/30/2024 - 07/06/2024	1.03	1.08
28	07/07/2024 - 07/13/2024	1.02	1.07
29	07/14/2024 - 07/20/2024	1.02	1.07
30	07/21/2024 - 07/27/2024	1.01	1.06
31	07/28/2024 - 08/03/2024	1.01	1.06
32	08/04/2024 - 08/10/2024	1.01	1.06
33	08/11/2024 - 08/17/2024	1.01	1.06
34	08/18/2024 - 08/24/2024	1.01	1.06
35	08/25/2024 - 08/31/2024	1.01	1.06
36	09/01/2024 - 09/07/2024	1.01	1.06
37	09/08/2024 - 09/14/2024	1.01	1.06
38	09/15/2024 - 09/21/2024	1.01	1.06
39	09/22/2024 - 09/28/2024	1.01	1.06
40	09/29/2024 - 10/05/2024	1.01	1.06
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.02	1.07
43	10/20/2024 - 10/26/2024	1.02	1.07
44	10/27/2024 - 11/02/2024	1.02	1.07
45	11/03/2024 - 11/09/2024	1.02	1.07
46	11/10/2024 - 11/16/2024	1.03	1.08
47	11/17/2024 - 11/23/2024	1.03	1.08
48	11/24/2024 - 11/30/2024	1.04	1.09
49	12/01/2024 - 12/07/2024	1.05	1.11
50	12/08/2024 - 12/14/2024	1.06	1.12
51	12/15/2024 - 12/21/2024	1.07	1.13
52	12/22/2024 - 12/28/2024	1.03	1.08
53	12/29/2024 - 12/31/2024	1.00	1.05

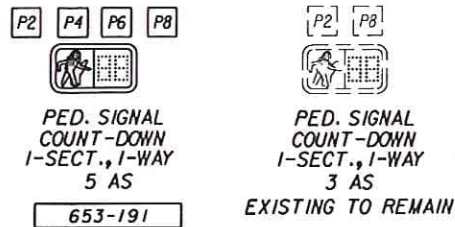
\* PEAK SEASON

## Signal Timings

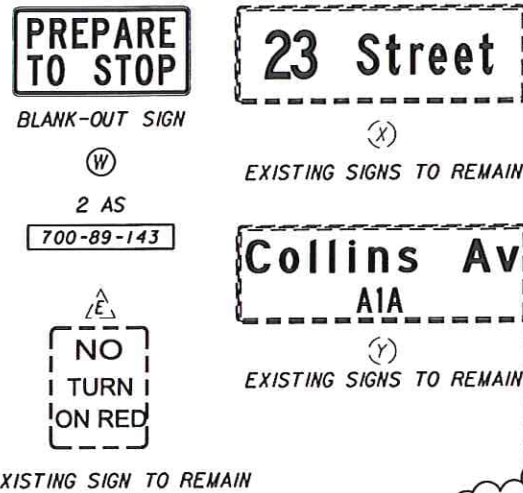
**SIGNAL HEAD DETAILS**



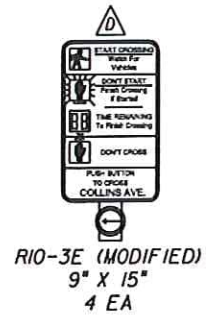
**PEDESTRIAN SIGNAL DETAILS**



**SIGN DETAILS**



EXISTING SIGN TO REMAIN



PEDESTRIAN SIGN SHALL BE INCLUDED IN COST OF PAY ITEM 665-III

**CONTROLLER OPERATIONS:**

1. MAJOR STREET IS COLLINS AVE. (SR-A1A); MINOR STREET IS 23rd STREET.
2. SIGNAL OPERATING PLAN AS SHOWN BELOW
3. FLASHING OPERATION: 2, 2R, & 6 - YELLOW; 3, 4, 4/7, 8, 9/10, & 10 - RED.
4. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNALS DIVISION.

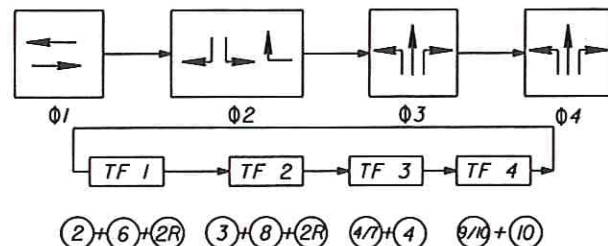
**NOTES**

1. PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO FACE THE CENTER OF FAR-SIDE END OF CROSSWALK THEY SERVE.
2. PEDESTRIAN DETECTORS TO BE AUDIBLE TYPE TO CROSS SR A1A ACROSS THE NORTH AND SOUTH LEG OF THE INTERSECTION.
3. THE FOLLOWING MESSAGE SHALL BE PROGRAMMED INTO THE APS SYSTEM: "WAIT TO CROSS COLLINS AVENUE."
4. ARROW ON AUDIBLE PEDESTRIAN DETECTORS SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK THEY SERVE.

**BLANK-OUT SIGN AND DETECTION NOTES**

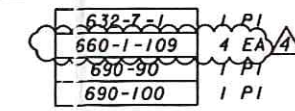
1. BLANK-OUT SIGN WILL ONLY TURN ON DURING THE GREEN AND YELLOW INTERVALS.
2. THE "PREPARE TO STOP" BLANK-OUT SIGN WILL REMAIN OFF UNTIL A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY EITHER L-1B OR L-5B.
3. WHEN A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY L-1A, L-1B, AND L-1C, OR BY L-5A, L-5B, AND L-5C, THE "PREPARE TO STOP" BLANK-OUT SIGN WILL TURN OFF.

**S.O.P. (EXISTING):**

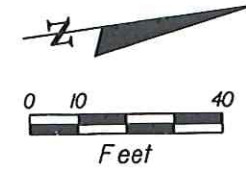
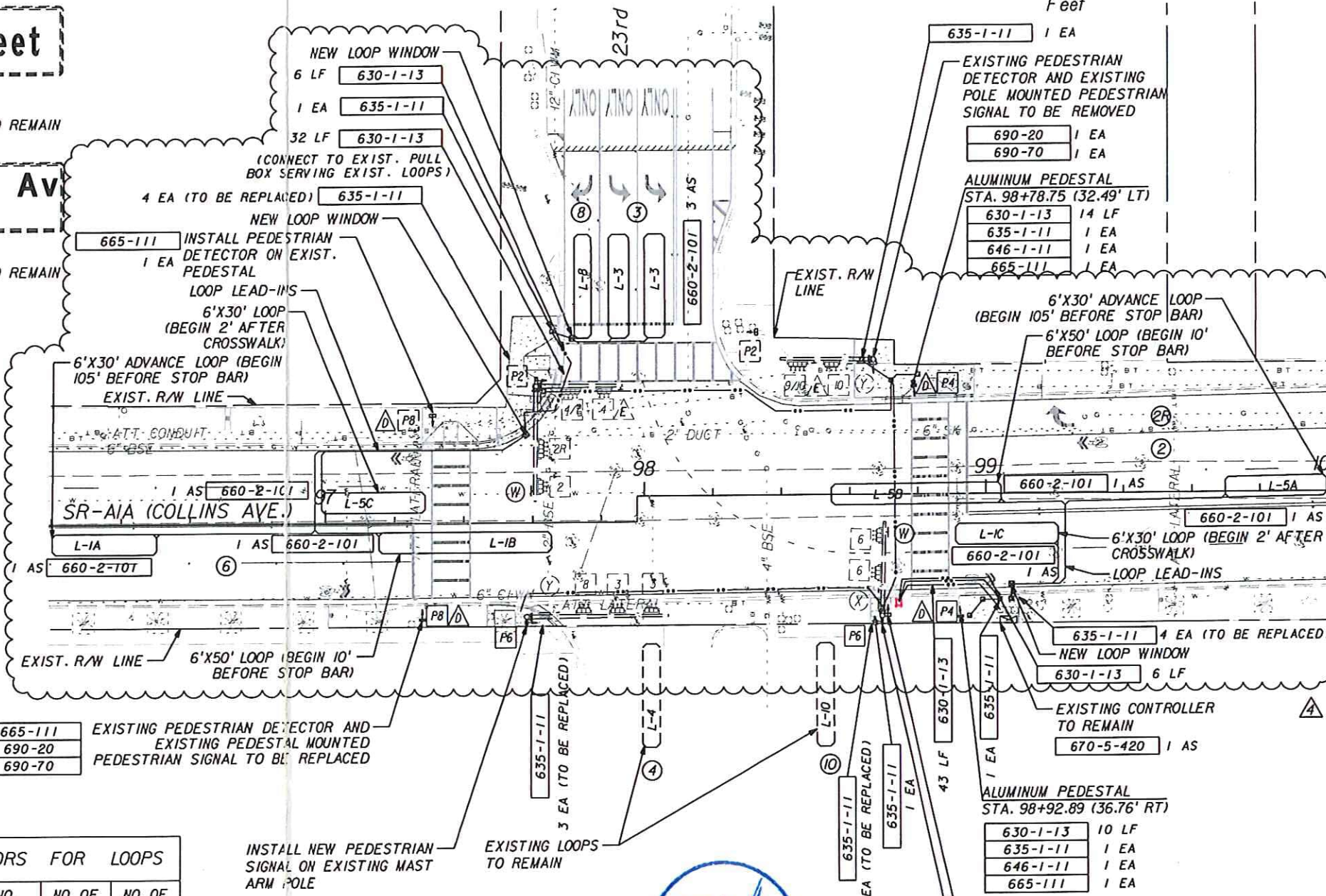


DETECTORS FOR LOOPS			
LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.
L-1A	1		
L-1B	1	2	
L-1C	1		
L-3	2		1
L-4	1		1
L-5A	1		
L-5B	1	2	
L-5C	1		
L-8	1		1
L-10	1		1

**ADDITIONAL ITEMS**

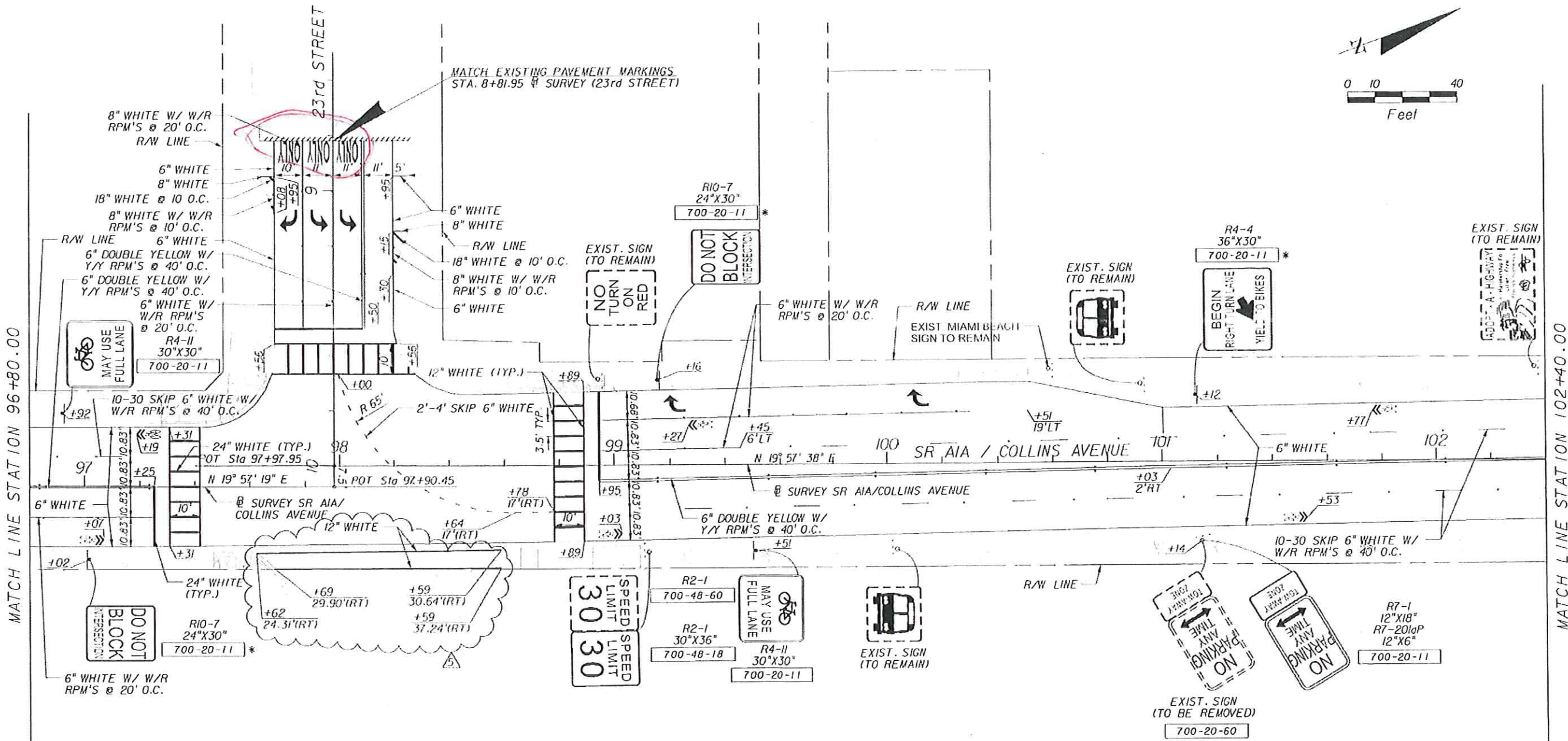
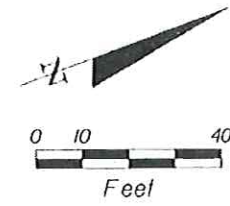


7900 NW 60 Street  
Doral, FL 33166  
*Amy Maitte*



REVISIONS		BOLTON PEREZ & ASSOCIATES 7205 CORPORATE CENTER DR., STE. 201 MIAMI, FLORIDA 33126 CERTIFICATE OF AUTHORIZATION 7904 MAIKEL GONZALEZ, PE LIC. NO. 65609	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		SIGNALIZATION PLAN	SHEET NO. T-9
DATE	DESCRIPTION		ROAD NO.	COUNTY		
12/04/12 MG	DETECTION SYSTEM FOR AIA (LOOPS)		AIA	MIAMI-DADE	425504-1-52-01	
01/14/13 MG	REVISED DETECTION SYSTEM FOR AIA (LOOPS)					

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



MATCH LINE STATION 96+80.00

MATCH LINE STATION 102+40.00

\* PAY ITEMS TO BE PAID UNDER FPID # 425504-2-52-01



REVISIONS		CORRADINO	STATE OF FLORIDA		SHEET NO.
DATE	DESCRIPTION		DEPARTMENT OF TRANSPORTATION	FINANCIAL PROJECT ID	
4/23/13	PROPOSED CROSSWALK	4055 N.W. 97th Avenue, Doral, Florida, 33178 Ph: (305) 594-0735 Fax: (305) 594-0755 Certificate Of Authorization No 00007665 E.O.R. Ubaldo F. Lena, P.E. No 40167	AIA	MIAMI-DADE	425504-1-52-01
<b>SIGNING AND PAVEMENT MARKING PLANS</b>					S-10

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G5-23.003, F.A.C.

# SIGNAL OPERATING PLAN



Direction	NB	SB	EB	WB	WB	Ped Heads				Movements/Display/Actuation						
Timing Phases	Head No.	6	2	2R	3	8	4	4/7	10	9/10	P6	P2	P8	P4		
Collins Av (RECALL)	Dwell	G	G	G	<R	R	R	R	R	R	W/F	W/F	DW	DW		
	Clear to	3	Y	Y	Y	<R	R	R	R	R	DW	DW	DW	DW		
		4	Y	Y	Y	<R	R	R	R	R	DW	DW	DW	DW		
		1	Y	Y	Y	<R	R	R	R	R	DW	DW	DW	DW		
23 STREET (ACTUATED)	Dwell	R	R	R/G>	<G	G	R	R	R	R	DW	DW	W/F	DW		
	Clear to	4	R	R	R/Y>	<Y	Y	R	R	R	DW	DW	DW	DW		
		1	R	R	R/Y>	<Y	Y	R	R	R	DW	DW	DW	DW		
		(2+6)	R	R	R/Y>	<Y	Y	R	R	R	DW	DW	DW	DW		
WB NORTHSIDE (ACTUATED)	Dwell	R	R	R	<R	R	R	R	G	<G/G	DW	DW	DW	W/F		
	Clear to	1	R	R	R	<R	R	R	R	Y	Y	DW	DW	DW		DW
		(2+6)	R	R	R	<R	R	R	R	Y	Y	DW	DW	DW		DW
WB SOUTHSIDE (ACTUATED)	Dwell	R	R	R	<R	R	G	<G/G	R	R	DW	DW	W/F	W/F		
	Clear to	(2+6)	R	R	R	<R	R	Y	Y	R	R	DW	DW	DW		DW

Flashing Operation

FY FY FY FR FR FR FR FR FR FR

Page 1 of 1

## Miami-Dade County Public Works Department

Drawn WILLIAM RIVERA PAZ	Date 04/30/13	Collins Av & 23 Street		
Checked H. HERNANDEZ	Date 4/30/13	Placed in Service		Phasing No.
		Date: 5/1/13	BY UND	7
				Asset Number 2670

**TOD Schedule Report**  
for 2670: Collins Av&23 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2670	Collins Av&23 St	DOW-2	TOD	[03] AM PEAK	140	8	N/A	1	Max 2

**Splits**

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
WB (S)	SBT	EBT	WB (N)	-	NBT	-	-
9	61	25	21	0	61	0	0
N/A	↓	→	N/A	↑			

Active Phase Bank: Phase Bank 1

Phase	Walk									Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red																																
	Phase Bank																																																									
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3																																					
1 WB (	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	7	-	7	-	7	-	7	-	7	2.5	-	2.5	-	2.5	-	2.5	-	2.5	7	-	7	-	7	-	7	-	7	14	-	10	-	10	-	10	-	10	4	2
2 SBT	7	-	7	-	7	-	7	-	7	20	-	20	-	20	-	20	-	20	-	20	5	-	5	-	5	-	5	-	5	1	-	1	-	1	-	1	-	1	27	-	27	-	27	-	27	-	27	0	-	27	-	27	-	27	-	27	4	2.5
3 EBT	7	-	7	-	7	-	7	-	7	12	-	12	-	12	-	12	-	12	-	12	7	-	7	-	7	-	7	-	7	2.5	-	2.5	-	2.5	-	2.5	-	2.5	8	-	8	-	8	-	8	-	8	40	-	15	-	15	-	15	-	15	4	2
4 WB (	7	-	7	-	7	-	7	-	7	16	-	16	-	16	-	16	-	16	-	16	7	-	7	-	7	-	7	-	7	2.5	-	2.5	-	2.5	-	2.5	-	2.5	7	-	7	-	7	-	7	-	7	25	-	12	-	12	-	12	-	12	4	2
5 -	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	0									
6 NBT	7	-	7	-	7	-	7	-	7	20	-	20	-	20	-	20	-	20	-	20	5	-	5	-	5	-	5	-	5	1	-	1	-	1	-	1	-	1	27	-	27	-	27	-	27	-	27	0	-	27	-	27	-	27	-	27	4	2.5
7 -	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	0									
8 -	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	0	0									

Last In Service Date: unknown

<b>Permitted Phases</b>	
	<b>12345678</b>
Default	1234-6--
External Permit 0	1234-6--
External Permit 1	1234-6--
External Permit 2	1234-6--

**TOD Schedule Report**  
for 2670: Collins Av&23 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 WB (	2 SBT	3 EBT	4 WB (N)	5 -	6 NBT	7 -	8 -		
1		110	7	36	22	21	0	36	0	0	0	28
2		130	7	50	28	21	0	50	0	0	0	72
3		140	9	61	25	21	0	61	0	0	0	8
4		110	7	36	22	21	0	36	0	0	0	28
5		110	7	36	22	21	0	36	0	0	0	41
6		140	7	58	30	21	0	58	0	0	0	55
7		130	7	51	27	21	0	51	0	0	0	83
8		130	7	51	27	21	0	51	0	0	0	77
11		110	7	36	22	21	0	36	0	0	0	28
12		110	7	36	22	21	0	36	0	0	0	28
13		110	7	36	22	21	0	36	0	0	0	28
14		140	8	61	26	21	0	61	0	0	0	9
15		120	7	46	22	21	0	46	0	0	0	9
16		110	7	36	22	21	0	36	0	0	0	28
17		110	7	36	22	21	0	36	0	0	0	28
18		140	7	56	27	26	0	56	0	0	0	97
21		110	9	34	22	21	0	34	0	0	0	28
22		110	9	34	22	21	0	34	0	0	0	91
23		110	9	34	22	21	0	34	0	0	0	65
25		140	7	58	30	21	0	58	0	0	0	98

Local TOD Schedule		
Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th
1000	8	Su F S
1500	14	Su F S
1500	3	M T W Th
1800	18	M T W Th F
1800	6	Su S
2200	1	M T W Th
2200	6	F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	PED RECALL	-----	SuM T W
0530	PED RECALL	----43--	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	PED RECALL	----43--	ThF S
0000	PED RECALL	-----	SuM T W
0200	PED RECALL	-----	ThF S
0500	PED RECALL	----43--	Su S
0530	PED RECALL	----43--	M T W ThF

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

**TOD Schedule Report**  
**for 2670: Collins Av&23 St**

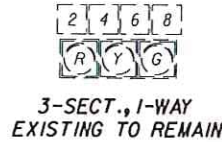
Print Date:  
**10/4/2021**

Print Time:  
**3:15 PM**

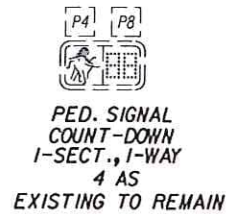
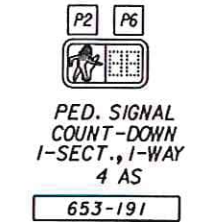
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<p><b><i>No Calendar Defined/Enabled</i></b></p>
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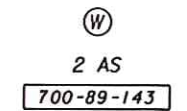
**SIGNAL HEAD DETAILS**



**PEDESTRIAN SIGNAL DETAILS**



**SIGN DETAILS**



**CONTROLLER OPERATIONS:**

1. MAJOR STREET IS COLLINS AVE. (SR-A1A); MINOR STREET IS 22nd STREET
2. STANDARD OPERATING PLAN SOP 1
3. FLASHING OPERATION: 2 & 6 - YELLOW; 4 & 8 - RED
4. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNALS DIVISION

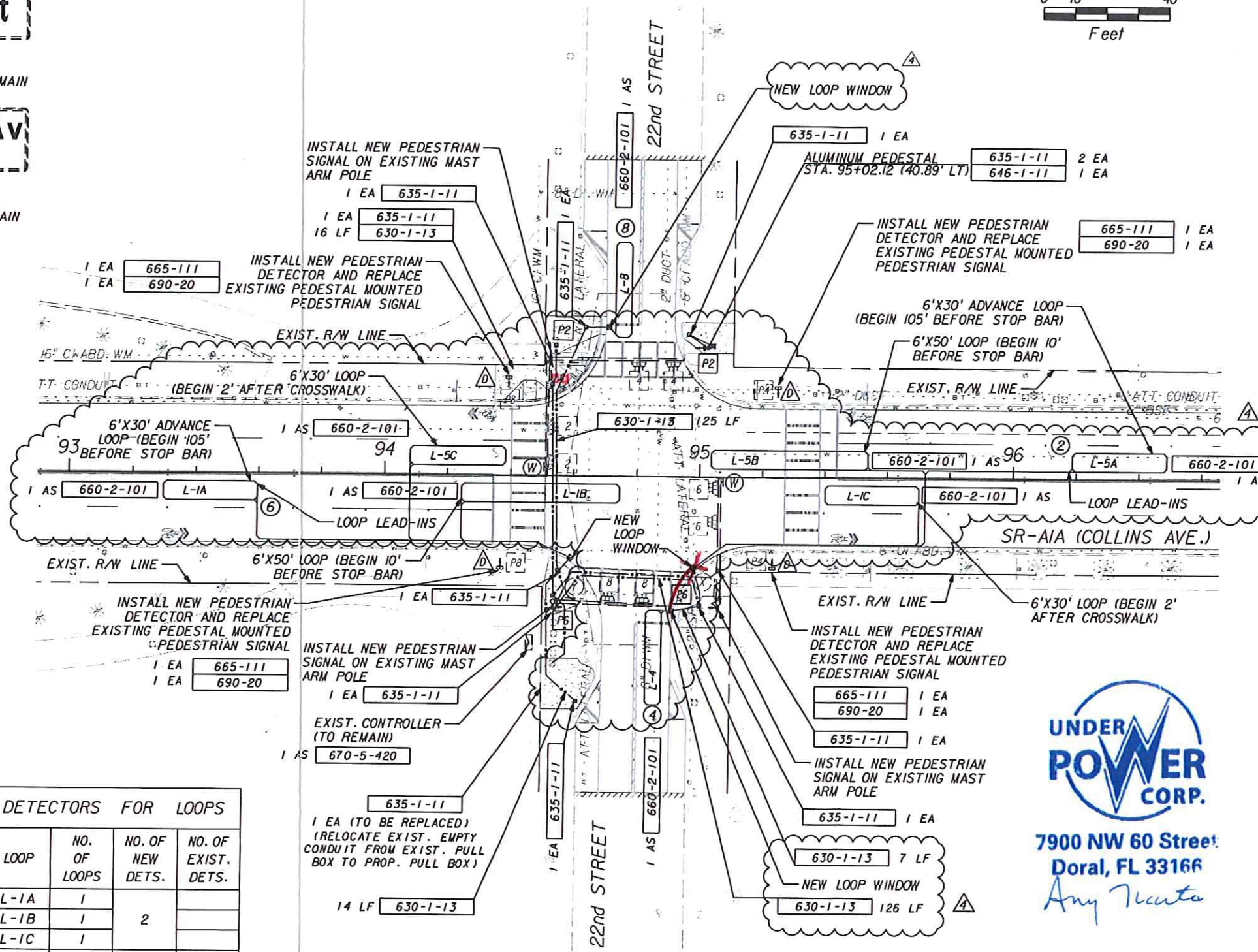
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2. PEDESTRIAN DETECTORS TO BE AUDIBLE TYPE TO CROSS SR A1A ACROSS THE NORTH AND SOUTH LEG OF THE INTERSECTION.
3. THE FOLLOWING MESSAGE SHALL BE PROGRAMMED INTO THE APS SYSTEM: "WAIT TO CROSS COLLINS AVENUE."
4. ARROW ON AUDIBLE PEDESTRIAN DETECTORS SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK THEY SERVE.

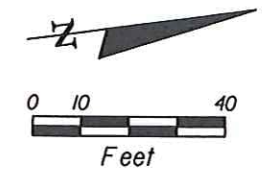
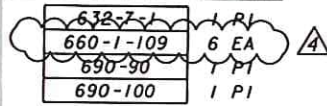
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1. BLANK-OUT SIGN WILL ONLY TURN ON DURING THE GREEN AND YELLOW INTERVALS.
2. THE "PREPARE TO STOP" BLANK-OUT SIGN WILL REMAIN OFF UNTIL A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY EITHER L-1B OR L-5B.
3. WHEN A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY L-1A, L-1B, AND L-1C, OR BY L-5A, L-5B, AND L-5C, THE "PREPARE TO STOP" BLANK-OUT SIGN WILL TURN OFF.

DETECTORS FOR LOOPS			
LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.
L-1A	1		
L-1B	1	2	
L-1C	1		
L-4	1	1	
L-5A	1		
L-5B	1	2	
L-5C	1		
L-8	1	1	



**ADDITIONAL ITEMS**

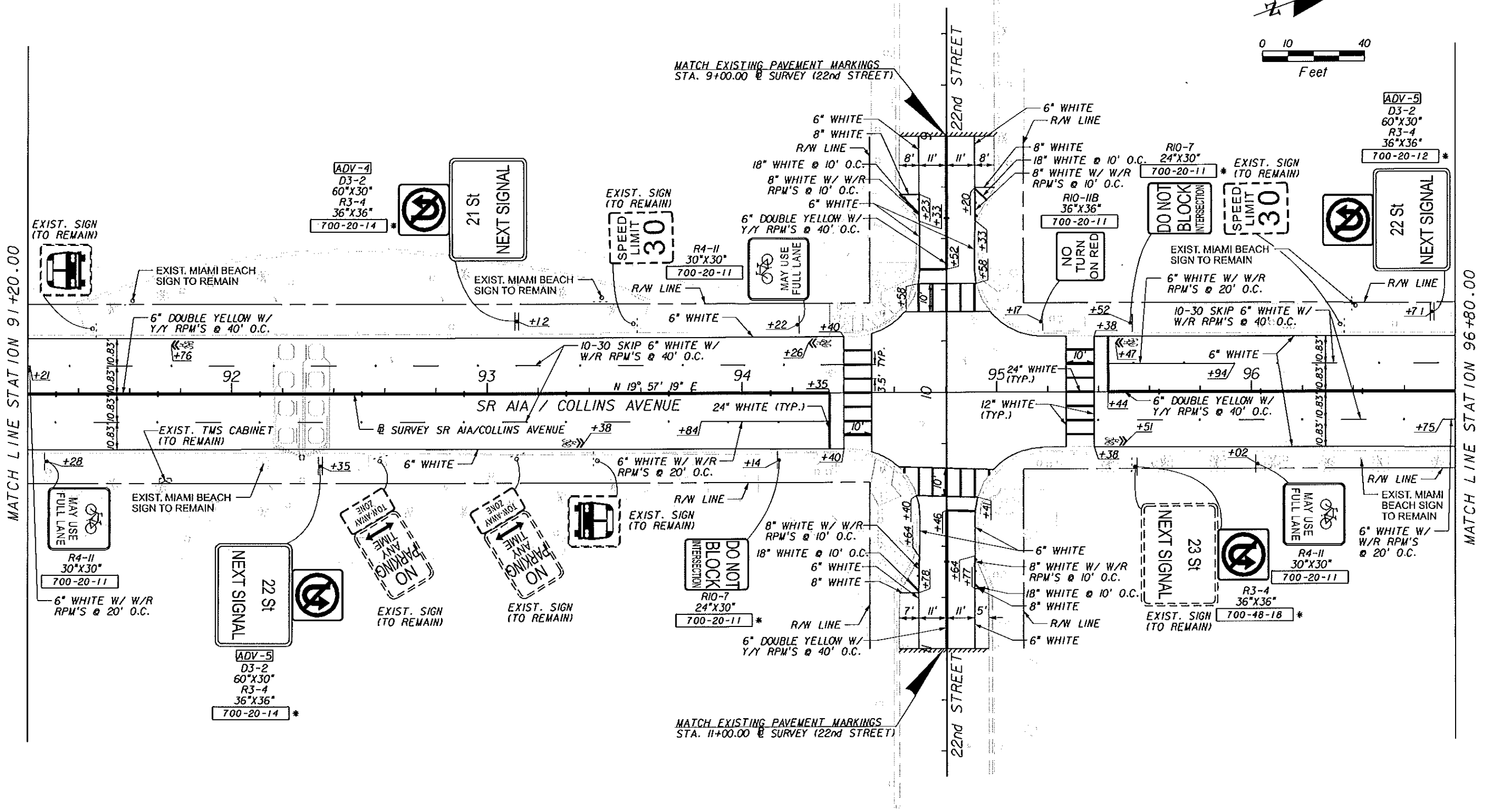
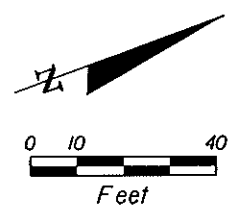


**UNDER POWER CORP.**  
7900 NW 60 Street  
Doral, FL 33166  
Any Nauta

COLLINS AVE. (SR A1A)  
AT 22nd STREET  
INTERSECTION ID# 2669

REVISIONS		DATE	DESCRIPTION	BOLTON PEREZ & ASSOCIATES	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNALIZATION PLAN	SHEET NO. T-8
DATE	DESCRIPTION				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
12/04/12 MG	2		DETECTION SYSTEM FOR A1A (LOOPS)	7205 CORPORATE CENTER DR., STE. 201 MIAMI, FLORIDA 33126. CERTIFICATE OF AUTHORIZATION 7904 MAIKEL GONZALEZ, PE LIC. NO. 65609	A1A	MIAMI-DADE	425504-1-52-01		
1/14/13 MG	4		REVISED DETECTION SYSTEM FOR A1A (LOOPS)						

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



MATCH LINE STATION 91+20.00

MATCH LINE STATION 96+80.00

REVISIONS		CORRADINO		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNING AND PAVEMENT MARKING PLANS	SHEET NO.  S-9
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				AIA	MIAMI-DADE	425504-1-52-01		

**CORRADINO**  
 4055 N.W. 97th Avenue, Doral, Florida, 33178  
 Ph: (305) 594-0735 Fax: (305) 594-0755  
 Certificate Of Authorization No. 00007665  
 E.O.R. Favio A. Laverde, P.E. No. 63546

**STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION**

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
AIA	MIAMI-DADE	425504-1-52-01

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G5-23.003, F.A.C.

# SIGNAL OPERATING PLAN



	Direction	NB	SB	EB	WB	Ped Heads				
Timing Phases	Head No.	6	2	8	4	P6	P2	P8	P4	Movements/Display/Actuation
	Dwell									
	C									
	l									
	e									
	a									
	Dwell									
	C									
	l									
	e									
	a									
(2+6) N/SB Collins Av (RECALL)	Dwell	G	G	R	R	W/F	W/F	DW	DW	
	4+8	Y	Y	R	R	DW	DW	DW	DW	
	C									
	l									
	e									
(4+8) E/WB 22 Street (ACTUATED)	Dwell	R	R	G	G	DW	DW	W/F	W/F	
	2+6	R	R	Y	Y	DW	DW	DW	DW	
	C									
	l									
	e									
	Dwell									
	C									
	l									
	e									
	a									
Flashing Operation		FY	FY	FR	FR					Page 1 of 1

## Miami-Dade County Public Works Department

Drawn WILLIAM RIVERA PAZ	Date 3/14/2013	<b>COLLINS AV &amp; 22 STREET</b>			
Checked	Date	Placed in Service		Phasing No.	Asset Number
		Date	By	UND	5

**TOD Schedule Report**  
for 2669: Collins Av&22 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2669	Collins Av&22 St	DOW-2	TOD	[03] AM PEAK	130	30	N/A	1	Max 2

**Splits**

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	-	NBT	-	EBT
0	94	0	24	0	94	0	24

Active Phase Bank: Phase Bank 1

Phase	Walk									Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red			
	Phase Bank									1	2	3	1	2	3	1	2	3	1	2	3	1	2	3					
1 -	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0
2 SBT	10	-	10	-	10	6	-	6	-	6	7	-	7	1	-	1	40	-	40	0	-	0	0	-	0	4	2		
3 -	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0		
4 WBT	7	-	7	-	7	12	-	12	-	12	7	-	7	2.5	-	2.5	10	-	10	45	-	14	45	-	14	4	2		
5 -	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0		
6 NBT	10	-	10	-	10	6	-	6	-	6	7	-	7	1	-	1	40	-	40	0	-	0	0	-	0	4	2		
7 -	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0		
8 EBT	7	-	7	-	7	12	-	12	-	12	7	-	7	2.5	-	2.5	10	-	10	45	-	14	45	-	14	4	2		

Last In Service Date: unknown

<b>Permitted Phases</b>	
	<b>12345678</b>
Default	-2-4-6-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

**TOD Schedule Report**  
for 2669: Collins Av&22 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT		
1		110	0	74	0	24	0	74	0	24	0	46
2		110	0	74	0	24	0	74	0	24	0	96
3		130	0	94	0	24	0	94	0	24	0	30
4		110	0	74	0	24	0	74	0	24	0	29
5		110	0	74	0	24	0	74	0	24	0	42
6		130	0	94	0	24	0	94	0	24	0	82
7		120	0	84	0	24	0	84	0	24	0	43
8		110	0	74	0	24	0	74	0	24	0	99
11		110	0	74	0	24	0	74	0	24	0	10
12		110	0	74	0	24	0	74	0	24	0	65
13		110	0	74	0	24	0	74	0	24	0	67
14		130	0	94	0	24	0	94	0	24	0	30
15		120	0	84	0	24	0	84	0	24	0	96
16		110	0	74	0	24	0	74	0	24	0	67
17		110	0	74	0	24	0	74	0	24	0	67
18		110	0	74	0	24	0	74	0	24	0	13
21		110	0	74	0	24	0	74	0	24	0	61
22		110	0	74	0	24	0	74	0	24	0	5
23		110	0	74	0	24	0	74	0	24	0	71
25		140	0	103	0	25	0	103	0	25	0	95

Local TOD Schedule		
Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th
1000	8	Su F S
1500	14	Su F S
1500	3	M T W Th
1800	18	M T W Th F
1800	6	Su S
2200	1	M T W Th
2200	6	F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	PED RECALL	-----	SuM T W
0530	PED RECALL	8---4---	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	PED RECALL	8---4---	ThF S
0000	PED RECALL	-----	SuM T W
0200	PED RECALL	-----	ThF S
0500	PED RECALL	8---4---	Su S
0530	PED RECALL	8---4---	M T W ThF

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

**TOD Schedule Report**  
**for 2669: Collins Av&22 St**

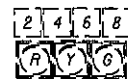
Print Date:  
**10/4/2021**

Print Time:  
**3:15 PM**

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***No Calendar Defined/Enabled***

**SIGNAL HEAD DETAILS**



3-SECT., 1-WAY  
EXISTING TO REMAIN

**SIGN DETAILS**



BLANK-OUT SIGN



2 AS

700-89-143

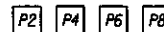


EXISTING SIGNS TO REMAIN



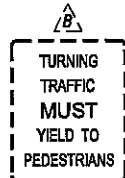
EXISTING SIGNS TO REMAIN

**PEDESTRIAN SIGNAL DETAILS**

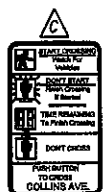


PED. SIGNAL  
COUNT-DOWN  
1-SECT., 1-WAY  
8 AS

653-191



EXISTING SIGNS TO REMAIN



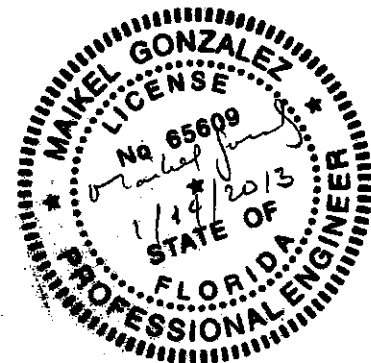
RIO-3E (MODIFIED)  
9" X 15"  
2 EA

PEDESTRIAN SIGN SHALL BE  
INCLUDED IN COST OF  
PAY ITEM 665-II



RIO-3E (MODIFIED)  
9" X 15"  
2 EA

PEDESTRIAN SIGN SHALL BE  
INCLUDED IN COST OF  
PAY ITEM 665-III



**CONTROLLER OPERATIONS:**

1. MAJOR STREET IS COLLINS AVE. (SR-A1A); MINOR STREET IS 21st STREET
2. STANDARD OPERATING PLAN SOP 1
3. FLASHING OPERATION: 2 & 6 - YELLOW; 4 & 8 - RED
4. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNALS DIVISION

**NOTES**

1. PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO FACE THE CENTER OF FAR-SIDE END OF CROSSWALK THEY SERVE.
2. PEDESTRIAN DETECTORS TO BE AUDIBLE TYPE TO CROSS SR A1A ACCROSS THE NORTH LEG OF THE INTERSECTION.
3. THE FOLLOWING MESSAGE SHALL BE PROGRAMMED INTO THE APS SYSTEM: "WAIT TO CROSS COLLINS AVENUE."
4. ARROW ON AUDIBLE PEDESTRIAN DETECTORS SHALL BE ALIGNED PARALLEL WITH THE CROSSWALK THEY SERVE.

**BLANK-OUT SIGN AND DETECTION NOTES**

1. BLANK-OUT SIGN WILL ONLY TURN ON DURING THE GREEN AND YELLOW INTERVALS.
2. THE "PREPARE TO STOP" BLANK-OUT SIGN WILL REMAIN OFF UNTIL A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY EITHER L-1B OR L-5B.
3. WHEN A VEHICLE IS DETECTED FOR MORE THAN 4 SECONDS BY L-1A, L-1B, AND L-1C, OR BY L-5A, L-5B, AND L-5C, THE "PREPARE TO STOP" BLANK-OUT SIGN WILL TURN OFF.

**DETECTORS FOR LOOPS**

LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.
L-1A	1		
L-1B	1	2	
L-1C	1		
L-4	1	1	
L-5A	1		
L-5B	1	2	
L-5C	1		
L-8	1	1	

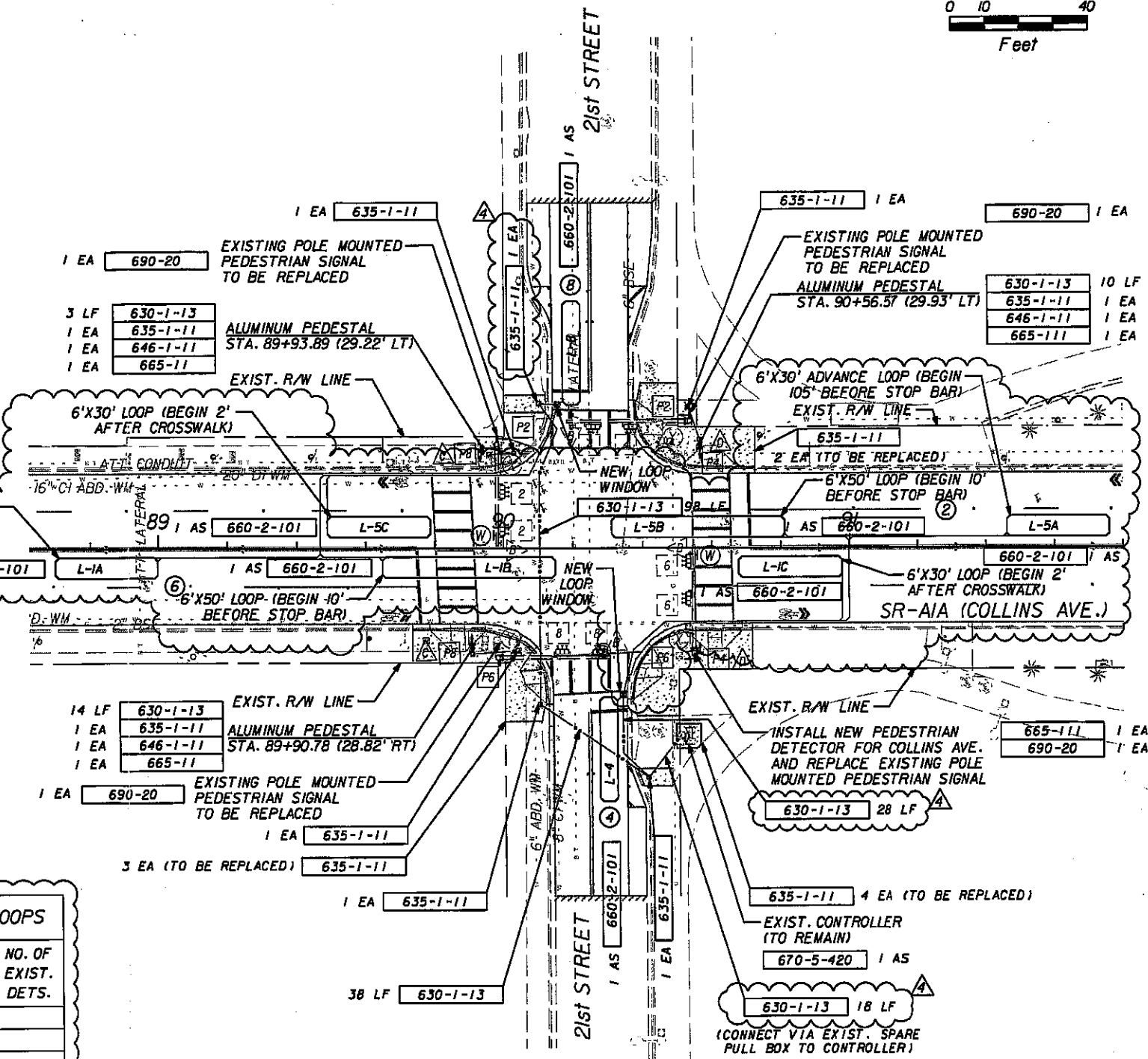
NEW TABLE

**ADDITIONAL ITEMS**

632-7-1	1 PI
660-1-109	6 EA
690-90	1 PI
690-100	1 PI

NEW QUANTITY

REMOVED PAY ITEM



COLLINS AVE. (SR A1A)  
AT 21st STREET  
INTERSECTION ID# 2668

REVISIONS	
DATE	DESCRIPTION
12/04/12 MG	REVISIED NOTE
12/14/13 MG	DETECTION SYSTEM FOR AIA (LOOPS)

**BOLTON PEREZ & ASSOCIATES**  
7205 CORPORATE CENTER DR., STE. 201  
MIAMI, FLORIDA 33126  
CERTIFICATE OF AUTHORIZATION 7904  
MAKEL GONZALEZ, PE LIC. NO. 65609

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
A1A	MIAMI-DADE	425504-1-52-01

**SIGNALIZATION PLAN**

SHEET NO.
T-7

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

# SIGNAL OPERATING PLAN



Timing Phases	Direction	NB	SB	EB	WB	Ped Heads				Movements/Display/Actuation
	Head No.	6	2	8	4	P6	P2	P8	P4	
	Dwell									
	C									
	l									
	e									
	a									
	Dwell									
	C									
	l									
	e									
	a									
(2+6) N/SB Collins Av (RECALL)	Dwell	G	G	R	R	W/F	W/F	DW	DW	
	C	4+8	Y	Y	R	R	DW	DW	DW	
	l									
	e									
	a									
(4+8) E/WB 21 Street (ACTUATED)	Dwell	R	R	G	G	DW	DW	W/F	W/F	
	C	2+6	R	R	Y	Y	DW	DW	DW	
	l									
	e									
	a									
	Dwell									
	C									
	l									
	e									
	a									

Flashing Operation      FY      FY      FR      FR      Page 1 of 1

## Miami-Dade County Public Works Department

Drawn WILLIAM RIVERA PAZ	Date 3/13/2013	<b>COLLINS AV &amp; 21 STREET</b>		
Checked <i>H. FERNANDEZ</i>	Date 4/1/13	Placed in Service Date	By UND	Phasing No. 4
				Asset Number 2668

**TOD Schedule Report**  
for 2668: Collins Av&21 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2668	Collins Av&21 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

**Splits**

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	NBT	-	EBT	-	SBT	-	WBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk									Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red			
	Phase Bank									1	2	3	1	2	3	1	2	3	1	2	3	1	2	3					
1 -	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0
2 NBT	10	-	10	-	10	-	10	-	10	8	-	8	7	-	7	1	-	1	50	-	50	0	-	0	0	-	0	4	2.4
3 -	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0
4 EBT	10	-	10	-	10	-	10	-	10	14	-	14	7	-	7	2.5	-	2.5	10	-	10	15	-	15	4	2.3			
5 -	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0
6 SBT	10	-	10	-	10	-	10	-	10	8	-	8	7	-	7	1	-	1	50	-	50	0	-	0	0	-	0	4	2.4
7 -	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0
8 WBT	10	-	10	-	10	-	10	-	10	14	-	14	7	-	7	2.5	-	2.5	10	-	10	15	-	15	4	2.3			

Last In Service Date: unknown

<b>Permitted Phases</b>	
	<b>12345678</b>
Default	-2-4-6-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

**TOD Schedule Report**  
for 2668: Collins Av&21 St

Print Date:  
10/4/2021

Print Time:  
3:15 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 -	2 NBT	3 -	4 EBT	5 -	6 SBT	7 -	8 WBT		
1		100	0	63	0	25	0	63	0	25	0	71
2		100	0	63	0	25	0	63	0	25	0	83
3		100	0	63	0	25	0	63	0	25	0	24
4		110	0	73	0	25	0	73	0	25	0	23
5		110	0	73	0	25	0	73	0	25	0	36
6		130	0	93	0	25	0	93	0	25	0	0
7		120	0	83	0	25	0	83	0	25	0	112
8		110	0	73	0	25	0	73	0	25	0	66
11		90	0	53	0	25	0	53	0	25	0	65
12		90	0	41	0	37	0	41	0	37	0	46
13		90	0	53	0	25	0	53	0	25	0	61
14		120	0	83	0	25	0	83	0	25	0	29
15		120	0	83	0	25	0	83	0	25	0	101
16		90	0	53	0	25	0	53	0	25	0	67
17		90	0	53	0	25	0	53	0	25	0	67
18		100	0	63	0	25	0	63	0	25	0	12
21		90	0	53	0	25	0	53	0	25	0	62
22		100	0	63	0	25	0	63	0	25	0	79
23		100	0	63	0	25	0	63	0	25	0	65
25		140	0	103	0	25	0	103	0	25	0	95

Local TOD Schedule		
Time	Plan	DOW
0000	1	Su M T W Th
0000	7	F S
0300	1	F S
0300	22	M T W Th
0300	4	Su
0700	5	Su
0700	1	M T W Th F S
0930	2	M T W Th
1000	8	Su F S
1500	14	Su F S
1500	3	M T W Th
1800	18	M T W Th F
1800	6	Su S
2200	1	M T W Th
2200	6	F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	PED RECALL	-----	SuM T W
0530	PED RECALL	8---4---	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	PED RECALL	8---4---	ThF S
0000	PED RECALL	-----	SuM T W
0200	PED RECALL	-----	ThF S
0500	PED RECALL	8---4---	Su S
0530	PED RECALL	8---4---	M T W ThF

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

**TOD Schedule Report**  
**for 2668: Collins Av&21 St**

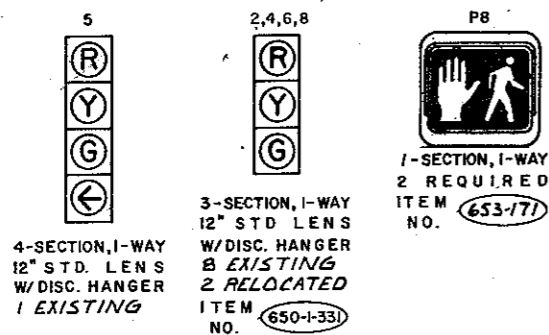
Print Date:  
**10/4/2021**

Print Time:  
**3:15 PM**

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***No Calendar Defined/Enabled***

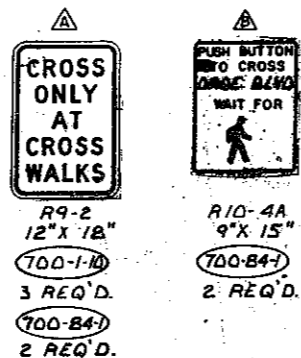
**DETAIL OF SIGNAL HEADS**



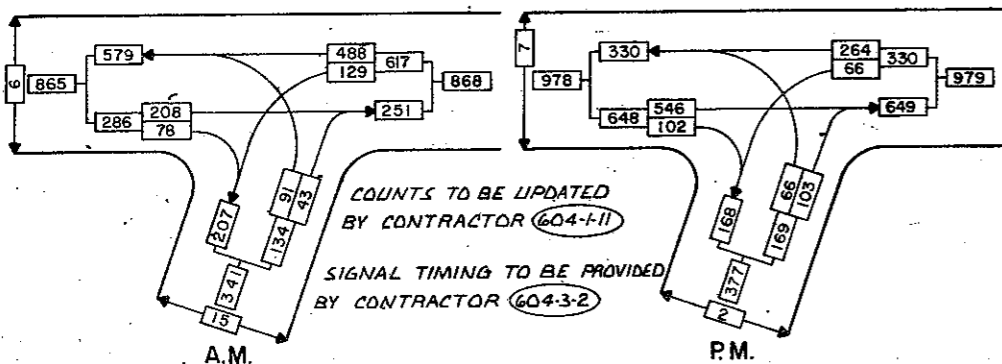
**SIGN INVENTORY**

LEG	ENTER	EXIT
NORTH EAST	D1-1 * R9-2A	W1-2L W13-1(20) R7-107
SOUTH WEST	S2-1 * R9-2A(2)	S2-1 * R9-2A(2)
SOUTH EAST	D3-1 S2-1 R10-12A (7-9AM-2-4PM)	

\* PROPOSED SIGN



**1979 PEAK HOUR VOLUMES**



**NOTES:**

1. DEMAND WATTAGE FOR THIS INTERSECTION IS 1320 WATTS.
2. LOOP ASSEMBLY (640-2-101) SHALL BE 6' X 30'.
3. ALL PAVEMENT MARKINGS ARE WHITE UNLESS OTHERWISE NOTED ON PLANS.
4. REMOVE PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED DESIGN ITEM NO. (711-72)
5. CONTRACTOR TO FURNISH AND INSTALL 130 L.F. GROUNDING ELECTRODE. BID ITEM NO. (620-1-1)
6. ALL CONDUIT SHALL BE 2" PVC UNLESS OTHERWISE NOTED.
7. CONSTRUCT RAMP FOR PHYSICALLY HANDICAPPED AS PER F.D.O.T. INDEX NO. 304. 4 RAMP REQUIRED APPROXIMATELY 20 S.Y. 4" CONCRETE SIDEWALK. COLOR TO MATCH EXISTING SIDEWALK.
8. CONTRACTOR TO RUN NEW CABLE FOR PRE-EMPTION FROM PUSH BUTTON IN FIRE STATION THROUGH EXISTING AND NEW CONDUIT TO CONTROLLER.
9. PICK UP SIGNAL CONDUIT & FP&L CONDUIT AT EXISTING CONTROLLER LOCATION.
10. EXISTING OVERHEAD STREET NAME ASSEMBLIES TO REMAIN.

**REMOVAL ITEMS**

- (690-10) 1 EA
- (690-50) 1 EA
- (690-90) 1-P
- (690-100) 1-P (RAIL SAFE UNITS)

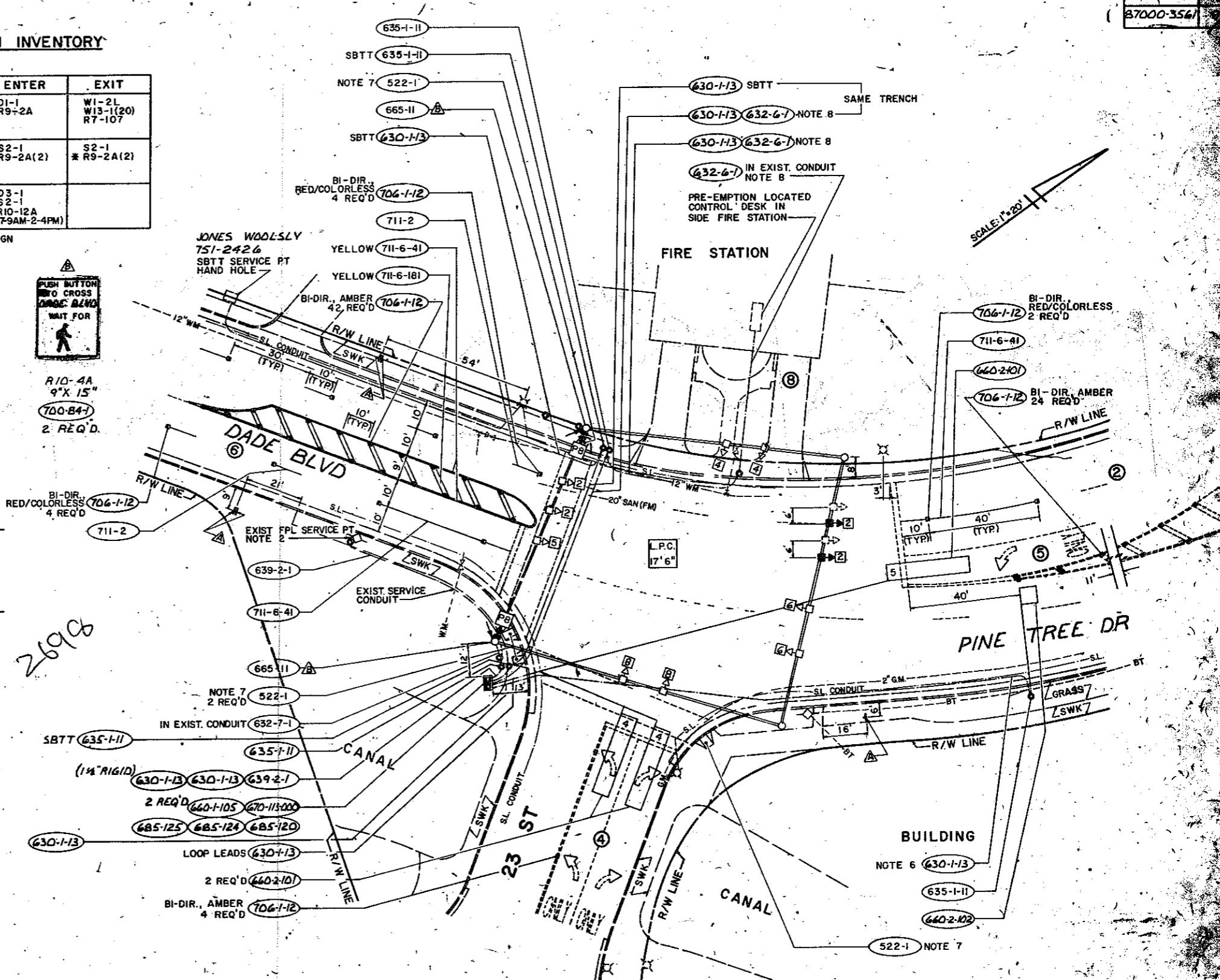
**PLANS UPDATED BY**

*Kennedy-Horn*  
FEBRUARY 1975

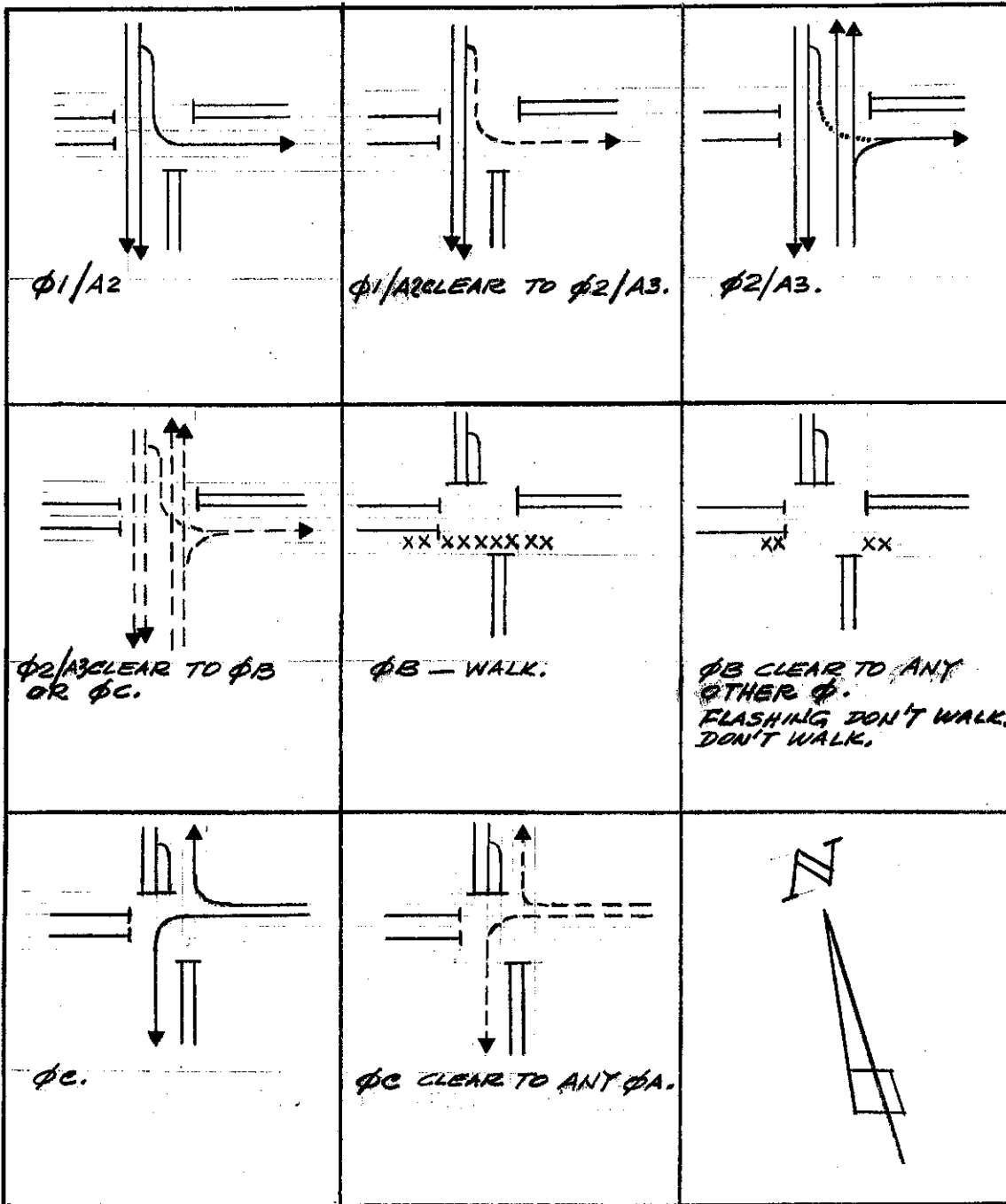
N. J. ROSS ASSOCIATES  
ENGINEERS  
2000 BRICKELL AVENUE  
MIAMI, FLORIDA 33139

NO.	DATE	REVISIONS	BY	NAME	DATE
2-85	JFE	ITEM NO. UPDATE	DL	RH	JUL 80
			DL	DL	JUL 80
			CM	CM	JUL 80
			DL	DL	JUL 80
			SR	SR	JUL 80

**DADE BLVD, PINE TREE DR. & 23 ST**  
INTERSECTION IDENTIFICATION NO. 32699  
CATEGORY II



TRAFFIC SIGNAL INTERVAL DIAGRAMS



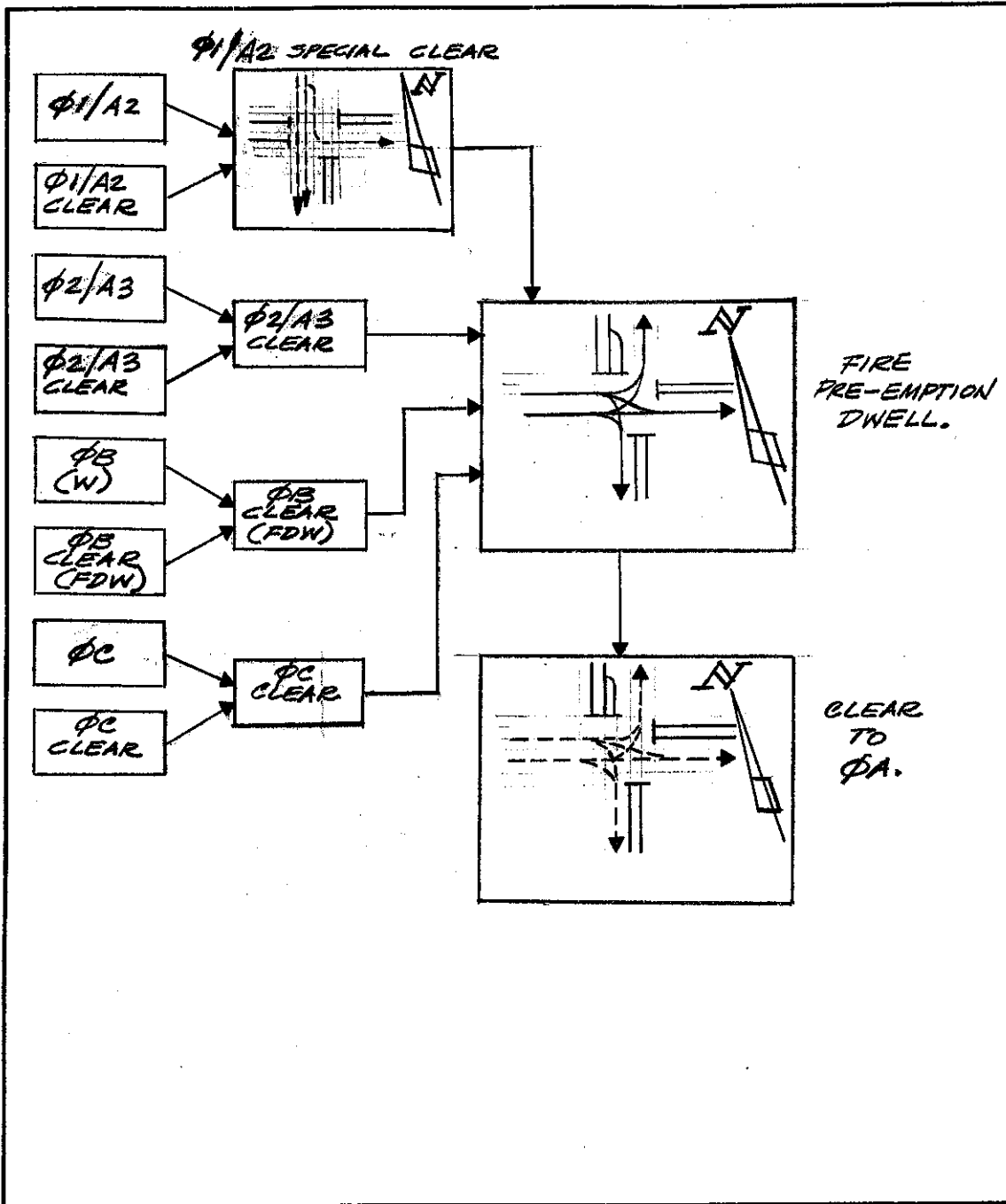
LEGEND

- ← A legal movement on green indication.
- ←..... A movement that must yield to green indication.
- ←- - - - Movement on yellow indication.
- Stopped condition on red indication.
- XXXXXXXXXX Pedestrian movement
- XX XX Pedestrian clearance

ASSET # 3269B

Drawn <b>C.L. ROQUE</b>		Date <b>3/20/76</b>		METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION		
Check <b>Wadsworth</b>		Date <b>3/31/76</b>		<b>DADE BOULEVARD &amp; 23 STREET</b>		
Division Engineer		Date		Placed in Service Date: <b>11/19/75</b>	Timing Number By: <b>CONTRACTOR</b>	Phasing Number <b>3</b>

TRAFFIC SIGNAL INTERVAL DIAGRAMS



LEGEND

- ← A legal movement on green indication.
- ←..... A movement that must yield to green indication.
- ←----- Movement on yellow indication.
- Stopped condition on red indication.
- XXXXXXXXXX Pedestrian movement
- XX XX Pedestrian clearance

ASSET # 3269B

Drawn <b>C.L. ROQUE</b>		Date <b>3/20/76</b>		METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION		
Check <b>Wadsworth</b>		Date <b>3/21/76</b>		<b>DADE BOULEVARD &amp; 23 STREET</b>		
Division Engineer		Date		Placed in Service	Timing Number	Phasing Number
				Date: <b>11/19/75</b>	By: <b>CONTRACTOR</b>	

FIRE PRE-EMPTION.





**TOD Schedule Report**  
for 2698: Dade Blvd&23 St

Print Date:  
10/4/2021

Print Time:  
3:19 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2698	Dade Blvd&23 St	DOW-2	TOD	[13] POST PM PEAK	100	1	N/A	1	Max 2

**Splits**

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SWT	PED	NWT	SWL	NBT	-	-
0	44	21	22	9	28	0	43
		N/A					

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SWT	5	5	0	16	16	0	5	7	7	1	1	1	30	20	20	30	22	22	4	2.9
3 PED	5	5	5	16	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NWT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	14	14	14	47	32	32	4	2.2
5 SWL	0	0	0	0	0	0	5	5	5	2	2	2	5	5	5	20	20	7	3.7	2.9
6 NBT	5	5	5	16	16	16	5	7	7	1	1	1	30	20	20	30	22	22	4	2.9
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases	
	<b>12345678</b>
Default	-23456-8
External Permit 0	-23456-8
External Permit 1	-23456-8
External Permit 2	-23456-8

**TOD Schedule Report**  
for 2698: Dade Blvd&23 St

Print Date:  
10/4/2021

Print Time:  
3:19 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			-	SWT	PED	NWT	SWL	NBT	-	-		
	2	110	0	53	21	23	6	40	0	44	0	12
	3	130	0	65	21	31	6	52	0	52	0	29
	4	110	0	53	21	23	6	40	0	44	0	44
	6	120	0	65	21	21	6	52	0	42	0	70
	13	100	0	44	21	22	9	28	0	43	0	1
	14	120	0	64	21	22	9	48	0	43	0	65

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	13	M T W Th F
0700	2	M T W Th F
0700	13	Su S
0830	14	M T W Th F
1000	2	Su S
1315	13	M T W Th F
1500	14	F
1600	14	M T W Th
1830	13	M T W Th F
2000	14	Su F S
2200	Free	M T W Th

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----1	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4--	SuM T W ThF S
0500	TOD LOCAL MULTIFU	-----	SuM T W ThF S
0630	PED RECALL	-----	M T W ThF
0630	TOD OUTPUTS	-----	SuM T W ThF S
0800	PED RECALL	-----	M T W ThF
0845	TOD OUTPUTS	-----2-	M T W ThF
1315	PED RECALL	-----	M T W ThF
1415	TOD OUTPUTS	-----	M T W ThF
1500	PED RECALL	-----	M T W ThF
1600	TOD OUTPUTS	----3--	M T W Th
1830	TOD OUTPUTS	-----	M T W ThF
2200	TOD OUTPUTS	-----1	SuM T W ThF S

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----1	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4--	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	-----	SuM T W ThF S
0630	PED RECALL	-----	M T W ThF
0630	TOD OUTPUTS	-----	SuM T W ThF S
0700	TOD OUTPUTS	-----1	Su S
0800	PED RECALL	-----	M T W ThF
0845	TOD OUTPUTS	-----2-	M T W ThF
1000	TOD OUTPUTS	-----2-	Su S
1315	PED RECALL	-----	M T W ThF
1415	TOD OUTPUTS	-----	M T W ThF
1500	TOD OUTPUTS	-----	F
1500	PED RECALL	-----	M T W ThF
1600	TOD OUTPUTS	----3--	M T W Th
1830	TOD OUTPUTS	-----	M T W ThF
2200	TOD OUTPUTS	-----1	SuM T W ThF S

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

**No Calendar Defined/Enabled**

## **Appendix D**

### Growth Rate Calculations

**FDOT Growth Rate Summary**

Station Number	Location	Historical Growth- Linear				Historical Growth- Exponential				Historical 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
5170	SR A1A/Collins Avenue -- N of 21 Street	-0.82%	6.72%	-3.06%	75.84%	-0.83%	6.07%	-3.49%	75.91%	-1.30%	20.09%	-3.31%	65.80%
5171	SR A1A/Collins Avenue -- 200' N of 35 Street	-4.13%	52.95%	-3.65%	76.59%	-4.41%	51.01%	-4.37%	76.80%	-4.78%	68.81%	-4.16%	71.62%
8422	23 Street -- 200' W of Liberty Avenue	-3.21%	54.59%	-1.45%	25.00%	-3.58%	55.34%	-1.54%	26.11%	-2.67%	33.11%	-0.86%	8.18%
<b>Total</b>		<b>-2.72%</b>	<b>38.09%</b>	<b>-2.72%</b>	<b>59.14%</b>	<b>-2.94%</b>	<b>37.47%</b>	<b>-3.13%</b>	<b>59.61%</b>	<b>-2.92%</b>	<b>40.67%</b>	<b>-2.78%</b>	<b>48.53%</b>

<b>SERPM Growth Rate Summary</b>					
<b>Street Name</b>	<b>2015</b>	<b>2045</b>	<b>Difference</b>	<b>Growth Rate</b>	<b>Annual Growth Rate</b>
<b>Dade Boulevard/Pine Tree Drive</b>	15,142	20,483	5,341	35.27%	1.18%
	20,086	24,626	4,540	22.60%	0.75%
	22,437	21,329	-1,108	-4.94%	-0.16%
	22,437	21,329	-1,108	-4.94%	-0.16%
<b>Collins Avenue</b>	17,905	22,489	4,584	25.60%	0.85%
	17,905	22,489	4,584	25.60%	0.85%
	17,905	22,489	4,584	25.60%	0.85%
	20,838	30,600	9,762	46.85%	1.56%
<b>23 Street</b>	13,250	15,672	2,422	18.28%	0.61%
	9,069	12,196	3,127	34.48%	1.15%
<b>Total</b>	<b>176,974</b>	<b>213,702</b>	<b>36,728</b>	<b>20.75%</b>	<b>0.69%</b>

# FDOT Historical Growth Trends

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5170 - SR A1A/COLLINS AV, N OF 21 ST (MIAMI BEACH)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2024	21300	C	N	9800	S	11500	9.00	54.90	22.60
2023	21000	C	N	10000	S	11000	9.00	55.10	25.20
2022	19500	C	N	9000	S	10500	9.00	54.70	6.20
2021	18400	C	N	9300	S	9100	9.00	54.30	8.40
2020	10400	C	N	5200	S	5200	9.00	54.20	31.10
2019	23500	C	N	12000	S	11500	9.00	54.60	10.00
2018	27500	C	N	13000	S	14500	9.00	54.30	7.90
2017	26500	C	N	13000	S	13500	9.00	55.00	6.60
2016	26000	C	N	13500	S	12500	9.00	54.50	20.20
2015	26500	C	N	12500	S	14000	9.00	54.70	4.20
2014	27000	C	N	12500	S	14500	9.00	54.50	4.10
2013	22500	C	N	10500	S	12000	9.00	52.40	9.00
2012	25000	C	N	12000	S	13000	9.00	55.70	4.30
2011	26500	C	N	13500	S	13000	9.00	55.10	2.80
2010	25000	C	N	12500	S	12500	8.98	54.08	2.80
2009	26500	C	N	13000	S	13500	8.99	53.24	2.70

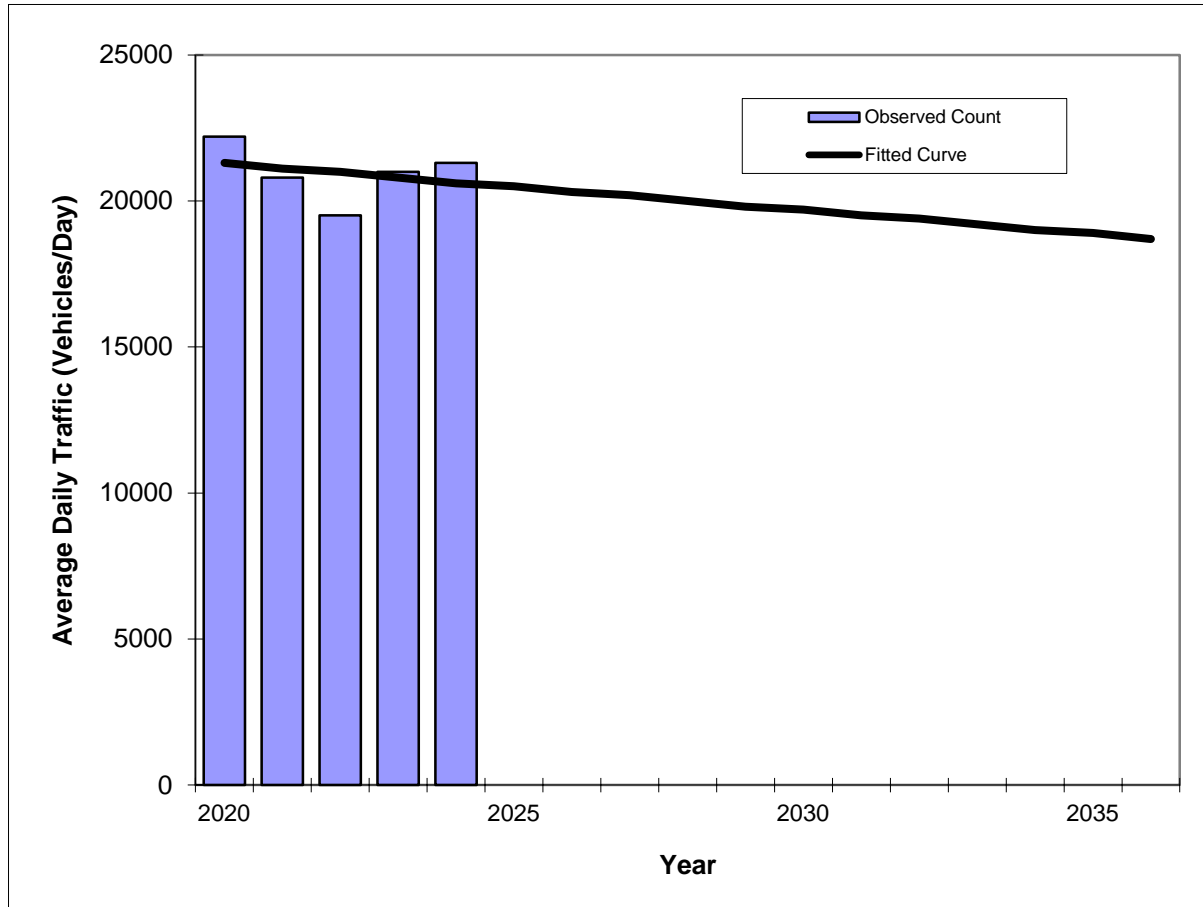
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5170
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	22200	21300
2021	20800	21100
2022	19500	21000
2023	21000	20800
2024	21300	20600

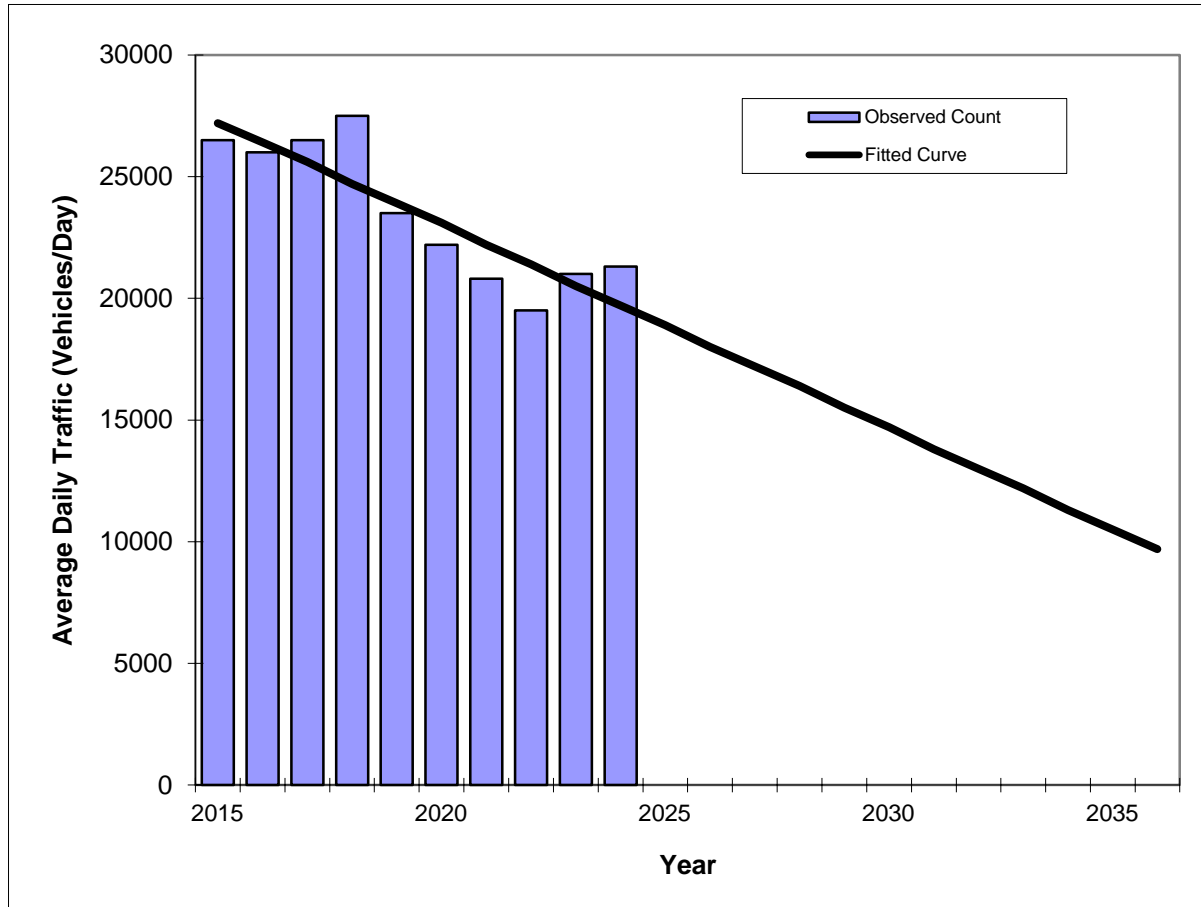
Trend R-squared:	6.72%
Trend Annual Historic Growth Rate:	-0.82%
Printed:	9-Oct-25
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5170
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26500	27200
2016	26000	26400
2017	26500	25600
2018	27500	24700
2019	23500	23900
2020	22200	23100
2021	20800	22200
2022	19500	21400
2023	21000	20500
2024	21300	19700

Trend R-squared:	75.84%
Trend Annual Historic Growth Rate:	-3.06%
Printed:	9-Oct-25

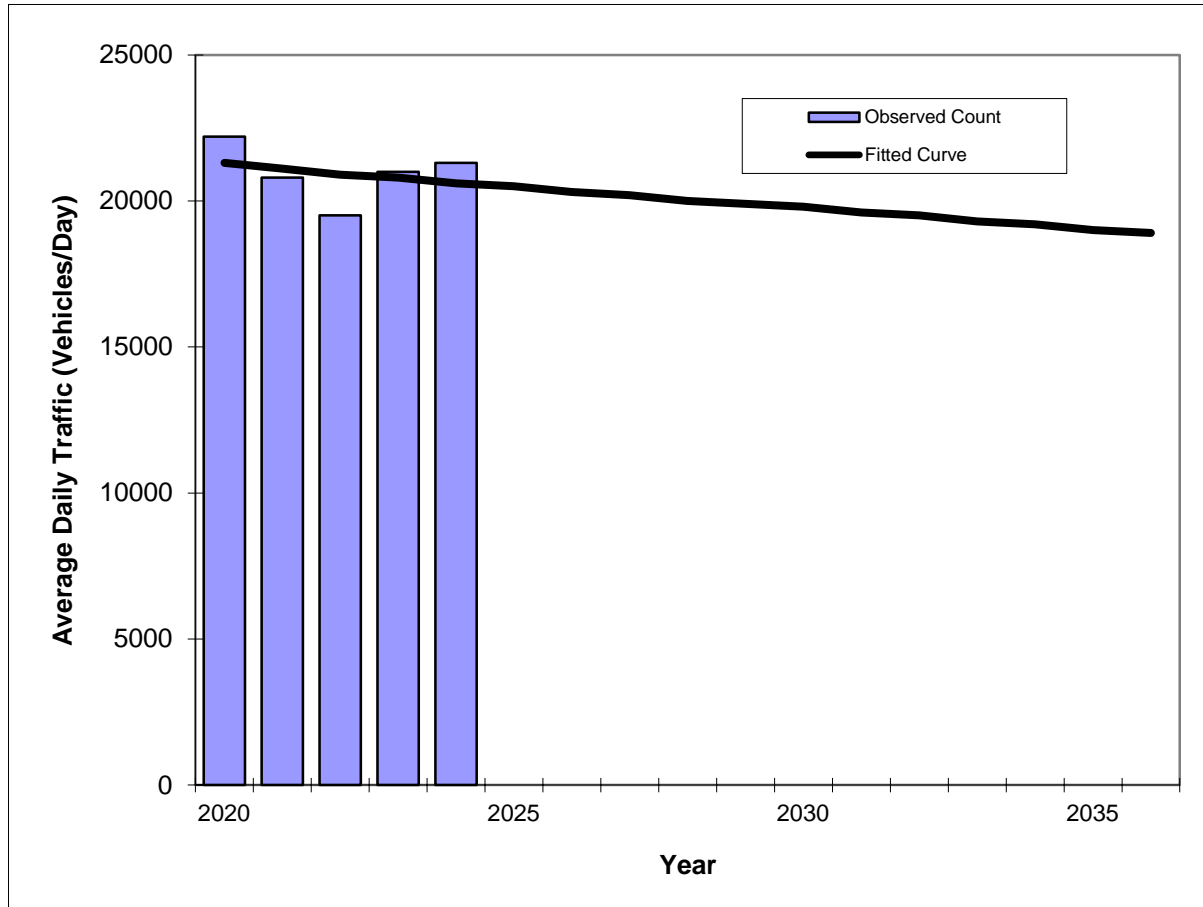
**Straight Line Growth Option**

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5170
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	22200	21300
2021	20800	21100
2022	19500	20900
2023	21000	20800
2024	21300	20600

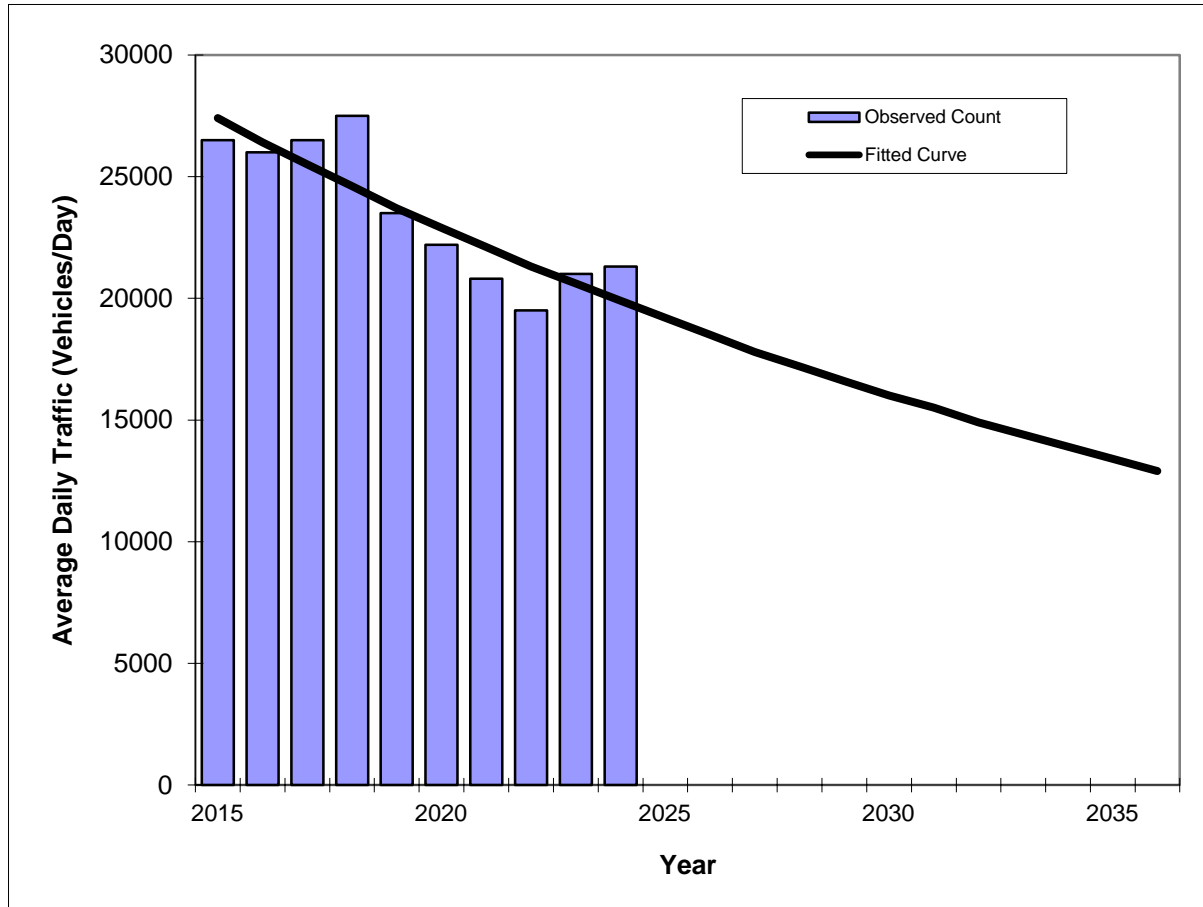
Trend R-squared:	6.07%
Compounded Annual Historic Growth Rate:	-0.83%
Printed:	9-Oct-25
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5170
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26500	27400
2016	26000	26400
2017	26500	25500
2018	27500	24600
2019	23500	23700
2020	22200	22900
2021	20800	22100
2022	19500	21300
2023	21000	20600
2024	21300	19900

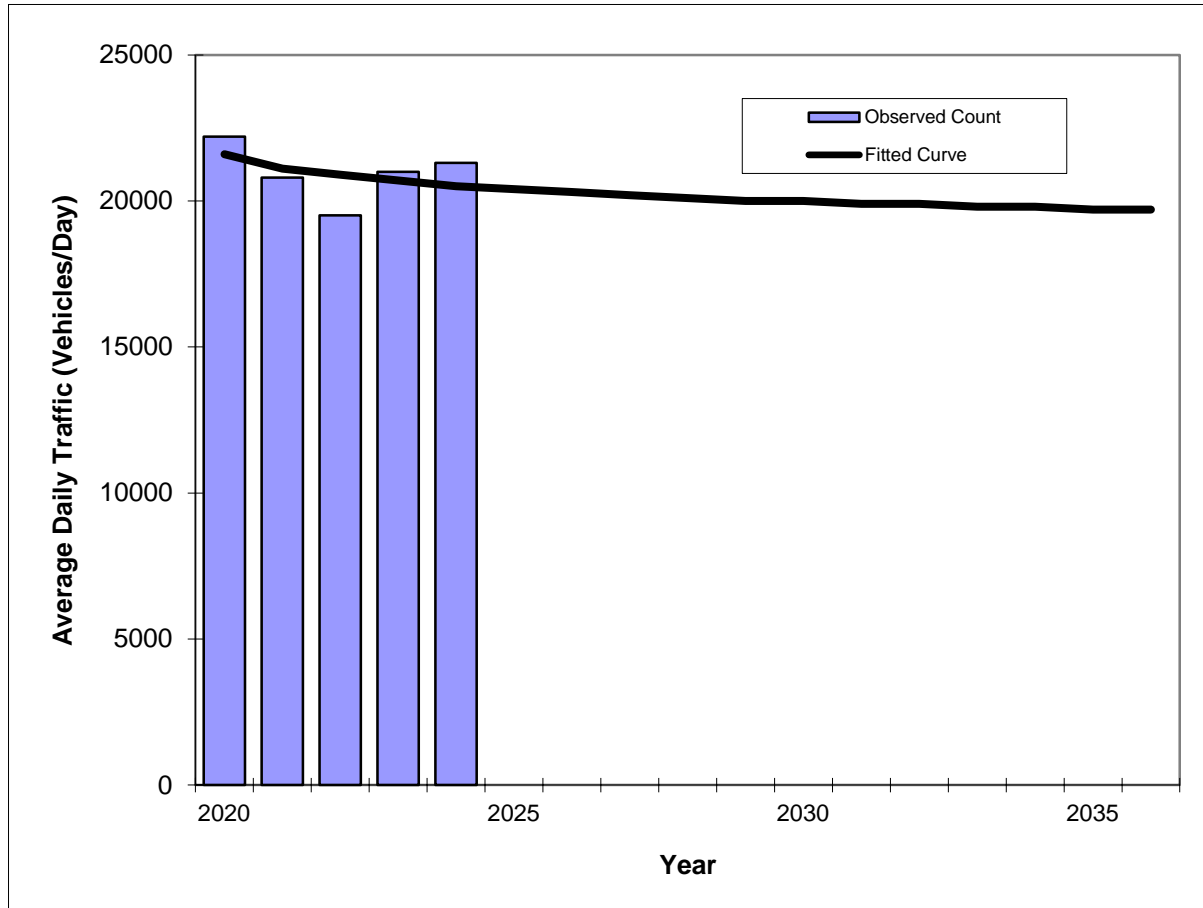
Trend R-squared:	75.91%
Compounded Annual Historic Growth Rate:	-3.49%
Printed:	9-Oct-25
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5170
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	22200	21600
2021	20800	21100
2022	19500	20900
2023	21000	20700
2024	21300	20500

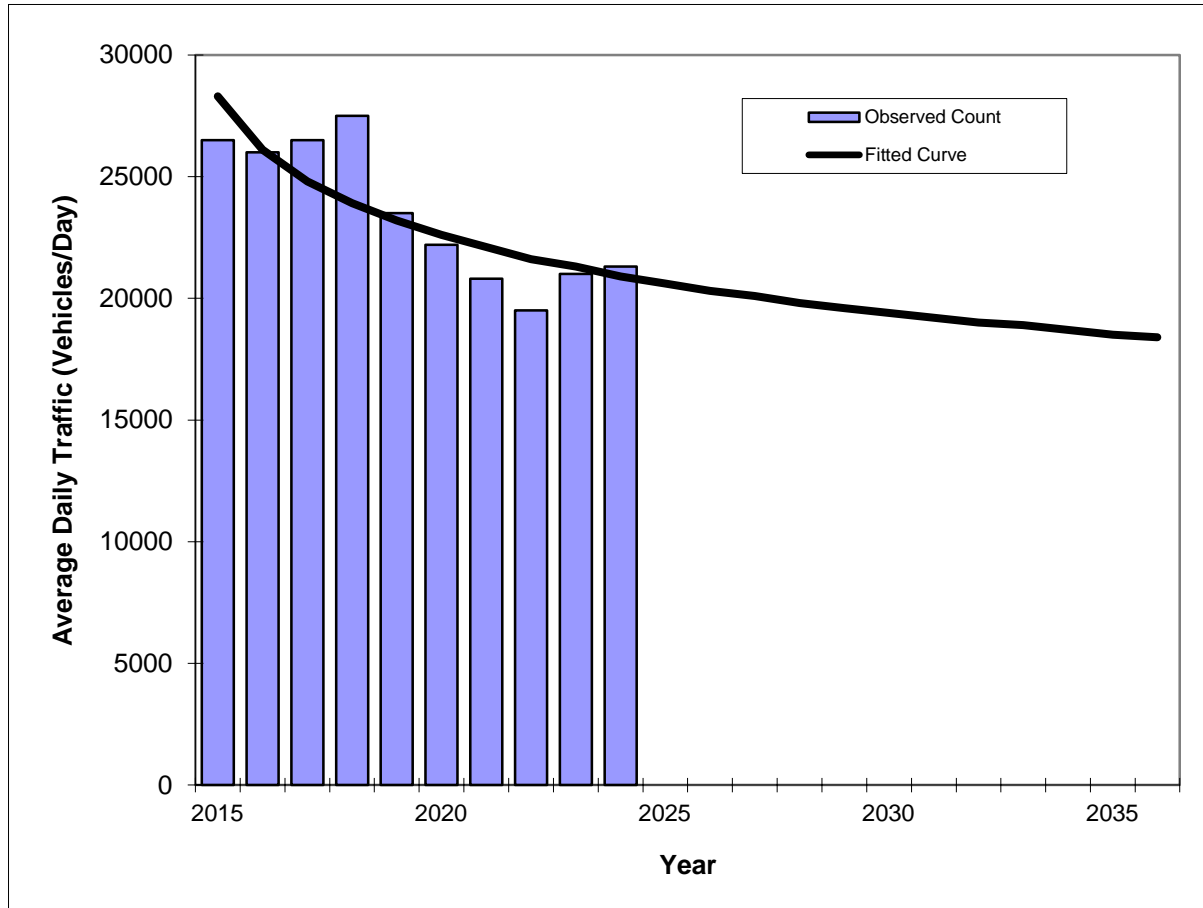
Trend R-squared:	20.09%
Compounded Annual Historic Growth Rate:	-1.30%
Printed:	9-Oct-25
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- N of 21 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5170
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26500	28300
2016	26000	26100
2017	26500	24800
2018	27500	23900
2019	23500	23200
2020	22200	22600
2021	20800	22100
2022	19500	21600
2023	21000	21300
2024	21300	20900

Trend R-squared:	65.80%
Compounded Annual Historic Growth Rate:	-3.31%
Printed:	9-Oct-25
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5171 - 200' N OF 35 ST. (MIAMI BEACH)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	10500 C	N 10500	0	9.00	99.90	9.20
2023	9300 C	N 9300	0	9.00	99.90	10.90
2022	10000 C	N 10000	0	9.00	99.90	4.50
2021	12000 S	0	0	9.00	99.90	5.40
2020	12500 F	0	0	9.00	99.90	9.20
2019	13000 C	N 13000	0	9.00	99.90	5.00
2018	14000 C	N 14000	0	9.00	99.90	5.60
2017	12000 C	N 12000	0	9.00	99.90	5.30
2016	13000 C	N 13000	0	9.00	99.90	7.80
2015	15000 C	N 15000	0	9.00	99.90	4.60
2014	12500 C	N 12500	0	9.00	99.90	5.10
2013	14000 C	N 14000	0	9.00	99.90	6.10
2012	13000 C	N 13000	0	9.00	99.90	8.40
2011	12500 C	N 12500	0	9.00	99.90	7.50
2010	10500 C	N 10500	0	8.98	99.99	8.80

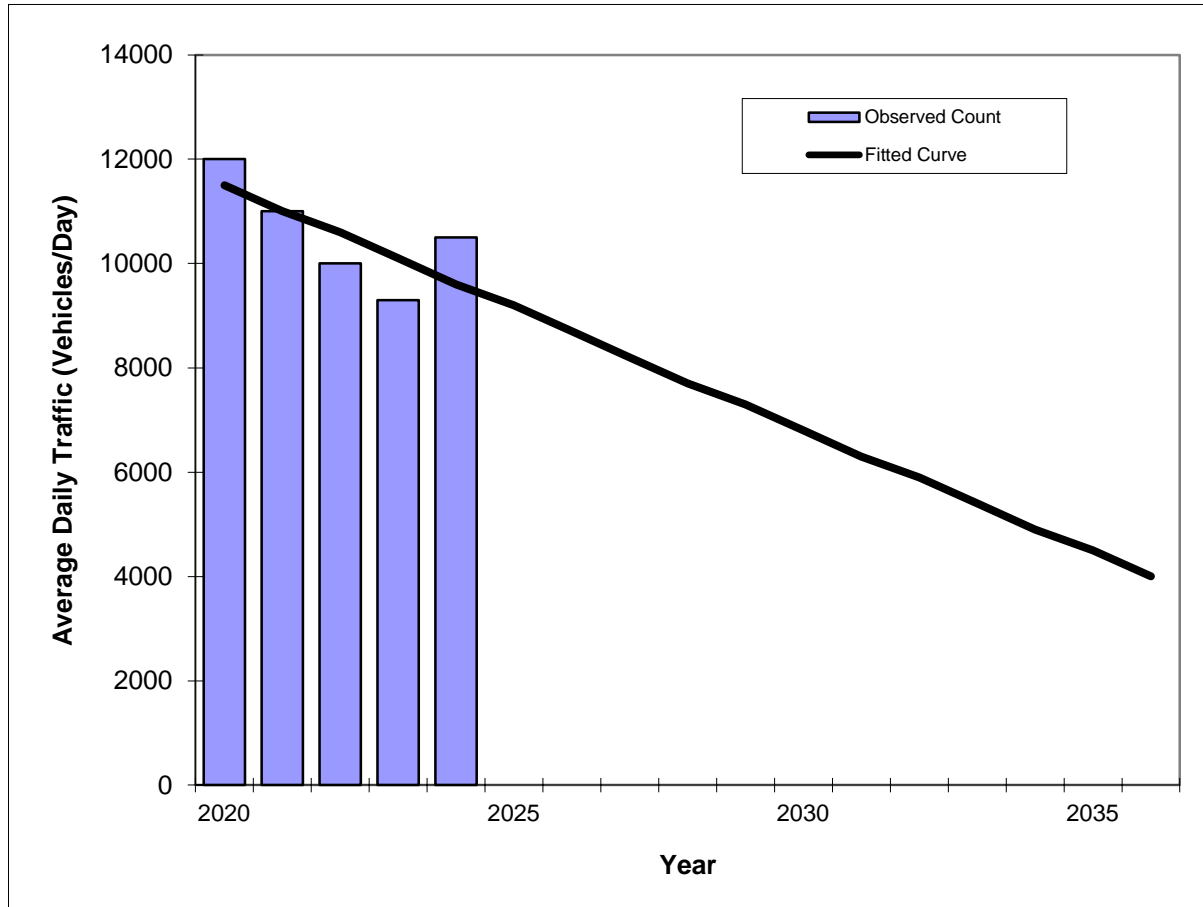
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends

### SR A1A/Collins Ave -- 200' N of 35 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5171
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	12000	11500
2021	11000	11000
2022	10000	10600
2023	9300	10100
2024	10500	9600

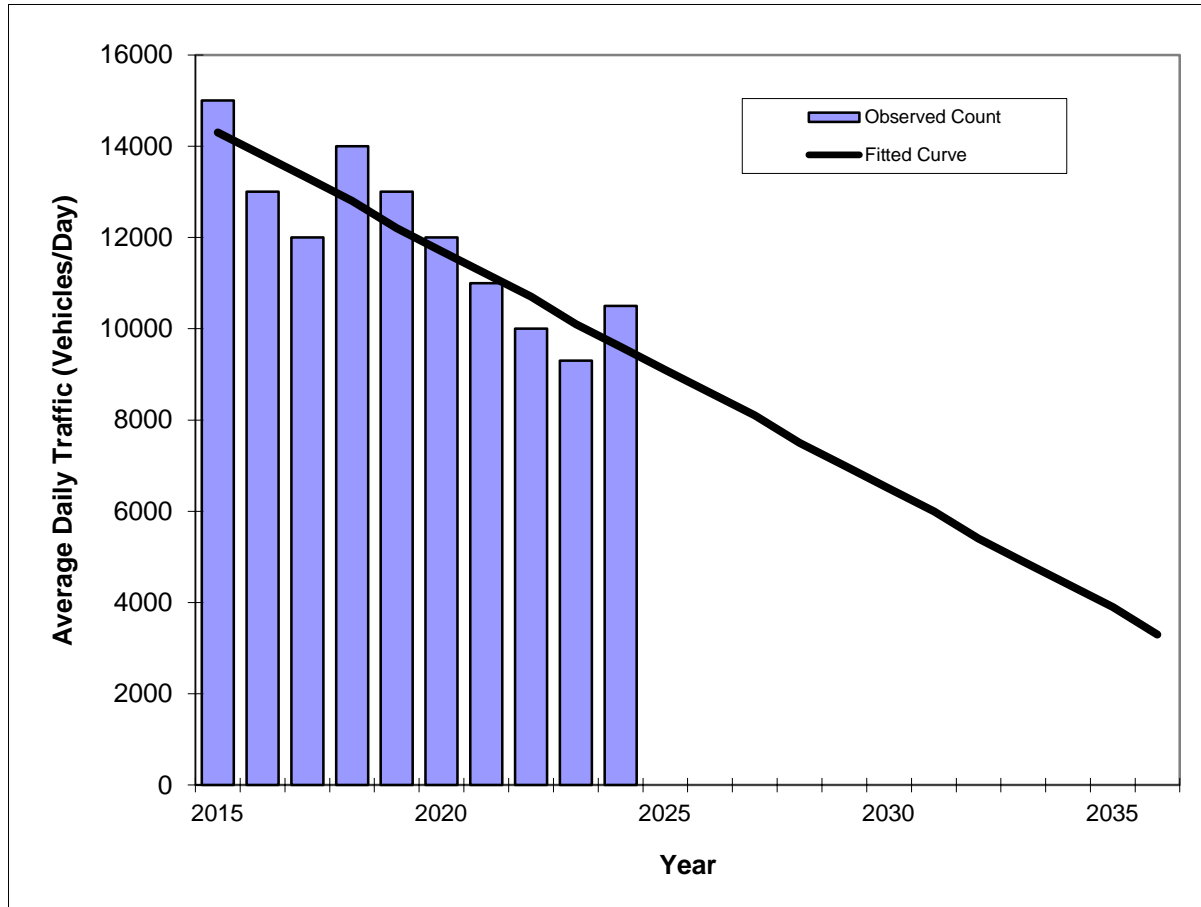
Trend R-squared:	52.95%
Trend Annual Historic Growth Rate:	-4.13%
Printed:	9-Oct-25
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- 200' N of 35 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5171
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	15000	14300
2016	13000	13800
2017	12000	13300
2018	14000	12800
2019	13000	12200
2020	12000	11700
2021	11000	11200
2022	10000	10700
2023	9300	10100
2024	10500	9600

Trend R-squared: 76.59%  
Trend Annual Historic Growth Rate: -3.65%  
Printed: 9-Oct-25

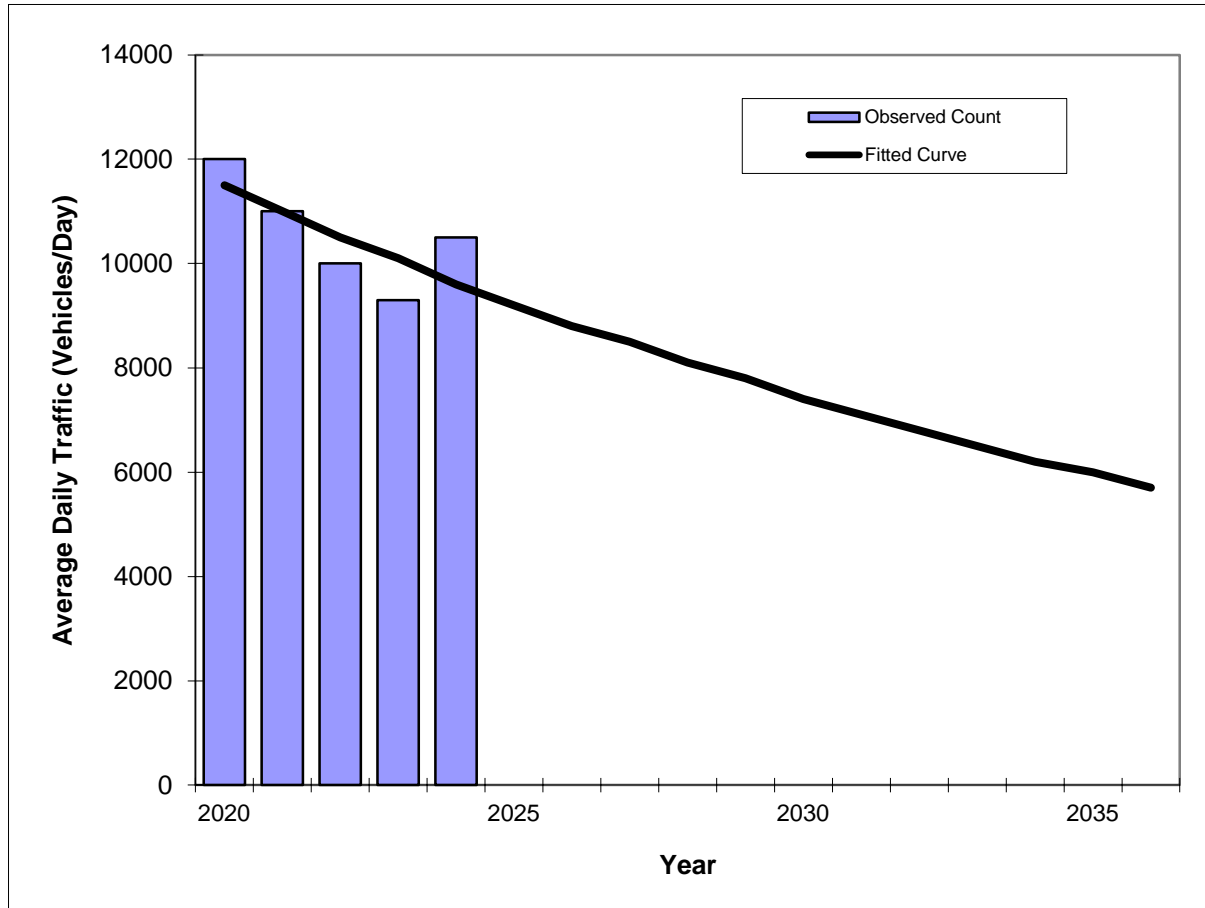
**Straight Line Growth Option**

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- 200' N of 35 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5171
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	12000	11500
2021	11000	11000
2022	10000	10500
2023	9300	10100
2024	10500	9600

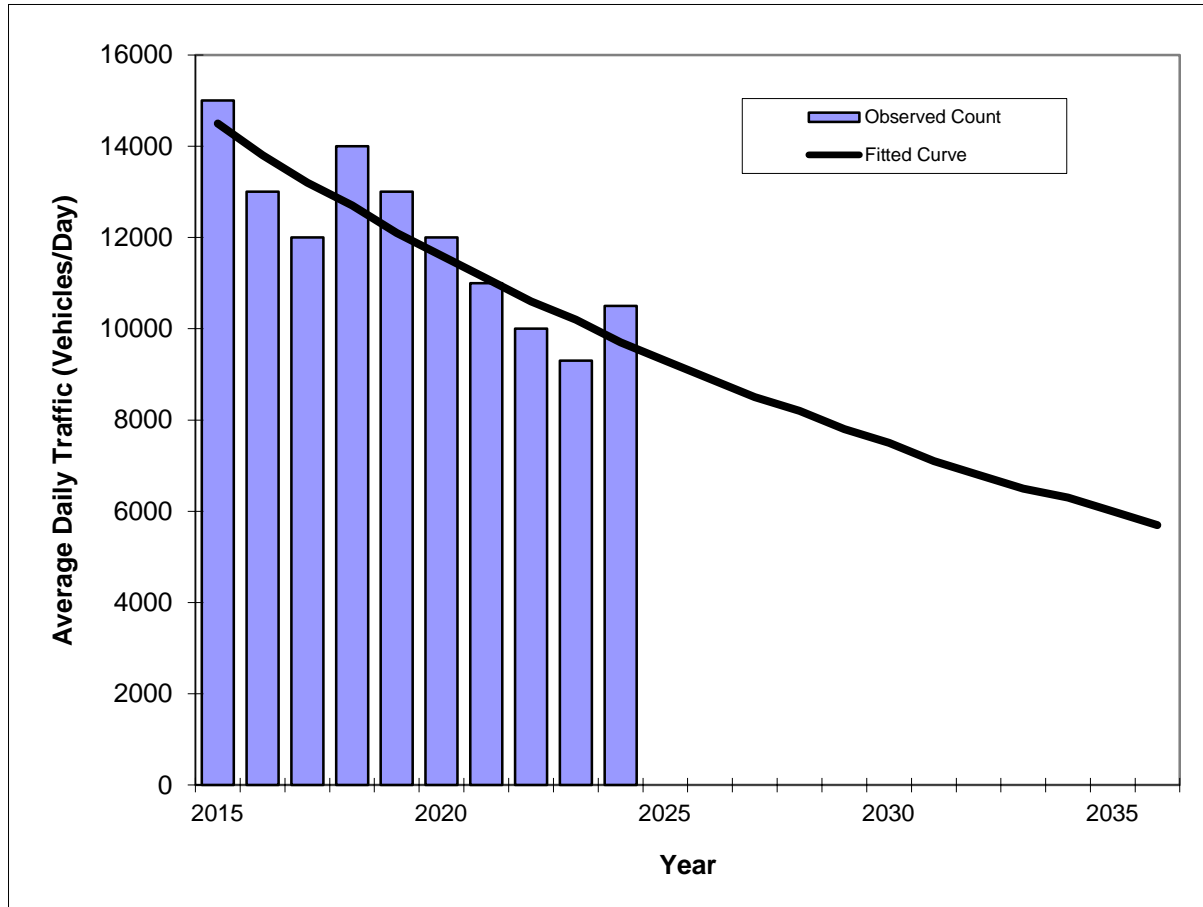
	Trend R-squared:	51.01%
	Compounded Annual Historic Growth Rate:	-4.41%
	Printed:	9-Oct-25
<b>Exponential Growth Option</b>		

\*Axle-Adjusted

## Traffic Trends

**SR A1A/Collins Ave -- 200' N of 35 Street**

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5171
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	15000	14500
2016	13000	13800
2017	12000	13200
2018	14000	12700
2019	13000	12100
2020	12000	11600
2021	11000	11100
2022	10000	10600
2023	9300	10200
2024	10500	9700

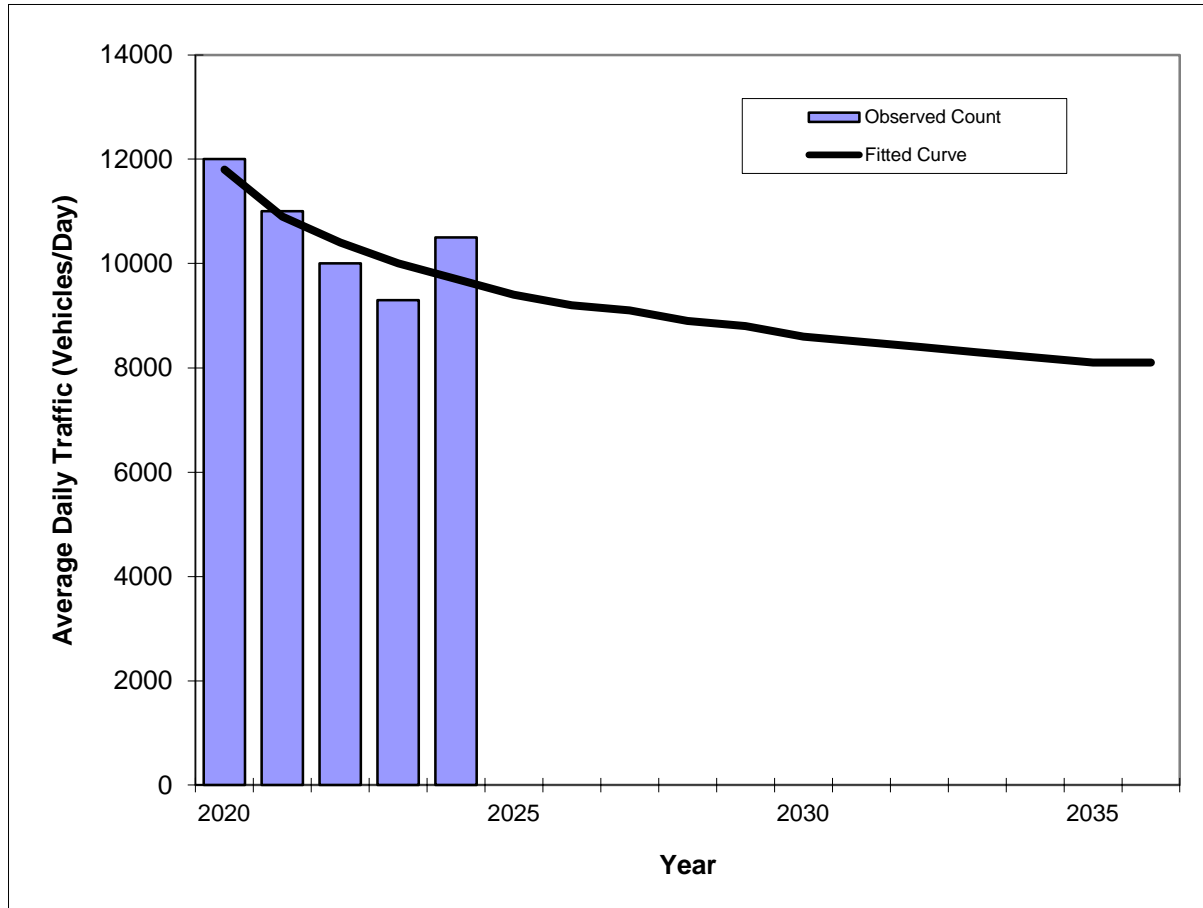
Trend R-squared:	76.80%
Compounded Annual Historic Growth Rate:	-4.37%
Printed:	9-Oct-25
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- 200' N of 35 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5171
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	12000	11800
2021	11000	10900
2022	10000	10400
2023	9300	10000
2024	10500	9700

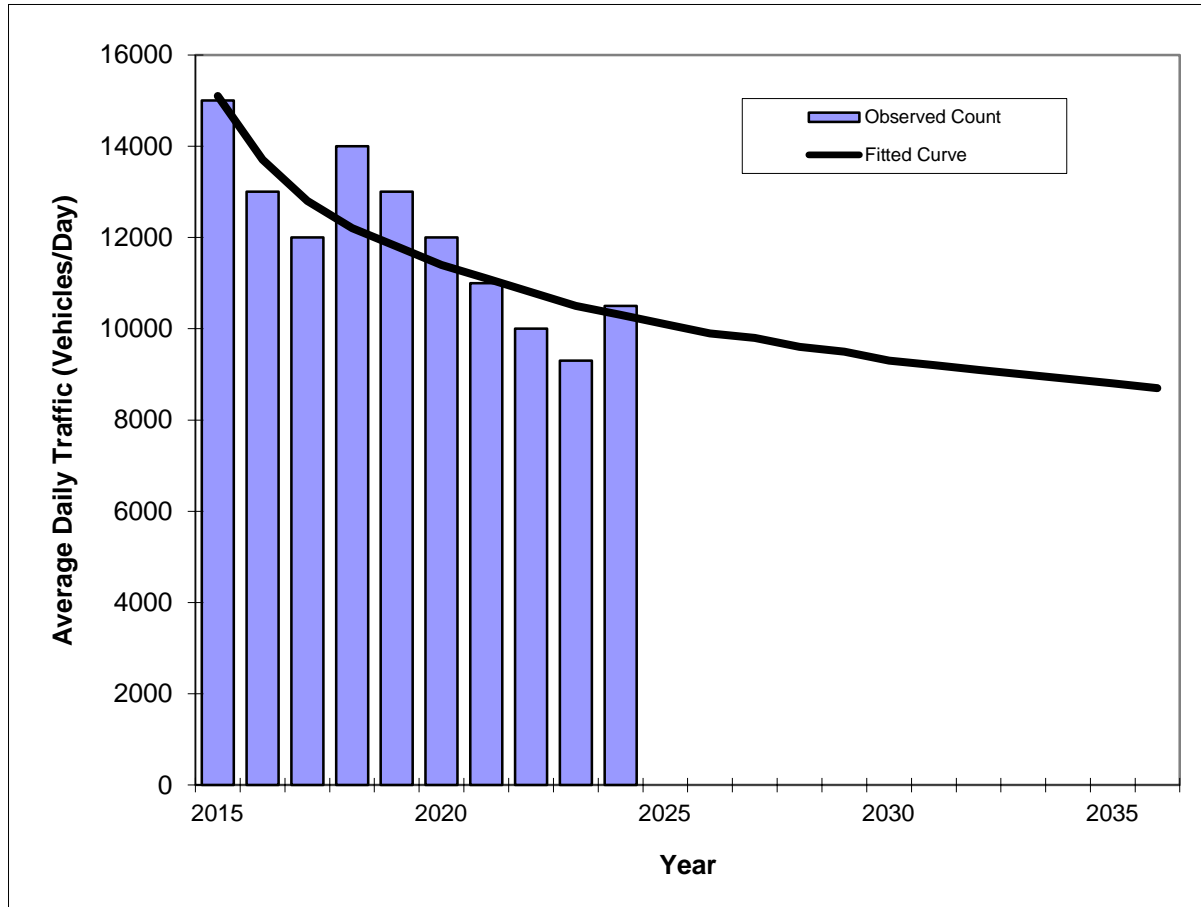
Trend R-squared:	68.81%
Compounded Annual Historic Growth Rate:	-4.78%
Printed:	9-Oct-25
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### SR A1A/Collins Ave -- 200' N of 35 Street

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	5171
<b>Highway:</b>	SR A1A/Collins Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	15000	15100
2016	13000	13700
2017	12000	12800
2018	14000	12200
2019	13000	11800
2020	12000	11400
2021	11000	11100
2022	10000	10800
2023	9300	10500
2024	10500	10300

Trend R-squared:	71.62%
Compounded Annual Historic Growth Rate:	-4.16%
Printed:	9-Oct-25
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8422 - 23 ST, 200 FT W OF LIBERTY AVE (2011 OFF SYSTEM CYCLE)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	9700	C	E 4700		W 5000	9.00	52.70	4.20
2023	10800	C	E 5300		W 5500	9.00	63.10	1.60
2022	11700	C	E 6200		W 5500	9.00	56.50	2.80
2021	20500	C	E 10500		W 10000	9.00	55.00	1.10
2020	9800	F	E 4900		W 4900	9.00	56.00	9.60
2019	11000	C	E 5500		W 5500	9.00	56.00	9.60
2018	13400	C	E 6600		W 6800	9.00	54.30	2.30
2017	13000	C	E 6500		W 6500	9.00	55.70	1.80
2016	11900	C	E 6000		W 5900	9.00	56.10	15.70
2015	10800	C	E 6300		W 4500	9.00	57.40	7.20
2014	9700	C	E 5000		W 4700	9.00	59.30	21.20
2013	9700	F	E 5400		W 4300	9.00	58.90	16.20
2012	9700	C	E 5400		W 4300	9.00	59.70	16.00

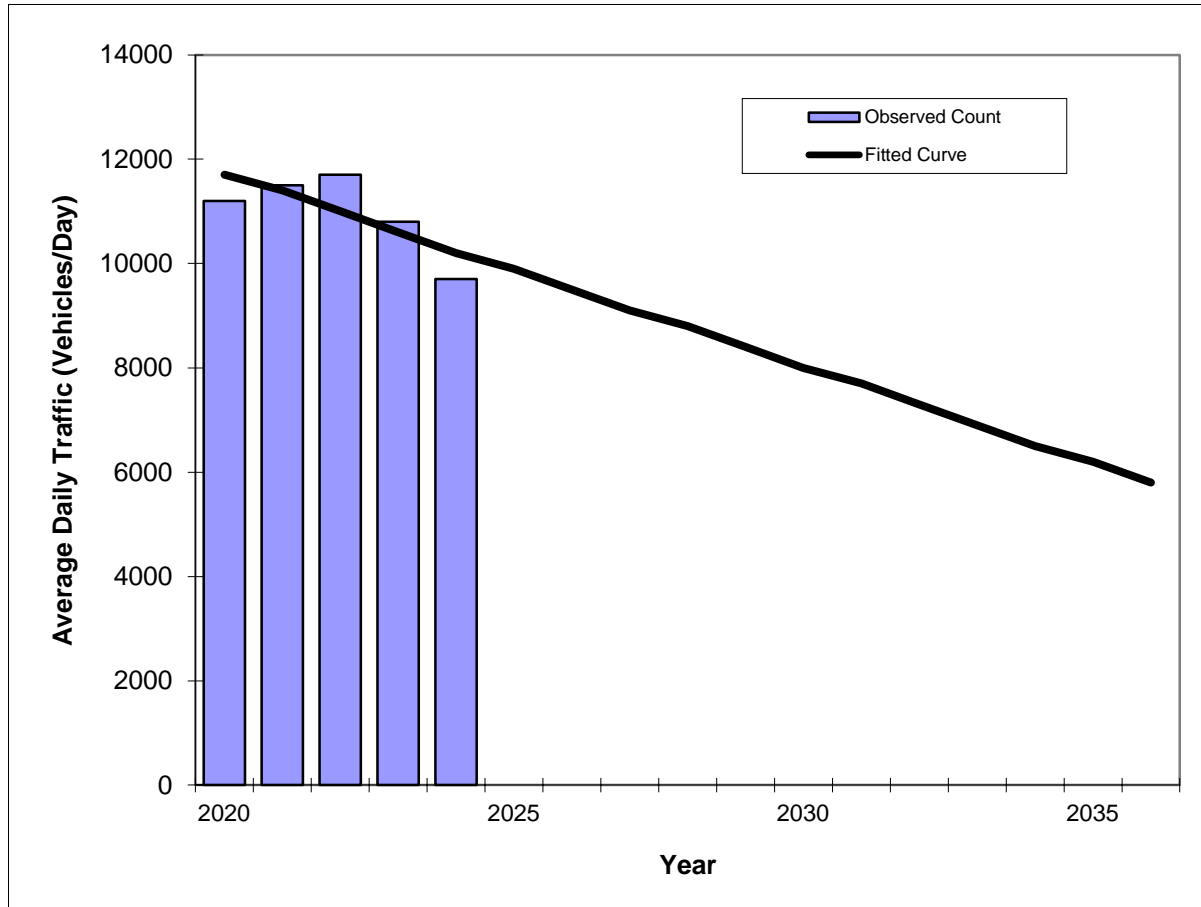
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends

### 23 Street -- 200' W of Liberty Ave

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	8422
<b>Highway:</b>	23 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	11200	11700
2021	11500	11400
2022	11700	11000
2023	10800	10600
2024	9700	10200

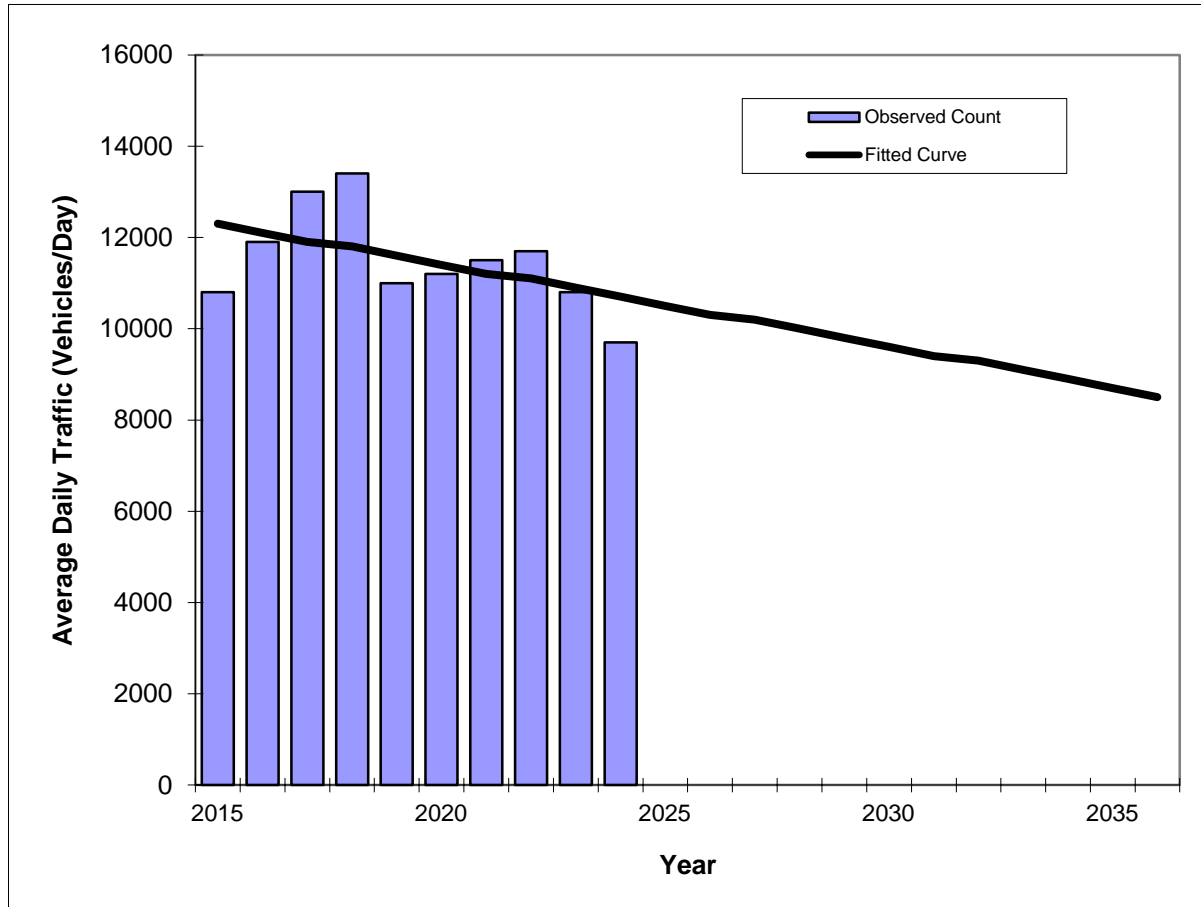
Trend R-squared:	54.59%
Trend Annual Historic Growth Rate:	-3.21%
Printed:	9-Oct-25
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### 23 Street -- 200' W of Liberty Ave

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	8422
<b>Highway:</b>	23 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	10800	12300
2016	11900	12100
2017	13000	11900
2018	13400	11800
2019	11000	11600
2020	11200	11400
2021	11500	11200
2022	11700	11100
2023	10800	10900
2024	9700	10700

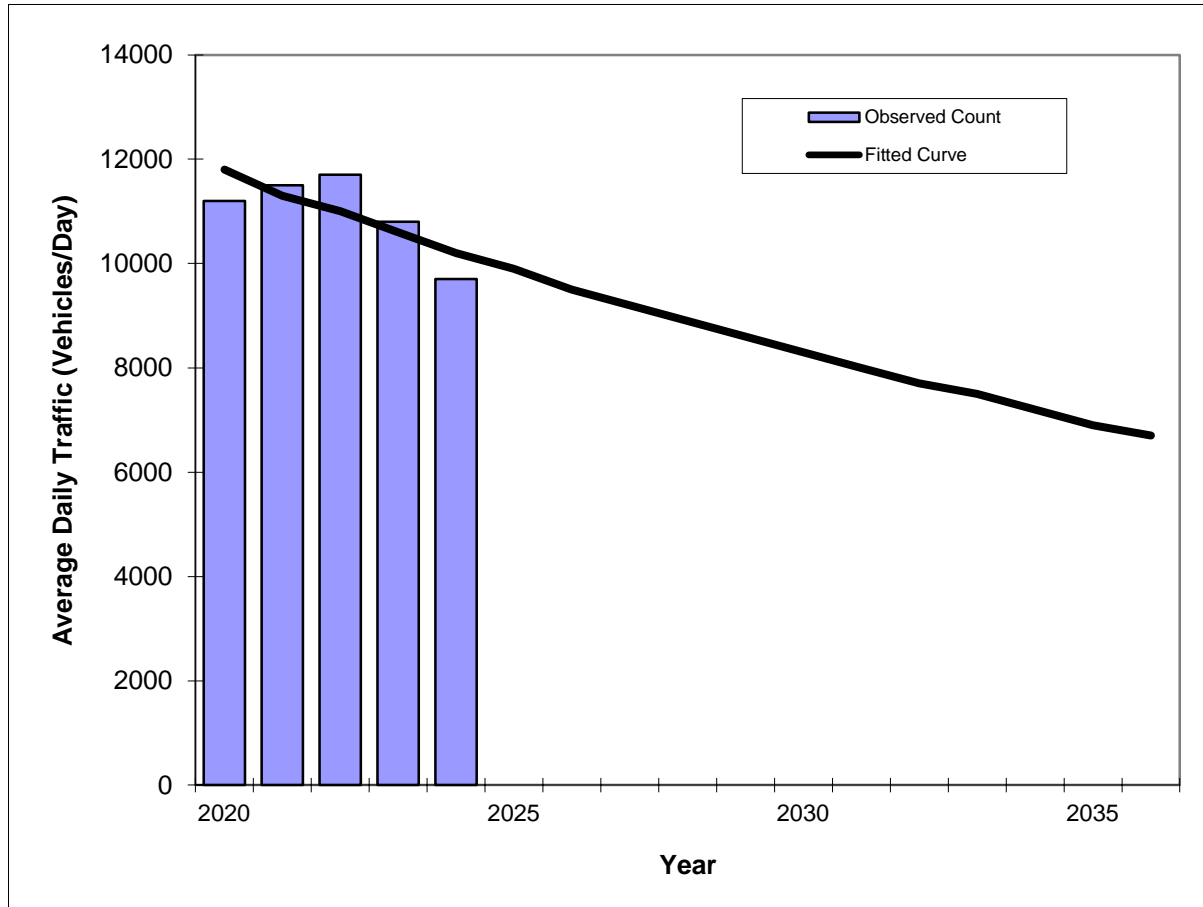
Trend R-squared:	25.00%
Trend Annual Historic Growth Rate:	-1.45%
Printed:	9-Oct-25
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### 23 Street -- 200' W of Liberty Ave

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	8422
<b>Highway:</b>	23 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	11200	11800
2021	11500	11300
2022	11700	11000
2023	10800	10600
2024	9700	10200

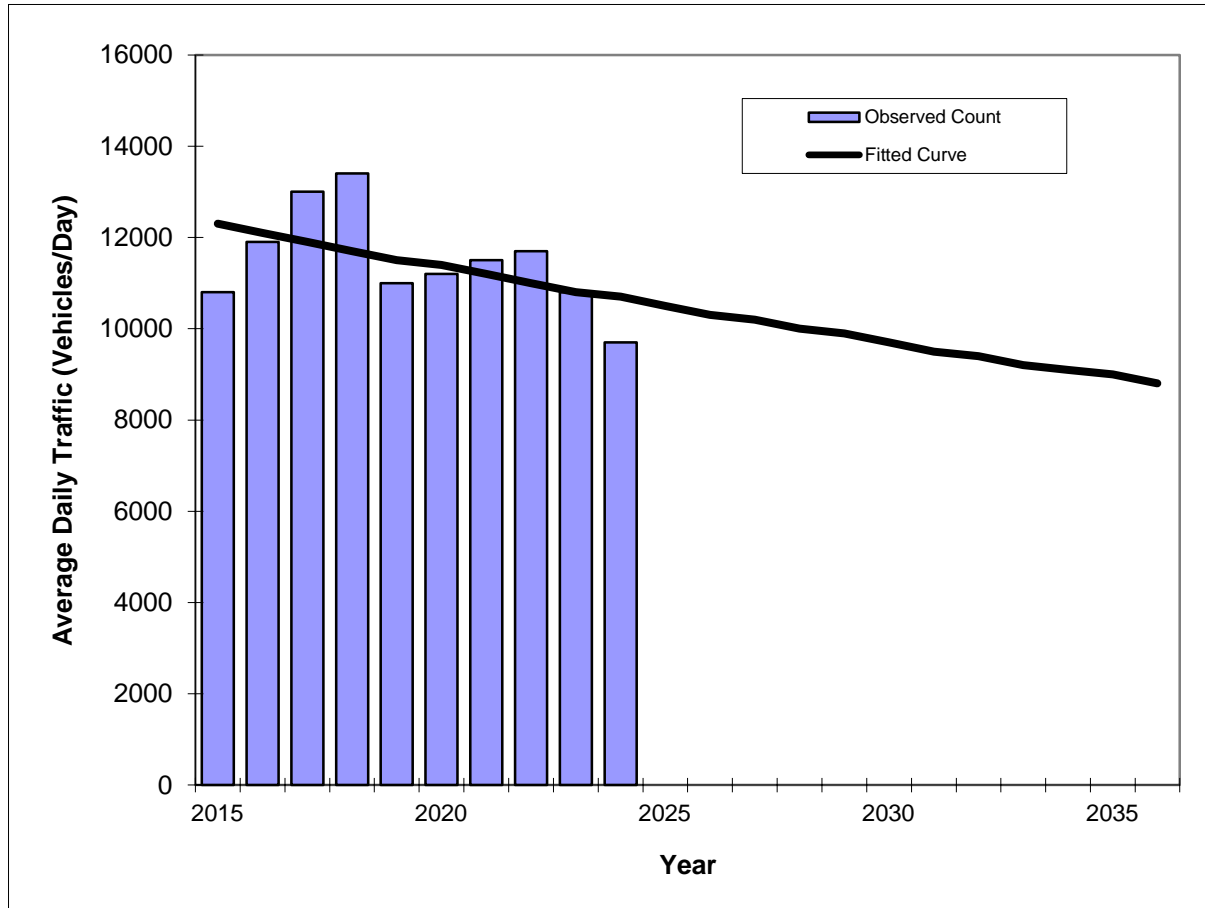
Trend R-squared:	55.34%
Compounded Annual Historic Growth Rate:	-3.58%
Printed:	9-Oct-25
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

23 Street -- 200' W of Liberty Ave

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	8422
<b>Highway:</b>	23 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	10800	12300
2016	11900	12100
2017	13000	11900
2018	13400	11700
2019	11000	11500
2020	11200	11400
2021	11500	11200
2022	11700	11000
2023	10800	10800
2024	9700	10700

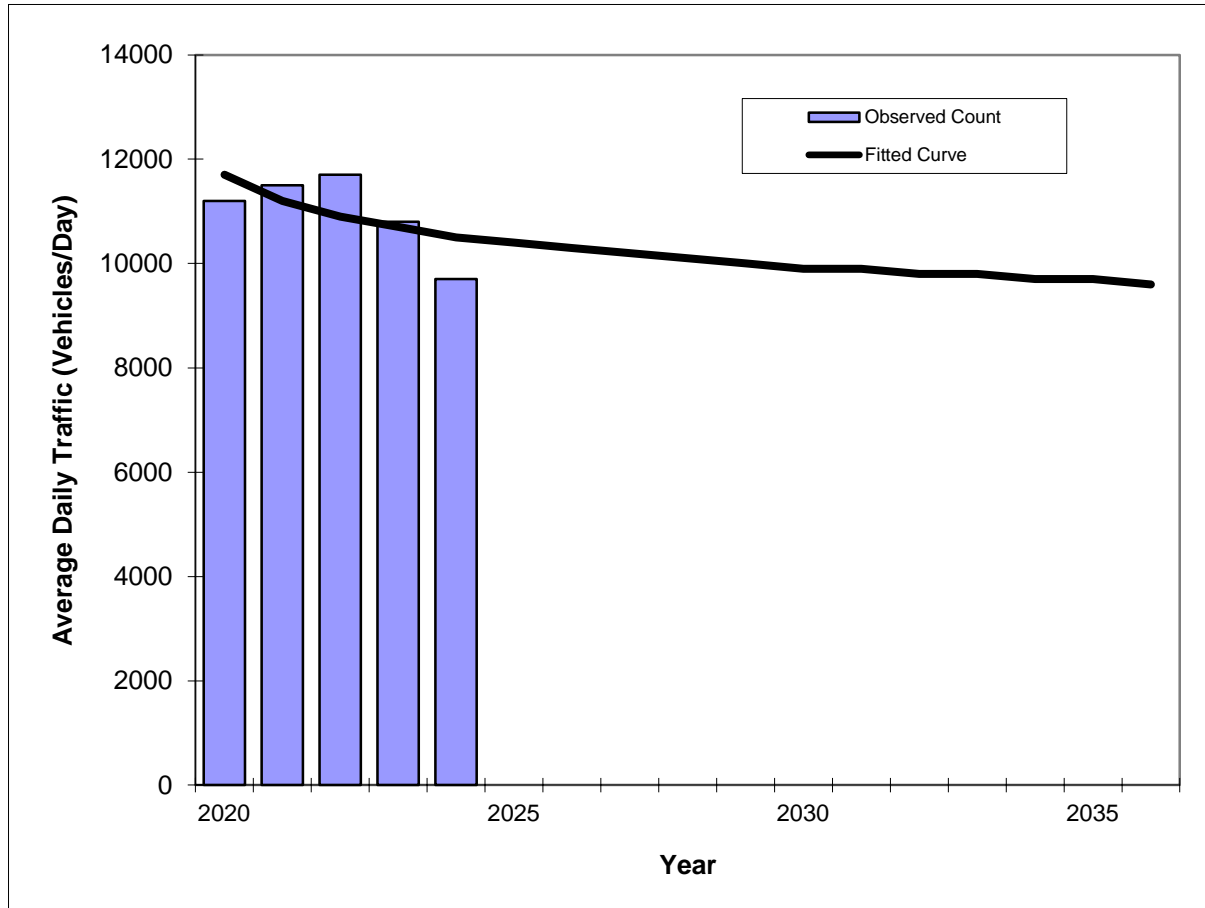
Trend R-squared:	26.11%
Compounded Annual Historic Growth Rate:	-1.54%
Printed:	9-Oct-25
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### 23 Street -- 200' W of Liberty Ave

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	8422
<b>Highway:</b>	23 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	11200	11700
2021	11500	11200
2022	11700	10900
2023	10800	10700
2024	9700	10500

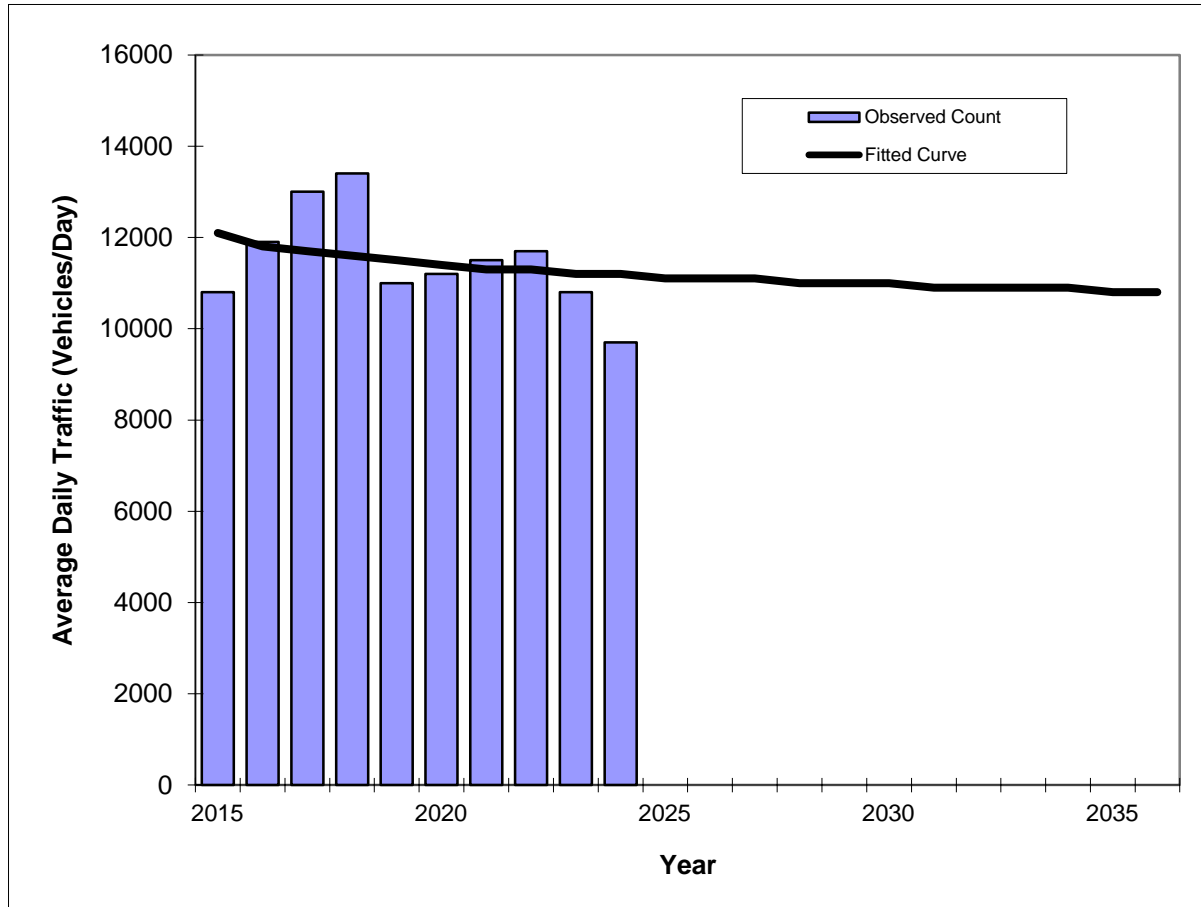
Trend R-squared:	33.11%
Compounded Annual Historic Growth Rate:	-2.67%
Printed:	9-Oct-25
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends

### 23 Street -- 200' W of Liberty Ave

<b>County:</b>	Miami-Dade (87)
<b>Station #:</b>	8422
<b>Highway:</b>	23 Street

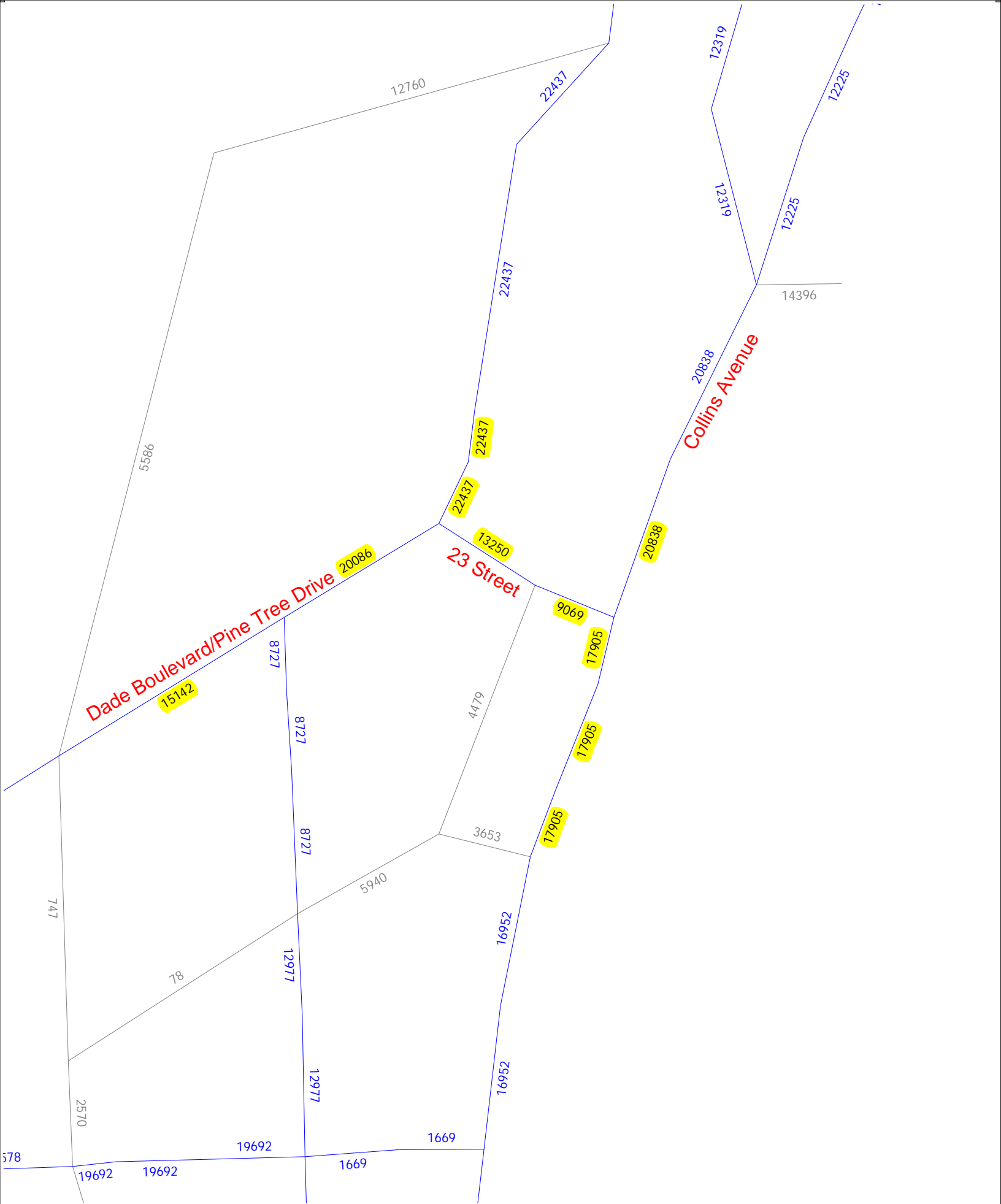


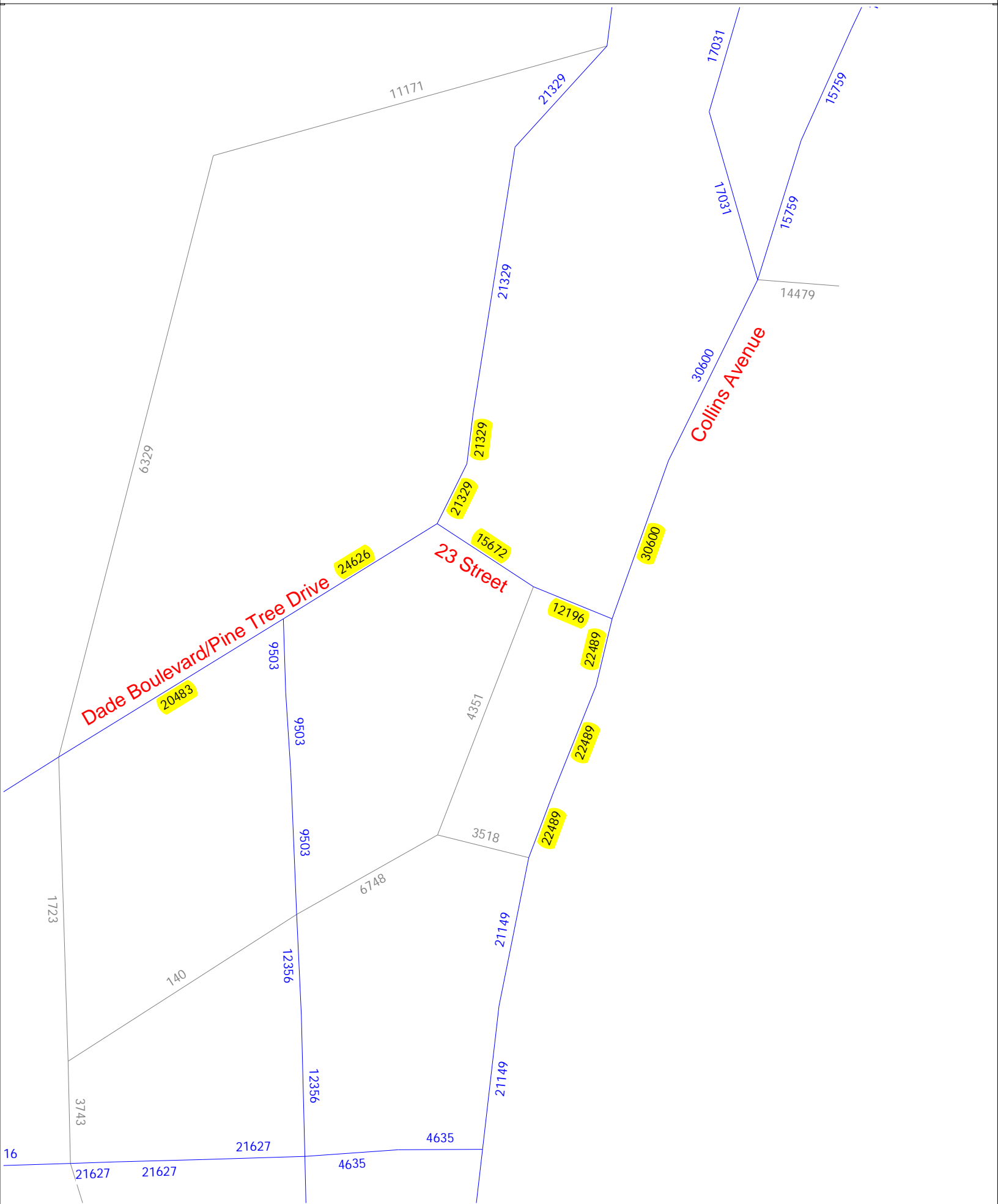
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	10800	12100
2016	11900	11800
2017	13000	11700
2018	13400	11600
2019	11000	11500
2020	11200	11400
2021	11500	11300
2022	11700	11300
2023	10800	11200
2024	9700	11200

Trend R-squared:	8.18%
Compounded Annual Historic Growth Rate:	-0.86%
Printed:	9-Oct-25
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

# SERPM Analysis





# **Appendix E**

## Trip Generation Calculations

Existing Development A.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Resort Hotel	11	330	393	ROOM	T = 0.32(X)	72%	28%	91	35	126	15.9%	20	77	29	106	3.8%	4	76	26	102	0.0%	0	76	26	102
2	Multifamily Housing (High-Rise)	11	222	15	DU	T = 0.27(X)	26%	74%	1	3	4	15.9%	1	1	2	3	0.0%	0	1	2	3	0.0%	0	1	2	3
3	Fine Dining Restaurant	11	931	546	SEAT	T = 0.15(X)	69%	31%	57	25	82	15.9%	13	48	21	69	5.0%	4	45	20	65	0.0%	0	45	20	65
4	Drinking Place	11	975	19.708	KSF	T = 0.67(X)	45%	55%	6	7	13	15.9%	2	5	6	11	5.0%	0	5	6	11	0.0%	0	5	6	11
5		11																								
6		11																								
7		11																								
8		11																								
9		11																								
10		11																								
11		11																								
12		11																								
13		11																								
14		11																								
15		11																								
<b>Total:</b>									155	70	225	15.9%	36	131	58	189	4.2%	8	127	54	181	0.0%	0	127	54	181

Proposed Modifications A.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Resort Hotel	11	330	393	ROOM	T = 0.32(X)	72%	28%	91	35	126	15.9%	20	77	29	106	3.8%	4	76	26	102	0.0%	0	76	26	102
2	Multifamily Housing (High-Rise)	11	222	15	DU	T = 0.27(X)	26%	74%	1	3	4	15.9%	1	1	2	3	0.0%	0	1	2	3	0.0%	0	1	2	3
3	Fine Dining Restaurant	11	931	1000	SEAT	T = 0.15(X)	69%	31%	104	46	150	15.9%	24	87	39	126	2.8%	4	84	38	122	0.0%	0	84	38	122
4	Drinking Place	11	975	27.258	KSF	T = 0.67(X)	45%	55%	8	10	18	15.9%	3	7	8	15	2.8%	0	7	8	15	0.0%	0	7	8	15
5		11																								
6		11																								
7		11																								
8		11																								
9		11																								
10		11																								
11		11																								
12		11																								
13		11																								
14		11																								
15		11																								
<b>Total:</b>									204	94	298	15.9%	47	172	78	250	3.2%	8	168	74	242	0.0%	0	168	74	242

Note: A.M. rate for drinking place (LUC 975) was determined by using ITE Time of Day Distributions of LUC 971 with calculations provided on page 47 of this document in Attachment C.

<b>NET NEW TRIPS</b>	<b>41</b>	<b>20</b>	<b>61</b>
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Existing Development P.M. Peak Hour Trip Generation Calculations

Land Use	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total	
1	Resort Hotel	11	330	393	ROOM	T = 0.52(X) - 55.42	43%	57%	64	85	149	15.9%	24	54	71	125	14.4%	18	47	60	107	0.0%	0	47	60	107
2	Multifamily Housing (High-Rise)	11	222	15	DU	T = 0.32(X)	62%	38%	3	2	5	15.9%	1	2	2	4	0.0%	0	2	2	4	0.0%	0	2	2	4
3	Fine Dining Restaurant	11	931	546	SEAT	T = 0.28(X)	67%	33%	103	50	153	15.9%	24	87	42	129	5.7%	8	82	39	121	44.0%	53	46	22	68
4	Drinking Place	11	975	19,708	KSF	T = 11.36(X)	66%	34%	148	76	224	15.9%	36	124	64	188	5.7%	10	118	60	178	0.0%	0	118	60	178
5		11																								
6		11																								
7		11																								
8		11																								
9		11																								
10		11																								
11		11																								
12		11																								
13		11																								
14		11																								
15		11																								
<b>Total:</b>								318	213	531	15.9%	85	267	179	446	8.1%	36	249	161	410	12.9%	53	213	144	357	

Proposed Modifications P.M. Peak Hour Trip Generation Calculations

Land Use	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total	
1	Resort Hotel	11	330	393	ROOM	T = 0.52(X) - 55.42	43%	57%	64	85	149	15.9%	24	54	71	125	23.2%	29	42	54	96	0.0%	0	42	54	96
2	Multifamily Housing (High-Rise)	11	222	15	DU	T = 0.32(X)	62%	38%	3	2	5	15.9%	1	2	2	4	0.0%	0	2	2	4	0.0%	0	2	2	4
3	Fine Dining Restaurant	11	931	1000	SEAT	T = 0.28(X)	67%	33%	188	92	280	15.9%	45	158	77	235	5.8%	14	150	71	221	44.0%	97	84	40	124
4	Drinking Place	11	975	27,258	KSF	T = 11.36(X)	66%	34%	205	105	310	15.9%	49	173	88	261	5.8%	15	164	82	246	0.0%	0	164	82	246
5		11																								
6		11																								
7		11																								
8		11																								
9		11																								
10		11																								
11		11																								
12		11																								
13		11																								
14		11																								
15		11																								
<b>Total:</b>								460	284	744	15.9%	118	387	238	625	9.3%	58	358	209	567	17.1%	97	292	178	470	

<b>NET NEW TRIPS</b>	79	34	113
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Existing Development Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Resort Hotel	11	330	393	ROOM	T = 7.99(X)	50%	50%	1,570	1,570	3,140	15.9%	500	1,320	1,320	2,640	4.4%	116	1,262	1,262	2,524	0.0%	0	1,262	1,262	2,524
2	Multifamily Housing (High-Rise)	11	222	15	DU	T = 4.54(X)	50%	50%	34	34	68	15.9%	11	29	28	57	15.8%	9	26	22	48	0.0%	0	26	22	48
3	Fine Dining Restaurant	11	931	546	SEAT	T = 2.6(X)	50%	50%	710	710	1,420	15.9%	226	597	597	1,194	5.7%	68	561	565	1,126	44.0%	495	315	316	631
4	Drinking Place	11	975	19,708	KSF	T = 60.84(X)	45%	55%	540	659	1,199	15.9%	191	454	554	1,008	5.7%	57	426	525	951	0.0%	0	426	525	951
5																										
6																										
7																										
8																										
9																										
10																										
11																										
12																										
13																										
14																										
15																										
<b>Total:</b>									2,854	2,973	5,827	15.9%	928	2,400	2,499	4,899	5.1%	250	2,275	2,374	4,649	10.7%	495	2,029	2,125	4,154

Proposed Modifications Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Resort Hotel	11	330	393	ROOM	T = 7.99(X)	50%	50%	1,570	1,570	3,140	15.9%	500	1,320	1,320	2,640	7.1%	188	1,227	1,225	2,452	0.0%	0	1,227	1,225	2,452
2	Multifamily Housing (High-Rise)	11	222	15	DU	T = 4.54(X)	50%	50%	34	34	68	15.9%	11	29	28	57	15.8%	9	26	22	48	0.0%	0	26	22	48
3	Fine Dining Restaurant	11	931	1000	SEAT	T = 2.6(X)	50%	50%	1,300	1,300	2,600	15.9%	414	1,093	1,093	2,186	5.5%	120	1,029	1,037	2,066	44.0%	909	576	581	1,157
4	Drinking Place	11	975	27,258	KSF	T = 60.84(X)	45%	55%	746	912	1,658	15.9%	264	627	767	1,394	5.5%	77	590	727	1,317	0.0%	0	590	727	1,317
5																										
6																										
7																										
8																										
9																										
10																										
11																										
12																										
13																										
14																										
15																										
<b>Total:</b>									3,650	3,816	7,466	15.9%	1,189	3,069	3,208	6,277	6.3%	394	2,872	3,011	5,883	15.5%	909	2,419	2,555	4,974

Note: As ITE's Trip Generation Manual does not include Weekly(Daily) rates/Equations for LUC 330 Resort Hotel, the rate for the similar LUC 310 (Hotel) was used.

<b>NET NEW TRIPS</b>	<b>390</b>	<b>430</b>	<b>820</b>
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# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the *Trip Generation Handbook, 3rd Edition*, published by the Institute of Transportation Engineers

Methodology for Daily based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

GROSS TRIP GENERATION		Existing Development		Proposed Modifications	
<b>INPUT</b>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	53	27	94	47
	Cinema/Entertainment	0	0	0	0
	Residential	1	2	1	2
	Hotel	77	29	77	29
		131	58	172	78
<b>INTERNAL TRIPS</b>					
<b>OUTPUT</b>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	3	1	3	1
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	1	3	1	3
		4	4	4	4
<b>INTERNAL CAPTURE REDUCTION</b>					
<b>OUTPUT</b>	Land Use	Internal Capture Reduction		Internal Capture Reduction	
	<b>Total % Reduction</b>	<b>4.2%</b>		<b>3.2%</b>	
	Office	0.0%		0.0%	
	Retail	0.0%		0.0%	
	Restaurant	5.0%		2.8%	
	Cinema/Entertainment	0.0%		0.0%	
	Residential	0.0%		0.0%	
	Hotel	3.8%		3.8%	
<b>EXTERNAL TRIPS</b>					
<b>OUTPUT</b>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	50	26	91	46
	Cinema/Entertainment	0	0	0	0
	Residential	1	2	1	2
	Hotel	76	26	76	26
		127	54	168	74

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the *Trip Generation Handbook, 3rd Edition*, published by the Institute of Transportation Engineers

Methodology for Daily based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

GROSS TRIP GENERATION		Existing Development		Proposed Modifications	
<b>INPUT</b>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	211	106	331	165
	Cinema/Entertainment	0	0	0	0
	Residential	2	2	2	2
	Hotel	54	71	54	71
		267	179	387	238
<b>INTERNAL TRIPS</b>					
<b>OUTPUT</b>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	11	7	17	12
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	7	11	12	17
		18	18	29	29
<b>INTERNAL CAPTURE REDUCTION</b>					
<b>OUTPUT</b>	Land Use	Internal Capture Reduction		Internal Capture Reduction	
	<b>Total % Reduction</b>	<b>8.1%</b>		<b>9.3%</b>	
	Office	0.0%		0.0%	
	Retail	0.0%		0.0%	
	Restaurant	5.7%		5.8%	
	Cinema/Entertainment	0.0%		0.0%	
	Residential	0.0%		0.0%	
	Hotel	14.4%		23.2%	
<b>EXTERNAL TRIPS</b>					
<b>OUTPUT</b>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>		<i>Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.</i>	
	Land Use	Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	200	99	314	153
	Cinema/Entertainment	0	0	0	0
	Residential	2	2	2	2
	Hotel	47	60	42	54
		249	161	358	209

# Time of Day Distribution & Trip Generation Calculations for LUC 975

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use  
Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	971		
Land Use	Brewery Tap Room		
Setting	Genral Urban/Suburban		
Time Period	Weekday		
# Data Sites	2		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.0%	0.0%	0.0%
1:00 - 2:00 AM	0.1%	0.0%	0.1%
2:00 - 3:00 AM	0.0%	0.0%	0.0%
3:00 - 4:00 AM	0.2%	0.3%	0.1%
4:00 - 5:00 AM	0.0%	0.0%	0.0%
5:00 - 6:00 AM	0.0%	0.0%	0.0%
6:00 - 7:00 AM	0.0%	0.0%	0.0%
7:00 - 8:00 AM	0.2%	0.3%	0.1%
8:00 - 9:00 AM	1.1%	1.9%	0.3%
9:00 - 10:00 AM	0.6%	0.7%	0.6%
10:00 - 11:00 AM	1.0%	1.0%	1.0%
11:00 - 12:00 PM	1.1%	1.0%	1.2%
12:00 - 1:00 PM	1.0%	1.4%	0.6%
1:00 - 2:00 PM	2.3%	3.2%	1.4%
2:00 - 3:00 PM	3.1%	4.4%	1.8%
3:00 - 4:00 PM	7.8%	10.8%	4.7%
4:00 - 5:00 PM	14.2%	17.6%	10.7%
5:00 - 6:00 PM	15.7%	18.1%	13.4%
6:00 - 7:00 PM	15.6%	15.5%	15.7%
7:00 - 8:00 PM	11.5%	9.2%	13.8%
8:00 - 9:00 PM	10.0%	6.9%	13.1%
9:00 - 10:00 PM	8.6%	6.3%	10.9%
10:00 - 11:00 PM	5.1%	1.5%	8.7%
11:00 - 12:00 AM	1.0%	0.1%	1.9%

LUC	975 Drinking Place (27.258 kSF)
PM TOTAL TRIPS <sup>(1)</sup>	261
DAILY TRIPS <sup>(2)</sup>	1658
DAILY RATE <sup>(3)</sup>	60.838
AM TOTAL TRIPS <sup>(4)</sup>	18
AM RATE <sup>(5)</sup>	0.669
In %	45%
Out%	55%

Notes

- (1) Based on calculations found on page 48
- (2) Calculation determined dividing PM total trips by time of day distribution of 15.7% from 5:00 PM to 6:00 PM
- (3) Calculation based on PM total trips divided by total drinking place square footage
- (4) Calculation based on applying time of day distribution of 1.1% from 11:00 AM to 12:00 PM, to Daily Trips (1,658)
- (5) Calculation based on AM total trips divided by total drinking place square footage

Proposed Development P.M. Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total	
1	Drinking Place	11	975	27.258	KSF	T = 11.36(X)	66%	34%	205	105	310	15.9%	49	173	88	261	0.0%	0	173	88	261	0.0%	0	173	88	261	
2																											
<b>Total:</b>									205	105	310	15.9%	49	173	88	261	0.0%	0	173	88	261	0.0%	0	173	88	261	

# US Census Data

## 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.

Census Tract 42.06; Miami-Dade County; Florida		
Label	Estimate	Margin of Error
▼ Total:	1,139	±634
▼ Car, truck, or van:	820	±635
Drove alone	757	±635
▼ Carpooled:	63	±3
In 2-person carpool	63	±3
In 3-person carpool	0	±15
In 4-person carpool	0	±15
In 5- or 6-person carpool	0	±15
In 7-or-more-person carpool	0	±15
▼ Public transportation (excluding taxicab):	9	±11
Bus	9	±11
Subway or elevated rail	0	±15
Long-distance train or commuter rail	0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±15
Ferryboat	0	±15
Taxicab	5	±10
Motorcycle	25	±24
Bicycle	29	±37
Walked	123	±144
Other means	0	±15
Worked from home	128	±65

$$(123+29+9)/(1139-128) = 15.92\%$$

## Table Notes

### Means of Transportation to Work

**Survey/Program:** American Community Survey

**Universe:** Workers 16 years and over

**Year:** 2023

**Estimates:** 5-Year

**Table ID:** B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

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.

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see [Geography Boundaries by Year](#).

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.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see [Comparing ACS Data](#).

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

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census 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:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

\*\*

The margin of error could not be computed because there were an insufficient number of sample observations.

\*\*\*

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

\*\*\*\*\*

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

ITE LUC Data

# Resort Hotel (330)

## Vehicle Trip Ends vs: Rooms

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 6

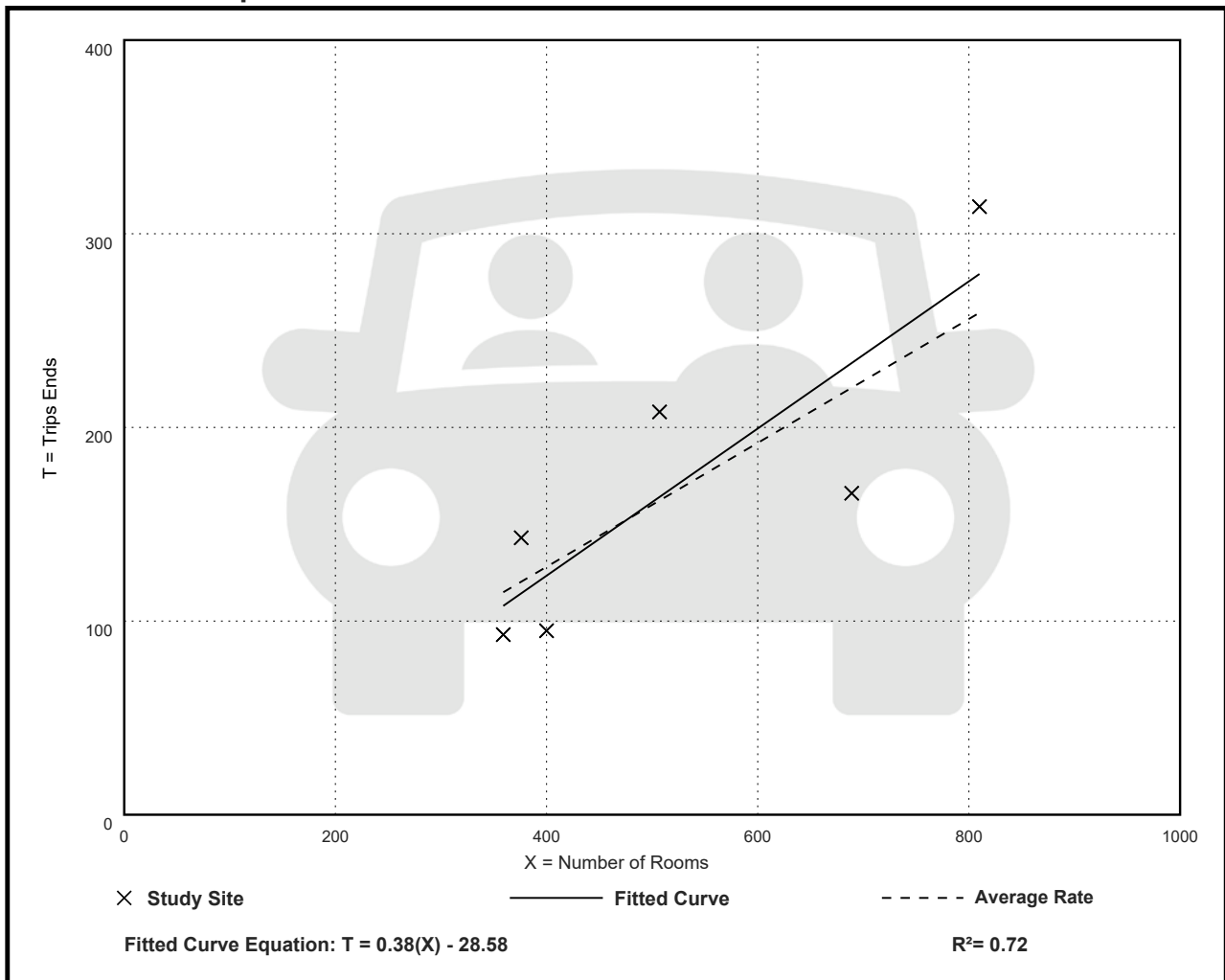
Avg. Num. of Rooms: 524

Directional Distribution: 72% entering, 28% exiting

## Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.32	0.24 - 0.41	0.08

## Data Plot and Equation



# Resort Hotel (330)

## Vehicle Trip Ends vs: Rooms

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 9

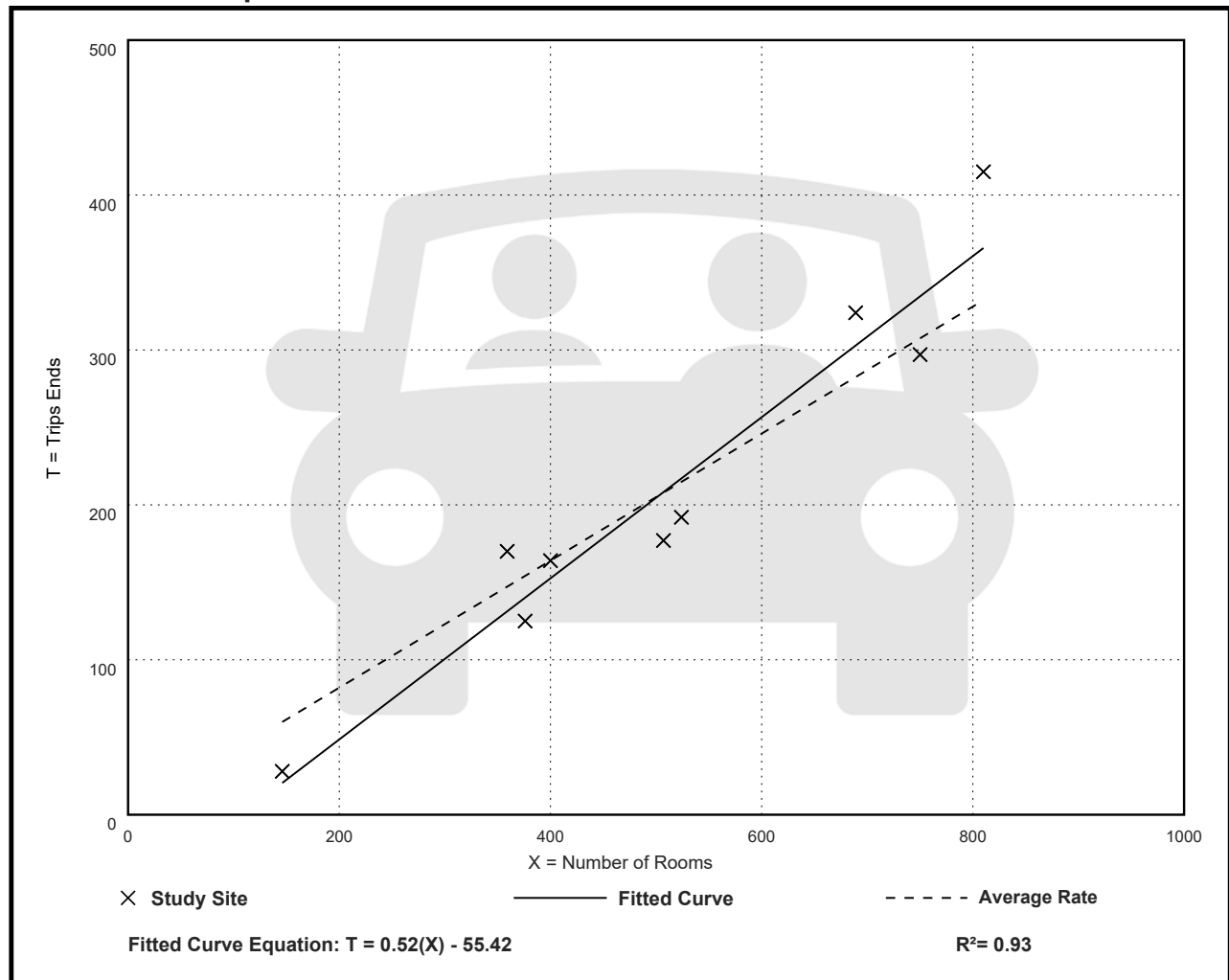
Avg. Num. of Rooms: 507

Directional Distribution: 43% entering, 57% exiting

## Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.41	0.19 - 0.51	0.08

## Data Plot and Equation



# Hotel (310)

Vehicle Trip Ends vs: Rooms  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

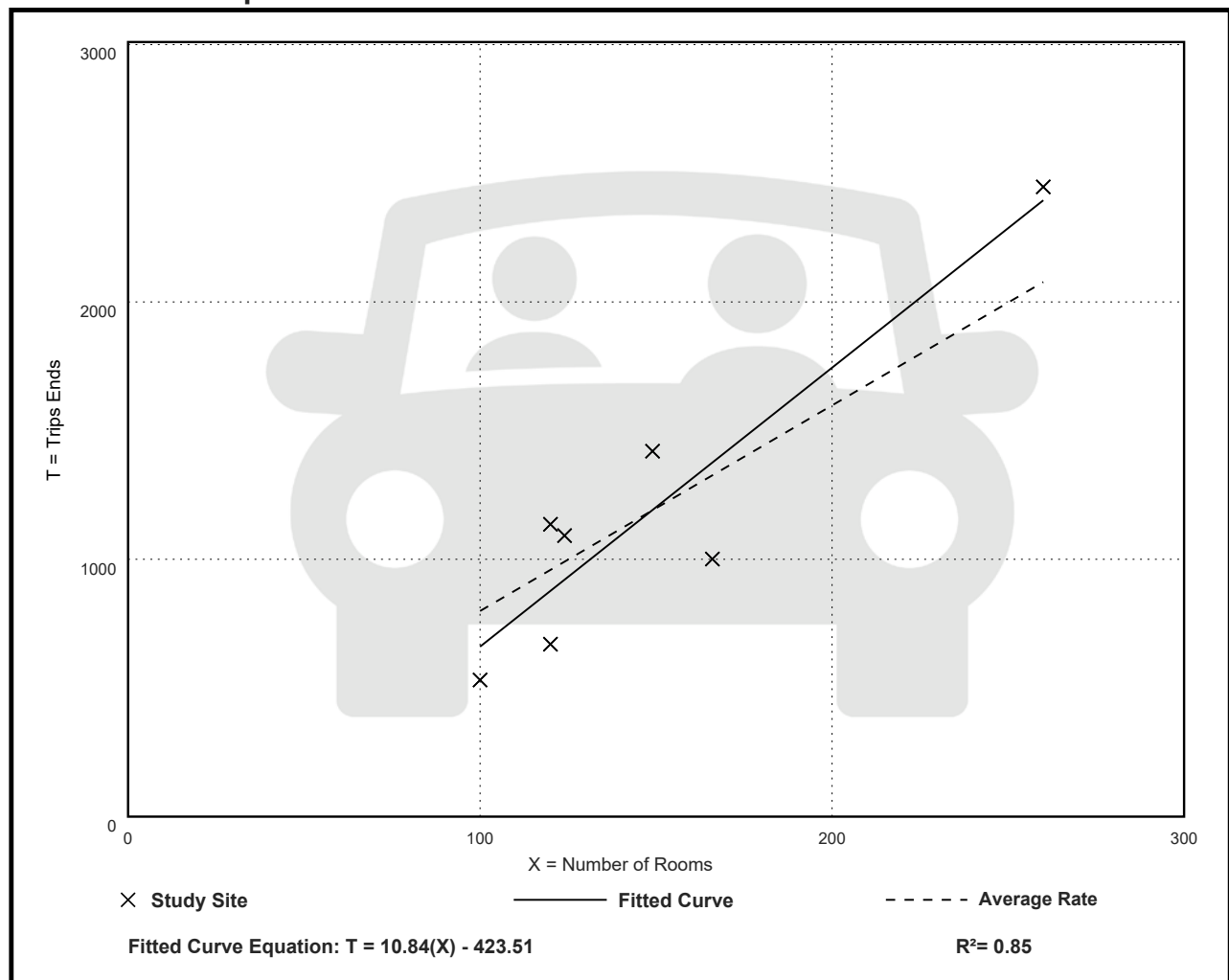
Avg. Num. of Rooms: 148

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

## Data Plot and Equation



## Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

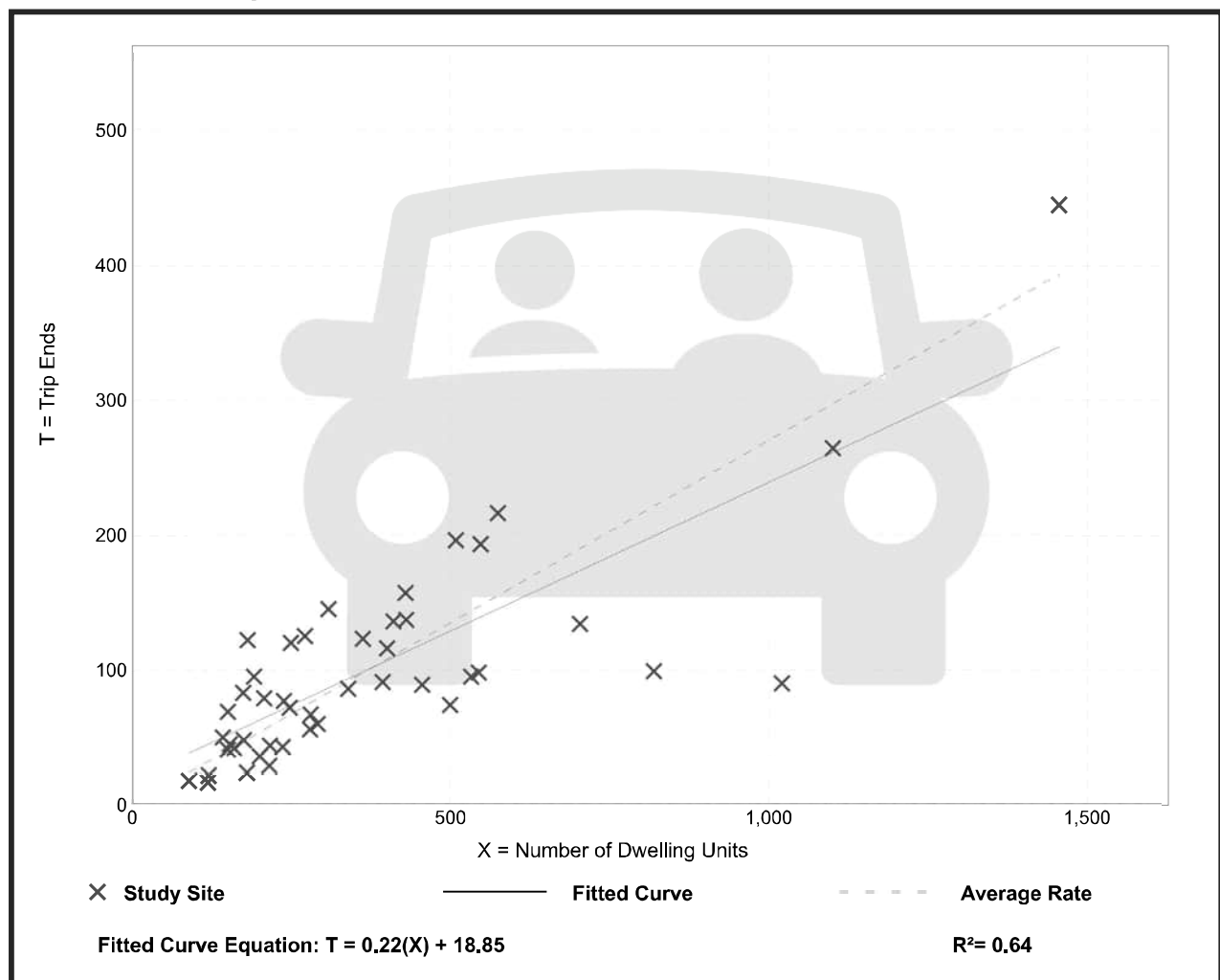
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 45  
 Avg. Num. of Dwelling Units: 372  
 Directional Distribution: 26% entering, 74% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.27	0.09 - 0.67	0.11

### Data Plot and Equation



## Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

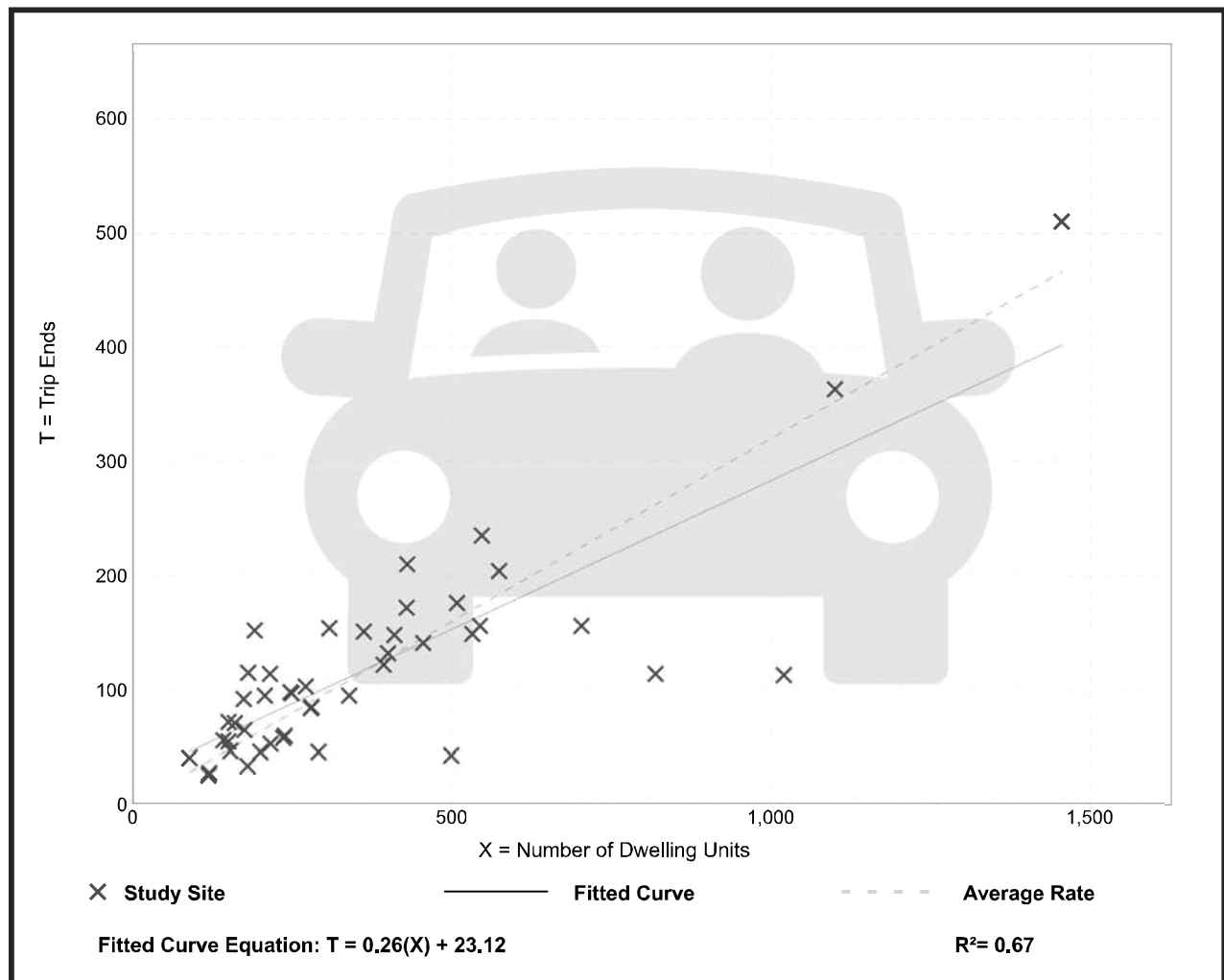
**Setting/Location: General Urban/Suburban**

Number of Studies: 45  
 Avg. Num. of Dwelling Units: 372  
 Directional Distribution: 62% entering, 38% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.09 - 0.80	0.13

### Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 8

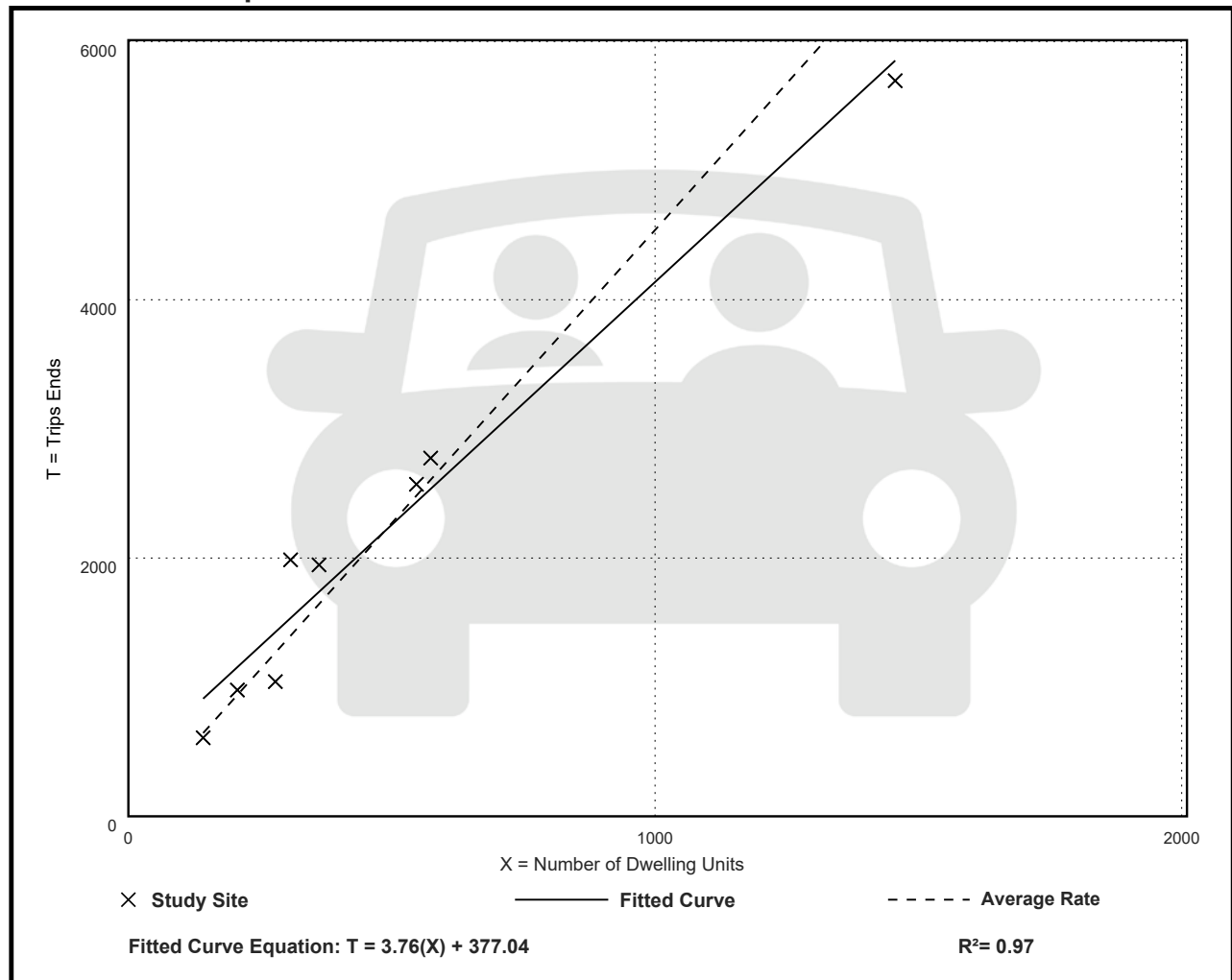
Avg. Num. of Dwelling Units: 484

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.74 - 6.45	0.81

## Data Plot and Equation



# Fine Dining Restaurant (931)

## Vehicle Trip Ends vs: Seats

On a: **Weekday,**  
AM Peak Hour of Generator

**Setting/Location: General Urban/Suburban**

Number of Studies: 9

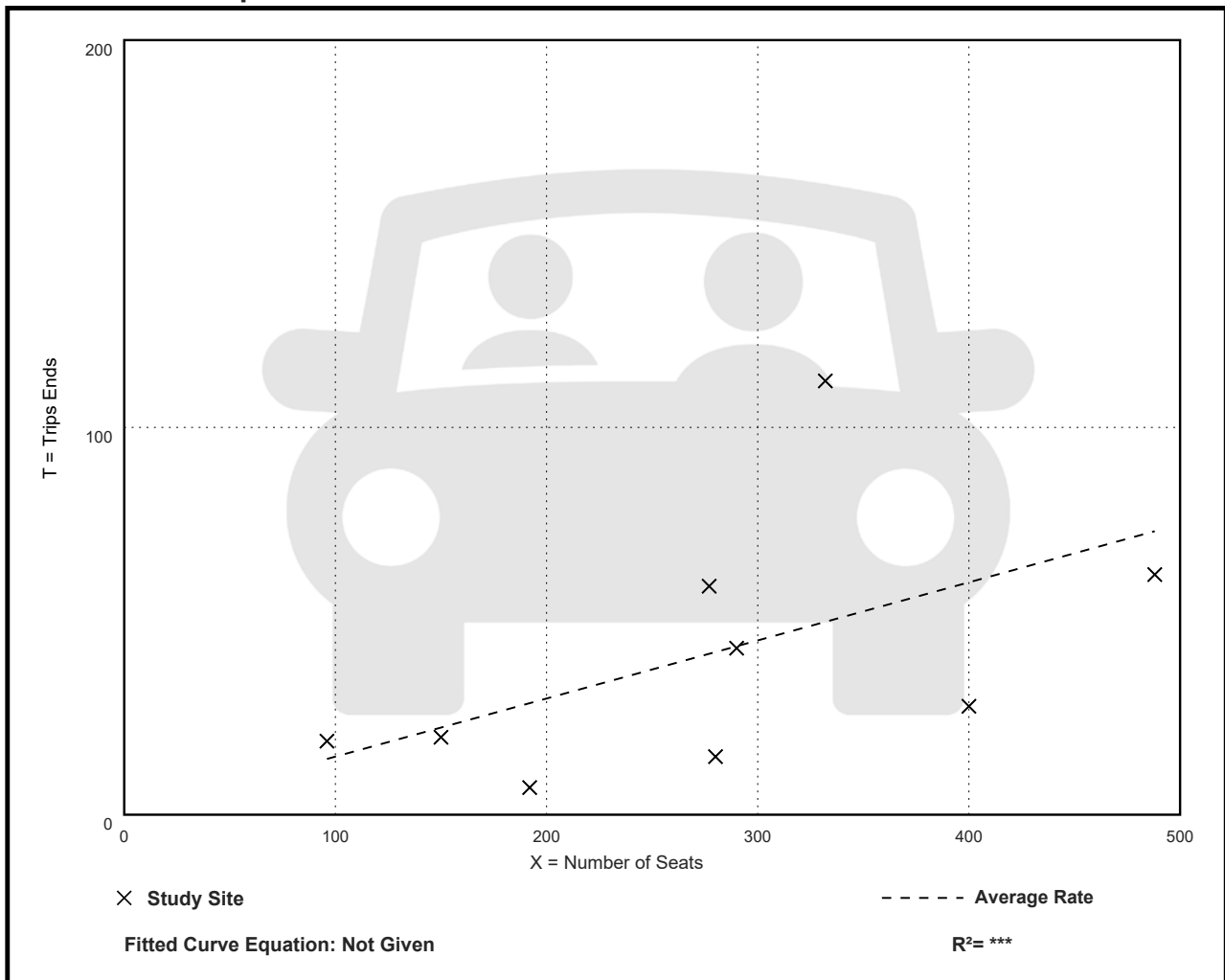
Avg. Num. of Seats: 278

Directional Distribution: 69% entering, 31% exiting

### Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.15	0.04 - 0.34	0.10

### Data Plot and Equation



# Fine Dining Restaurant (931)

**Vehicle Trip Ends vs: Seats**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 11

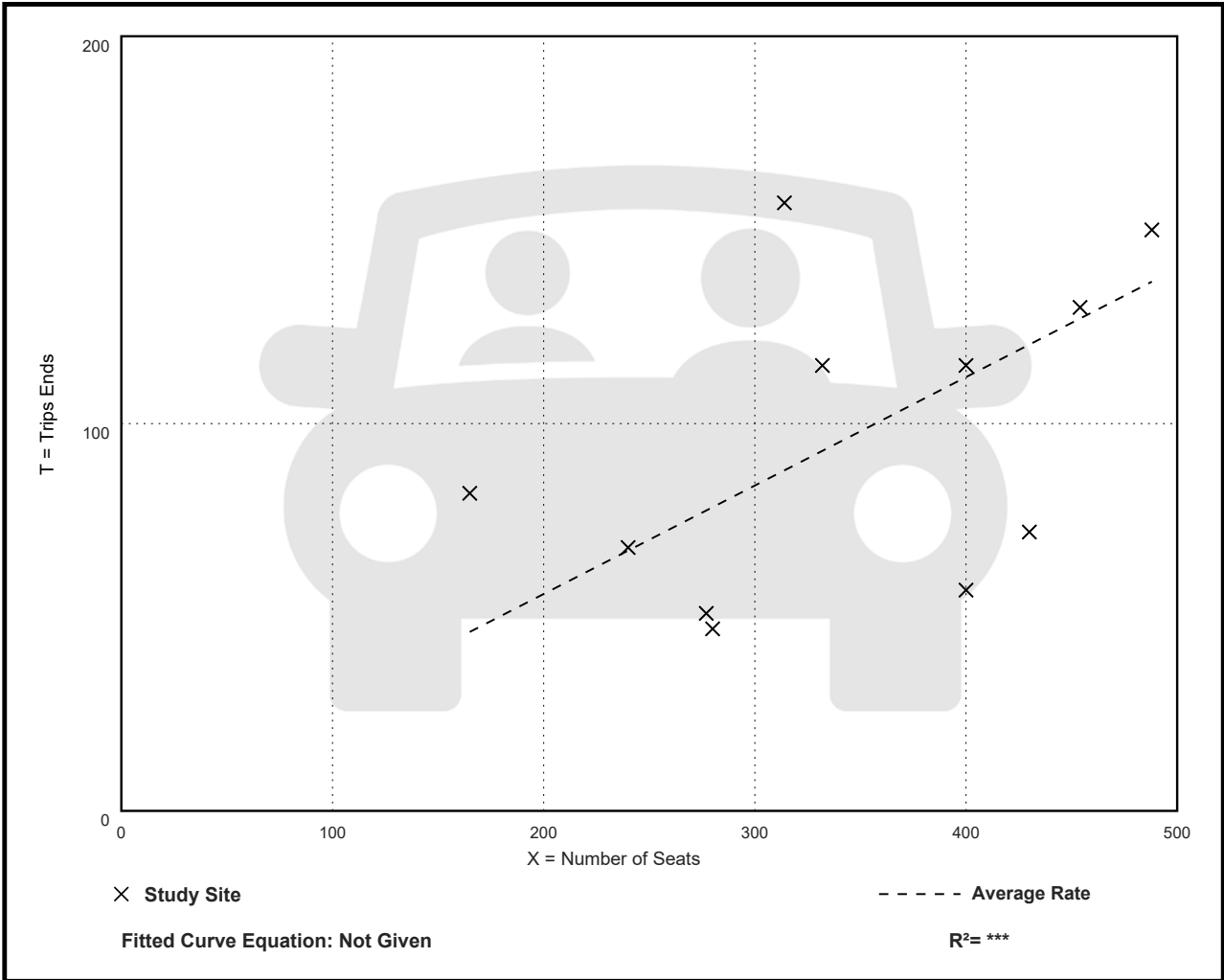
Avg. Num. of Seats: 344

Directional Distribution: 67% entering, 33% exiting

### Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.28	0.14 - 0.50	0.11

### Data Plot and Equation



# Fine Dining Restaurant (931)

**Vehicle Trip Ends vs: Seats**  
On a: Weekday

**Setting/Location: General Urban/Suburban**

Number of Studies: 6

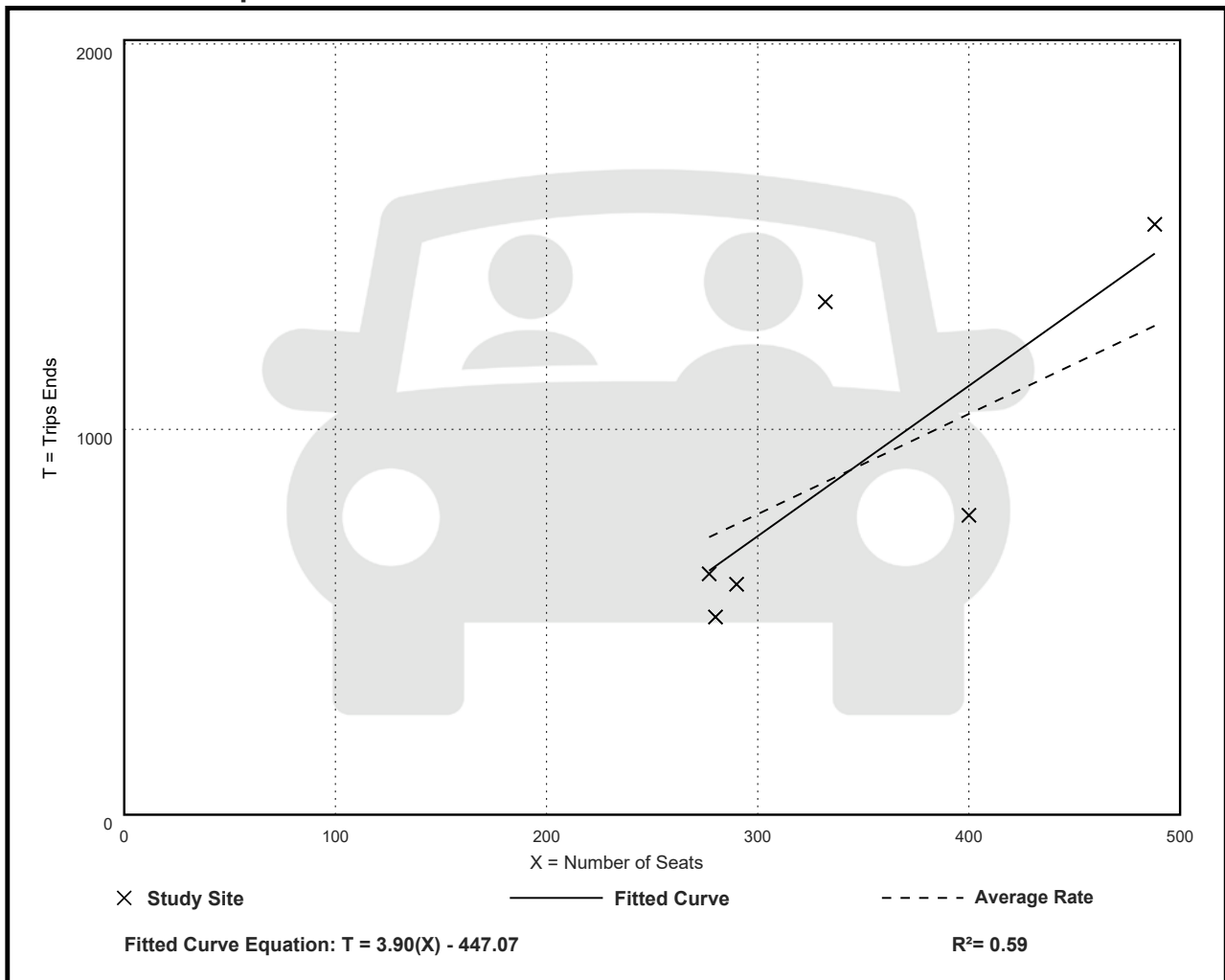
Avg. Num. of Seats: 345

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.60	1.83 - 4.01	0.85

## Data Plot and Equation



# Drinking Place (975)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 12

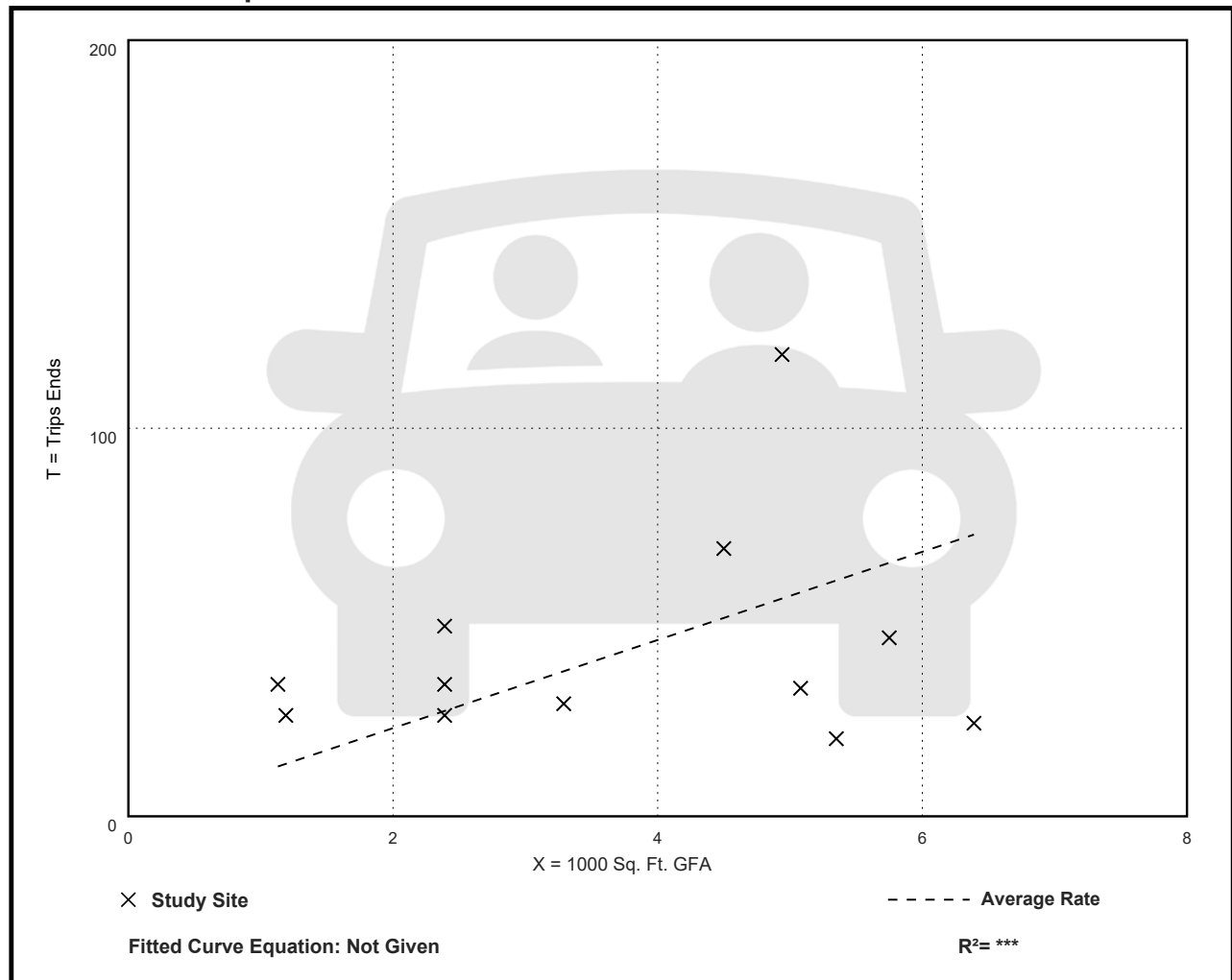
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 66% entering, 34% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.36	3.74 - 30.09	7.81

## Data Plot and Equation



## **Appendix F**

### Transit Service Information

# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
<b>WEEKDAY</b> DIAS LABORABLES LASEMÈN	5:30 a.m.	7:00 p.m.	30 min
	7:00 p.m.	10:00 p.m.	60 min
<b>SATURDAY</b> SÁBADO SAMDI	6:00 a.m.	7:00 p.m.	30 min
	7:00 p.m.	10:00 p.m.	60 min
<b>SUNDAY</b> DOMINGO DIMANCH	6:00 a.m.	7:00 p.m.	30 min
	7:00 p.m.	10:00 p.m.	60 min

**Frequencies are approximate and may vary depending on traffic and road conditions.**  
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.  
Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

**MetroCONNECT**  
**YOUR FREE AND DIRECT CONNECTION TO MIAMI-DADE TRANSIT**

SCAN TO DOWNLOAD THE APP OR CALL  
**786-321-5842**

MIAMI-DADE COUNTY Powered by VIA

**Language Assistance:** Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305-468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

**Español:** El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más información, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

**Kreyòl Ayisyen:** Miami-Dade Transit (MDT) angaje li a bay pasaje ak konesans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900. Pou plis enfòmasyon, rele Biwo Dwa Sivik ak Relasyon Travay MDT la nan 786-469-5486.

Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aparèy ak sèvis kominikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòm (tep odyo, Bray oswa disk konpit), sèvis yon entèprèt ki pale lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.



**miamidade.gov/transportation**

Information • Información • Enfòmasyon  
311 (305.468.5900) TTY/Florida Relay: 711



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GO Miami-Dade Transit

# 14



MARCH 2025 | MARZO 2025 | MAS 2025

- Local service seven days a week.
- Travels from Mt. Sinai Medical Center to Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station along Collins Ave, Washington Ave, and the MacArthur Causeway.



- Servicio local los siete días de la semana.
- Va desde Mt. Sinai Medical Center hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Collins Ave, Washington Ave y MacArthur Causeway.

- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Mt. Sinai Medical Center pou rive nan Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station sou Collins Ave, Washington Ave, ak MacArthur Causeway.



MORE INFORMATION  
MÁS INFORMACIÓN | PLUS ENFÒMASYON

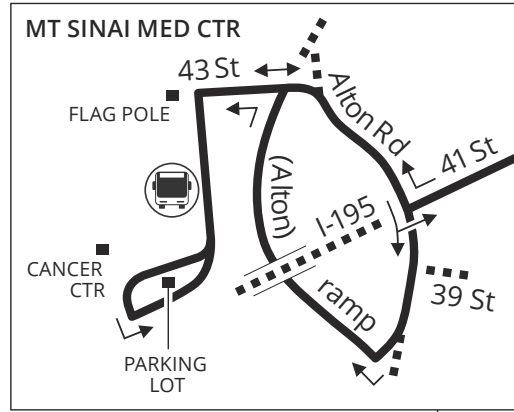
**DRIVE LESS.LIVE MORE.™**



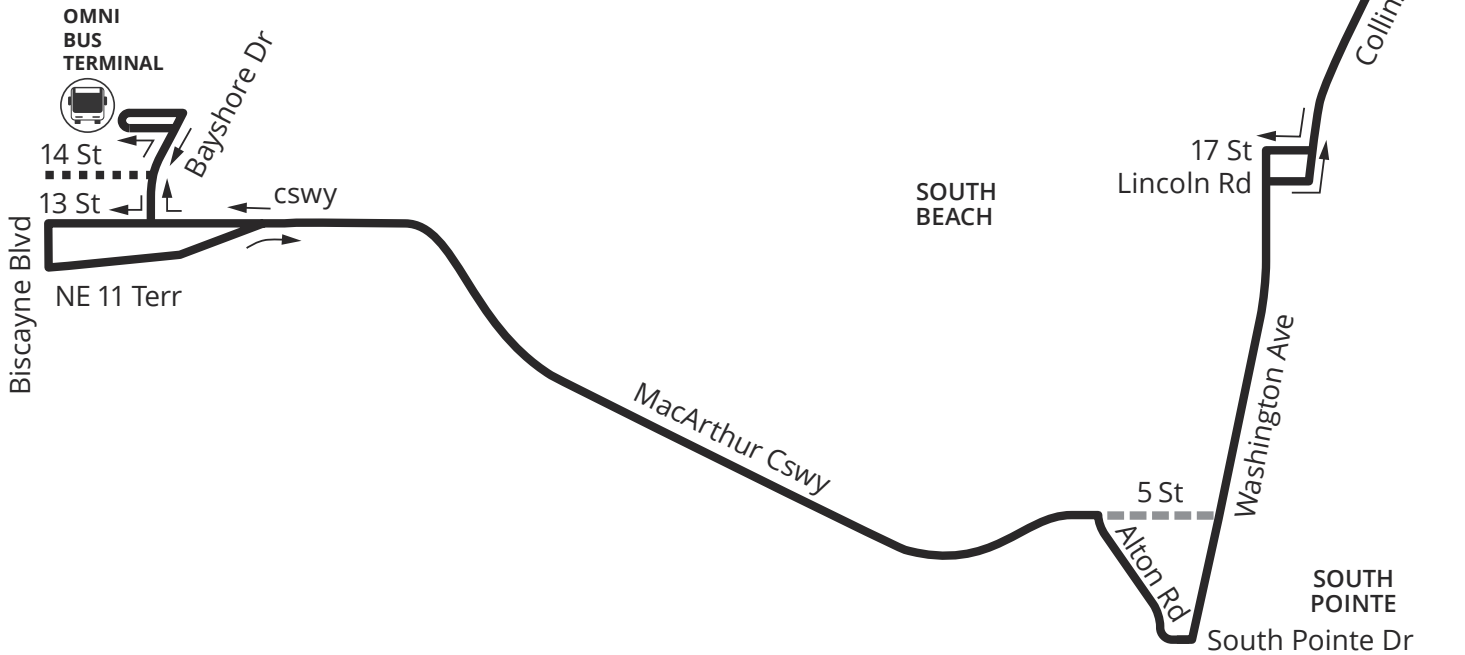
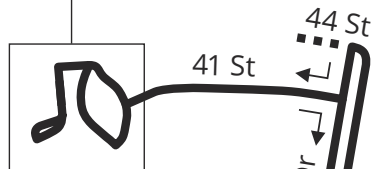
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



# 14



MID BEACH



NORTH

11/2023

# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
<b>WEEKDAY</b> DIAS LABORABLES LASEMÈN	6:00 a.m.	7:00 p.m.	30 min
	7:00 p.m.	12:00 a.m.	60 min
<b>SATURDAY</b> SÁBADO SAMDI	6:00 a.m.	10:00 p.m.	30 min
	10:00 p.m.	12:00 a.m.	60 min
<b>SUNDAY</b> DOMINGO MANCH	6:00 a.m.	7:00 a.m.	60 min
	7:00 a.m.	8:00 p.m.	30 min
	8:00 p.m.	10:00 p.m.	60 min

**Frequencies are approximate and may vary depending on traffic and road conditions.**  
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.  
Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

**MetroCONNECT**  
**YOUR FREE AND DIRECT CONNECTION TO BETTER BUS**

SCAN TO DOWNLOAD THE APP OR CALL  
**786-321-5842**

Powered by **MIAMI-DADE COUNTY** and **VIA**

**Language Assistance:** Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305-468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

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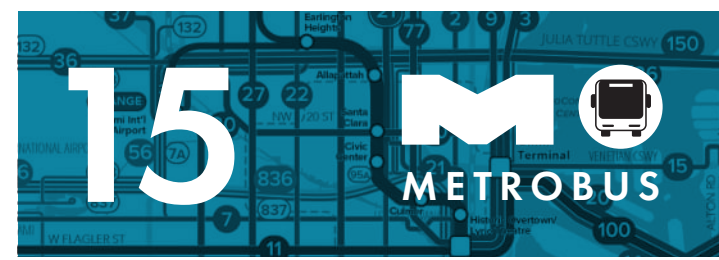
Information • Información • Enfòmasyon  
311 (305.468.5900) TTY/Florida Relay: 711



@GoMiamiDade



GO Miami-Dade Transit



NOVEMBER 2024 | NOVIEMBRE 2024 | NOVANM 2024

- Local service seven days a week
- Travels from South Beach to Omni Metrobus Terminal / Adrienne Arsht Metromover Station along the Venetian Causeway.



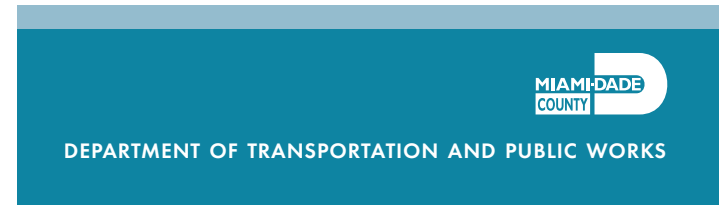
- Servicio local los siete días de la semana.
- Va desde South Beach hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Venetian Causeway.



- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan South Beach pou rive nan Tèminal Omni Metrobus / Adrienne Arsht Metromover Station sou Venetian Causeway la.

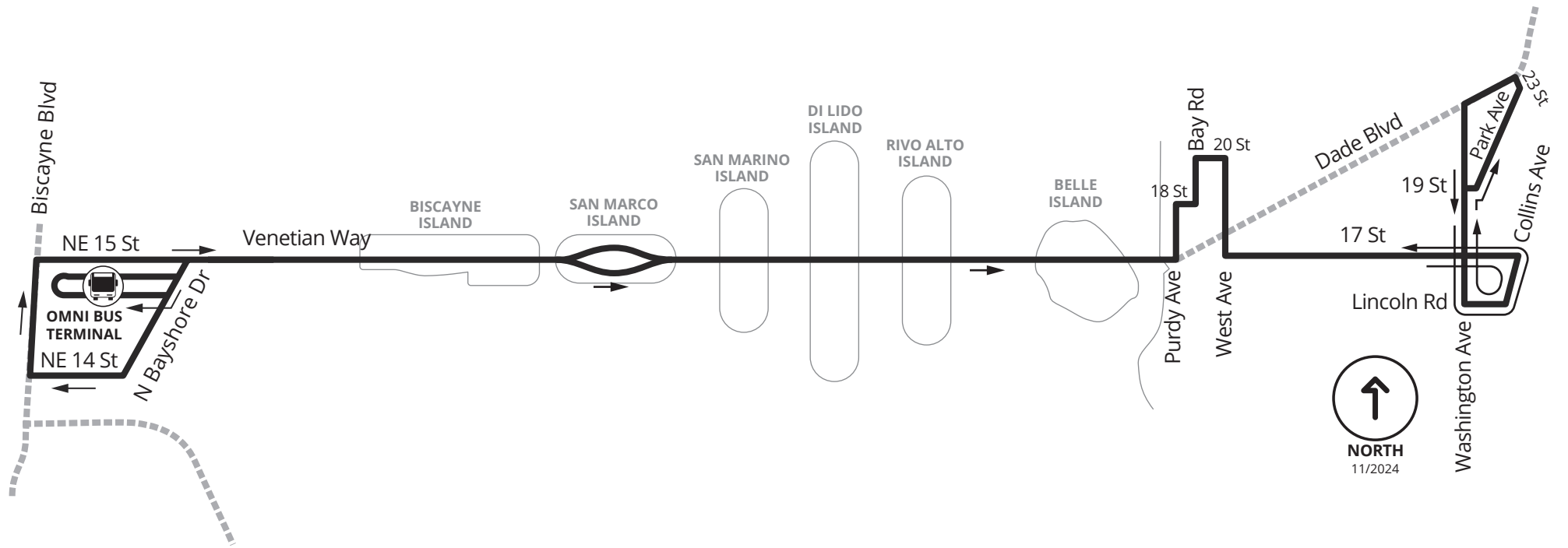


MORE INFORMATION  
MÁS INFORMACIÓN | PLUS ENFÒMASYON





# 15



# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
<b>WEEKDAY</b> DIAS LABORABLES LASEMÈN	4:00 a.m.	11:30 p.m.	30 min
<b>SATURDAY</b> SÁBADO SAMDI	5:00 a.m.	12:00 a.m.	30 min
<b>SUNDAY</b> DOMINGO DIMANCH	5:00 a.m.	7:00 a.m.	60 min
	7:00 a.m.	8:00 p.m.	40 min
	8:00 p.m.	12:00 a.m.	60 min

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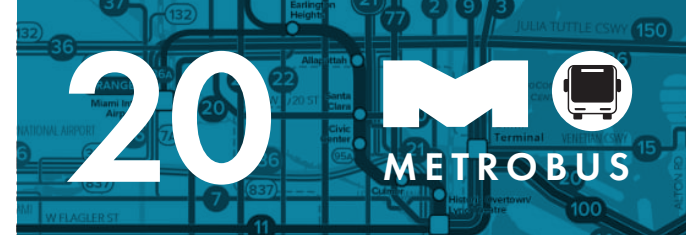
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311 (305.468.5900) TTY/Florida Relay: 711



@GoMiamiDade



GO Miami-Dade Transit



NOVEMBER 2024 | NOVIEMBRE 2024 | NOVANM 2024

- Local service seven days a week.
- Travels from South Beach to Miami International Airport Metrorail Station along Alton Rd, MacArthur Cswy, NW 20 St, and NW 36 St.
- Stops include the Adrienne Arsht Center Metromover Station / Omni Metrobus Terminal.



- Servicio local los siete días de la semana.
- Va desde South Beach hasta la estación del Metrorail del Aeropuerto Internacional de Miami, pasando por Alton Road, MacArthur Cswy., NW 20 St y NW 36 St.
- Con parada en la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover.



- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan South Beach pou rive nan Estasyon Metrorail Ayewopò Entènasyonal Miami an sou Alton Rd, MacArthur Cswy, NW 20 St, ak NW 36 St.
- Arè yo gen ladan Estasyon Metromover Adrienne Arsht Center / Omni Metrobus Terminal.

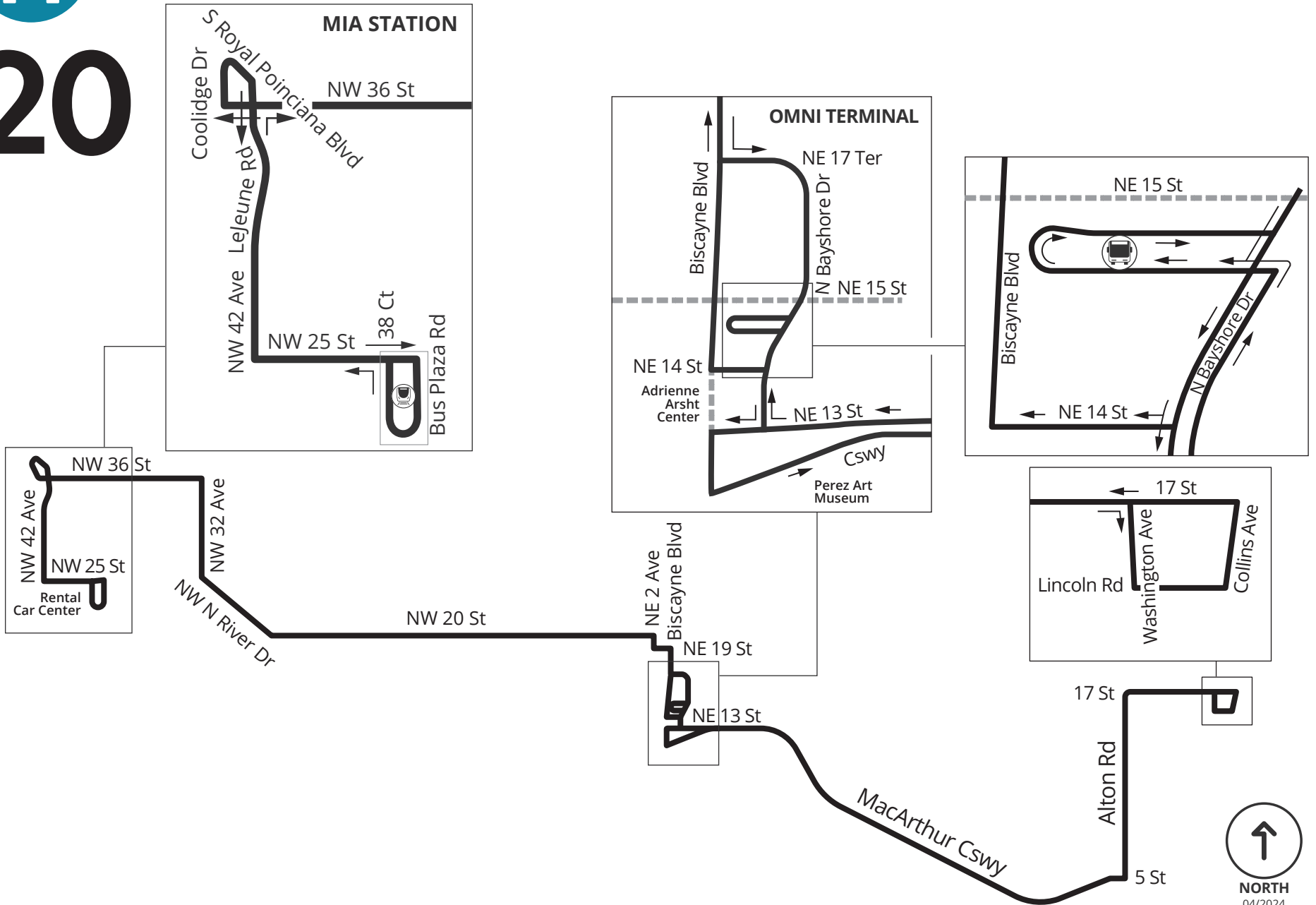


MORE INFORMATION  
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# 20



NORTH  
04/2024

# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
<b>WEEKDAY</b> DIAS LABORABLES LASEMÈN	4:00 a.m.	6:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	6:00 a.m.	10:00 p.m.	15 min (36+36A) 30 min (36) 30 min (36A)
	10:00 p.m.	12:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
<b>SATURDAY</b> SÁBADO SAMDI	5:00 a.m.	7:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	7:00 a.m.	10:00 p.m.	15 min (36+36A) 30 min (36) 30 min (36A)
	10:00 p.m.	12:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
<b>SUNDAY</b> DOMINGO DIMANCH	5:00 a.m.	6:00 a.m.	60 min (36A)
	6:00 a.m.	8:00 a.m.	30 min (36+36A) 60 min (36) 60 min (36A)
	8:00 a.m.	8:00 p.m.	20 min (36+36A) 40 min (36) 40 min (36A)
	8:00 p.m.	12:00 a.m.	60 min (36A)

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**miamidade.gov/transportation**

Information • Información • Enfòmasyon  
311 (305.468.5900) TTY/Florida Relay: 711



@GoMiamiDade GO Miami-Dade Transit



MARCH 2024 | MARZO 2024 | MAS 2024

- Local service seven days a week.
- Travels from Downtown Doral to South Beach along NW/NE 36 St, the Julia Tuttle Causeway and Collins Ave.
- Route 36A travels from Miami International Airport station.
- Stops include Allapattah Metrorail station.



- Servicio local los siete días de la semana.
- Va desde el downtown del Doral hasta South Beach, pasando por NW/NE 36 St, Julia Tuttle Causeway y Collins Ave.
- La ruta 36A comienza en la estación del Aeropuerto Internacional de Miami.
- Con parada en la estación de Allapattah del Metrorail.



- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan Downtown Doral rive nan South Beach sou NW/NE 36 St, Julia Tuttle Causeway ak Collins Ave.
- Wout 36A vwayaje soti nan estasyon Ayewopò Entènasyonal Miami.
- Arè yo gen ladan estasyon Allapattah Metrorail.



MORE INFORMATION  
MÁS INFORMACIÓN | PLUS ENFÒMASYON

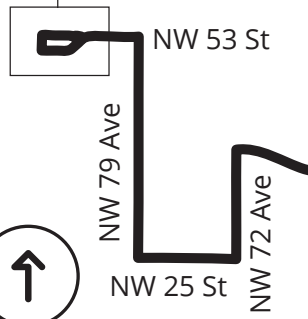
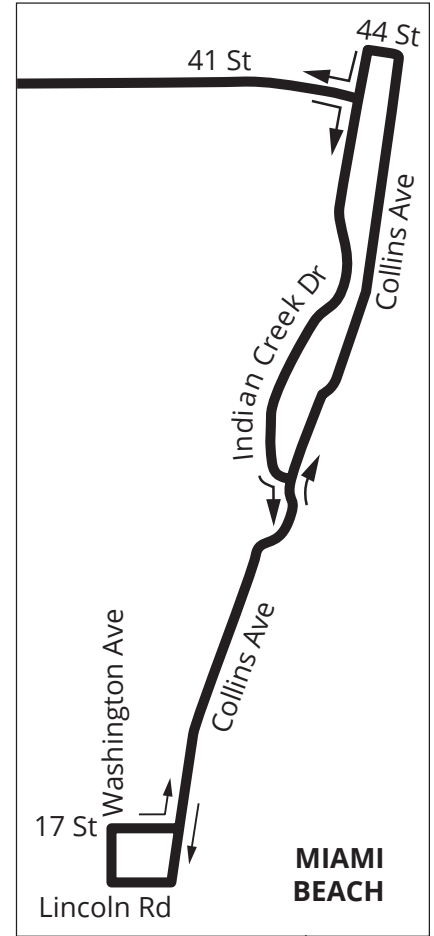
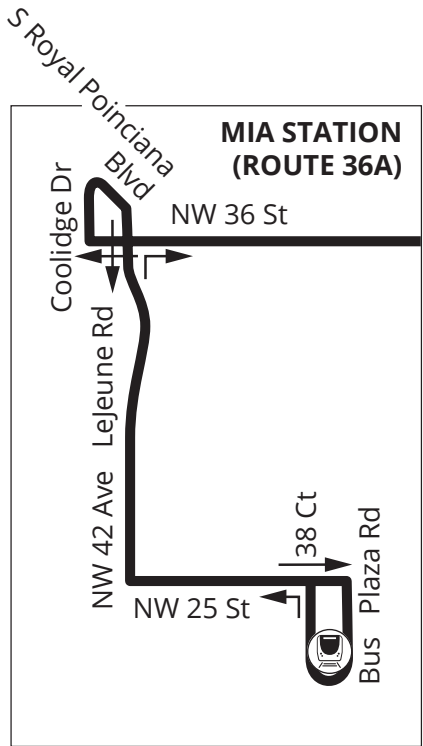
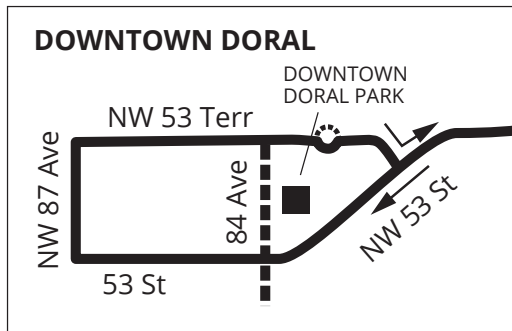
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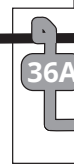
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



# 36/36A



**36**



NW 36 St



NE 36 St

Julia Tuttle Cswy

41 St

# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
<b>WEEKDAY</b> DIAS LABORABLES LASEMÈN	12:00 a.m.	4:00 a.m.	60 min (Northside-M Beach)
	4:00 a.m.	6:00 a.m.	30 min (Hialeah-M Beach)
	6:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00a.m.	30 min (Hialeah-M Beach)
<b>SATURDAY</b> SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	7:00 a.m.	30 min (Hialeah-M Beach)
	7:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00 a.m.	30 min (Hialeah-M Beach)
<b>SUNDAY</b> DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	8:00 a.m.	30 min (Hialeah-M Beach)
	8:00 a.m.	8:00 p.m.	20 min (Hialeah-M Beach)
	8:00 p.m.	12:00 a.m.	60 min (Hialeah-M Beach)

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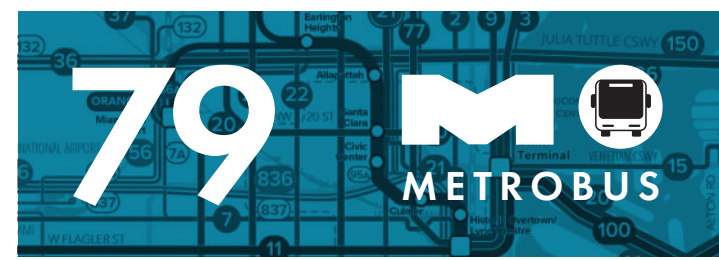


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APRIL 2024 ABRIL 2024 | AVRIL 2024

- Local service seven days a week.
- Travels from Hialeah Metrorail Station to South Beach along NW/NE 79 St, the 79th Street Causeway and Collins Ave
- Overnight trips travel from Northside Metrorail Station



- Servicio local los siete días de la semana.
- Va desde la estación de Hialeah del Metrorail hasta South Beach, pasando por NW/NE 79 St, 79th Street Causeway y Collins Ave.
- En el horario nocturno el recorrido comienza en la estación Northside del Metrorail.

- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan estasyon Hialeah Metrorail pou rive nan South Beach sou NW/NE 79 St, 79th Street Causeway ak Collins Ave.
- Vwayaj lannwit yo fèt soti nan estasyon Northside Metrorail.



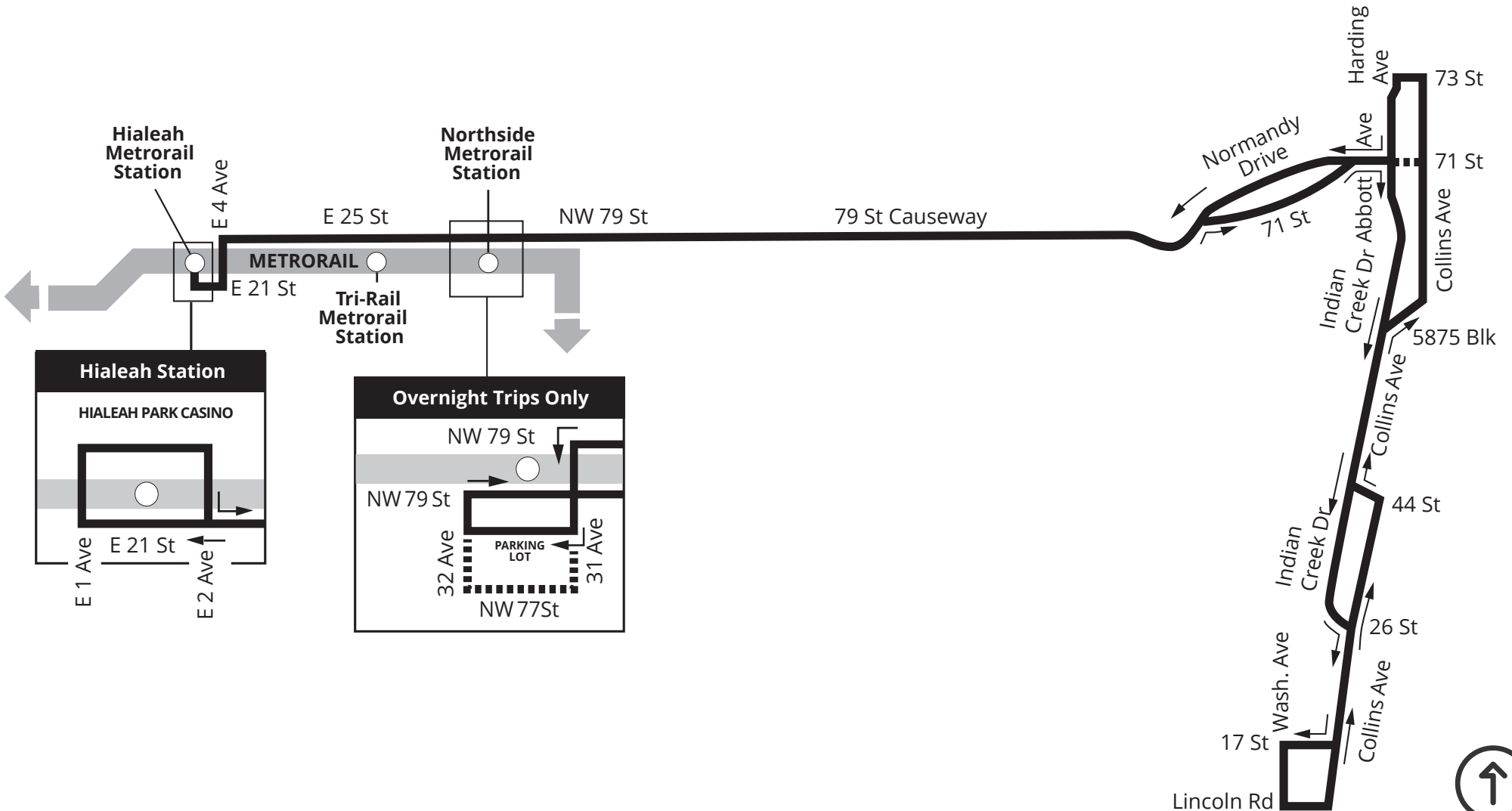
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



# 79



**NORTH**  
11/2023

# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
<b>WEEKDAY</b> DIAS LABORABLES LASEMÈN	12:00 a.m.	4:00 a.m.	60 min
	4:00 a.m.	10:00 p.m.	9 min
	10:00 p.m.	12:00 a.m.	20 min
<b>SATURDAY</b> SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min
	5:00 a.m.	7:00 a.m.	15 min
	7:00 a.m.	10:00 p.m.	9 min
	10:00 p.m.	12:00 a.m.	15 min
<b>SUNDAY</b> DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min
	5:00 a.m.	7:00 a.m.	30 min
	7:00 a.m.	8:30 p.m.	15 min
	8:30 p.m.	12:00 a.m.	30 min

Frequencies are approximate and may vary depending on traffic and road conditions. Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías. Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.



**MetroCONNECT**  
YOUR FREE AND DIRECT CONNECTION TO MIAMI-DADE TRANSIT

SCAN TO DOWNLOAD THE APP OR CALL 786-321-5842



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**Language Assistance:** Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305-468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

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El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

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GO Miami-Dade Transit



MARCH 2025 MARZO 2025 | MAS 2025

- Local service seven days a week.
- Travels from the Bus Terminal at Aventura Mall to Downtown Miami through Miami Beach.
- Stops include the Government Center Metrorail / Metromover station.



- Servicio local los siete días de la semana.
- Va desde la terminal de autobuses en Aventura Mall hasta el downtown de Miami, pasando por Miami Beach.
- Con parada en la estación Government Center del Metrorail y el Metromover.



- Sèvis lokal sèt jou psou sèt.
- Vwayaje soti nan Tèminal Otobis la nan Aventura Mall pou rive nan Downtown Miami atravè Miami Beach.
- Arè yo gen ladan estasyon Metrorail / Metromover Government Center.



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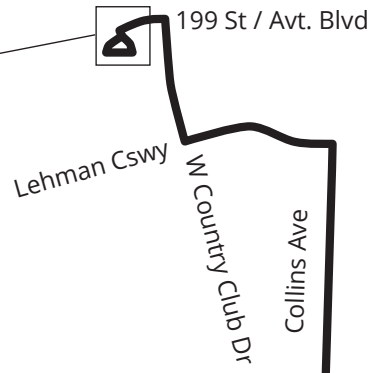
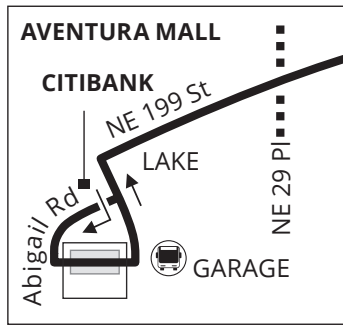
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



# 100



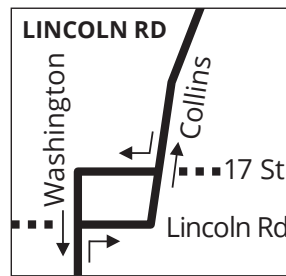
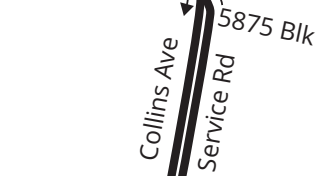
**SUNNY ISLES BEACH**

**HAULOVER PARK**

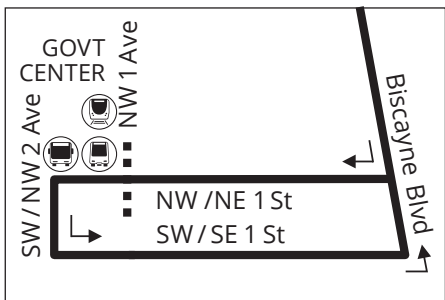
BAL HARBOUR SHOPS  
**BAL HARBOUR**

**SURFSIDE**

**NORTH BEACH**



**SOUTH BEACH**



**DOWNTOWN**

**LIMITED STOPS**  
 Between 5 St and Lincoln Rd



**NORTH**  
03/2025

# SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
<p><b>SEVEN DAYS A WEEK</b> LOS SIETE DIAS SET JOU YON SEMEN</p>	5:00 a.m.	11:00 p.m.	30 min

**Frequencies are approximate and may vary depending on traffic and road conditions**  
/ Frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías / Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo



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SCAN TO DOWNLOAD THE APP OR CALL  
**786-321-5842**



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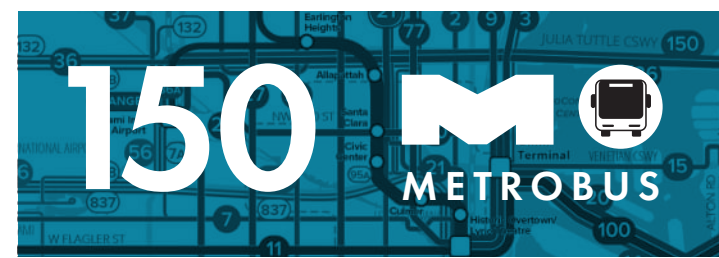
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GO Miami-Dade Transit



NOVEMBER 2024 | NOVIEMBRE 2024 | NOVANM 2024

## MIAMI BEACH AIRPORT EXPRESS

- Express service and limited-stop service, seven days a week.
- Express service from Miami International Airport Metrorail station to Mid Beach along the Julia Tuttle Causeway.
- Limited-stop service from Mid Beach to South Beach along Collins Ave / Indian Creek Dr and Washington Ave.



- Servicio expreso y con paradas limitadas, los siete días de la semana.
- Servicio expreso desde la estación del Metrorail del Aeropuerto Internacional de Miami hasta Mid Beach por Julia Tuttle Causeway.
- Servicio con paradas limitadas desde Mid Beach hasta South Beach por Collins Ave/Indian Creek Dr y Washington Ave.

- Sèvis ekspres ak sèvis arè limite, sèt jou sou sèt.
- Sèvis ekspres soti nan estasyon Metrorail Ayewopò Entènasyonal Miami rive nan Mid Beach sou Julia Tuttle Causeway.
- Sèvis arè limite soti nan Mid Beach rive nan South Beach sou Collins Ave / Indian Creek Dr ak Washington Ave.



MORE INFORMATION  
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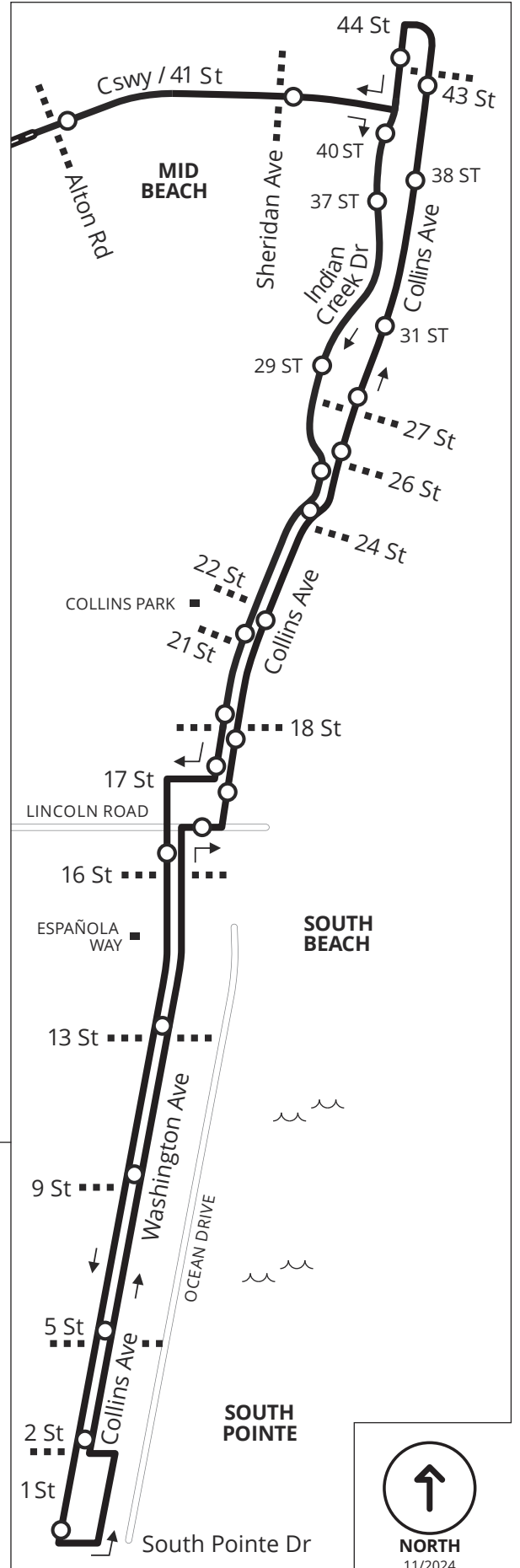
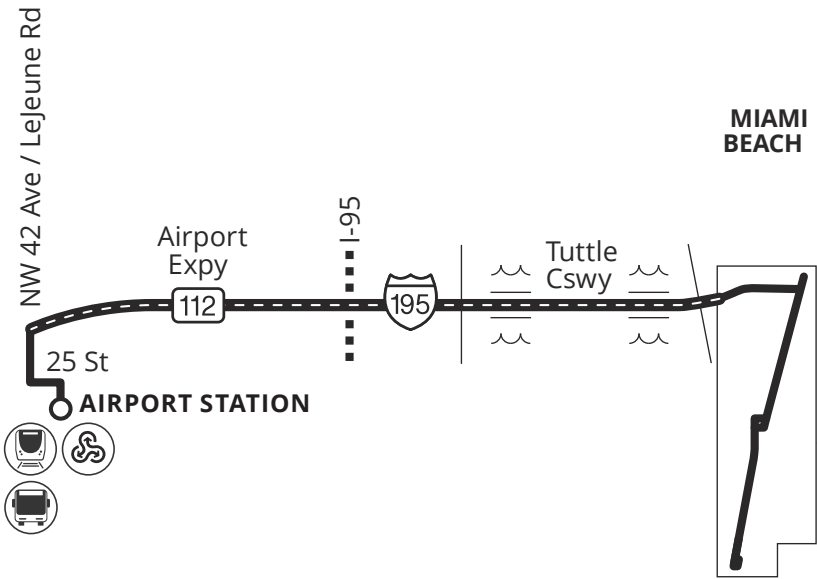
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS





# 150

## MIAMI BEACH AIRPORT EXPRESS



MENU



MENU



How Can We Help You?

SEARCH



Navigate to...

Collins Express

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Customer Rights

Middle Beach Loop

Mount Sinai Link

North Beach Loop

South Beach Trolley

Trolley Tracker Apps



## NORTH BEACH LOOP

HOME > CITY HALL > TRANSPORTATION & MOBILITY > CITYWIDE FREE TROLLEY > **NORTH BEACH LOOP**

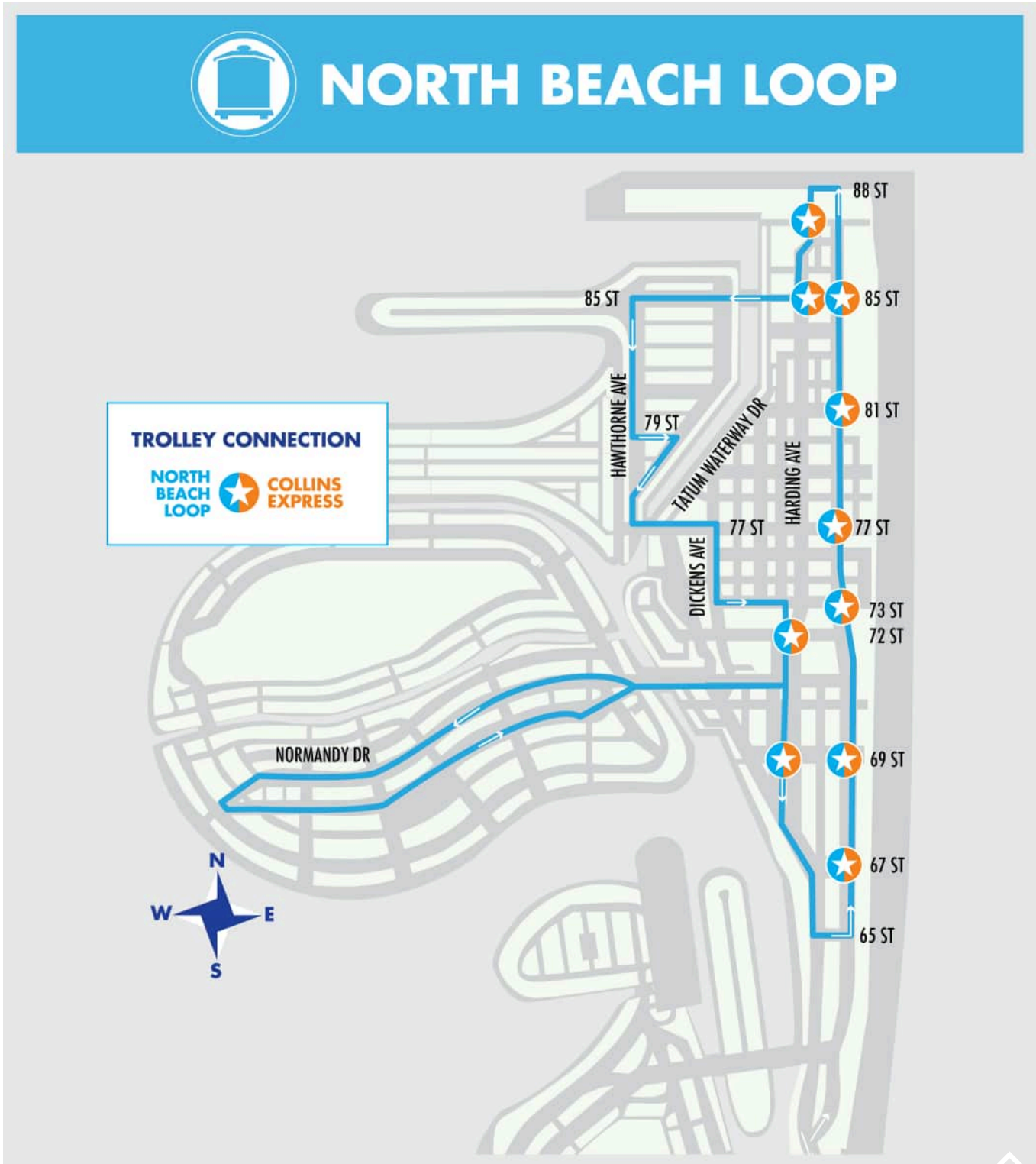
North Beach Loop operates 7 days a week, 15 hours a day from 8 a.m. - 11 p.m. at service frequency of approximately 20 minutes.



Library, Crespí Park, North Shore Youth Center, Normandy Isle Park and Pool, and other destinations.

Route alignment and list of stops is listed below.

### North Beach Loop Map



[Download North Beach Loop in pdf](#)



<b>Main Street</b>	<b>Cross Street</b>	<b>Direction</b>	<b>Stop ID</b>	<b>Transfer to</b>
65 Street	Collins Avenue	EB	300	
Collins Avenue	67 Street	NB	301	Collins Express
Collins Avenue	69 Street	NB	302	Collins Express
Collins Avenue	72 Street	NB	303	Collins Express
Collins Avenue	76 Street	NB	304	
Collins Avenue	77 Street	NB	305	Collins Express
Collins Avenue	79 Street	NB	306	
Collins Avenue	81 Street	NB	307	Collins Express
Collins Avenue	83 Street	NB	308	
Collins Avenue	85 Street	NB	309	Collins Express
Collins Avenue	87 Street	NB	310	



				Express
Harding Avenue	85 Street	SB	313	Collins Express
85 Street	Byron Avenue	WB	314	
85 Street	Hawthorne Avenue	WB	316	
Hawthorne Avenue	Stillwater Drive	SB	317	
Hawthorne Avenue	81 Street	SB	319	
Crespi Blvd	79 Street	SB	320	
77 Street	Hawthorne Avenue	EB	321	
77 Street	Tatum Waterway Drive	EB	323	
Dickens Avenue	75 Street	SB	324	
73 Street	Byron Avenue	EB	325	
Harding Avenue	72 Street	SB	326	Collins Express
71 Street	Byron Avenue	WB	327	



Normandy Drive	Bay Drive	WB	328-1	
Normandy Drive	Rue Versailles Drive	WB	329	
Normandy Drive	Rue Notre Dame	WB	331	
Normandy Drive	Rue Bordeaux Drive	WB	333	
Normandy Drive	Trouville Esplanade	WB	334	
Normandy Drive	Rue Granville	WB	335	
71 Street	Biarritz Drive	EB	336	
71 Street	Rue Granville	EB	337	
71 Street	Trouville Esplanade	EB	338	
71 Street	Rue Bordeaux Drive	EB	339	
71 Street	Rue Notre Dame	EB	340	
71 Street	Rue Versailles Drive	EB	341	



71 Street	Indian Creek Drive	EB	343	
71 Street	Byron Avenue	EB	344	
Abbott Avenue	69 Street	SB	345	Collins Express
Abbott Avenue	Indian Creek Drive	SB	346	

[← Collins Express Mount Sinai Link →](#)

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## MOUNT SINAI LINK

HOME > CITY HALL > TRANSPORTATION & MOBILITY > CITYWIDE FREE TROLLEY > **MOUNT SINAI LINK**

Mount Sinai Link operates 7 days a week, 13 hours a day from 7 a.m. – 8 p.m. at service frequency of approximately 60-70 minutes.

The Mount Sinai Link was launched in October 2024 and it provides a reliable and consistent connection between North Beach and Mid Beach as well as a direct connection to Mount Sinai Medical Center.

### Mount Sinai Link



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## COLLINS EXPRESS

HOME > CITY HALL > TRANSPORTATION & MOBILITY > CITYWIDE FREE TROLLEY > COLLINS EXPRESS

Collins Express operates 7 days a week, 15 hours a day from 8 a.m. - 11 p.m. at service frequency of approximately 15 minutes.

Collins Express trolley service was launched as Collins Link in November of 2016. To improve the efficiency of the City's Trolley service and enhance passengers' transit experience, effective November 1, 2017, the City replaced Collins Link trolley service by the limited stop Collins Express trolley service. Collins Express limited stop service reduces the number of transfers required to travel between North Beach, Middle Beach, and South Beach, and reduces travel times, thereby results in a quicker and more attractive and efficient intercity trolley service. The service operates between Washington Avenue and Lincoln Road on the south side and 88 Street on the north end.

Route alignment and list of stops is listed below.

### Collins Express Map



# COLLINS EXPRESS



### Collins Express Stops

Main Street	Cross Street	Direction	Stop ID	Transfer to
Lincoln Road	Washington Avenue	EB	288	
Collins Avenue	17 Street	NB	289	
Collins Avenue	22 Street	NB	204	Middle Beach Loop
Collins Avenue	24 Street	NB	206	Middle Beach Loop
Collins Avenue	27 Street	NB	208	Middle Beach Loop
Collins Avenue	31 Street	NB	210	Middle Beach Loop
Collins Avenue	38 Street	NB	213	Middle Beach Loop
Collins Avenue	43 Street	NB	215	Middle Beach Loop
Collins Avenue	44 Street	NB	216	
Collins Avenue	at 4441	NB	250	
Collins Avenue	at 4525	NB	251	
Collins Avenue	at 4747	NB	252	
Collins Avenue	at 4833	NB	253	
Collins Avenue	at 4925	NB	254	
Collins Avenue	at 5005	NB	255	
Collins Avenue	at 5101	NB	256	
Collins Avenue	at 5225	NB	257	
Collins Avenue	at 5313	NB	258	
Collins Avenue	at 5401	NB	259	
Collins Avenue	at 5445	NB	260	
Collins Avenue	at 5555	NB	261	
Collins Avenue	at 5601	NB	262	
Collins Avenue	at 5775	NB	263	
Collins Avenue	at 5875	NB	264	
Collins Avenue	63 Street	NB	265	



Collins Avenue	65 Street	NB	267	
Collins Avenue	67 Street	NB	301	North Beach Loop
Collins Avenue	69 Street	NB	302	North Beach Loop
Collins Avenue	72 Street	NB	303	North Beach Loop
Collins Avenue	77 Street	NB	305	North Beach Loop
Collins Avenue	81 Street	NB	307	North Beach Loop
Collins Avenue	85 Street	NB	309	North Beach Loop
Harding Avenue	87 Street	SB	312	North Beach Loop
Harding Avenue	85 Street	SB	313	North Beach Loop
Harding Avenue	83 Street	SB	313-0	
Harding Avenue	81 Street	SB	313-1	
Harding Avenue	77 Street	SB	268	
Harding Avenue	75 Street	SB	269	
Harding Avenue	72 Street	SB	326	North Beach Loop
Abbott Avenue	69 Street	SB	345	North Beach Loop
Abbott Avenue	Indian Creek Drive	SB	346	North Beach Loop
Indian Creek Drive	65 Street	SB	272	
Indian Creek Drive	63 Street	SB	273	
Collins Avenue	at 5800 BLK	SB	274	
Collins Avenue	at 5750	SB	275	
Collins Avenue	at 5660	SB	276	
Collins Avenue	at 5500 BLK	SB	277	
Collins Avenue	at 5400 BLK	SB	278	
Collins Avenue	at 5333	SB	279	
Collins Avenue	at 5200 BLK	SB	280	
Collins Avenue	at 5000 BLK	SB	282	
Collins Avenue	at 4900 BLK	SB	283	



Collins Avenue	at 4500 BLK	SB	285	
Collins Avenue	at 4441 Entrance	SB	286	
Collins Avenue	44 Street	SB	287	
Indian Creek Drive	43 Street	SB	217	Middle Beach Loop
Indian Creek Drive	41 Street	SB	233	Middle Beach Loop
Indian Creek Drive	29 Street	SB	238	Middle Beach Loop
Indian Creek Drive	27 Street	SB	239	Middle Beach Loop
Collins Avenue	24 Street	SB	241	Middle Beach Loop
Collins Avenue	21 Street	SB	243	Middle Beach Loop, SoBe Loop A, SoBe Loop B
Collins Avenue	17 Street	SB	246	Middle Beach Loop
Washington Avenue	17 Street	SB	101	SoBe Loop A

[← Middle Beach Loop](#)

[North Beach Loop →](#)

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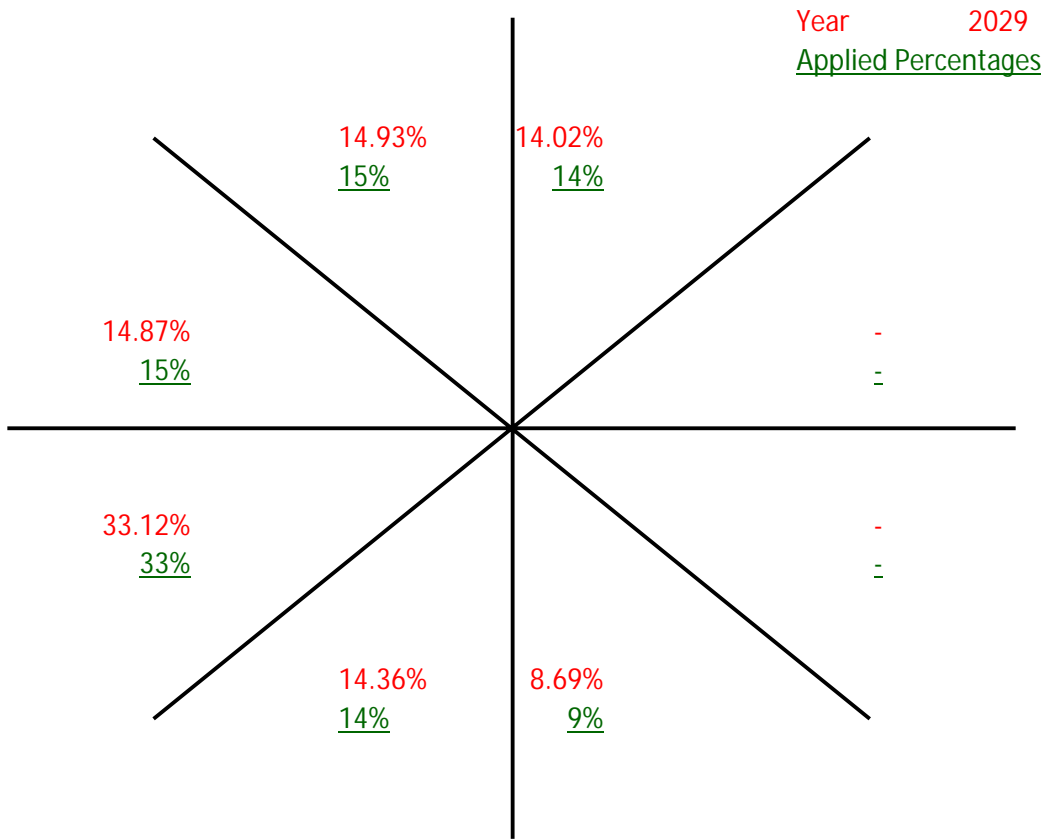
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# **Appendix G**

## Cardinal Distribution

Cardinal Distribution for TAZ 636



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2029 Interpolated	2029 Rounded
	2015	2045		
North-Northeast	15.0%	12.9%	14.02%	14.00%
East-Northeast	-	-	-	-
East-Southeast	-	-	-	-
South-Southeast	9.9%	7.3%	8.69%	9.00%
South-Southwest	16.6%	11.8%	14.36%	14.00%
West-Southwest	29.9%	36.8%	33.12%	33.00%
West-Northwest	13.1%	16.9%	14.87%	15.00%
North-Northwest	15.4%	14.4%	14.93%	15.00%
Total	99.9%	100.1%	99.99%	100.00%



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045LRTP

SUPPORTING DOCUMENTS

## DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

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	
625	3525	Trips	610	160	-	557	431	1,317	679	1,035	4,961
625	3525	Percent	12.7	3.3	-	11.6	9.0	27.5	14.2	21.6	
626	3526	Trips	122	-	-	-	2,090	2,277	1,198	2,942	9,399
626	3526	Percent	1.4	-	-	-	24.2	26.4	13.9	34.1	
627	3527	Trips	279	-	-	-	2,051	2,578	845	1,965	8,061
627	3527	Percent	3.6	-	-	-	26.6	33.4	11.0	25.5	
628	3528	Trips	298	-	49	79	984	902	332	679	3,579
628	3528	Percent	9.0	-	1.5	2.4	29.6	27.2	10.0	20.5	
629	3529	Trips	1,374	549	344	1,656	1,708	3,707	1,668	2,101	14,261
629	3529	Percent	10.5	4.2	2.6	12.6	13.0	28.3	12.7	16.0	
630	3530	Trips	952	-	210	347	1,696	2,375	794	1,114	8,135
630	3530	Percent	12.7	-	2.8	4.6	22.7	31.7	10.6	14.9	
631	3531	Trips	255	-	-	-	1,215	1,471	440	1,030	4,651
631	3531	Percent	5.8	-	-	-	27.6	33.4	10.0	23.4	
632	3532	Trips	309	-	-	-	1,242	1,751	750	635	4,880
632	3532	Percent	6.6	-	-	-	26.5	37.4	16.0	13.5	
633	3533	Trips	310	-	-	-	1,181	1,428	750	730	4,590
633	3533	Percent	7.0	-	-	-	26.9	32.5	17.1	16.6	
634	3534	Trips	1,502	112	240	837	1,718	1,928	976	1,727	9,998
634	3534	Percent	16.6	1.2	2.7	9.3	19.0	21.3	10.8	19.1	
635	3535	Trips	779	-	-	-	2,021	1,994	952	1,411	8,010
635	3535	Percent	10.9	-	-	-	28.2	27.9	13.3	19.7	
636	3536	Trips	1,041	-	-	686	1,152	2,072	911	1,071	7,384
636	3536	Percent	15.0	-	-	9.9	16.6	29.9	13.1	15.4	
637	3537	Trips	323	31	87	217	126	601	303	290	1,987
637	3537	Percent	16.4	1.6	4.4	11.0	6.4	30.4	15.3	14.7	
638	3538	Trips	152	35	87	86	114	218	162	126	999
638	3538	Percent	15.5	3.6	8.9	8.7	11.6	22.3	16.5	12.9	
639	3539	Trips	825	281	277	1,089	131	1,364	796	599	5,721
639	3539	Percent	15.4	5.2	5.2	20.3	2.4	25.4	14.9	11.2	
640	3540	Trips	344	247	868	104	43	685	405	274	3,053
640	3540	Percent	11.6	8.3	29.2	3.5	1.5	23.1	13.6	9.2	
641	3541	Trips	1,051	1,714	291	723	309	1,572	1,188	916	8,356
641	3541	Percent	13.5	22.1	3.7	9.3	4.0	20.3	15.3	11.8	
642	3542	Trips	1,849	1,404	115	1,263	457	2,697	1,962	1,518	12,299
642	3542	Percent	16.4	12.5	1.0	11.2	4.1	23.9	17.4	13.5	
643	3543	Trips	1,747	551	-	965	479	2,595	1,554	1,715	10,383
643	3543	Percent	18.2	5.7	-	10.1	5.0	27.0	16.2	17.9	
644	3544	Trips	2,022	-	-	-	2,250	4,141	2,585	2,646	15,224
644	3544	Percent	14.8	-	-	-	16.5	30.4	19.0	19.4	
645	3545	Trips	1,268	-	-	-	907	1,498	1,720	1,351	7,018
645	3545	Percent	18.8	-	-	-	13.5	22.2	25.5	20.0	
646	3546	Trips	986	-	156	520	250	1,081	1,094	1,181	5,470
646	3546	Percent	18.7	-	3.0	9.9	4.7	20.5	20.8	22.4	
647	3547	Trips	350	103	114	165	66	354	359	408	1,979
647	3547	Percent	18.2	5.4	5.9	8.6	3.5	18.5	18.7	21.2	
648	3548	Trips	1,027	434	254	401	48	903	1,001	514	4,747
648	3548	Percent	22.4	9.5	5.5	8.8	1.0	19.7	21.9	11.2	
649	3549	Trips	754	192	184	230	41	612	743	427	3,320
649	3549	Percent	23.7	6.0	5.8	7.2	1.3	19.2	23.3	13.4	
650	3550	Trips	45	80	104	0	14	155	304	133	850
650	3550	Percent	5.4	9.6	12.4	0.0	1.6	18.5	36.5	16.0	

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	
625	3525	Trips	515	114	-	541	802	1,791	829	1,096	5,972
625	3525	Percent	9.1	2.0	-	9.5	14.1	31.5	14.6	19.3	
626	3526	Trips	66	-	-	-	2,417	3,260	1,417	2,993	11,237
626	3526	Percent	0.7	-	-	-	23.8	32.1	14.0	29.5	
627	3527	Trips	174	-	-	-	2,276	3,212	1,138	1,885	9,055
627	3527	Percent	2.0	-	-	-	26.2	37.0	13.1	21.7	
628	3528	Trips	238	-	23	101	1,053	1,266	390	660	4,028
628	3528	Percent	6.4	-	0.6	2.7	28.2	33.9	10.5	17.7	
629	3529	Trips	1,686	621	373	1,692	1,801	6,032	2,362	2,490	18,425
629	3529	Percent	9.9	3.6	2.2	9.9	10.6	35.4	13.9	14.6	
630	3530	Trips	888	-	326	303	1,717	3,876	1,515	1,553	11,277
630	3530	Percent	8.7	-	3.2	3.0	16.9	38.1	14.9	15.3	
631	3531	Trips	296	-	-	-	1,351	2,360	838	1,324	6,591
631	3531	Percent	4.8	-	-	-	21.9	38.3	13.6	21.5	
632	3532	Trips	343	-	-	-	1,500	2,647	1,390	1,098	7,499
632	3532	Percent	4.9	-	-	-	21.5	37.9	19.9	15.7	
633	3533	Trips	368	-	-	-	1,052	1,986	859	841	5,391
633	3533	Percent	7.2	-	-	-	20.6	38.9	16.8	16.5	
634	3534	Trips	1,404	80	149	773	1,637	2,733	1,332	1,712	10,593
634	3534	Percent	14.3	0.8	1.5	7.9	16.7	27.8	13.6	17.4	
635	3535	Trips	566	-	-	-	1,311	2,266	1,228	1,254	7,246
635	3535	Percent	8.5	-	-	-	19.8	34.2	18.5	18.9	
636	3536	Trips	1,066	-	-	607	978	3,045	1,398	1,193	8,805
636	3536	Percent	12.9	-	-	7.3	11.8	36.8	16.9	14.4	
637	3537	Trips	468	44	144	315	198	868	501	309	2,865
637	3537	Percent	16.5	1.6	5.1	11.1	6.9	30.5	17.6	10.9	
638	3538	Trips	127	33	78	94	79	401	285	185	1,342
638	3538	Percent	9.9	2.6	6.1	7.3	6.2	31.3	22.2	14.5	
639	3539	Trips	944	303	253	1,068	176	2,395	1,085	905	7,569
639	3539	Percent	13.2	4.3	3.6	15.0	2.5	33.6	15.2	12.7	
640	3540	Trips	119	74	216	10	30	177	136	147	1,166
640	3540	Percent	13.1	8.2	23.7	1.1	3.4	19.4	14.9	16.2	
641	3541	Trips	1,145	1,056	206	569	242	2,378	1,724	1,142	9,066
641	3541	Percent	13.5	12.5	2.4	6.7	2.9	28.1	20.4	13.5	
642	3542	Trips	1,701	1,196	113	964	433	3,470	2,140	1,631	12,324
642	3542	Percent	14.6	10.3	1.0	8.3	3.7	29.8	18.4	14.0	
643	3543	Trips	1,884	580	-	1,133	631	3,768	2,190	2,157	13,183
643	3543	Percent	15.3	4.7	-	9.2	5.1	30.5	17.7	17.5	
644	3544	Trips	1,948	-	-	-	2,227	5,534	3,264	3,082	17,780
644	3544	Percent	12.1	-	-	-	13.9	34.5	20.3	19.2	
645	3545	Trips	1,314	-	-	-	844	1,661	2,170	1,703	8,075
645	3545	Percent	17.1	-	-	-	11.0	21.6	28.2	22.1	
646	3546	Trips	1,025	-	125	496	263	1,741	1,656	1,299	6,976
646	3546	Percent	15.5	-	1.9	7.5	4.0	26.4	25.1	19.7	
647	3547	Trips	296	122	96	109	79	582	661	405	2,490
647	3547	Percent	12.6	5.2	4.1	4.6	3.4	24.8	28.1	17.3	
648	3548	Trips	943	278	128	313	73	1,525	1,351	576	5,397
648	3548	Percent	18.2	5.4	2.5	6.0	1.4	29.4	26.0	11.1	
649	3549	Trips	643	120	121	216	43	873	952	508	3,661
649	3549	Percent	18.5	3.4	3.5	6.2	1.3	25.1	27.4	14.6	
650	3550	Trips	60	71	65	8	14	279	312	136	969
650	3550	Percent	6.4	7.5	6.9	0.9	1.5	29.5	33.0	14.4	

## **Appendix H**

### Volume Development Worksheets

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue/SR A1A and 23 Street  
 COUNT DATE: September 18, 2025  
 AM PEAK HOUR FACTOR:  
 PM PEAK HOUR FACTOR:

"AM EXISTING TRAFFIC"		EBU	EBL	EBT1	EBT2	EBR	WBU	WBL	WBT	WBR	NWBU	NWBL	NWBT	NWBR	NBU	NBL	NBT	NBR1	NBR2	SBU	SBL1	SBL2	SBT	SBR	
AM Raw Turning Movements			143	19	15	101		6	7	5	0	15	22	15		53	351	11	6	0	7	20	472	152	
Peak Season Correction Factor		1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	
AM EXISTING CONDITIONS			152	20	16	107		6	7	5	0	16	23	16		56	372	12	6	0	7	21	500	161	
"PM EXISTING TRAFFIC"		EBU	EBL	EBT1	EBT2	EBR	WBU	WBL	WBT	WBR	NWBU	NWBL	NWBT	NWBR	NBU	NBL	NBT	NBR1	NBR2	SBU	SBL1	SBL2	SBT	SBR	
PM Raw Turning Movements			185	12	11	67		5	17	12	0	10	15	22		77	526	9	4		8	17	530	200	
Peak Season Correction Factor		1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	
PM EXISTING CONDITIONS			196	13	12	71		5	18	13	0	11	16	23		82	558	10	4		8	18	562	212	
Years To Buildout		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Yearly Growth Rate		1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	
AM BACKGROUND TRAFFIC GROWTH			6	1	1	4		0	0	0	0	1	1	1		2	15	0	0	0	0	1	20	7	
AM NON-PROJECT TRAFFIC			158	21	17	111		6	7	5	0	17	24	17		58	387	12	6	0	7	22	520	168	
Years To Buildout		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Yearly Growth Rate		1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	
PM BACKGROUND TRAFFIC GROWTH			8	1	0	3		0	1	1	0	0	1	1		3	23	0	0	0	0	1	23	9	
PM NON-PROJECT TRAFFIC			204	14	12	74		5	19	14	0	11	17	24		85	581	10	4	0	8	19	585	221	
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE																						
Pass-By Distribution	Entering																								
	Exiting																								
Valet Distribution	Entering																								
	Exiting																								
Net New Distribution	Entering					24.0%													99.0%		1.0%		36.0%		
	Exiting								1.0%								24.0%	36.0%							
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE																						
Pass-By Distribution	Entering																								
	Exiting																								
Valet Distribution	Entering																								
	Exiting																								
Net New Distribution	Entering				2.0%	22.0%													94.0%		4.0%		33.0%		
	Exiting						5.0%	2.0%	4.0%								22.0%	33.0%							
"AM PROJECT TRAFFIC"		LAND USE	TYPE																						
AM TRAFFIC DIVERSIONS																									
Project Trips	Pass - By																								
	Valet																								
	Net New					10			0							5	7		40		1		15		
AM TOTAL PROJECT TRAFFIC			0	0	0	10		0	0	0	0	0	0	0		5	7	0	40	0	1	0	15	0	
AM TOTAL TRAFFIC			158	21	17	121		6	7	5	0	17	24	17		63	394	12	46	0	8	22	535	168	
"PM PROJECT TRAFFIC"		LAND USE	TYPE																						
PM TRAFFIC DIVERSIONS																									
Project Trips	Pass - By																								
	Valet																								
	Net New				2	17		2	1	2						7	10		74		3		26		
PM TOTAL PROJECT TRAFFIC			0	0	2	17		2	1	2	0	0	0	0		7	10	0	140	0	3	0	66	0	
PM TOTAL TRAFFIC			204	14	14	91		7	20	16	0	11	17	24		92	577	10	144	0	11	19	651	221	

# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

**INTERSECTION:** Collins Avenue/SR A1A and 22 Street  
**COUNT DATE:** September 18, 2025  
**AM PEAK HOUR FACTOR:** 0.95  
**PM PEAK HOUR FACTOR:** 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		11	24	15		35	26	45		12	352	56		68	512	29
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		12	25	16		37	28	48		13	373	59		72	543	31
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		6	11	14		37	38	42		16	579	33		41	572	31
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		6	12	15		39	40	45		17	614	35		43	606	33
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Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM BACKGROUND TRAFFIC GROWTH		0	1	1		2	1	2		1	15	2		3	22	1

AM NON-PROJECT TRAFFIC		12	26	17		39	29	50		14	388	61		75	565	32
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Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		2	2	2		1	25	1		2	25	1

PM NON-PROJECT TRAFFIC		6	12	16		41	42	47		18	639	36		45	631	34
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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 Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering								99.0%				39.0%		60.0%		
	Exiting						39.0%		60.0%								

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering								100.0%			-40.0%	40.0%		60.0%	-60.0%	
	Exiting						60.0%		40.0%								
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering								89.0%			5.0%	34.0%		55.0%		
	Exiting						34.0%		55.0%							5.0%	

"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						8		52				15		25		
AM TOTAL PROJECT TRAFFIC			0	0	0		8	0	52		0	0	15		25	0	0

AM TOTAL TRAFFIC		12	26	17		47	29	102		14	388	76		100	565	32
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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						19		78			-26	26		40	-40	
	Valet																
	Net New						12		87			4	27		43	2	
PM TOTAL PROJECT TRAFFIC			0	0	0		31	0	165		0	-22	53		83	-38	0

PM TOTAL TRAFFIC		6	12	16		72	42	212		18	617	89		128	593	34
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# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

**INTERSECTION:** Collins Avenue/SR A1A and 21 Street  
**COUNT DATE:** September 18, 2025  
**AM PEAK HOUR FACTOR:** 0.92  
**PM PEAK HOUR FACTOR:** 0.99

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		38	1	37		4	2	7		28	380	2		8	522	38
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		40	1	39		4	2	7		30	403	2		8	553	40
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		32	2	25		2	10	8		29	587	2		3	579	48
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		34	2	27		2	11	8		31	622	2		3	614	51
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Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM BACKGROUND TRAFFIC GROWTH		2	0	2		0	0	0		1	16	0		0	22	2

AM NON-PROJECT TRAFFIC		42	1	41		4	2	7		31	419	2		8	575	42
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Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		1	0	1		0	0	0		1	25	0		0	25	2

PM NON-PROJECT TRAFFIC		35	2	28		2	11	8		32	647	2		3	639	53
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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 Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											39.0%					
	Exiting															39.0%	

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering											40.0%					-60.0%
	Exiting																60.0%
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											39.0%					
	Exiting																39.0%

"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											15				8	
AM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	15	0		0	8	0

AM TOTAL TRAFFIC		42	1	41		4	2	7		31	434	2		8	583	42
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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											26				-21	
	Valet																
	Net New											31				14	
PM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	57	0		0	-7	0

PM TOTAL TRAFFIC		35	2	28		2	11	8		32	704	2		3	632	53
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# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

**INTERSECTION:** Park Avenue and 21 Street  
**COUNT DATE:** September 18, 2025  
**AM PEAK HOUR FACTOR:** 0.81  
**PM PEAK HOUR FACTOR:** 0.88

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	48	8		11	40	14		6	28	9		31	49	15
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		13	51	8		12	42	15		6	30	10		33	52	16
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		34	37	5		9	43	25		6	41	4		17	53	20
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		36	39	5		10	46	27		6	43	4		18	56	21
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Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM BACKGROUND TRAFFIC GROWTH		1	2	0		0	2	1		0	1	0		1	2	1

AM NON-PROJECT TRAFFIC		14	53	8		12	44	16		6	31	10		34	54	17
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Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		1	2	0		0	2	1		0	2	0		1	2	1

PM NON-PROJECT TRAFFIC		37	41	5		10	48	28		6	45	4		19	58	22
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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 Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

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

"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																
AM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0

AM TOTAL TRAFFIC		14	53	8		12	44	16		6	31	10		34	54	17
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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																
PM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0

PM TOTAL TRAFFIC		37	41	5		10	48	28		6	45	4		19	58	22
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# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

**INTERSECTION:** Dade Boulevard/Pine Tree Drive and 23 Street  
**COUNT DATE:** September 18, 2025  
**AM PEAK HOUR FACTOR:** 0.93  
**PM PEAK HOUR FACTOR:** 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	287	211		189	487	0		144	0	111		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

AM EXISTING CONDITIONS		0	304	224		200	516	0		153	0	118		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	776	219		127	384	0		155	0	260		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06

PM EXISTING CONDITIONS		0	823	232		135	407	0		164	0	276		0	0	0
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Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM BACKGROUND TRAFFIC GROWTH		0	12	9		8	21	0		6	0	5		0	0	0

AM NON-PROJECT TRAFFIC		0	316	233		208	537	0		159	0	123		0	0	0
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Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		0	33	9		5	17	0		7	0	11		0	0	0

PM NON-PROJECT TRAFFIC		0	856	241		140	424	0		171	0	287		0	0	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 Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				17.0%		7.0%										
	Exiting									17.0%		7.0%					

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				17.0%		7.0%										
	Exiting									17.0%		7.0%					

"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				7		3				3		2				
AM TOTAL PROJECT TRAFFIC			0	0	7		3	0	0		3	0	2		0	0	0

AM TOTAL TRAFFIC		0	316	240		211	537	0		162	0	125		0	0	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				13		6				6		2				
PM TOTAL PROJECT TRAFFIC			0	0	13		6	0	0		6	0	2		0	0	0

PM TOTAL TRAFFIC		0	856	254		146	424	0		177	0	289		0	0	0
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## **Appendix I**

### Intersection Capacity Analysis Worksheets

Existing A.M.

Timings

A.M. Peak Hour

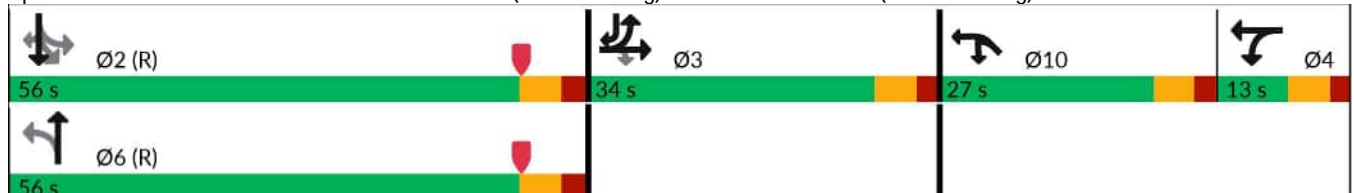
1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	152	20	107	7	56	372	21	7	500	161	23
Future Volume (vph)	152	20	107	7	56	372	21	7	500	161	23
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	10
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	10
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	13.0	33.5	33.5	33.5	33.5	33.5	25.0	29.0
Total Split (s)	34.0	34.0	34.0	13.0	56.0	56.0	56.0	56.0	56.0	34.0	27.0
Total Split (%)	26.2%	26.2%	26.2%	10.0%	43.1%	43.1%	43.1%	43.1%	43.1%	26.2%	20.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	Ped	Ped	Ped	None	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	Ped

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated









Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)



Queues

A.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

								
Lane Group	EBL	EBT	EBR2	WBT	NBT	SBT	SBR	NWL
Lane Group Flow (vph)	107	107	97	18	470	555	169	58
v/c Ratio	0.47	0.45	0.32	0.20	0.35	0.36	0.19	0.19
Control Delay (s/veh)	57.8	53.9	5.9	63.4	22.8	22.8	9.1	47.5
Queue Delay	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0
Total Delay (s/veh)	57.8	53.9	5.9	63.4	25.7	22.8	9.1	47.5
Queue Length 50th (ft)	88	86	0	15	112	133	38	42
Queue Length 95th (ft)	149	150	26	41	197	228	92	84
Internal Link Dist (ft)		578		175	220	271		200
Turn Bay Length (ft)							150	
Base Capacity (vph)	325	338	377	91	1348	1552	1016	305
Starvation Cap Reductn	0	0	0	0	746	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.32	0.26	0.20	0.78	0.36	0.17	0.19
Intersection Summary								

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour










## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	152	20	16	107	6	7	5	56	372	12	6	21
Future Volume (vph)	152	20	16	107	6	7	5	56	372	12	6	21
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5			
Lane Util. Factor	0.95	0.91		0.95		1.00			0.95			
Frbp, ped/bikes	1.00	0.98		0.95		0.89			0.99			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			1.00			
Frt	1.00	0.95		0.85		0.96			0.99			
Flt Protected	0.95	0.98		1.00		0.98			0.99			
Satd. Flow (prot)	1513	1551		1280		1563			3453			
Flt Permitted	0.95	0.98		1.00		0.98			0.80			
Satd. Flow (perm)	1513	1551		1280		1563			2768			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	160	21	17	113	6	7	5	59	392	13	6	22
RTOR Reduction (vph)	0	5	0	82	0	0	0	0	1	0	0	0
Lane Group Flow (vph)	107	102	0	15	0	18	0	0	469	0	0	0
Confl. Peds. (#/hr)	68			21			68	59		40	34	40
Confl. Bikes (#/hr)										1	1	
Parking (#/hr)	0			0								
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm
Protected Phases	3	3			4	4			6			
Permitted Phases				3				6				2
Actuated Green, G (s)	19.5	19.5		19.5		3.2			59.8			
Effective Green, g (s)	19.5	19.5		19.5		3.2			59.8			
Actuated g/C Ratio	0.15	0.15		0.15		0.02			0.46			
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5			
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0			
Lane Grp Cap (vph)	226	232		192		38			1273			
v/s Ratio Prot	c0.07	0.07				c0.01						
v/s Ratio Perm				0.01					0.17			
v/c Ratio	0.47	0.44		0.08		0.47			0.37			
Uniform Delay, d1	50.6	50.3		47.5		62.6			22.8			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	1.1	1.0		0.1		6.6			0.8			
Delay (s)	51.7	51.2		47.6		69.2			23.6			
Level of Service	D	D		D		E			C			
Approach Delay (s/veh)		50.3				69.2			23.6			
Approach LOS		D				E			C			
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			28.9									C
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			130.0						24.5			
Intersection Capacity Utilization			100.8%									G
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

						
Movement	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	7	500	161	16	23	16
Future Volume (vph)	7	500	161	16	23	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0	
Lane Util. Factor		0.95	1.00		1.00	
Frbp, ped/bikes		1.00	0.90		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.85		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3514	1426		1728	
Flt Permitted		0.90	1.00		0.97	
Satd. Flow (perm)		3187	1426		1728	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	526	169	17	24	17
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	555	169	0	58	0
Confl. Peds. (#/hr)	34		59	21		
Confl. Bikes (#/hr)			4			
Parking (#/hr)						
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	10	10	
Permitted Phases	2		2			
Actuated Green, G (s)		59.8	79.3		23.0	
Effective Green, g (s)		59.8	79.3		23.0	
Actuated g/C Ratio		0.46	0.61		0.18	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1466	869		305	
v/s Ratio Prot			0.03		c0.03	
v/s Ratio Perm		c0.17	0.09			
v/c Ratio		0.38	0.19		0.19	
Uniform Delay, d1		23.0	11.2		45.6	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.7	0.1		0.2	
Delay (s)		23.7	11.3		45.8	
Level of Service		C	B		D	
Approach Delay (s/veh)		20.8			45.8	
Approach LOS		C			D	

### Intersection Summary

Timings  
2: Collins Avenue & 22 Street

A.M. Peak Hour  
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	25	37	28	13	373	72	543
Future Volume (vph)	12	25	37	28	13	373	72	543
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	80.0	80.0	80.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	72.7%	72.7%	72.7%	72.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 22 Street



















# HCM 7th Signalized Intersection Summary

A.M. Peak Hour

## 2: Collins Avenue & 22 Street

Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	25	16	37	28	48	13	373	59	72	543	31
Future Volume (veh/h)	12	25	16	37	28	48	13	373	59	72	543	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		1.00	0.95		0.94	0.98		0.96	0.98		0.94
Parking Bus, Adj	1.00	0.90	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	13	26	0	39	29	18	14	393	26	76	572	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	90	150	0	112	75	37	89	2387	157	288	2113	81
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	364	1177	0	505	588	289	71	3128	205	325	2769	106
Grp Volume(v), veh/h	39	0	0	86	0	0	225	0	208	326	0	344
Grp Sat Flow(s),veh/h/ln	1541	0	0	1382	0	0	1762	0	1642	1539	0	1662
Q Serve(g_s), s	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.33		0.00	0.45		0.21	0.06		0.13	0.23		0.06
Lane Grp Cap(c), veh/h	240	0	0	224	0	0	1380	0	1253	1215	0	1268
V/C Ratio(X)	0.16	0.00	0.00	0.38	0.00	0.00	0.16	0.00	0.17	0.27	0.00	0.27
Avail Cap(c_a), veh/h	372	0	0	345	0	0	1380	0	1253	1215	0	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	42.8	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.3	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	0.0	4.0	0.0	0.0	0.2	0.0	0.2	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.0	0.0	0.0	45.2	0.0	0.0	0.3	0.0	0.3	0.5	0.0	0.5
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		39			86			433			670	
Approach Delay, s/veh		43.0			45.2			0.3			0.5	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.0		20.0		90.0		20.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		74.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0		8.1		2.0		4.1				
Green Ext Time (p_c), s		1.6		0.3		1.0		0.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				4.9								
HCM 7th LOS				A								

Timings  
3: Collins Avenue & 21 Street

A.M. Peak Hour  
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	1	4	2	30	403	8	553
Future Volume (vph)	40	1	4	2	30	403	8	553
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	30.3	30.3	30.3	25.5	25.5	25.5	25.5
Total Split (s)	31.0	31.0	31.0	31.0	69.0	69.0	69.0	69.0
Total Split (%)	31.0%	31.0%	31.0%	31.0%	69.0%	69.0%	69.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.4		6.4
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 83 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Collins Avenue & 21 Street



HCM 7th Signalized Intersection Summary  
 3: Collins Avenue & 21 Street

A.M. Peak Hour  
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1	39	4	2	7	30	403	2	8	553	40
Future Volume (veh/h)	40	1	39	4	2	7	30	403	2	8	553	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		0.96	0.97		0.96	0.98		0.92	0.97		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	43	1	42	4	2	8	33	438	2	9	601	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	138	17	97	87	50	121	171	2227	10	49	2321	164
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.96	0.96	0.96	0.96	0.96	0.96
Sat Flow, veh/h	554	113	637	271	328	799	180	3088	14	17	3218	228
Grp Volume(v), veh/h	86	0	0	14	0	0	235	0	238	346	0	307
Grp Sat Flow(s),veh/h/ln	1305	0	0	1398	0	0	1598	0	1685	1838	0	1625
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.7	1.0	0.0	1.0
Prop In Lane	0.50		0.49	0.29		0.57	0.14		0.01	0.03		0.14
Lane Grp Cap(c), veh/h	252	0	0	258	0	0	1193	0	1215	1363	0	1172
V/C Ratio(X)	0.34	0.00	0.00	0.05	0.00	0.00	0.20	0.00	0.20	0.25	0.00	0.26
Avail Cap(c_a), veh/h	374	0	0	385	0	0	1193	0	1215	1363	0	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	36.3	0.0	0.0	0.6	0.0	0.6	0.6	0.0	0.6
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.4	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.8	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.9	0.0	0.0	36.4	0.0	0.0	1.0	0.0	0.9	1.0	0.0	1.1
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		86			14			473			653	
Approach Delay, s/veh		38.9			36.4			0.9			1.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.5		21.5		78.5		21.5				
Change Period (Y+Rc), s		6.4		6.3		6.4		6.3				
Max Green Setting (Gmax), s		62.6		24.7		62.6		24.7				
Max Q Clear Time (g_c+I1), s		3.0		2.8		2.7		7.8				
Green Ext Time (p_c), s		1.5		0.0		1.1		0.3				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			4.1									
HCM 7th LOS			A									

HCM 7th AWSC  
4: Park Avenue & 21 Street

A.M. Peak Hour  
Existing Conditions

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	13	51	8	12	42	15	6	30	10	33	52	16
Future Vol, veh/h	13	51	8	12	42	15	6	30	10	33	52	16
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	63	10	15	52	19	7	37	12	41	64	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	8			7.9			7.7			8.2		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	18%	17%	33%
Vol Thru, %	65%	71%	61%	51%
Vol Right, %	22%	11%	22%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	72	69	101
LT Vol	6	13	12	33
Through Vol	30	51	42	52
RT Vol	10	8	15	16
Lane Flow Rate	57	89	85	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.069	0.109	0.103	0.152
Departure Headway (Hd)	4.381	4.429	4.369	4.38
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	820	812	823	822
Service Time	2.396	2.443	2.383	2.394
HCM Lane V/C Ratio	0.07	0.11	0.103	0.152
HCM Control Delay, s/veh	7.7	8	7.9	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.3	0.5

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Existing Conditions

Lane Group	→ EBT	↙ WBL	← WBT	↖ NBL	↗ NBR	Ø3
Lane Configurations	↑↑	↙	↑↑	↙	↗	
Traffic Volume (vph)	304	200	516	153	118	
Future Volume (vph)	304	200	516	153	118	
Turn Type	NA	pm+pt	NA	Prot	Perm	
Protected Phases	6	5	2	4		3
Permitted Phases		2			4	
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	1.0
Minimum Split (s)	27.9	22.5	27.9	22.5	22.5	23.0
Total Split (s)	55.0	16.0	71.0	28.0	28.0	21.0
Total Split (%)	45.8%	13.3%	59.2%	23.3%	23.3%	18%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



Queues  
5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Existing Conditions

	→	↙	←	↘	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	568	215	555	165	127
v/c Ratio	0.27	0.34	0.21	0.70	0.40
Control Delay (s/veh)	7.4	6.0	4.7	65.0	11.1
Queue Delay	0.0	0.0	0.0	35.0	1.3
Total Delay (s/veh)	7.4	6.0	4.7	100.1	12.5
Queue Length 50th (ft)	60	39	55	124	0
Queue Length 95th (ft)	110	76	91	189	53
Internal Link Dist (ft)	184		123	93	
Turn Bay Length (ft)		90			
Base Capacity (vph)	2126	639	2681	321	391
Starvation Cap Reductn	0	0	0	155	132
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.34	0.21	0.99	0.49
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Existing Conditions

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	304	224	200	516	153	118
Future Volume (vph)	304	224	200	516	153	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3265		1764	3539	1770	1583
Flt Permitted	1.00		0.39	1.00	0.95	1.00
Satd. Flow (perm)	3265		730	3539	1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	327	241	215	555	165	127
RTOR Reduction (vph)	69	0	0	0	0	110
Lane Group Flow (vph)	499	0	215	555	165	17
Confl. Peds. (#/hr)		13	13		5	
Confl. Bikes (#/hr)		2				
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Actuated Green, G (s)	75.6		90.9	90.9	16.0	16.0
Effective Green, g (s)	75.6		90.9	90.9	16.0	16.0
Actuated g/C Ratio	0.63		0.76	0.76	0.13	0.13
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	2056		627	2680	236	211
v/s Ratio Prot	0.15		c0.02	0.16	c0.09	
v/s Ratio Perm			c0.23			0.01
v/c Ratio	0.24		0.34	0.21	0.70	0.08
Uniform Delay, d1	9.7		4.4	4.2	49.7	45.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		0.1	0.2	8.1	0.1
Delay (s)	10.0		4.6	4.4	57.8	45.7
Level of Service	A		A	A	E	D
Approach Delay (s/veh)	10.0			4.4	52.5	
Approach LOS	A			A	D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			15.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.42			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	21.7
Intersection Capacity Utilization			53.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Future Background A.M.

Timings

A.M. Peak Hour

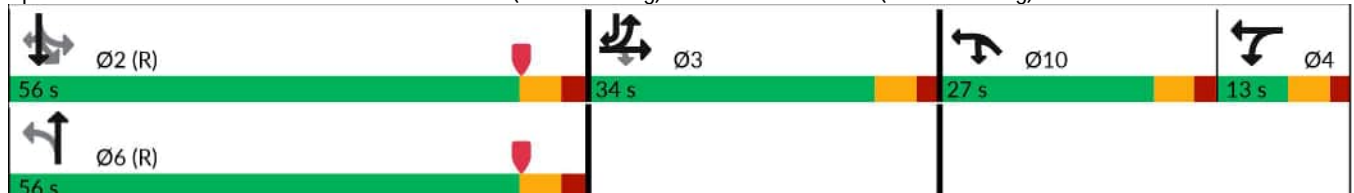
1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Future Background Conditions

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	158	21	111	7	58	387	22	7	520	168	24
Future Volume (vph)	158	21	111	7	58	387	22	7	520	168	24
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	10
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	10
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	13.0	33.5	33.5	33.5	33.5	33.5	25.0	29.0
Total Split (s)	34.0	34.0	34.0	13.0	56.0	56.0	56.0	56.0	56.0	34.0	27.0
Total Split (%)	26.2%	26.2%	26.2%	10.0%	43.1%	43.1%	43.1%	43.1%	43.1%	26.2%	20.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	Ped	Ped	Ped	None	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	Ped

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated









Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)



Queues

A.M. Peak Hour


















1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Future Background Conditions

								
Lane Group	EBL	EBT	EBR2	WBT	NBT	SBT	SBR	NWL
Lane Group Flow (vph)	111	110	102	18	487	577	177	61
v/c Ratio	0.49	0.46	0.34	0.20	0.37	0.37	0.19	0.20
Control Delay (s/veh)	58.2	54.1	6.6	63.4	23.3	23.2	9.2	47.7
Queue Delay	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0
Total Delay (s/veh)	58.2	54.1	6.6	63.4	26.4	23.2	9.2	47.7
Queue Length 50th (ft)	91	89	0	15	117	140	40	44
Queue Length 95th (ft)	153	153	30	41	207	240	96	87
Internal Link Dist (ft)		578		175	220	271		200
Turn Bay Length (ft)							150	
Base Capacity (vph)	325	339	377	91	1325	1546	1015	305
Starvation Cap Reductn	0	0	0	0	716	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.32	0.27	0.20	0.80	0.37	0.17	0.20
Intersection Summary								

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour










## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

												
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	158	21	17	111	6	7	5	58	387	12	6	22
Future Volume (vph)	158	21	17	111	6	7	5	58	387	12	6	22
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5			
Lane Util. Factor	0.95	0.91		0.95		1.00			0.95			
Frbp, ped/bikes	1.00	0.98		0.95		0.89			0.99			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			1.00			
Frt	1.00	0.96		0.85		0.96			0.99			
Flt Protected	0.95	0.98		1.00		0.98			0.99			
Satd. Flow (prot)	1513	1554		1280		1563			3456			
Flt Permitted	0.95	0.98		1.00		0.98			0.78			
Satd. Flow (perm)	1513	1554		1280		1563			2721			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	166	22	18	117	6	7	5	61	407	13	6	23
RTOR Reduction (vph)	0	5	0	87	0	0	0	0	1	0	0	0
Lane Group Flow (vph)	111	105	0	15	0	18	0	0	486	0	0	0
Confl. Peds. (#/hr)	68			21			68	59		40	34	40
Confl. Bikes (#/hr)										1	1	
Parking (#/hr)	0			0								
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm
Protected Phases	3	3			4	4			6			
Permitted Phases				3				6				2
Actuated Green, G (s)	19.6	19.6		19.6		3.2			59.7			
Effective Green, g (s)	19.6	19.6		19.6		3.2			59.7			
Actuated g/C Ratio	0.15	0.15		0.15		0.02			0.46			
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5			
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0			
Lane Grp Cap (vph)	228	234		192		38			1249			
v/s Ratio Prot	c0.07	0.07				c0.01						
v/s Ratio Perm				0.01					0.18			
v/c Ratio	0.49	0.45		0.08		0.47			0.39			
Uniform Delay, d1	50.6	50.3		47.5		62.6			23.1			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	1.2	1.0		0.1		6.6			0.9			
Delay (s)	51.8	51.3		47.6		69.2			24.1			
Level of Service	D	D		D		E			C			
Approach Delay (s/veh)		50.3				69.2			24.1			
Approach LOS		D				E			C			
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			29.1			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			24.5			
Intersection Capacity Utilization			100.8%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour













## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Future Background Conditions

						
Movement	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	7	520	168	17	24	17
Future Volume (vph)	7	520	168	17	24	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0	
Lane Util. Factor		0.95	1.00		1.00	
Frbp, ped/bikes		1.00	0.90		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.85		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3515	1426		1728	
Flt Permitted		0.90	1.00		0.97	
Satd. Flow (perm)		3179	1426		1728	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	547	177	18	25	18
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	577	177	0	61	0
Confl. Peds. (#/hr)	34		59	21		
Confl. Bikes (#/hr)			4			
Parking (#/hr)						
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	10	10	
Permitted Phases	2		2			
Actuated Green, G (s)		59.7	79.3		23.0	
Effective Green, g (s)		59.7	79.3		23.0	
Actuated g/C Ratio		0.46	0.61		0.18	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1459	869		305	
v/s Ratio Prot			0.03		c0.04	
v/s Ratio Perm		c0.18	0.09			
v/c Ratio		0.40	0.20		0.20	
Uniform Delay, d1		23.2	11.3		45.6	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.8	0.1		0.2	
Delay (s)		24.0	11.4		45.9	
Level of Service		C	B		D	
Approach Delay (s/veh)		21.1			45.9	
Approach LOS		C			D	

### Intersection Summary

Timings  
2: Collins Avenue & 22 Street

A.M. Peak Hour  
Future Background Conditions

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	26	39	29	14	388	75	565
Future Volume (vph)	12	26	39	29	14	388	75	565
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	80.0	80.0	80.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	72.7%	72.7%	72.7%	72.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 22 Street















HCM 7th Signalized Intersection Summary  
 2: Collins Avenue & 22 Street

A.M. Peak Hour  
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	26	17	39	29	50	14	388	61	75	565	32
Future Volume (veh/h)	12	26	17	39	29	50	14	388	61	75	565	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		1.00	0.95		0.94	0.98		0.96	0.98		0.94
Parking Bus, Adj	1.00	0.90	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	13	27	0	41	31	20	15	408	29	79	595	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	89	155	0	112	76	39	91	2361	166	287	2101	81
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	355	1193	0	495	587	301	73	3102	219	324	2761	106
Grp Volume(v), veh/h	40	0	0	92	0	0	235	0	217	338	0	359
Grp Sat Flow(s),veh/h/ln	1548	0	0	1383	0	0	1756	0	1639	1529	0	1662
Q Serve(g_s), s	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.32		0.00	0.45		0.22	0.06		0.13	0.23		0.06
Lane Grp Cap(c), veh/h	244	0	0	227	0	0	1371	0	1247	1204	0	1265
V/C Ratio(X)	0.16	0.00	0.00	0.41	0.00	0.00	0.17	0.00	0.17	0.28	0.00	0.28
Avail Cap(c_a), veh/h	373	0	0	345	0	0	1371	0	1247	1204	0	1265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	42.6	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.3	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.0	0.0	4.3	0.0	0.0	0.2	0.0	0.2	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	0.0	45.3	0.0	0.0	0.3	0.0	0.3	0.5	0.0	0.5
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		40			92			452			697	
Approach Delay, s/veh		42.8			45.3			0.3			0.5	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		89.7		20.3		89.7		20.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		74.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0		8.6		2.0		4.1				
Green Ext Time (p_c), s		1.7		0.3		1.0		0.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				5.0								
HCM 7th LOS				A								

Timings  
3: Collins Avenue & 21 Street

A.M. Peak Hour  
Future Background Conditions

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	42	1	4	2	31	419	8	575
Future Volume (vph)	42	1	4	2	31	419	8	575
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	30.3	30.3	30.3	25.5	25.5	25.5	25.5
Total Split (s)	31.0	31.0	31.0	31.0	69.0	69.0	69.0	69.0
Total Split (%)	31.0%	31.0%	31.0%	31.0%	69.0%	69.0%	69.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.4		6.4
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 83 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Collins Avenue & 21 Street



HCM 7th Signalized Intersection Summary  
 3: Collins Avenue & 21 Street

A.M. Peak Hour  
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1	41	4	2	7	31	419	2	8	575	42
Future Volume (veh/h)	42	1	41	4	2	7	31	419	2	8	575	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		0.96	0.97		0.96	0.98		0.92	0.97		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	46	1	45	4	2	8	34	455	2	9	625	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	140	17	99	89	51	124	169	2215	10	48	2308	168
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.96	0.96	0.96	0.96	0.96	0.96
Sat Flow, veh/h	556	111	639	275	327	803	178	3083	14	16	3212	234
Grp Volume(v), veh/h	92	0	0	14	0	0	243	0	248	361	0	319
Grp Sat Flow(s),veh/h/ln	1305	0	0	1405	0	0	1590	0	1685	1839	0	1623
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	1.2
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.8	1.2	0.0	1.2
Prop In Lane	0.50		0.49	0.29		0.57	0.14		0.01	0.02		0.14
Lane Grp Cap(c), veh/h	256	0	0	263	0	0	1184	0	1210	1358	0	1166
V/C Ratio(X)	0.36	0.00	0.00	0.05	0.00	0.00	0.21	0.00	0.20	0.27	0.00	0.27
Avail Cap(c_a), veh/h	374	0	0	387	0	0	1184	0	1210	1358	0	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	36.1	0.0	0.0	0.6	0.0	0.6	0.7	0.0	0.7
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.4	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.6	0.8	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.9	0.0	0.0	36.1	0.0	0.0	1.0	0.0	1.0	1.1	0.0	1.2
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		92			14			491			680	
Approach Delay, s/veh		38.9			36.1			1.0			1.2	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.2		21.8		78.2		21.8				
Change Period (Y+Rc), s		6.4		6.3		6.4		6.3				
Max Green Setting (Gmax), s		62.6		24.7		62.6		24.7				
Max Q Clear Time (g_c+I1), s		3.2		2.8		2.8		8.2				
Green Ext Time (p_c), s		1.5		0.0		1.2		0.3				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				4.2								
HCM 7th LOS				A								

HCM 7th AWSC  
4: Park Avenue & 21 Street

A.M. Peak Hour  
Future Background Conditions

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	14	53	8	12	44	16	6	31	10	34	54	17
Future Vol, veh/h	14	53	8	12	44	16	6	31	10	34	54	17
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	17	65	10	15	54	20	7	38	12	42	67	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	8			7.9			7.8			8.2		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	19%	17%	32%
Vol Thru, %	66%	71%	61%	51%
Vol Right, %	21%	11%	22%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	75	72	105
LT Vol	6	14	12	34
Through Vol	31	53	44	54
RT Vol	10	8	16	17
Lane Flow Rate	58	93	89	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.115	0.108	0.158
Departure Headway (Hd)	4.408	4.453	4.385	4.399
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	807	820	818
Service Time	2.426	2.467	2.4	2.414
HCM Lane V/C Ratio	0.071	0.115	0.109	0.159
HCM Control Delay, s/veh	7.8	8	7.9	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4	0.6

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Background Conditions

Lane Group	→	↙	←	↘	↗	Ø3
Lane Group	EBT	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↘	↑↑	↘	↗	
Traffic Volume (vph)	316	208	537	159	123	
Future Volume (vph)	316	208	537	159	123	
Turn Type	NA	pm+pt	NA	Prot	Perm	
Protected Phases	6	5	2	4		3
Permitted Phases		2			4	
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	1.0
Minimum Split (s)	27.9	22.5	27.9	22.5	22.5	23.0
Total Split (s)	55.0	16.0	71.0	28.0	28.0	21.0
Total Split (%)	45.8%	13.3%	59.2%	23.3%	23.3%	18%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



Queues  
5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Background Conditions

	→	↙	←	↘	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	591	224	577	171	132
v/c Ratio	0.28	0.37	0.22	0.71	0.40
Control Delay (s/veh)	7.9	6.3	4.9	65.2	11.0
Queue Delay	0.0	0.0	0.0	48.2	1.4
Total Delay (s/veh)	7.9	6.3	4.9	113.4	12.4
Queue Length 50th (ft)	65	41	58	128	0
Queue Length 95th (ft)	119	80	96	194	54
Internal Link Dist (ft)	184		245	93	
Turn Bay Length (ft)		90			
Base Capacity (vph)	2109	624	2670	323	396
Starvation Cap Reductn	0	0	0	159	136
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.36	0.22	1.04	0.51
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Background Conditions

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	316	233	208	537	159	123
Future Volume (vph)	316	233	208	537	159	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3265		1765	3539	1770	1583
Flt Permitted	1.00		0.38	1.00	0.95	1.00
Satd. Flow (perm)	3265		708	3539	1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	340	251	224	577	171	132
RTOR Reduction (vph)	69	0	0	0	0	114
Lane Group Flow (vph)	522	0	224	577	171	18
Confl. Peds. (#/hr)		13	13		5	
Confl. Bikes (#/hr)		2				
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Actuated Green, G (s)	75.0		90.6	90.6	16.3	16.3
Effective Green, g (s)	75.0		90.6	90.6	16.3	16.3
Actuated g/C Ratio	0.63		0.76	0.76	0.14	0.14
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	2040		613	2671	240	215
v/s Ratio Prot	0.16		c0.03	0.16	c0.10	
v/s Ratio Perm			c0.25			0.01
v/c Ratio	0.26		0.37	0.22	0.71	0.08
Uniform Delay, d1	10.0		4.6	4.3	49.6	45.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		0.1	0.2	9.0	0.1
Delay (s)	10.3		4.7	4.5	58.6	45.4
Level of Service	B		A	A	E	D
Approach Delay (s/veh)	10.3			4.6	52.9	
Approach LOS	B			A	D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			15.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	21.7
Intersection Capacity Utilization			54.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Future Total A.M.

Timings

A.M. Peak Hour

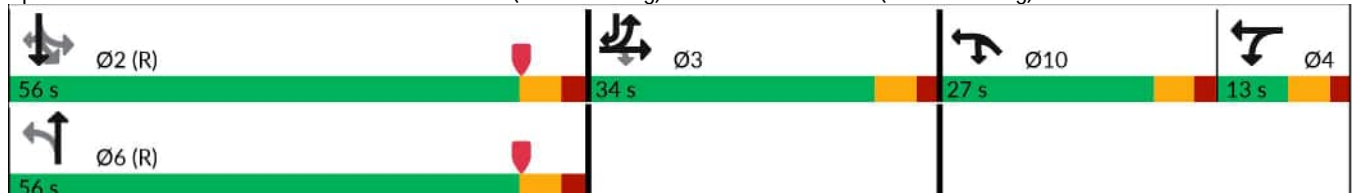
1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	158	21	121	7	63	394	22	8	535	168	24
Future Volume (vph)	158	21	121	7	63	394	22	8	535	168	24
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	10
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	10
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	13.0	33.5	33.5	33.5	33.5	33.5	25.0	29.0
Total Split (s)	34.0	34.0	34.0	13.0	56.0	56.0	56.0	56.0	56.0	34.0	27.0
Total Split (%)	26.2%	26.2%	26.2%	10.0%	43.1%	43.1%	43.1%	43.1%	43.1%	26.2%	20.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	Ped	Ped	Ped	None	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	Ped

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 72 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated









Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)



Queues

A.M. Peak Hour


















1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Full Total Conditions

								
Lane Group	EBL	EBT	EBR2	WBT	NBT	SBT	SBR	NWL
Lane Group Flow (vph)	116	113	104	18	542	594	177	61
v/c Ratio	0.50	0.47	0.34	0.20	0.43	0.39	0.19	0.20
Control Delay (s/veh)	58.7	53.0	7.0	63.4	24.1	23.5	9.2	47.7
Queue Delay	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0
Total Delay (s/veh)	58.7	53.0	7.0	63.4	28.8	23.5	9.2	47.7
Queue Length 50th (ft)	96	90	0	15	133	145	40	44
Queue Length 95th (ft)	158	153	32	41	236	251	96	87
Internal Link Dist (ft)		578		175	220	271		200
Turn Bay Length (ft)							150	
Base Capacity (vph)	325	338	377	91	1268	1534	1014	305
Starvation Cap Reductn	0	0	0	0	640	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.33	0.28	0.20	0.86	0.39	0.17	0.20
Intersection Summary								

# HCM Signalized Intersection Capacity Analysis

A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

												
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	158	21	17	121	6	7	5	63	394	12	46	22
Future Volume (vph)	158	21	17	121	6	7	5	63	394	12	46	22
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5			
Lane Util. Factor	0.95	0.91		0.95		1.00			0.95			
Frbp, ped/bikes	1.00	0.98		0.95		0.89			0.98			
Flpb, ped/bikes	1.00	1.00		1.00		1.00			1.00			
Frt	1.00	0.95		0.85		0.96			0.98			
Flt Protected	0.95	0.98		1.00		0.98			0.99			
Satd. Flow (prot)	1513	1537		1280		1563			3369			
Flt Permitted	0.95	0.98		1.00		0.98			0.77			
Satd. Flow (perm)	1513	1537		1280		1563			2599			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	166	22	18	127	6	7	5	66	415	13	48	23
RTOR Reduction (vph)	0	8	0	88	0	0	0	0	5	0	0	0
Lane Group Flow (vph)	116	105	0	16	0	18	0	0	537	0	0	0
Confl. Peds. (#/hr)	68			21			68	59		40	34	40
Confl. Bikes (#/hr)										1	1	
Parking (#/hr)	0			0								
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm
Protected Phases	3	3			4	4			6			
Permitted Phases				3				6				2
Actuated Green, G (s)	19.7	19.7		19.7		3.2			59.6			
Effective Green, g (s)	19.7	19.7		19.7		3.2			59.6			
Actuated g/C Ratio	0.15	0.15		0.15		0.02			0.46			
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5			
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0			
Lane Grp Cap (vph)	229	232		193		38			1191			
v/s Ratio Prot	c0.08	0.07				c0.01						
v/s Ratio Perm				0.01					c0.21			
v/c Ratio	0.51	0.45		0.08		0.47			0.45			
Uniform Delay, d1	50.7	50.3		47.4		62.6			24.0			
Progression Factor	1.00	1.00		1.00		1.00			1.00			
Incremental Delay, d2	1.3	1.0		0.1		6.6			1.2			
Delay (s)	52.0	51.3		47.5		69.2			25.3			
Level of Service	D	D		D		E			C			
Approach Delay (s/veh)		50.3				69.2			25.3			
Approach LOS		D				E			C			
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			29.6									C
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			130.0						24.5			
Intersection Capacity Utilization			100.8%									G
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis













A.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

	Total Conditions					
	Left		Thru		Right	
	SBL	SBT	SBR	NWL2	NWL	NWR
Movement						
Lane Configurations		↑↑	↑		↑	
Traffic Volume (vph)	8	535	168	17	24	17
Future Volume (vph)	8	535	168	17	24	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0	
Lane Util. Factor		0.95	1.00		1.00	
Frbp, ped/bikes		1.00	0.90		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.85		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3516	1426		1728	
Flt Permitted		0.90	1.00		0.97	
Satd. Flow (perm)		3158	1426		1728	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	563	177	18	25	18
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	594	177	0	61	0
Confl. Peds. (#/hr)	34		59	21		
Confl. Bikes (#/hr)			4			
Parking (#/hr)						
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	10	10	
Permitted Phases	2		2			
Actuated Green, G (s)		59.6	79.3		23.0	
Effective Green, g (s)		59.6	79.3		23.0	
Actuated g/C Ratio		0.46	0.61		0.18	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1447	869		305	
v/s Ratio Prot			0.03		0.04	
v/s Ratio Perm		0.19	0.09			
v/c Ratio		0.41	0.20		0.20	
Uniform Delay, d1		23.5	11.3		45.6	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.9	0.1		0.2	
Delay (s)		24.3	11.4		45.9	
Level of Service		C	B		D	
Approach Delay (s/veh)		21.4			45.9	
Approach LOS		C			D	
Intersection Summary						

Timings  
2: Collins Avenue & 22 Street

A.M. Peak Hour  
Future Total Conditions

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	26	47	29	14	388	100	565
Future Volume (vph)	12	26	47	29	14	388	100	565
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	80.0	80.0	80.0	80.0
Total Split (%)	27.3%	27.3%	27.3%	27.3%	72.7%	72.7%	72.7%	72.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

















Splits and Phases: 2: Collins Avenue & 22 Street



# HCM 7th Signalized Intersection Summary

## 2: Collins Avenue & 22 Street

A.M. Peak Hour  
Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	26	17	47	29	102	14	388	76	100	565	32
Future Volume (veh/h)	12	26	17	47	29	102	14	388	76	100	565	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		1.00	0.95		0.95	0.98		0.96	0.98		0.94
Parking Bus, Adj	1.00	0.90	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	13	27	0	49	31	48	15	408	35	105	595	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	94	165	0	104	64	74	88	2287	194	352	1934	75
Arrive On Green	0.14	0.14	0.00	0.14	0.14	0.14	0.99	0.99	0.99	0.99	0.99	0.99
Sat Flow, veh/h	355	1158	0	408	450	515	71	3057	260	413	2586	100
Grp Volume(v), veh/h	40	0	0	128	0	0	238	0	220	340	0	383
Grp Sat Flow(s),veh/h/ln	1513	0	0	1373	0	0	1758	0	1629	1435	0	1663
Q Serve(g_s), s	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2
Cycle Q Clear(g_c), s	2.1	0.0	0.0	9.5	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.2
Prop In Lane	0.32		0.00	0.38		0.37	0.06		0.16	0.31		0.06
Lane Grp Cap(c), veh/h	260	0	0	241	0	0	1350	0	1219	1116	0	1244
V/C Ratio(X)	0.15	0.00	0.00	0.53	0.00	0.00	0.18	0.00	0.18	0.30	0.00	0.31
Avail Cap(c_a), veh/h	369	0	0	342	0	0	1350	0	1219	1116	0	1244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	41.3	0.0	0.0	44.3	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	0.0	0.3	0.0	0.3	0.7	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	0.0	6.1	0.0	0.0	0.2	0.0	0.2	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.5	0.0	0.0	45.7	0.0	0.0	0.4	0.0	0.4	0.7	0.0	0.7
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		40			128			458			723	
Approach Delay, s/veh		41.5			45.7			0.4			0.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		88.3		21.7		88.3		21.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		74.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s		2.2		11.5		2.1		4.1				
Green Ext Time (p_c), s		1.9		0.4		1.0		0.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				6.1								
HCM 7th LOS				A								

Timings  
3: Collins Avenue & 21 Street

A.M. Peak Hour  
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	42	1	4	2	31	434	8	583
Future Volume (vph)	42	1	4	2	31	434	8	583
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	30.3	30.3	30.3	25.5	25.5	25.5	25.5
Total Split (s)	31.0	31.0	31.0	31.0	69.0	69.0	69.0	69.0
Total Split (%)	31.0%	31.0%	31.0%	31.0%	69.0%	69.0%	69.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.4		6.4
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 83 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Collins Avenue & 21 Street



HCM 7th Signalized Intersection Summary  
 3: Collins Avenue & 21 Street

A.M. Peak Hour  
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1	41	4	2	7	31	434	2	8	583	42
Future Volume (veh/h)	42	1	41	4	2	7	31	434	2	8	583	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		0.96	0.97		0.96	0.98		0.92	0.97		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	46	1	45	4	2	8	34	472	2	9	634	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	140	17	99	89	51	124	164	2225	9	48	2311	166
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.96	0.96	0.96	0.96	0.96	0.96
Sat Flow, veh/h	556	111	639	275	327	803	171	3097	13	15	3216	231
Grp Volume(v), veh/h	92	0	0	14	0	0	252	0	256	366	0	323
Grp Sat Flow(s),veh/h/ln	1305	0	0	1405	0	0	1597	0	1685	1839	0	1624
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	1.2
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.8	1.2	0.0	1.2
Prop In Lane	0.50		0.49	0.29		0.57	0.14		0.01	0.02		0.14
Lane Grp Cap(c), veh/h	256	0	0	263	0	0	1188	0	1211	1358	0	1167
V/C Ratio(X)	0.36	0.00	0.00	0.05	0.00	0.00	0.21	0.00	0.21	0.27	0.00	0.28
Avail Cap(c_a), veh/h	374	0	0	387	0	0	1188	0	1211	1358	0	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	0.0	36.1	0.0	0.0	0.6	0.0	0.6	0.7	0.0	0.7
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.4	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.6	0.9	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.9	0.0	0.0	36.1	0.0	0.0	1.0	0.0	1.0	1.1	0.0	1.2
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		92			14			508			689	
Approach Delay, s/veh		38.9			36.1			1.0			1.2	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.2		21.8		78.2		21.8				
Change Period (Y+Rc), s		6.4		6.3		6.4		6.3				
Max Green Setting (Gmax), s		62.6		24.7		62.6		24.7				
Max Q Clear Time (g_c+I1), s		3.2		2.8		2.8		8.2				
Green Ext Time (p_c), s		1.6		0.0		1.2		0.3				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				4.2								
HCM 7th LOS				A								

HCM 7th AWSC  
4: Park Avenue & 21 Street

A.M. Peak Hour  
Future Total Conditions

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	14	53	8	12	44	16	6	31	10	34	54	17
Future Vol, veh/h	14	53	8	12	44	16	6	31	10	34	54	17
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	17	65	10	15	54	20	7	38	12	42	67	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	8			7.9			7.8			8.2		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	19%	17%	32%
Vol Thru, %	66%	71%	61%	51%
Vol Right, %	21%	11%	22%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	75	72	105
LT Vol	6	14	12	34
Through Vol	31	53	44	54
RT Vol	10	8	16	17
Lane Flow Rate	58	93	89	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.115	0.108	0.158
Departure Headway (Hd)	4.408	4.453	4.385	4.399
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	807	820	818
Service Time	2.426	2.467	2.4	2.414
HCM Lane V/C Ratio	0.071	0.115	0.109	0.159
HCM Control Delay, s/veh	7.8	8	7.9	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4	0.6

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Total Conditions

Lane Group	EBT	WBL	WBT	NBL	NBR	Ø3
Lane Configurations	↑↑	↘	↑↑	↘	↗	
Traffic Volume (vph)	316	211	537	162	125	
Future Volume (vph)	316	211	537	162	125	
Turn Type	NA	pm+pt	NA	Prot	Perm	
Protected Phases	6	5	2	4		3
Permitted Phases		2			4	
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	1.0
Minimum Split (s)	27.9	22.5	27.9	22.5	22.5	23.0
Total Split (s)	55.0	16.0	71.0	28.0	28.0	21.0
Total Split (%)	45.8%	13.3%	59.2%	23.3%	23.3%	18%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



Queues  
5: 23 Street & Dade Boulevard/Pine Tree Drive














A.M. Peak Hour  
Future Total Conditions

	→	↙	←	↘	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	598	227	577	174	134
v/c Ratio	0.29	0.37	0.22	0.71	0.40
Control Delay (s/veh)	8.0	6.5	5.0	65.1	10.8
Queue Delay	0.0	0.0	0.0	58.2	1.5
Total Delay (s/veh)	8.0	6.5	5.0	123.3	12.3
Queue Length 50th (ft)	66	42	60	131	0
Queue Length 95th (ft)	121	82	97	197	53
Internal Link Dist (ft)	184		123	93	
Turn Bay Length (ft)		90			
Base Capacity (vph)	2098	618	2664	324	399
Starvation Cap Reductn	0	0	0	162	139
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.37	0.22	1.07	0.52
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

A.M. Peak Hour  
Future Total Conditions

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 		
Traffic Volume (vph)	316	240	211	537	162	125
Future Volume (vph)	316	240	211	537	162	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3261		1765	3539	1770	1583
Flt Permitted	1.00		0.38	1.00	0.95	1.00
Satd. Flow (perm)	3261		701	3539	1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	340	258	227	577	174	134
RTOR Reduction (vph)	72	0	0	0	0	115
Lane Group Flow (vph)	526	0	227	577	174	19
Confl. Peds. (#/hr)		13	13		5	
Confl. Bikes (#/hr)		2				
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Actuated Green, G (s)	74.6		90.3	90.3	16.6	16.6
Effective Green, g (s)	74.6		90.3	90.3	16.6	16.6
Actuated g/C Ratio	0.62		0.75	0.75	0.14	0.14
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	2027		608	2663	244	218
v/s Ratio Prot	0.16		c0.03	0.16	c0.10	
v/s Ratio Perm			c0.25			0.01
v/c Ratio	0.26		0.37	0.22	0.71	0.09
Uniform Delay, d1	10.2		4.7	4.4	49.4	45.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		0.1	0.2	8.9	0.1
Delay (s)	10.6		4.9	4.6	58.3	45.2
Level of Service	B		A	A	E	D
Approach Delay (s/veh)	10.6			4.7	52.6	
Approach LOS	B			A	D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			15.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	21.7
Intersection Capacity Utilization			54.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Existing P.M.

Timings

P.M. Peak Hour

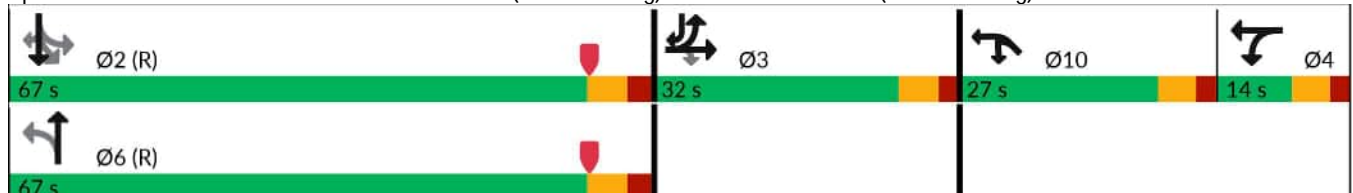
1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	196	13	71	18	82	558	18	8	562	212	16
Future Volume (vph)	196	13	71	18	82	558	18	8	562	212	16
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	10
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	10
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	13.0	33.5	33.5	33.5	33.5	33.5	25.0	29.0
Total Split (s)	32.0	32.0	32.0	14.0	67.0	67.0	67.0	67.0	67.0	32.0	27.0
Total Split (%)	22.9%	22.9%	22.9%	10.0%	47.9%	47.9%	47.9%	47.9%	47.9%	22.9%	19.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	Ped	Ped	Ped	None	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	Ped

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 9 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated









Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)



Queues

P.M. Peak Hour


















1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

								
Lane Group	EBL	EBT	EBR2	WBT	NBT	SBT	SBR	NWL
Lane Group Flow (vph)	123	121	68	38	696	626	226	53
v/c Ratio	0.56	0.52	0.23	0.39	0.58	0.41	0.21	0.19
Control Delay (s/veh)	66.0	62.7	1.9	75.4	29.8	25.7	10.1	52.7
Queue Delay	0.0	0.0	0.0	0.0	20.7	0.0	0.0	0.0
Total Delay (s/veh)	66.0	62.7	1.9	75.4	50.5	25.7	10.1	52.7
Queue Length 50th (ft)	112	113	0	34	240	195	79	42
Queue Length 95th (ft)	177	180	2	73	329	265	116	85
Internal Link Dist (ft)		578		175	220	271		200
Turn Bay Length (ft)							150	
Base Capacity (vph)	280	297	349	103	1201	1510	1126	278
Starvation Cap Reductn	0	0	0	0	512	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.41	0.19	0.37	1.01	0.41	0.20	0.19
Intersection Summary								

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour










## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

														
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2		
Lane Configurations														
Traffic Volume (vph)	196	13	12	71	5	18	13	82	558	10	4	18		
Future Volume (vph)	196	13	12	71	5	18	13	82	558	10	4	18		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5					
Lane Util. Factor	0.95	0.91		0.95		1.00			0.95					
Frt	1.00	0.97		0.85		0.95			1.00					
Flt Protected	0.95	0.97		1.00		0.99			0.99					
Satd. Flow (prot)	1513	1594		1354		1759			3506					
Flt Permitted	0.95	0.97		1.00		0.99			0.71					
Satd. Flow (perm)	1513	1594		1354		1759			2504					
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Adj. Flow (vph)	209	14	13	76	5	19	14	87	594	11	4	19		
RTOR Reduction (vph)	0	2	0	58	0	0	0	0	1	0	0	0		
Lane Group Flow (vph)	123	119	0	10	0	38	0	0	695	0	0	0		
Parking (#/hr)	0			0										
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm		
Protected Phases	3	3			4	4			6					
Permitted Phases				3				6				2		
Actuated Green, G (s)	20.3	20.3		20.3		6.4			65.9					
Effective Green, g (s)	20.3	20.3		20.3		6.4			65.9					
Actuated g/C Ratio	0.15	0.15		0.15		0.05			0.47					
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5					
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0					
Lane Grp Cap (vph)	219	231		196		80			1178					
v/s Ratio Prot	c0.08	0.07				c0.02								
v/s Ratio Perm				0.01					c0.28					
v/c Ratio	0.56	0.52		0.05		0.48			0.59					
Uniform Delay, d1	55.7	55.3		51.5		65.2			27.2					
Progression Factor	1.00	1.00		1.00		1.00			1.00					
Incremental Delay, d2	2.7	1.5		0.1		3.2			2.2					
Delay (s)	58.4	56.8		51.6		68.4			29.3					
Level of Service	E	E		D		E			C					
Approach Delay (s/veh)		56.3				68.4			29.3					
Approach LOS		E				E			C					
<b>Intersection Summary</b>														
HCM 2000 Control Delay (s/veh)			31.7									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.50											
Actuated Cycle Length (s)			140.0						24.5					
Intersection Capacity Utilization			74.7%										ICU Level of Service	D
Analysis Period (min)			15											
c Critical Lane Group														

HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Existing Conditions

						
Movement	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	8	562	212	11	16	23
Future Volume (vph)	8	562	212	11	16	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0	
Lane Util. Factor		0.95	1.00		1.00	
Fr <sub>t</sub>		1.00	0.85		0.94	
Fl <sub>t</sub> Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3531	1583		1702	
Fl <sub>t</sub> Permitted		0.89	1.00		0.97	
Satd. Flow (perm)		3151	1583		1702	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	598	226	12	17	24
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	626	226	0	53	0
Parking (#/hr)						
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	10	10	
Permitted Phases	2		2			
Actuated Green, G (s)		65.9	86.2		22.9	
Effective Green, g (s)		65.9	86.2		22.9	
Actuated g/C Ratio		0.47	0.62		0.16	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1483	974		278	
v/s Ratio Prot			0.03		0.03	
v/s Ratio Perm		0.20	0.11			
v/c Ratio		0.42	0.23		0.19	
Uniform Delay, d <sub>1</sub>		24.5	12.1		50.5	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d <sub>2</sub>		0.9	0.1		0.2	
Delay (s)		25.4	12.1		50.8	
Level of Service		C	B		D	
Approach Delay (s/veh)		21.9			50.8	
Approach LOS		C			D	
Intersection Summary						

Timings  
2: Collins Avenue & 22 Street

P.M. Peak Hour  
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	12	39	40	17	614	43	606
Future Volume (vph)	6	12	39	40	17	614	43	606
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	100.0	100.0	100.0	100.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	76.9%	76.9%	76.9%	76.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 22 Street



HCM 7th Signalized Intersection Summary  
 2: Collins Avenue & 22 Street

P.M. Peak Hour  
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	12	15	39	40	45	17	614	35	43	606	33
Future Volume (veh/h)	6	12	15	39	40	45	17	614	35	43	606	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.95		1.00	0.92		0.92	0.98		0.92	0.98		0.92
Parking Bus, Adj	1.00	0.90	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	13	0	43	44	28	19	675	26	47	666	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	89	142	0	92	85	45	74	2514	96	166	2296	86
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	389	1076	0	409	645	339	58	3239	124	173	2958	110
Grp Volume(v), veh/h	20	0	0	115	0	0	372	0	348	363	0	375
Grp Sat Flow(s),veh/h/ln	1465	0	0	1393	0	0	1767	0	1654	1585	0	1657
Q Serve(g_s), s	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.35		0.00	0.37		0.24	0.05		0.07	0.13		0.07
Lane Grp Cap(c), veh/h	230	0	0	221	0	0	1400	0	1284	1261	0	1286
V/C Ratio(X)	0.09	0.00	0.00	0.52	0.00	0.00	0.27	0.00	0.27	0.29	0.00	0.29
Avail Cap(c_a), veh/h	306	0	0	293	0	0	1400	0	1284	1261	0	1286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	49.5	0.0	0.0	53.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.4	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.0	6.6	0.0	0.0	0.3	0.0	0.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.7	0.0	0.0	54.6	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		20			115			720				738
Approach Delay, s/veh		49.7			54.6			0.5				0.5
Approach LOS		D			D			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		106.9		23.1		106.9		23.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		94.0		24.0		94.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0		11.9		2.0		3.2				
Green Ext Time (p_c), s		1.9		0.3		1.7		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				5.0								
HCM 7th LOS				A								

Timings  
3: Collins Avenue & 21 Street

P.M. Peak Hour  
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	2	2	11	31	622	3	614
Future Volume (vph)	34	2	2	11	31	622	3	614
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	30.3	30.3	30.3	25.5	25.5	25.5	25.5
Total Split (s)	31.0	31.0	31.0	31.0	89.0	89.0	89.0	89.0
Total Split (%)	25.8%	25.8%	25.8%	25.8%	74.2%	74.2%	74.2%	74.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.4		6.4
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 29 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Collins Avenue & 21 Street



HCM 7th Signalized Intersection Summary  
 3: Collins Avenue & 21 Street

P.M. Peak Hour  
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	2	27	2	11	8	31	622	2	3	614	51
Future Volume (veh/h)	34	2	27	2	11	8	31	622	2	3	614	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.89		0.88	0.91		0.88	0.97		0.88	0.96		0.87
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	2	27	2	11	8	31	628	2	3	620	52
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	156	18	96	44	158	104	116	2285	7	32	2247	187
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	585	98	512	58	841	553	118	3233	10	3	3180	265
Grp Volume(v), veh/h	63	0	0	21	0	0	332	0	329	362	0	313
Grp Sat Flow(s),veh/h/ln	1195	0	0	1452	0	0	1676	0	1685	1852	0	1596
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9
Cycle Q Clear(g_c), s	5.1	0.0	0.0	1.4	0.0	0.0	1.7	0.0	1.9	1.9	0.0	1.9
Prop In Lane	0.54		0.43	0.10		0.38	0.09		0.01	0.01		0.17
Lane Grp Cap(c), veh/h	270	0	0	305	0	0	1217	0	1191	1339	0	1128
V/C Ratio(X)	0.23	0.00	0.00	0.07	0.00	0.00	0.27	0.00	0.28	0.27	0.00	0.28
Avail Cap(c_a), veh/h	292	0	0	331	0	0	1217	0	1191	1339	0	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	0.0	0.0	40.2	0.0	0.0	1.1	0.0	1.1	1.1	0.0	1.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.6	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	0.0	0.9	0.0	0.0	1.2	0.0	1.2	1.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.9	0.0	0.0	40.3	0.0	0.0	1.7	0.0	1.7	1.6	0.0	1.7
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		63			21			661				675
Approach Delay, s/veh		41.9			40.3			1.7				1.7
Approach LOS		D			D			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.2		28.8		91.2		28.8				
Change Period (Y+Rc), s		6.4		6.3		6.4		6.3				
Max Green Setting (Gmax), s		82.6		24.7		82.6		24.7				
Max Q Clear Time (g_c+I1), s		3.9		3.4		3.9		7.1				
Green Ext Time (p_c), s		1.5		0.0		1.6		0.2				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			4.0									
HCM 7th LOS			A									

HCM 7th AWSC  
4: Park Avenue & 21 Street

P.M. Peak Hour  
Existing Conditions

Intersection

Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	39	5	10	46	27	6	43	4	18	56	21
Future Vol, veh/h	36	39	5	10	46	27	6	43	4	18	56	21
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	41	44	6	11	52	31	7	49	5	20	64	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	8.1			7.8			7.8			8		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	45%	12%	19%
Vol Thru, %	81%	49%	55%	59%
Vol Right, %	8%	6%	33%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	80	83	95
LT Vol	6	36	10	18
Through Vol	43	39	46	56
RT Vol	4	5	27	21
Lane Flow Rate	60	91	94	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.113	0.112	0.13
Departure Headway (Hd)	4.469	4.491	4.267	4.346
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	801	842	828
Service Time	2.483	2.503	2.28	2.359
HCM Lane V/C Ratio	0.075	0.114	0.112	0.13
HCM Control Delay, s/veh	7.8	8.1	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4	0.4

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Existing Conditions

Lane Group	→ EBT	↙ WBL	← WBT	↖ NBL	↗ NBR	Ø3
Lane Configurations	↑↑	↘	↑↑	↘	↗	
Traffic Volume (vph)	823	135	407	164	276	
Future Volume (vph)	823	135	407	164	276	
Turn Type	NA	pm+pt	NA	Prot	Perm	
Protected Phases	6	5	2	4		3
Permitted Phases		2			4	
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	1.0
Minimum Split (s)	27.9	22.5	27.9	22.5	22.5	23.0
Total Split (s)	55.0	16.0	71.0	28.0	28.0	21.0
Total Split (%)	45.8%	13.3%	59.2%	23.3%	23.3%	18%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



Queues  
5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Existing Conditions

	→	↙	←	↘	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1123	144	433	174	294
v/c Ratio	0.52	0.40	0.16	0.71	0.62
Control Delay (s/veh)	13.8	7.9	4.7	65.1	11.1
Queue Delay	0.0	0.0	0.0	58.2	2.0
Total Delay (s/veh)	13.8	7.9	4.7	123.3	13.2
Queue Length 50th (ft)	222	26	42	131	0
Queue Length 95th (ft)	356	53	72	197	76
Internal Link Dist (ft)	184		123	93	
Turn Bay Length (ft)		90			
Base Capacity (vph)	2156	382	2664	324	530
Starvation Cap Reductn	0	0	0	162	121
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.38	0.16	1.07	0.72
Intersection Summary					

HCM Signalized Intersection Capacity Analysis  
5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Existing Conditions

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	823	232	135	407	164	276
Future Volume (vph)	823	232	135	407	164	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3400		1770	3539	1770	1583
Flt Permitted	1.00		0.19	1.00	0.95	1.00
Satd. Flow (perm)	3400		350	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	876	247	144	433	174	294
RTOR Reduction (vph)	13	0	0	0	0	253
Lane Group Flow (vph)	1110	0	144	433	174	41
Confl. Peds. (#/hr)		9	9		5	
Confl. Bikes (#/hr)		9				
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Actuated Green, G (s)	75.7		90.3	90.3	16.6	16.6
Effective Green, g (s)	75.7		90.3	90.3	16.6	16.6
Actuated g/C Ratio	0.63		0.75	0.75	0.14	0.14
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	2144		358	2663	244	218
v/s Ratio Prot	c0.33		c0.03	0.12	c0.10	
v/s Ratio Perm			0.28			0.03
v/c Ratio	0.52		0.40	0.16	0.71	0.19
Uniform Delay, d1	12.1		6.7	4.2	49.4	45.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9		0.3	0.1	8.9	0.3
Delay (s)	13.0		7.0	4.3	58.3	46.0
Level of Service	B		A	A	E	D
Approach Delay (s/veh)	13.0			5.0	50.6	
Approach LOS	B			A	D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			19.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.55			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	21.7
Intersection Capacity Utilization			63.3%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Future Background P.M.

Timings

P.M. Peak Hour

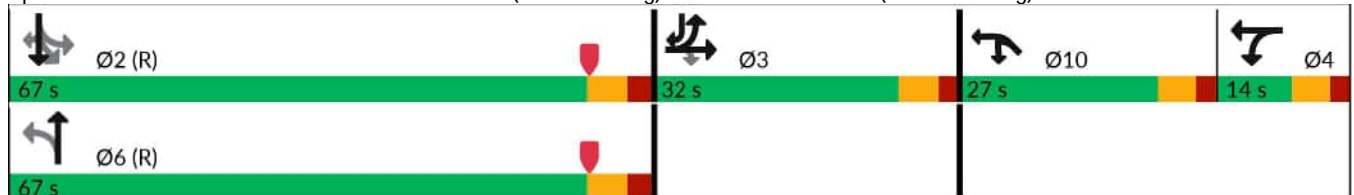
1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Future Background Conditions

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	204	14	74	19	85	581	19	8	585	221	17
Future Volume (vph)	204	14	74	19	85	581	19	8	585	221	17
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	10
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	10
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	13.0	33.5	33.5	33.5	33.5	33.5	25.0	29.0
Total Split (s)	32.0	32.0	32.0	14.0	67.0	67.0	67.0	67.0	67.0	32.0	27.0
Total Split (%)	22.9%	22.9%	22.9%	10.0%	47.9%	47.9%	47.9%	47.9%	47.9%	22.9%	19.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	Ped	Ped	Ped	None	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	Ped

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 9 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated









Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)



Queues

P.M. Peak Hour


















1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Future Background Conditions

								
Lane Group	EBL	EBT	EBR2	WBT	NBT	SBT	SBR	NWL
Lane Group Flow (vph)	128	125	71	40	723	651	235	56
v/c Ratio	0.57	0.53	0.24	0.41	0.62	0.43	0.22	0.20
Control Delay (s/veh)	66.0	62.4	2.5	76.1	31.1	26.2	10.0	53.5
Queue Delay	0.0	0.0	0.0	0.0	31.5	0.0	0.0	0.0
Total Delay (s/veh)	66.0	62.4	2.5	76.1	62.6	26.2	10.0	53.5
Queue Length 50th (ft)	117	117	0	36	256	206	83	45
Queue Length 95th (ft)	182	182	5	77	350	277	118	89
Internal Link Dist (ft)		578		175	220	271		200
Turn Bay Length (ft)							150	
Base Capacity (vph)	280	298	349	104	1174	1501	1124	274
Starvation Cap Reductn	0	0	0	0	483	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.42	0.20	0.38	1.05	0.43	0.21	0.20
Intersection Summary								

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour







## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Future Background Conditions

														
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2		
Lane Configurations														
Traffic Volume (vph)	204	14	12	74	5	19	14	85	581	10	4	19		
Future Volume (vph)	204	14	12	74	5	19	14	85	581	10	4	19		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5					
Lane Util. Factor	0.95	0.91		0.95		1.00			0.95					
Fr <sub>t</sub>	1.00	0.97		0.85		0.95			1.00					
Fl <sub>t</sub> Protected	0.95	0.97		1.00		0.99			0.99					
Satd. Flow (prot)	1513	1596		1354		1757			3506					
Fl <sub>t</sub> Permitted	0.95	0.97		1.00		0.99			0.70					
Satd. Flow (perm)	1513	1596		1354		1757			2455					
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Adj. Flow (vph)	217	15	13	79	5	20	15	90	618	11	4	20		
RTOR Reduction (vph)	0	2	0	61	0	0	0	0	0	0	0	0		
Lane Group Flow (vph)	128	123	0	10	0	40	0	0	723	0	0	0		
Parking (#/hr)	0			0										
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm		
Protected Phases	3	3			4	4			6					
Permitted Phases				3				6				2		
Actuated Green, G (s)	20.6	20.6		20.6		6.5			65.8					
Effective Green, g (s)	20.6	20.6		20.6		6.5			65.8					
Actuated g/C Ratio	0.15	0.15		0.15		0.05			0.47					
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5					
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0					
Lane Grp Cap (vph)	222	234		199		81			1153					
v/s Ratio Prot	c0.08	0.08				c0.02								
v/s Ratio Perm				0.01					c0.29					
v/c Ratio	0.58	0.53		0.05		0.49			0.63					
Uniform Delay, d <sub>1</sub>	55.6	55.2		51.3		65.1			27.9					
Progression Factor	1.00	1.00		1.00		1.00			1.00					
Incremental Delay, d <sub>2</sub>	3.0	1.6		0.1		3.4			2.6					
Delay (s)	58.6	56.8		51.4		68.6			30.5					
Level of Service	E	E		D		E			C					
Approach Delay (s/veh)		56.3				68.6			30.5					
Approach LOS		E				E			C					
<b>Intersection Summary</b>														
HCM 2000 Control Delay (s/veh)			32.3									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.53											
Actuated Cycle Length (s)			140.0						24.5					
Intersection Capacity Utilization			76.4%										ICU Level of Service	D
Analysis Period (min)			15											
c Critical Lane Group														

HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Future Background Conditions

						
Movement	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations		↑↑	↑		↑	
Traffic Volume (vph)	8	585	221	11	17	24
Future Volume (vph)	8	585	221	11	17	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0	
Lane Util. Factor		0.95	1.00		1.00	
Fr <sub>t</sub>		1.00	0.85		0.94	
Fl <sub>t</sub> Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3531	1583		1700	
Fl <sub>t</sub> Permitted		0.89	1.00		0.97	
Satd. Flow (perm)		3138	1583		1700	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	622	235	12	18	26
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	651	235	0	56	0
Parking (#/hr)						
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	10	10	
Permitted Phases	2		2			
Actuated Green, G (s)		65.8	86.4		22.6	
Effective Green, g (s)		65.8	86.4		22.6	
Actuated g/C Ratio		0.47	0.62		0.16	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1474	976		274	
v/s Ratio Prot			0.04		0.03	
v/s Ratio Perm		0.21	0.11			
v/c Ratio		0.44	0.24		0.20	
Uniform Delay, d <sub>1</sub>		24.8	12.1		50.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d <sub>2</sub>		1.0	0.1		0.3	
Delay (s)		25.8	12.1		51.2	
Level of Service		C	B		D	
Approach Delay (s/veh)		22.2			51.2	
Approach LOS		C			D	
Intersection Summary						

Timings  
2: Collins Avenue & 22 Street

P.M. Peak Hour  
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	12	41	42	18	639	45	631
Future Volume (vph)	6	12	41	42	18	639	45	631
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	100.0	100.0	100.0	100.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	76.9%	76.9%	76.9%	76.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 22 Street















HCM 7th Signalized Intersection Summary  
 2: Collins Avenue & 22 Street

P.M. Peak Hour  
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	12	16	41	42	47	18	639	36	45	631	34
Future Volume (veh/h)	6	12	16	41	42	47	18	639	36	45	631	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.95		1.00	0.93		0.92	0.98		0.92	0.98		0.92
Parking Bus, Adj	1.00	0.90	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	13	0	45	46	31	20	702	28	49	693	26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	88	141	0	91	85	47	74	2501	99	165	2283	85
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	384	1062	0	402	637	354	58	3229	128	173	2948	110
Grp Volume(v), veh/h	20	0	0	122	0	0	387	0	363	376	0	392
Grp Sat Flow(s),veh/h/ln	1446	0	0	1393	0	0	1762	0	1653	1574	0	1657
Q Serve(g_s), s	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.35		0.00	0.37		0.25	0.05		0.08	0.13		0.07
Lane Grp Cap(c), veh/h	230	0	0	223	0	0	1394	0	1280	1250	0	1283
V/C Ratio(X)	0.09	0.00	0.00	0.55	0.00	0.00	0.28	0.00	0.28	0.30	0.00	0.31
Avail Cap(c_a), veh/h	303	0	0	293	0	0	1394	0	1280	1250	0	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	49.4	0.0	0.0	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.5	0.0	0.0	0.5	0.0	0.6	0.6	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.0	7.0	0.0	0.0	0.3	0.0	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.5	0.0	0.0	54.8	0.0	0.0	0.5	0.0	0.6	0.6	0.0	0.6
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		20			122			750				768
Approach Delay, s/veh		49.5			54.8			0.5				0.6
Approach LOS		D			D			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		106.7		23.3		106.7		23.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		94.0		24.0		94.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0		12.6		2.0		3.2				
Green Ext Time (p_c), s		2.0		0.4		1.8		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				5.1								
HCM 7th LOS				A								

Timings  
3: Collins Avenue & 21 Street

P.M. Peak Hour  
Future Background Conditions

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	2	2	11	32	647	3	639
Future Volume (vph)	35	2	2	11	32	647	3	639
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	30.3	30.3	30.3	25.5	25.5	25.5	25.5
Total Split (s)	31.0	31.0	31.0	31.0	89.0	89.0	89.0	89.0
Total Split (%)	25.8%	25.8%	25.8%	25.8%	74.2%	74.2%	74.2%	74.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.4		6.4
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 29 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Collins Avenue & 21 Street



HCM 7th Signalized Intersection Summary  
 3: Collins Avenue & 21 Street

P.M. Peak Hour  
 Future Background Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	2	28	2	11	8	32	647	2	3	639	53
Future Volume (veh/h)	35	2	28	2	11	8	32	647	2	3	639	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.89		0.88	0.91		0.88	0.97		0.88	0.97		0.87
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	2	28	2	11	8	32	654	2	3	645	54
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	156	18	97	44	158	104	115	2282	7	32	2247	187
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	584	97	515	58	841	553	116	3230	10	3	3180	265
Grp Volume(v), veh/h	65	0	0	21	0	0	344	0	344	376	0	326
Grp Sat Flow(s),veh/h/ln	1195	0	0	1452	0	0	1671	0	1685	1852	0	1596
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	1.4	0.0	0.0	1.8	0.0	2.0	2.0	0.0	2.0
Prop In Lane	0.54		0.43	0.10		0.38	0.09		0.01	0.01		0.17
Lane Grp Cap(c), veh/h	270	0	0	305	0	0	1214	0	1191	1339	0	1128
V/C Ratio(X)	0.24	0.00	0.00	0.07	0.00	0.00	0.28	0.00	0.29	0.28	0.00	0.29
Avail Cap(c_a), veh/h	292	0	0	331	0	0	1214	0	1191	1339	0	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	0.0	0.0	40.2	0.0	0.0	1.1	0.0	1.1	1.1	0.0	1.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.6	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	0.0	0.9	0.0	0.0	1.3	0.0	1.3	1.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.0	0.0	0.0	40.2	0.0	0.0	1.7	0.0	1.7	1.6	0.0	1.8
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		65			21			688				702
Approach Delay, s/veh		42.0			40.2			1.7				1.7
Approach LOS		D			D			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.2		28.8		91.2		28.8				
Change Period (Y+Rc), s		6.4		6.3		6.4		6.3				
Max Green Setting (Gmax), s		82.6		24.7		82.6		24.7				
Max Q Clear Time (g_c+I1), s		4.0		3.4		4.0		7.3				
Green Ext Time (p_c), s		1.6		0.0		1.6		0.2				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			4.0									
HCM 7th LOS			A									

HCM 7th AWSC  
4: Park Avenue & 21 Street

P.M. Peak Hour  
Future Background Conditions

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	37	41	5	10	48	28	6	45	4	19	58	22
Future Vol, veh/h	37	41	5	10	48	28	6	45	4	19	58	22
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	42	47	6	11	55	32	7	51	5	22	66	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	8.1			7.9			7.9			8.1		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	45%	12%	19%
Vol Thru, %	82%	49%	56%	59%
Vol Right, %	7%	6%	33%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	83	86	99
LT Vol	6	37	10	19
Through Vol	45	41	48	58
RT Vol	4	5	28	22
Lane Flow Rate	63	94	98	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.118	0.116	0.136
Departure Headway (Hd)	4.492	4.511	4.286	4.366
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	797	839	824
Service Time	2.507	2.525	2.301	2.379
HCM Lane V/C Ratio	0.079	0.118	0.117	0.137
HCM Control Delay, s/veh	7.9	8.1	7.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.4	0.5

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Future Background Conditions

Lane Group	EBT	WBL	WBT	NBL	NBR	Ø3
Lane Configurations	↑↑	↘	↑↑	↘	↗	
Traffic Volume (vph)	856	140	424	171	287	
Future Volume (vph)	856	140	424	171	287	
Turn Type	NA	pm+pt	NA	Prot	Perm	
Protected Phases	6	5	2	4		3
Permitted Phases		2			4	
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	1.0
Minimum Split (s)	27.9	22.5	27.9	22.5	22.5	23.0
Total Split (s)	55.0	16.0	71.0	28.0	28.0	21.0
Total Split (%)	45.8%	13.3%	59.2%	23.3%	23.3%	18%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



Queues  
5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Future Background Conditions

	→	↙	←	↘	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1167	149	451	182	305
v/c Ratio	0.55	0.43	0.17	0.73	0.63
Control Delay (s/veh)	15.2	8.5	4.9	65.0	10.9
Queue Delay	0.0	0.0	0.0	67.4	2.3
Total Delay (s/veh)	15.2	8.5	4.9	132.4	13.2
Queue Length 50th (ft)	242	27	45	136	0
Queue Length 95th (ft)	394	56	76	204	78
Internal Link Dist (ft)	184		123	93	
Turn Bay Length (ft)		90			
Base Capacity (vph)	2114	367	2649	325	540
Starvation Cap Reductn	0	0	0	168	126
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.55	0.41	0.17	1.16	0.74
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Future Background Conditions

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	856	241	140	424	171	287
Future Volume (vph)	856	241	140	424	171	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3400		1770	3539	1770	1583
Flt Permitted	1.00		0.17	1.00	0.95	1.00
Satd. Flow (perm)	3400		321	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	911	256	149	451	182	305
RTOR Reduction (vph)	14	0	0	0	0	262
Lane Group Flow (vph)	1153	0	149	451	182	43
Confl. Peds. (#/hr)		9	9		5	
Confl. Bikes (#/hr)		9				
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Actuated Green, G (s)	74.2		89.8	89.8	17.1	17.1
Effective Green, g (s)	74.2		89.8	89.8	17.1	17.1
Actuated g/C Ratio	0.62		0.75	0.75	0.14	0.14
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	2102		348	2648	252	225
v/s Ratio Prot	c0.34		c0.03	0.13	c0.10	
v/s Ratio Perm			0.29			0.03
v/c Ratio	0.55		0.43	0.17	0.72	0.19
Uniform Delay, d1	13.2		7.6	4.4	49.2	45.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		0.3	0.1	9.2	0.3
Delay (s)	14.3		7.9	4.5	58.4	45.7
Level of Service	B		A	A	E	D
Approach Delay (s/veh)	14.3			5.3	50.4	
Approach LOS	B			A	D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			19.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.58			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	21.7
Intersection Capacity Utilization			65.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Future Total P.M.

Timings

P.M. Peak Hour

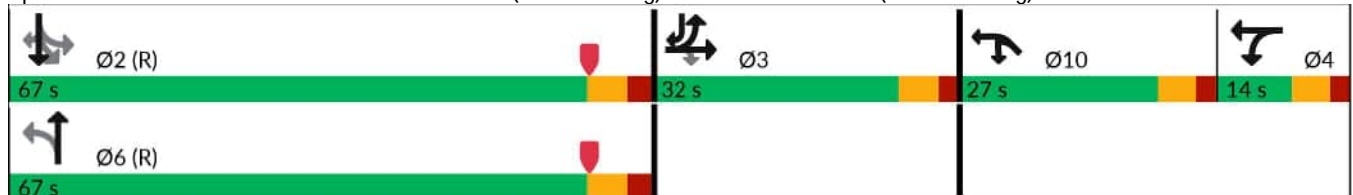
1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

Lane Group	EBL	EBT	EBR2	WBT	NBL	NBT	SBL2	SBL	SBT	SBR	NWL
Lane Configurations											
Traffic Volume (vph)	204	14	91	20	92	577	19	11	651	221	17
Future Volume (vph)	204	14	91	20	92	577	19	11	651	221	17
Turn Type	Split	NA	Perm	NA	Perm	NA	Perm	Perm	NA	pm+ov	Prot
Protected Phases	3	3		4		6			2	3	10
Permitted Phases			3		6		2	2		2	
Detector Phase	3	3	3	4	6	6	2	2	2	3	10
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	13.0	33.5	33.5	33.5	33.5	33.5	25.0	29.0
Total Split (s)	32.0	32.0	32.0	14.0	67.0	67.0	67.0	67.0	67.0	32.0	27.0
Total Split (%)	22.9%	22.9%	22.9%	10.0%	47.9%	47.9%	47.9%	47.9%	47.9%	22.9%	19.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.5			6.5	6.0	6.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	Ped	Ped	Ped	None	C-Max	C-Max	C-Max	C-Max	C-Max	Ped	Ped

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 9 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated









Splits and Phases: 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)



Queues

P.M. Peak Hour

1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg) Total Conditions

								
Lane Group	EBL	EBT	EBR2	WBT	NBT	SBT	SBR	NWL
Lane Group Flow (vph)	130	127	87	45	876	725	235	56
v/c Ratio	0.58	0.53	0.29	0.45	0.80	0.51	0.22	0.20
Control Delay (s/veh)	65.7	61.8	5.3	77.7	38.2	28.1	10.1	53.5
Queue Delay	0.0	0.0	0.0	0.0	50.2	0.0	0.0	0.0
Total Delay (s/veh)	65.7	61.8	5.3	77.7	88.3	28.1	10.1	53.5
Queue Length 50th (ft)	120	118	0	40	348	240	83	45
Queue Length 95th (ft)	185	184	22	84	#484	320	118	89
Internal Link Dist (ft)		578		175	220	271		200
Turn Bay Length (ft)							150	
Base Capacity (vph)	280	297	349	106	1098	1432	1119	274
Starvation Cap Reductn	0	0	0	0	370	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.43	0.25	0.42	1.20	0.51	0.21	0.20


















Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour










## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

														
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2		
Lane Configurations														
Traffic Volume (vph)	204	14	14	91	7	20	16	92	577	10	144	19		
Future Volume (vph)	204	14	14	91	7	20	16	92	577	10	144	19		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	6.0	6.0		6.0		6.0			6.5					
Lane Util. Factor	0.95	0.91		0.95		1.00			0.95					
Frt	1.00	0.97		0.85		0.95			0.97					
Flt Protected	0.95	0.97		1.00		0.99			0.99					
Satd. Flow (prot)	1513	1591		1354		1754			3421					
Flt Permitted	0.95	0.97		1.00		0.99			0.67					
Satd. Flow (perm)	1513	1591		1354		1754			2288					
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Adj. Flow (vph)	217	15	15	97	7	21	17	98	614	11	153	20		
RTOR Reduction (vph)	0	3	0	74	0	0	0	0	12	0	0	0		
Lane Group Flow (vph)	130	124	0	13	0	45	0	0	864	0	0	0		
Parking (#/hr)	0			0										
Turn Type	Split	NA		Perm	Split	NA		Perm	NA			Perm		
Protected Phases	3	3			4	4			6					
Permitted Phases				3				6				2		
Actuated Green, G (s)	20.9	20.9		20.9		6.7			65.3					
Effective Green, g (s)	20.9	20.9		20.9		6.7			65.3					
Actuated g/C Ratio	0.15	0.15		0.15		0.05			0.47					
Clearance Time (s)	6.0	6.0		6.0		6.0			6.5					
Vehicle Extension (s)	2.5	2.5		2.5		2.5			1.0					
Lane Grp Cap (vph)	225	237		202		83			1067					
v/s Ratio Prot	c0.09	0.08				c0.03								
v/s Ratio Perm				0.01					c0.38					
v/c Ratio	0.58	0.53		0.06		0.54			0.81					
Uniform Delay, d1	55.4	55.0		51.2		65.2			32.0					
Progression Factor	1.00	1.00		1.00		1.00			1.00					
Incremental Delay, d2	2.9	1.6		0.1		5.6			6.7					
Delay (s)	58.4	56.6		51.2		70.8			38.7					
Level of Service	E	E		D		E			D					
Approach Delay (s/veh)		55.9				70.8			38.7					
Approach LOS		E				E			D					
<b>Intersection Summary</b>														
HCM 2000 Control Delay (s/veh)			36.0									HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio			0.63											
Actuated Cycle Length (s)			140.0						24.5				Sum of lost time (s)	
Intersection Capacity Utilization			83.1%										ICU Level of Service	E
Analysis Period (min)			15											
c Critical Lane Group														

# HCM Signalized Intersection Capacity Analysis

P.M. Peak Hour

## 1: Collins Avenue & 23 Street (WB North Leg) & 23 Street/23 Street (WB South Leg)

						
Movement	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	11	651	221	11	17	24
Future Volume (vph)	11	651	221	11	17	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.0		6.0	
Lane Util. Factor		0.95	1.00		1.00	
Fr <sub>t</sub>		1.00	0.85		0.94	
Fl <sub>t</sub> Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3531	1583		1700	
Fl <sub>t</sub> Permitted		0.85	1.00		0.97	
Satd. Flow (perm)		3014	1583		1700	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	693	235	12	18	26
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	725	235	0	56	0
Parking (#/hr)						
Turn Type	Perm	NA	pm+ov	Prot	Prot	
Protected Phases		2	3	10	10	
Permitted Phases	2		2			
Actuated Green, G (s)		65.3	86.2		22.6	
Effective Green, g (s)		65.3	86.2		22.6	
Actuated g/C Ratio		0.47	0.62		0.16	
Clearance Time (s)		6.5	6.0		6.0	
Vehicle Extension (s)		1.0	2.5		2.5	
Lane Grp Cap (vph)		1405	974		274	
v/s Ratio Prot			0.04		0.03	
v/s Ratio Perm		0.24	0.11			
v/c Ratio		0.52	0.24		0.20	
Uniform Delay, d <sub>1</sub>		26.2	12.1		50.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d <sub>2</sub>		1.4	0.1		0.3	
Delay (s)		27.6	12.2		51.2	
Level of Service		C	B		D	
Approach Delay (s/veh)		23.8			51.2	
Approach LOS		C			D	
Intersection Summary						

Timings  
2: Collins Avenue & 22 Street

P.M. Peak Hour  
Future Total Conditions with Improvements

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	12	72	42	18	617	128	593
Future Volume (vph)	6	12	72	42	18	617	128	593
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.5	25.5	25.5	25.5
Total Split (s)	50.0	50.0	50.0	50.0	80.0	80.0	80.0	80.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	61.5%	61.5%	61.5%	61.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 22 Street



HCM 7th Signalized Intersection Summary  
 2: Collins Avenue & 22 Street

P.M. Peak Hour  
 Future Total Conditions with Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	12	16	72	42	212	18	617	89	128	593	34
Future Volume (veh/h)	6	12	16	72	42	212	18	617	89	128	593	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	0.96		0.95	0.99		0.92	0.99		0.91
Parking Bus, Adj	1.00	0.90	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	13	0	79	46	147	20	678	76	141	652	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	107	177	0	111	62	162	65	2055	228	340	1527	70
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.91	0.91	0.91	0.91	0.91	0.91
Sat Flow, veh/h	315	802	0	343	281	734	52	2988	331	438	2221	102
Grp Volume(v), veh/h	20	0	0	272	0	0	408	0	366	337	0	486
Grp Sat Flow(s),veh/h/ln	1118	0	0	1358	0	0	1778	0	1593	1103	0	1658
Q Serve(g_s), s	0.0	0.0	0.0	21.9	0.0	0.0	0.0	0.0	3.7	0.6	0.0	5.3
Cycle Q Clear(g_c), s	1.1	0.0	0.0	25.3	0.0	0.0	3.5	0.0	3.7	4.3	0.0	5.3
Prop In Lane	0.35		0.00	0.29		0.54	0.05		0.21	0.42		0.06
Lane Grp Cap(c), veh/h	283	0	0	335	0	0	1251	0	1095	798	0	1140
V/C Ratio(X)	0.07	0.00	0.00	0.81	0.00	0.00	0.33	0.00	0.33	0.42	0.00	0.43
Avail Cap(c_a), veh/h	448	0	0	493	0	0	1251	0	1095	798	0	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.87	0.00	0.87
Uniform Delay (d), s/veh	40.0	0.0	0.0	49.3	0.0	0.0	1.9	0.0	1.9	1.9	0.0	2.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	5.4	0.0	0.0	0.7	0.0	0.8	1.4	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	0.0	14.0	0.0	0.0	2.2	0.0	2.1	2.0	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	0.0	54.7	0.0	0.0	2.6	0.0	2.7	3.3	0.0	3.0
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		20			272			774			823	
Approach Delay, s/veh		40.0			54.7			2.6			3.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		95.4		34.6		95.4		34.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		74.0		44.0		74.0		44.0				
Max Q Clear Time (g_c+I1), s		7.3		27.3		5.7		3.1				
Green Ext Time (p_c), s		2.6		1.3		1.9		0.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				10.7								
HCM 7th LOS				B								

Timings  
2: Collins Avenue & 22 Street

P.M. Peak Hour  
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	12	72	42	18	617	128	593
Future Volume (vph)	6	12	72	42	18	617	128	593
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	100.0	100.0	100.0	100.0
Total Split (%)	23.1%	23.1%	23.1%	23.1%	76.9%	76.9%	76.9%	76.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Collins Avenue & 22 Street















HCM 7th Signalized Intersection Summary  
 2: Collins Avenue & 22 Street

P.M. Peak Hour  
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	12	16	72	42	212	18	617	89	128	593	34
Future Volume (veh/h)	6	12	16	72	42	212	18	617	89	128	593	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	0.95		0.94	0.98		0.92	0.98		0.91
Parking Bus, Adj	1.00	0.90	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	13	0	79	46	164	20	678	64	141	652	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	90	146	0	95	47	141	69	2200	205	362	1619	67
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.18	0.96	0.96	0.96	0.96	0.96	0.96
Sat Flow, veh/h	288	791	0	325	257	763	55	3043	284	447	2239	93
Grp Volume(v), veh/h	20	0	0	289	0	0	400	0	362	335	0	485
Grp Sat Flow(s),veh/h/ln	1079	0	0	1345	0	0	1774	0	1608	1117	0	1661
Q Serve(g_s), s	0.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0	1.6	0.0	0.0	2.4
Cycle Q Clear(g_c), s	1.2	0.0	0.0	24.0	0.0	0.0	1.5	0.0	1.6	1.2	0.0	2.4
Prop In Lane	0.35		0.00	0.27		0.57	0.05		0.18	0.42		0.06
Lane Grp Cap(c), veh/h	237	0	0	284	0	0	1311	0	1163	847	0	1201
V/C Ratio(X)	0.08	0.00	0.00	1.02	0.00	0.00	0.30	0.00	0.31	0.40	0.00	0.40
Avail Cap(c_a), veh/h	237	0	0	284	0	0	1311	0	1163	847	0	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.87	0.00	0.87
Uniform Delay (d), s/veh	43.7	0.0	0.0	54.4	0.0	0.0	0.7	0.0	0.7	0.7	0.0	0.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	58.5	0.0	0.0	0.6	0.0	0.7	1.2	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.0	20.4	0.0	0.0	1.1	0.0	1.1	1.1	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.8	0.0	0.0	112.9	0.0	0.0	1.3	0.0	1.4	1.9	0.0	1.6
LnGrp LOS	D			F			A		A	A		A
Approach Vol, veh/h		20			289			762			820	
Approach Delay, s/veh		43.8			112.9			1.4			1.7	
Approach LOS		D			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		100.0		30.0		100.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		94.0		24.0		94.0		24.0				
Max Q Clear Time (g_c+I1), s		4.4		26.0		3.6		3.2				
Green Ext Time (p_c), s		2.6		0.0		1.8		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				19.0								
HCM 7th LOS				B								

Timings  
3: Collins Avenue & 21 Street

P.M. Peak Hour  
Future Total Conditions

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	2	2	11	32	704	3	632
Future Volume (vph)	35	2	2	11	32	704	3	632
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.3	30.3	30.3	30.3	25.5	25.5	25.5	25.5
Total Split (s)	31.0	31.0	31.0	31.0	89.0	89.0	89.0	89.0
Total Split (%)	25.8%	25.8%	25.8%	25.8%	74.2%	74.2%	74.2%	74.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.4		6.4
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max

Intersection Summary

















Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 29 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Collins Avenue & 21 Street



HCM 7th Signalized Intersection Summary  
 3: Collins Avenue & 21 Street

P.M. Peak Hour  
 Future Total Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	2	28	2	11	8	32	704	2	3	632	53
Future Volume (veh/h)	35	2	28	2	11	8	32	704	2	3	632	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.89		0.88	0.91		0.88	0.97		0.88	0.97		0.87
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	2	28	2	11	8	32	711	2	3	638	54
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	156	18	97	44	158	104	107	2304	6	32	2244	189
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	584	97	515	58	841	553	105	3261	9	3	3176	267
Grp Volume(v), veh/h	65	0	0	21	0	0	374	0	371	373	0	322
Grp Sat Flow(s),veh/h/ln	1195	0	0	1452	0	0	1690	0	1685	1851	0	1595
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	1.4	0.0	0.0	2.0	0.0	2.2	2.0	0.0	2.0
Prop In Lane	0.54		0.43	0.10		0.38	0.09		0.01	0.01		0.17
Lane Grp Cap(c), veh/h	270	0	0	305	0	0	1227	0	1191	1338	0	1127
V/C Ratio(X)	0.24	0.00	0.00	0.07	0.00	0.00	0.31	0.00	0.31	0.28	0.00	0.29
Avail Cap(c_a), veh/h	292	0	0	331	0	0	1227	0	1191	1338	0	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	0.0	0.0	40.2	0.0	0.0	1.1	0.0	1.1	1.1	0.0	1.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.7	0.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	0.0	0.9	0.0	0.0	1.4	0.0	1.4	1.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.0	0.0	0.0	40.2	0.0	0.0	1.8	0.0	1.8	1.6	0.0	1.8
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		65			21			745				695
Approach Delay, s/veh		42.0			40.2			1.8				1.7
Approach LOS		D			D			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.2		28.8		91.2		28.8				
Change Period (Y+Rc), s		6.4		6.3		6.4		6.3				
Max Green Setting (Gmax), s		82.6		24.7		82.6		24.7				
Max Q Clear Time (g_c+I1), s		4.0		3.4		4.2		7.3				
Green Ext Time (p_c), s		1.6		0.0		1.8		0.2				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			4.0									
HCM 7th LOS			A									

HCM 7th AWSC  
4: Park Avenue & 21 Street

P.M. Peak Hour  
Future Total Conditions

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	37	41	5	10	48	28	6	45	4	19	58	22
Future Vol, veh/h	37	41	5	10	48	28	6	45	4	19	58	22
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	42	47	6	11	55	32	7	51	5	22	66	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	8.1			7.9			7.9			8.1		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	45%	12%	19%
Vol Thru, %	82%	49%	56%	59%
Vol Right, %	7%	6%	33%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	83	86	99
LT Vol	6	37	10	19
Through Vol	45	41	48	58
RT Vol	4	5	28	22
Lane Flow Rate	63	94	98	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.118	0.116	0.136
Departure Headway (Hd)	4.492	4.511	4.286	4.366
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	797	839	824
Service Time	2.507	2.525	2.301	2.379
HCM Lane V/C Ratio	0.079	0.118	0.117	0.137
HCM Control Delay, s/veh	7.9	8.1	7.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.4	0.5

Timings  
5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Future Total Conditions

Lane Group	EBT	WBL	WBT	NBL	NBR	Ø3
Lane Configurations						
Traffic Volume (vph)	856	146	424	177	289	
Future Volume (vph)	856	146	424	177	289	
Turn Type	NA	pm+pt	NA	Prot	Perm	
Protected Phases	6	5	2	4		3
Permitted Phases		2			4	
Detector Phase	6	5	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	1.0
Minimum Split (s)	27.9	22.5	27.9	22.5	22.5	23.0
Total Split (s)	55.0	16.0	71.0	28.0	28.0	21.0
Total Split (%)	45.8%	13.3%	59.2%	23.3%	23.3%	18%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0	2.0
All-Red Time (s)	2.9	2.9	2.9	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.6	6.9	6.2	6.2	
Lead/Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 65 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: 23 Street & Dade Boulevard/Pine Tree Drive



Queues  
5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Future Total Conditions

	→	↙	←	↘	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1181	155	451	188	307
v/c Ratio	0.57	0.44	0.17	0.73	0.62
Control Delay (s/veh)	16.1	8.9	5.0	65.0	10.7
Queue Delay	0.0	0.0	0.0	67.6	2.4
Total Delay (s/veh)	16.1	8.9	5.0	132.7	13.1
Queue Length 50th (ft)	255	29	46	141	0
Queue Length 95th (ft)	411	59	77	209	78
Internal Link Dist (ft)	184		123	93	
Turn Bay Length (ft)		90			
Base Capacity (vph)	2081	364	2637	327	542
Starvation Cap Reductn	0	0	0	173	130
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.43	0.17	1.22	0.75
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 5: 23 Street & Dade Boulevard/Pine Tree Drive

P.M. Peak Hour  
Future Total Conditions

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	856	254	146	424	177	289
Future Volume (vph)	856	254	146	424	177	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9		6.6	6.9	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3394		1770	3539	1770	1583
Flt Permitted	1.00		0.17	1.00	0.95	1.00
Satd. Flow (perm)	3394		309	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	911	270	155	451	188	307
RTOR Reduction (vph)	15	0	0	0	0	262
Lane Group Flow (vph)	1166	0	155	451	188	45
Confl. Peds. (#/hr)		9	9		5	
Confl. Bikes (#/hr)		9				
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Actuated Green, G (s)	73.0		89.4	89.4	17.5	17.5
Effective Green, g (s)	73.0		89.4	89.4	17.5	17.5
Actuated g/C Ratio	0.61		0.75	0.75	0.15	0.15
Clearance Time (s)	6.9		6.6	6.9	6.2	6.2
Vehicle Extension (s)	1.0		2.0	1.0	2.5	2.5
Lane Grp Cap (vph)	2064		349	2636	258	230
v/s Ratio Prot	c0.34		c0.04	0.13	c0.11	
v/s Ratio Perm			0.29			0.03
v/c Ratio	0.56		0.44	0.17	0.73	0.19
Uniform Delay, d1	14.0		8.1	4.5	49.0	45.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1		0.3	0.1	9.3	0.3
Delay (s)	15.2		8.4	4.6	58.2	45.4
Level of Service	B		A	A	E	D
Approach Delay (s/veh)	15.2			5.6	50.3	
Approach LOS	B			A	D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			20.2		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	21.7
Intersection Capacity Utilization			66.3%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

## **Appendix J**

### Valet Operations Analysis Worksheets

## Rideshare Data



March 7, 2022

Mr. Firat Akcay, M.S.C.E, MBA  
City of Miami Beach, Transportation and Mobility Department  
1688 Meridian Avenue, Suite 801  
Miami Beach, FL 33139

**Re: *Shelborne Hotel Redevelopment  
Traffic Assessment  
Miami Beach, Florida***

Dear Mr. Akcay:

Kimley-Horn and Associates, Inc. has prepared a traffic assessment for the proposed Shelborne Hotel redevelopment located at 1801 Collins Avenue in Miami Beach, Florida. Currently, the existing development is occupied by a 633-square foot café, 4,170 square feet of ballroom space, a 285-room hotel, a 197-seat restaurant, and 4,889 square feet of bar/night club space within three (3) venues including a 1,347-square foot bar, a 912-square foot bar, and 2,630 square feet of night club space. The proposed redevelopment consists of a 422-square foot café, a 251-room hotel, 196 restaurant seats within three (3) venues including a 79-seat restaurant, a 105-seat restaurant, and a 12-seat private dining space, 6,963 square feet of bar/night club space within two (2) venues including a 3,768-square foot bar and 3,195 square feet of night club space, and 4,042 square feet of event space. All other land uses within the existing development and the proposed redevelopment are considered ancillary to the hotel and not expected to generate external site traffic. All vehicles with the exception of taxi/rideshare vehicles will be valeted. A project location map and conceptual site plan are included in Attachment A-1.

The traffic assessment is consistent with the requirements of the City of Miami Beach. The approved methodology correspondence detailing the traffic assessment requirements is included in Attachment B-1. The traffic assessment includes data collection and field observations, trip generation calculations, a summary of proposed valet operations, and transportation demand management strategies as part of the traffic assessment, consistent with the approved methodology. The following sections summarize the traffic assessment.

## **TRIP GENERATION**

Trip generation calculations for the existing development and the proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 936 (Coffee/Donut Shop without Drive-Through Window), LUC 310 (Hotel), LUC 931 (Fine Dining Restaurant), and LUC 975 (Drinking Place). The trip generation for the existing and proposed ballroom and event space was calculated based on the number of employees expected to serve the ballroom and event space. It is assumed there will be one (1) employee for every 1,000 square feet of ballroom/event space. The trip generation for the proposed redevelopment was determined using LUC 936 (Coffee/Donut Shop without Drive-Through Window), LUC 310 (Hotel), LUC 931 (Fine Dining Restaurant), and LUC 975 (Drinking Place). Trip generation calculations were completed for the weekday A.M. and P.M. peak hours and the weekend peak hour of generator.

A multimodal (public transit, bicycle, and pedestrian) factor based on Replica mode-split data was reviewed for the census tract in the vicinity of the development. Replica is a publicly available data set

that uses US Census, land use regulations, aggregate mobile location, credit transaction data, and real estate transaction data. Additionally, Replica data evaluates all trips that enter and exit the census tract in which the development is located. It is expected that a portion of residents and guests will choose to walk, bike, or use public transit to and from the proposed development. A multimodal factor of 12.1 percent (12.1%) was calculated using Replica mode-split data and applied to the trip generation calculations to account for the urban environment in which the redevelopment is located.

Internal capture is expected between complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The expected internal capture rate for the existing development is 3.4 percent (3.4%) during the A.M. peak hour, 4.0 percent (4.0%) during the P.M. peak hour, and 4.5 percent (4.5%) during the weekend peak hour of generator. The expected internal capture rate for the proposed redevelopment is 2.8 percent (2.8%) during the A.M. peak hour, 4.4 percent (4.4%) during the P.M. peak hour, and 4.7 percent (4.7%) during the weekend peak hour of generator.

In addition to internal capture, pass-by capture trips were also determined based on average rates provided in the *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The pass-by capture rate for LUC 931 (Fine Dining Restaurant) is 43.0 percent (43.0%) during the P.M. peak hour.

The redevelopment is expected to result in a reduction of 31 net new vehicle trips during the weekday A.M. peak hour, a reduction of 22 net new vehicle trips during the weekday P.M. peak hour, and a reduction of 16 net new vehicle trips during the weekend peak hour of generator. Detailed trip generation calculations and Replica data are included as Attachment C-1.

## **DATA COLLECTION/FIELD OBSERVATIONS**

Peak period queue accumulation data was collected during a six (6) hour period on February 26, 2022 (Saturday) from 4:00 P.M. to 10:00 P.M. and during a four (4) hour period on March 1, 2022 (Tuesday) from 4:00 P.M. to 8:00 P.M. Additionally, field reviews of valet operations at the existing development were conducted from 5:00 P.M. to 7:00 P.M. on February 26, 2022 (Saturday) and March 1, 2022 (Tuesday) to determine if porte-cochere queues can be accommodated on-site without extending onto the public right-of-way during the weekday and weekend peak periods. Note that the South Beach Wine & Food Festival (February 24 to 27, 2022) was held during field observations on February 26, 2022.

The valet area consists of two (2) lanes, one (1) lane used for parking/stacking vehicles the other lane is used as by-pass and valet vehicle drop-off/pick-up. Note that the exit onto Collins Avenue is wide enough for three (3) vehicles and the entry is wide enough for (2) vehicles.

Three (3) valet attendants including a ramp manager served valet during the weekend peak period and two (2) valet attendants including a ramp manager served valet during the weekday peak period. During the weekday peak period, porte-cochere queues spilled onto the public right-of-way a minimal number of times (less than 2 percent of the time) for less than one (1) minute in all instances. During the weekend peak period, porte-cochere queues spilled onto the public right-of-way on occasion (approximately 11 percent of the time) but dissipated in two (2) minutes or less in all instances.

Although there is sufficient storage for approximately seven (7) to eight (8) vehicles and one (1) by-pass lane, the queue accumulation data indicate and the field observations confirm that there was only one (1) instance of queue spillback where the porte-cochere storage was fully utilized. In all other instances, porte-cochere queues were less than seven (7) vehicles when queue spillback occurred. This occurs as vehicle drop-off/pick-up in the center of the porte-cochere and do not use the entire length of the porte-cochere. If the entire length of the porte-cochere was used it is expected that queue

spillback would be limited. Rideshare/taxi trips were observed using both the porte-cochere as well as on-street within Collins Avenue. Collected queuing data is provided in Attachment D-1. A photo log summarizing conditions observed during the field reviews is provided in Attachment E-1.

## VALET SERVICE AND OPERATIONS

The redevelopment will be served by one (1) valet drop-off/pick-up area located on-site along Collins Avenue north of 18<sup>th</sup> Street at the existing porte-cochere and will serve the all the site's land uses as it serves the existing land uses. The valet area consists of two (2) lanes, one (1) lane used for parking/stacking vehicles the other lane is used as by-pass and valet vehicle drop-off/pick-up. Note that the exit onto Collins Avenue is wide enough for three (3) vehicles and the entry is wide enough for (2) vehicles.

The following modifications are recommended to the proposed redevelopment's valet operations in order to improve valet operations and avoid future porte-cochere queues extending onto the public right-of-way:

- Relocate the valet attendant station to the end of the porte-cochere or position valet attendants at the end of the porte-cochere to encourage valet queues to utilize the entire length of the porte-cochere.
- Provide valet attendants with a golf cart, electric scooter, or another form of micro-mobility to reduce the travel time between the on-site valet pick-up/drop-off area and the off-site valet parking area. It is not expected that additional valet attendants will be needed as the redevelopment is expected to result in a reduction in trips. Alternatively, provide an additional valet attendant during peak times on the weekend to minimize queue spillback.
- Install paver pattern or pavement markings in the porte-cochere to designate the two-lane operation.

## TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. Additionally, the applicant will commit to providing the following incentives including:

- Provide ten (10) bicycle racks
- Provide transit information within the site including route schedules and maps
- Subsidized transit passes for employees are being considered by the applicant

Additionally, please note that a Citi Bike station with 16 bicycle docks is located along the north side of 18<sup>th</sup> Street just east of Collins Avenue.

## CONCLUSION

The redevelopment is expected to result in a reduction of 31 net new vehicle trips during the weekday A.M. peak hour, a reduction of 22 net new vehicle trips during the weekday P.M. peak hour, and a reduction of 16 net new vehicle trips during the weekend peak hour of generator.

Based on the collected queue accumulation data and field reviews conducted during the weekday and weekend peak periods, porte-cochere queues spilled onto the public right-of-way a minimal number of times for less than one (1) minute during the weekday peak period and porte-cochere queues spilled onto the public right-of-way on occasion but dissipated in two (2) minutes or less in all instances during

the weekend peak period. The queue accumulation data indicate and the field observations confirm that there was only one (1) instance of queue spillback where the porte-cochere storage was fully utilized. In all other instances, porte-cochere queues were less than seven (7) vehicles when queue spillback occurred.

The following modifications are recommended to the proposed redevelopment's valet operations in order to improve valet operations and avoid future porte-cochere queues extending onto the public right-of-way:

- Relocate the valet attendant station to the end of the porte-cochere or position valet attendants at the end of the porte-cochere to encourage valet queues to utilize the entire length of the porte-cochere.
- Provide valet attendants with a golf cart, electric scooter, or another form of micro-mobility to reduce the travel time between the on-site valet pick-up/drop-off area and the off-site valet parking area. It is not expected that additional valet attendants will be needed as the redevelopment is expected to result in a reduction in trips. Alternatively, provide an additional valet attendant during peak times on the weekend to minimize queue spillback.
- Install paver pattern or pavement markings in the porte-cochere to designate the two-lane operation.

Furthermore, the applicant will commit to providing the following TDM incentives including:

- Provide ten (10) bicycle racks
- Provide transit information within the site including route schedules and maps
- Subsidized transit passes for employees are being considered by the applicant

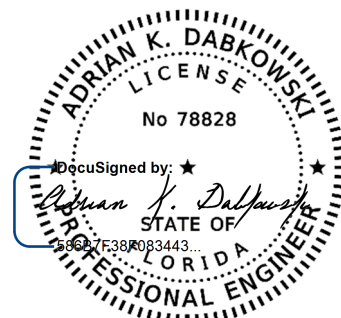
Additionally, please note that a Citi Bike station with 16 bicycle docks is located along the north side of 18<sup>th</sup> Street just east of Collins Avenue.

If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adrian K. Dabkowski, P.E., PTOE  
Vice President



This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on 3/7/2022 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature authentication code must be verified on any electronic copies.

Adrian K. Dabkowski, P.E., PTOE  
Florida Registration Number 78828  
Kimley-Horn and Associates, Inc.  
8201 Peters Road, Suite 2200  
Plantation, Florida 33324  
Registry # 00035106

# Trip Gen Study

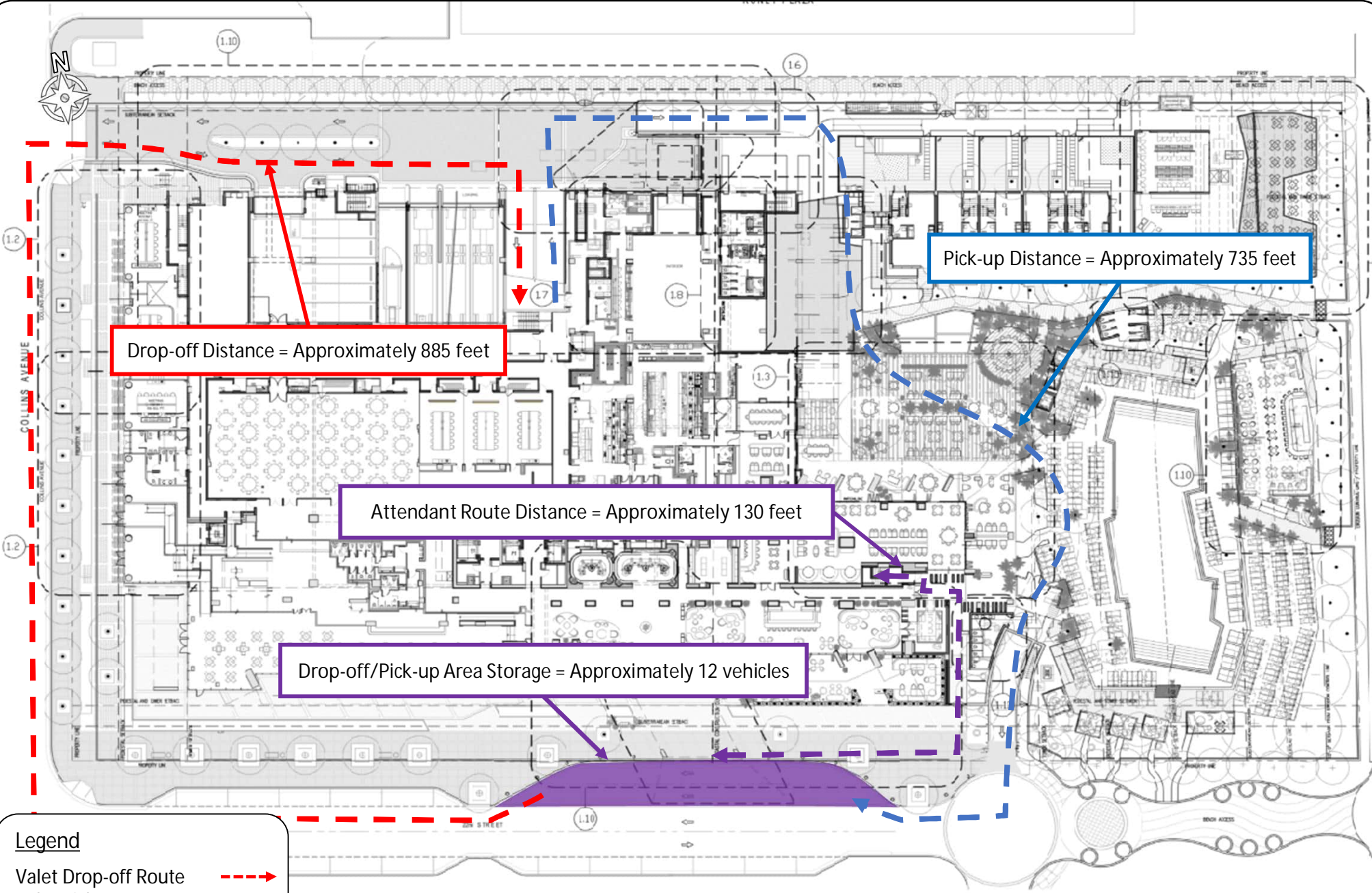
Location: SR A1A/Florida State Rd & Shelbourne In/Out Dwy  
 City: Miami Beach, FL

3/1/2022  
 Tuesday

Time	Trip Gen Study	
	INBOUND	
	Rideshare/Taxi	Valet
4:00 PM	3	1
4:15 PM	1	2
4:30 PM	3	1
4:45 PM	1	2
5:00 PM		2
5:15 PM	2	2
5:30 PM	5	3
5:45 PM	1	2
6:00 PM	1	1
6:15 PM	5	1
6:30 PM	3	1
6:45 PM	3	1
7:00 PM	5	
7:15 PM	4	2
7:30 PM	7	4
7:45 PM	1	
Totals	45	25
Rideshare/Taxi Percentage		64.3%

## Valet Route Maps

22 Street Main Valet



Drop-off Distance = Approximately 885 feet

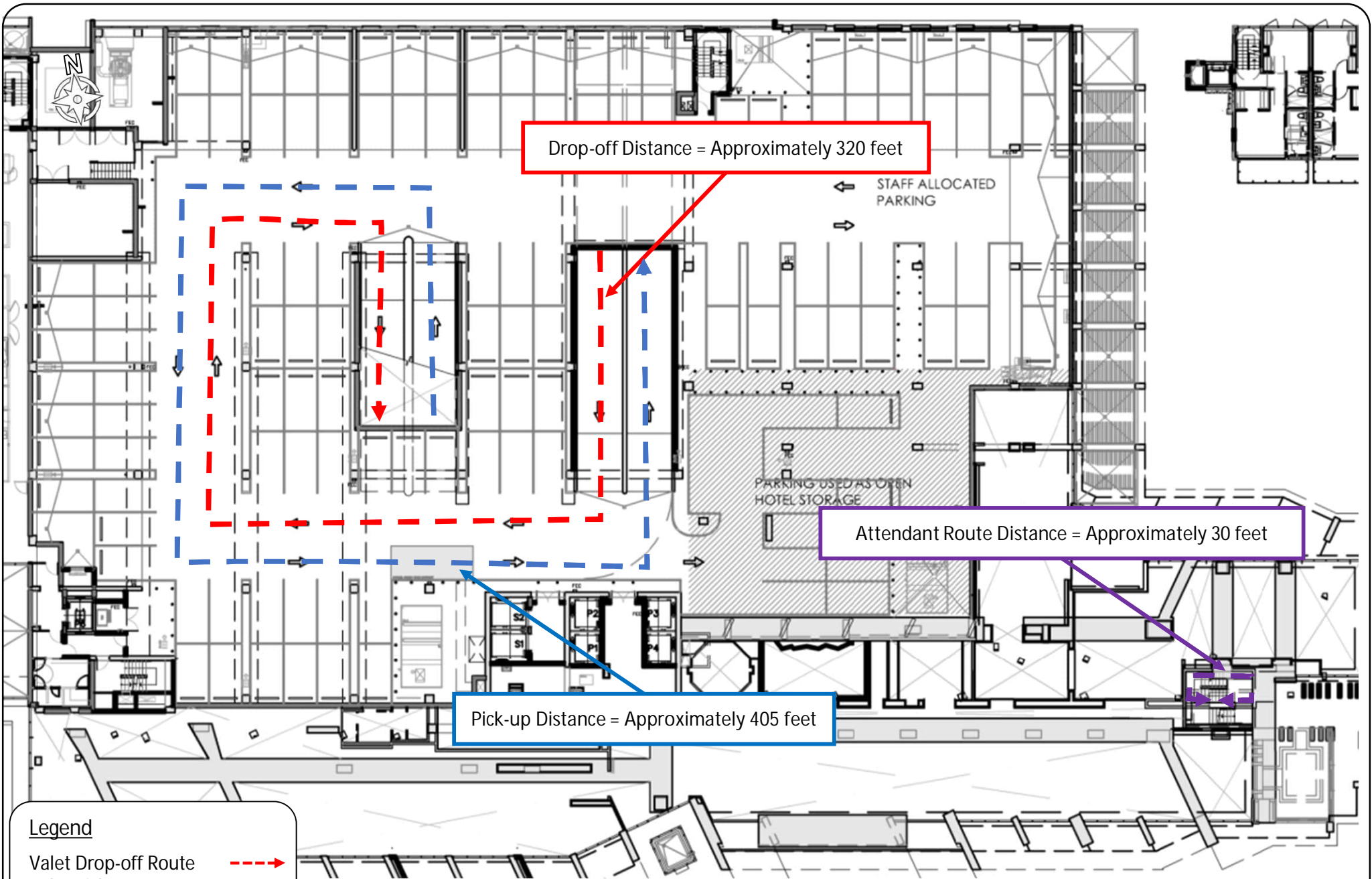
Pick-up Distance = Approximately 735 feet

Attendant Route Distance = Approximately 130 feet

Drop-off/Pick-up Area Storage = Approximately 12 vehicles

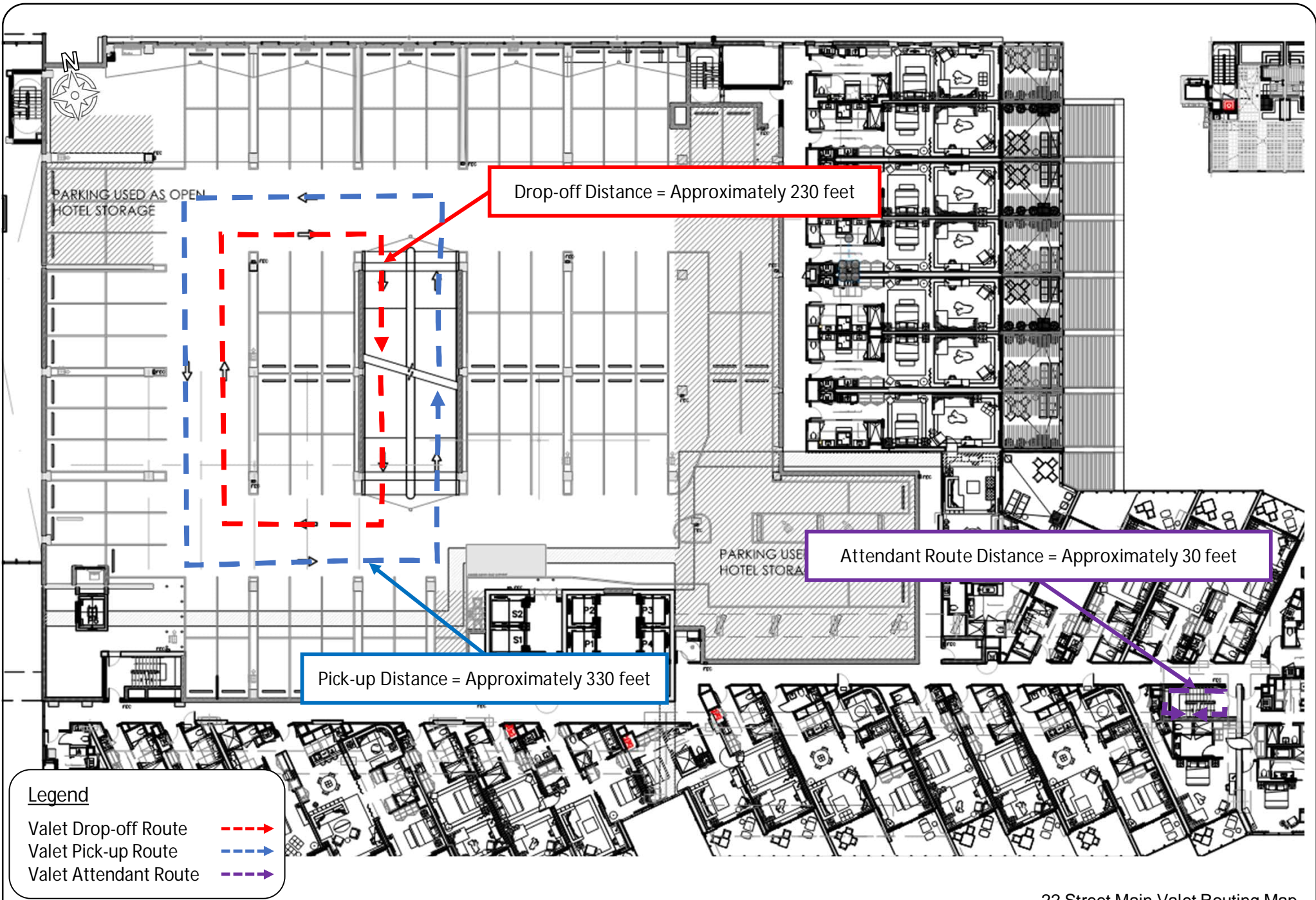
**Legend**

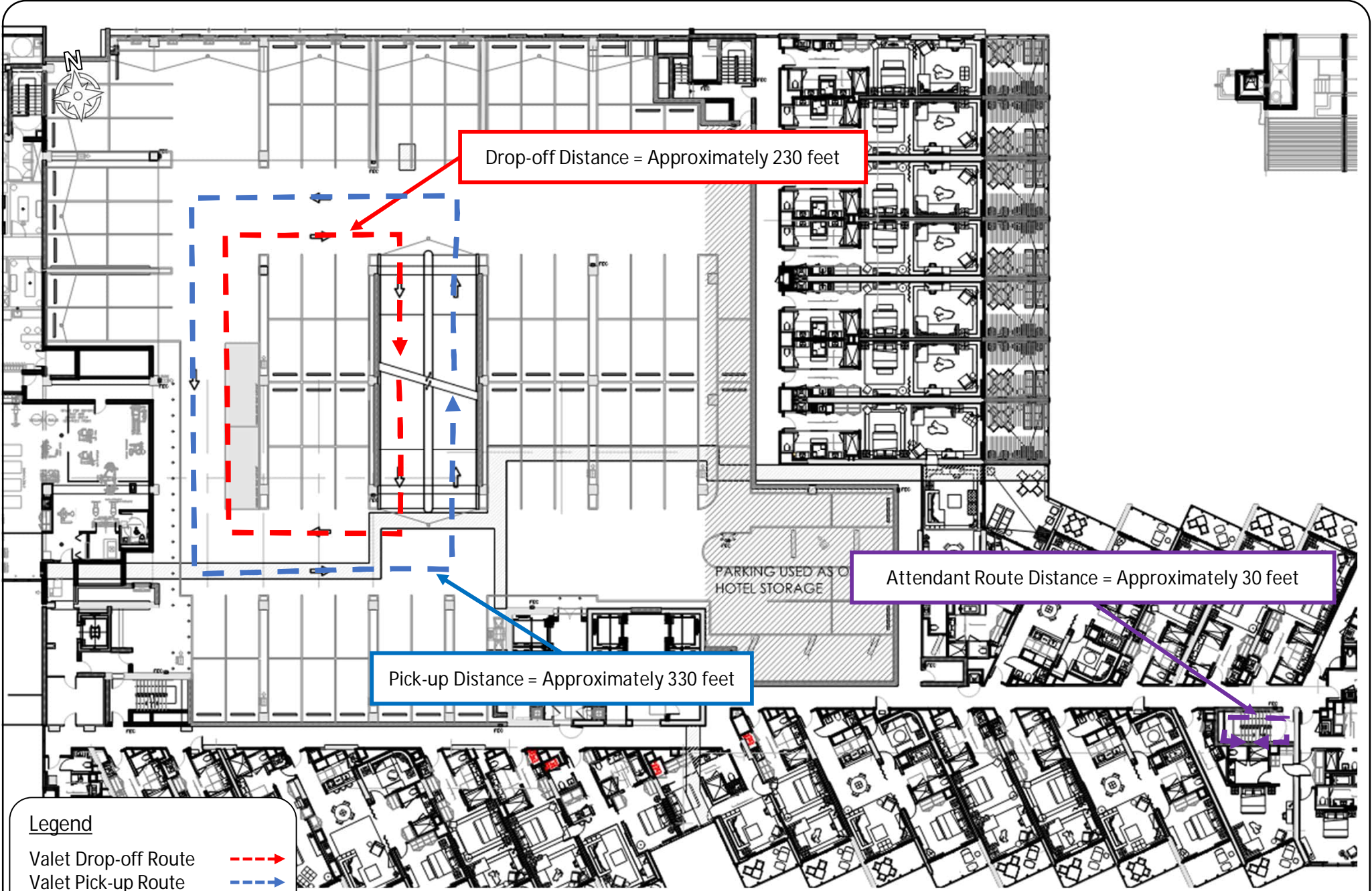
- Valet Drop-off Route - - - - - →
- Valet Pick-up Route - - - - - →
- Valet Attendant Route - - - - - →



**Legend**

- Valet Drop-off Route - - - - - →
- Valet Pick-up Route - - - - - →
- Valet Attendant Route - - - - - →





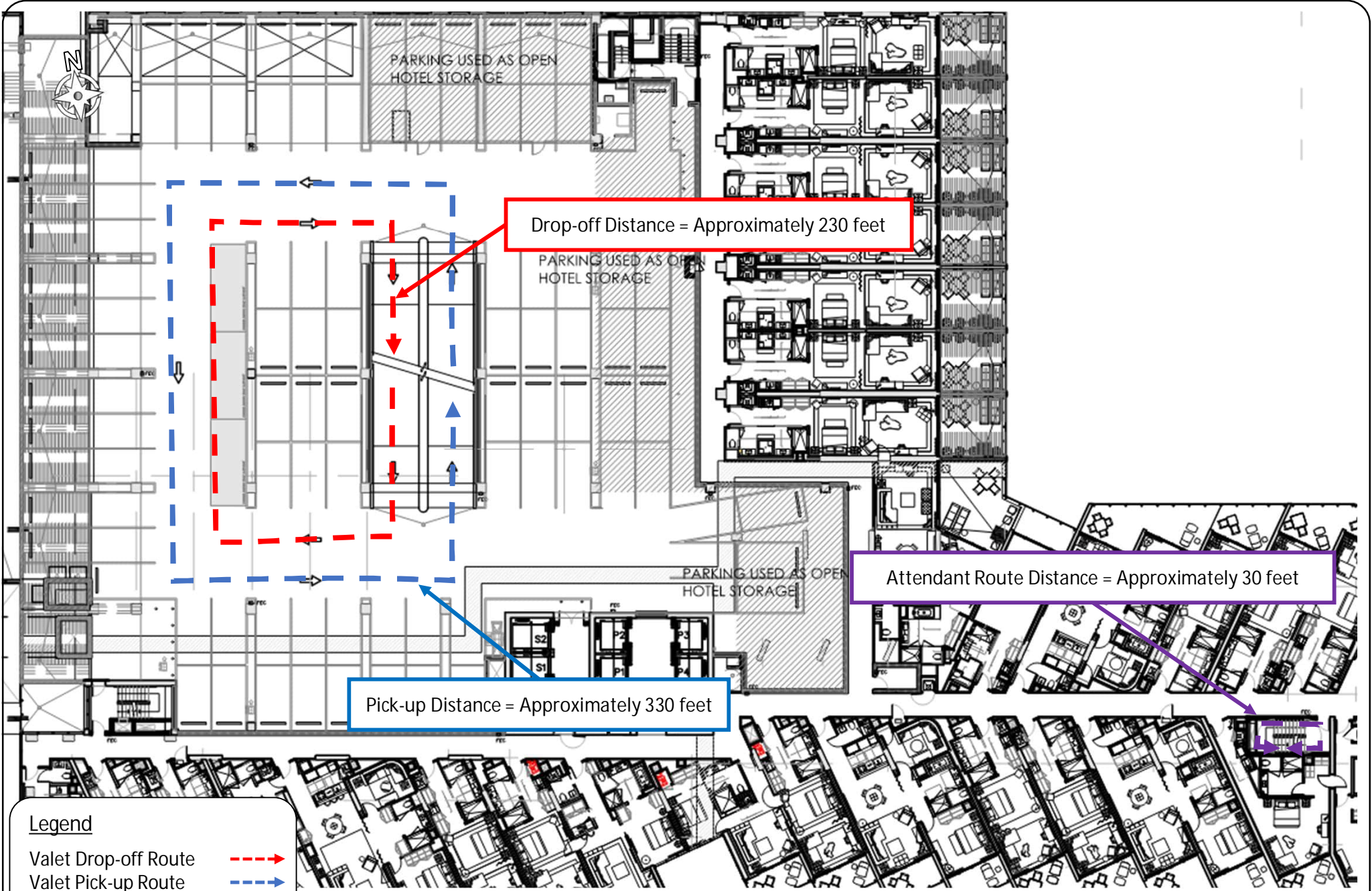
Drop-off Distance = Approximately 230 feet

Pick-up Distance = Approximately 330 feet

Attendant Route Distance = Approximately 30 feet

**Legend**

- Valet Drop-off Route    - - - - - →
- Valet Pick-up Route    - - - - - →
- Valet Attendant Route    - - - - - →



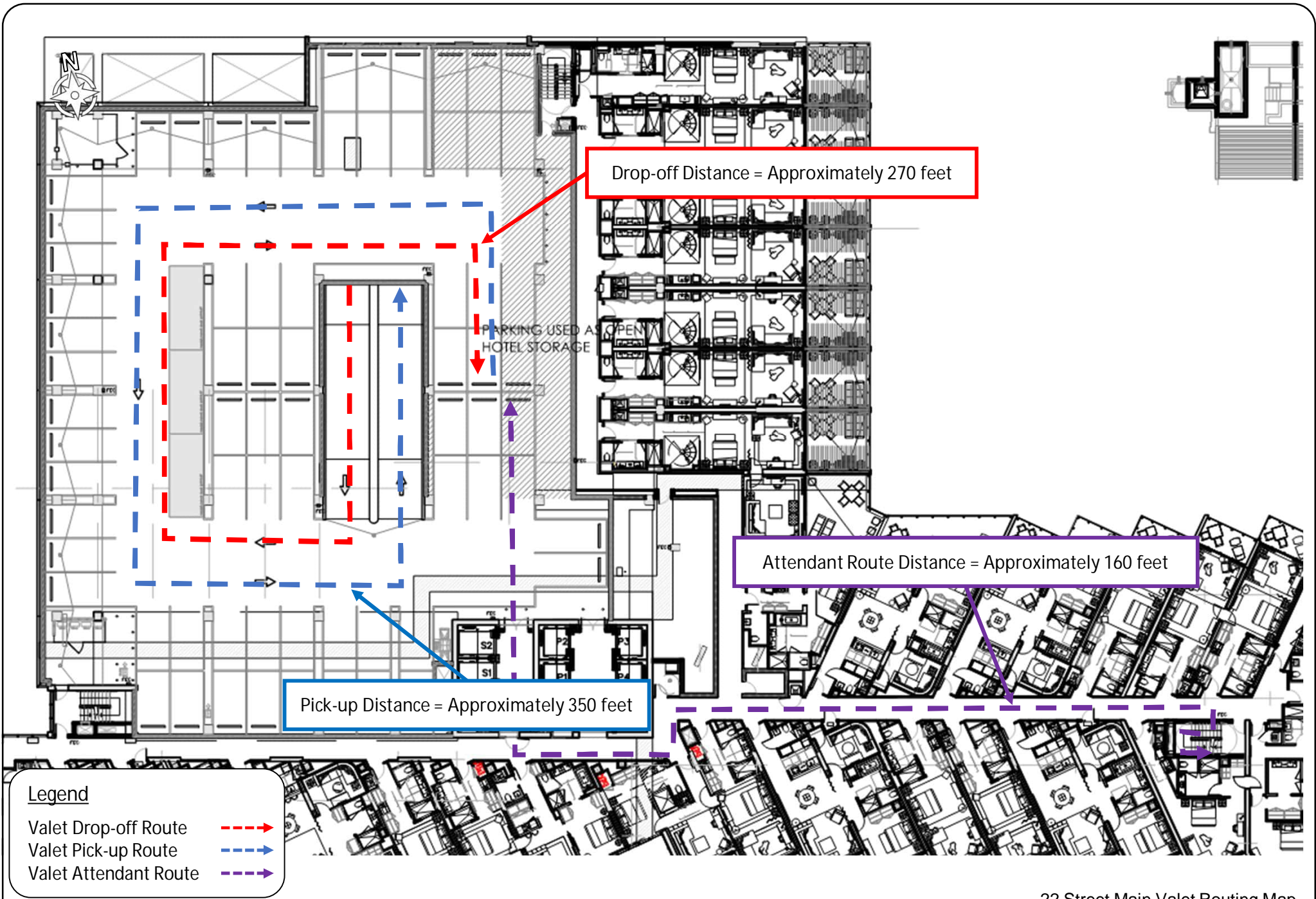
Drop-off Distance = Approximately 230 feet

Pick-up Distance = Approximately 330 feet

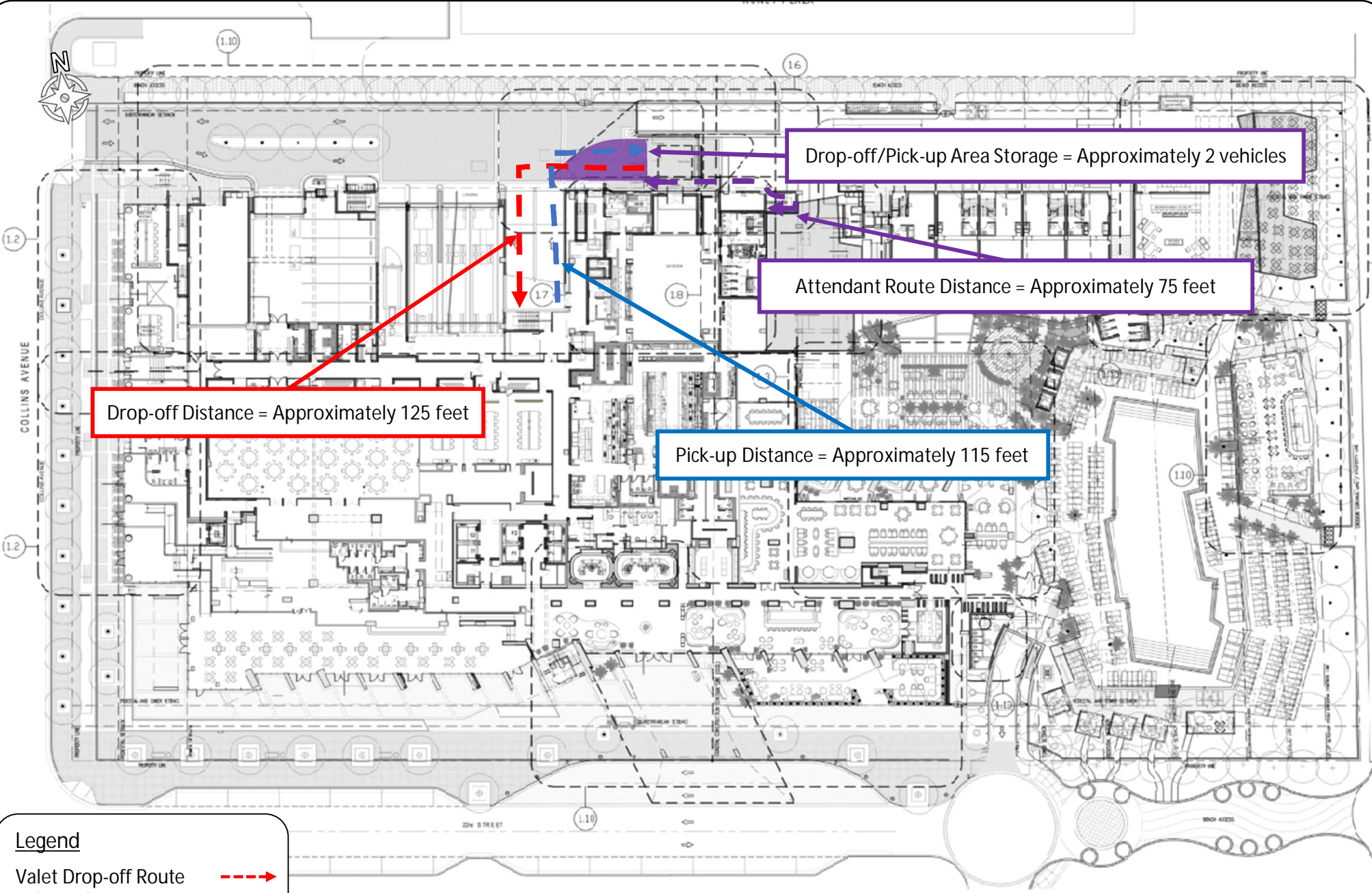
Attendant Route Distance = Approximately 30 feet

**Legend**

- Valet Drop-off Route    - - - - - →
- Valet Pick-up Route    - - - - - →
- Valet Attendant Route   - - - - - →



23 Street Member Only Valet



Drop-off Distance = Approximately 125 feet

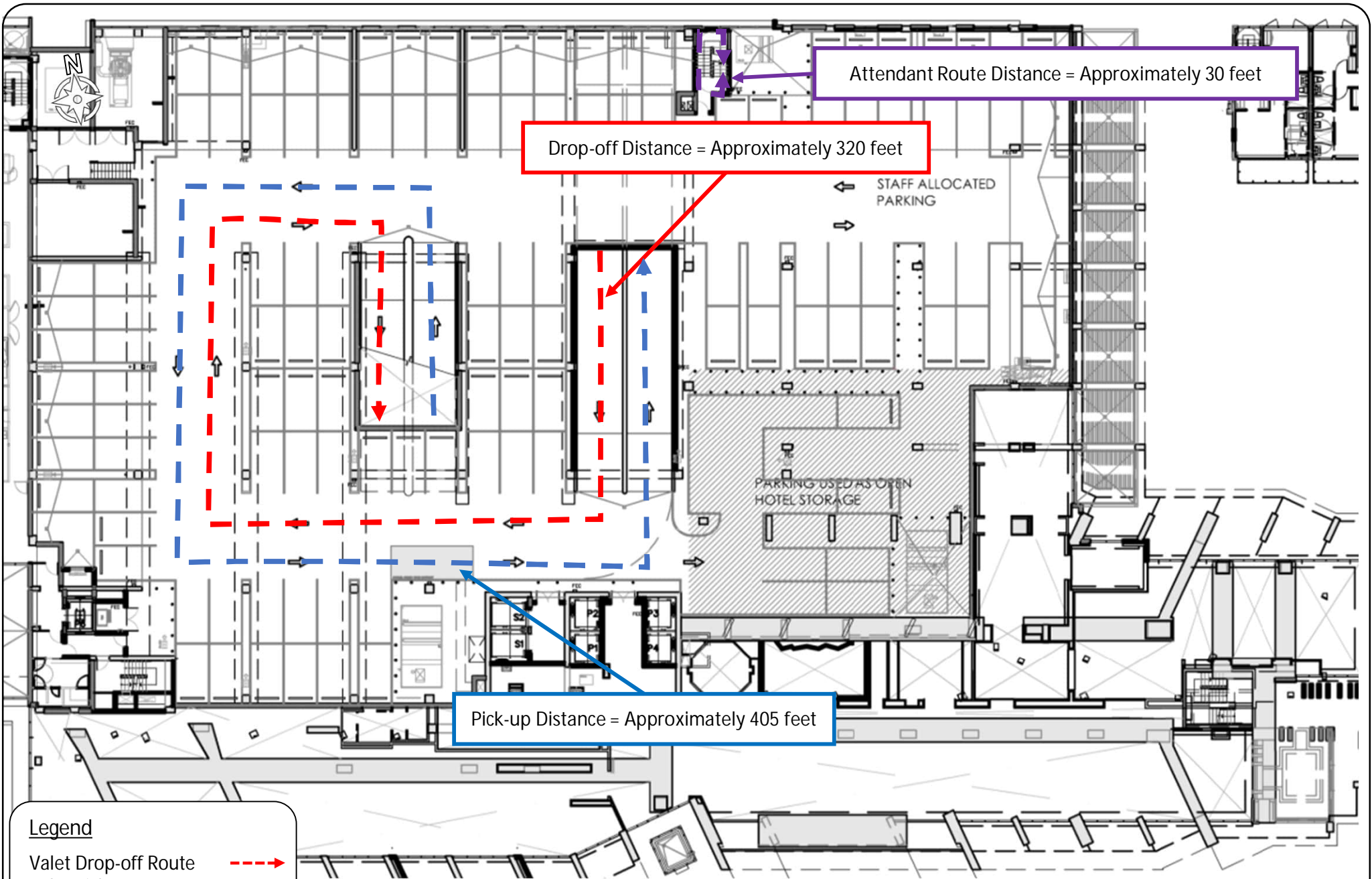
Drop-off/Pick-up Area Storage = Approximately 2 vehicles

Attendant Route Distance = Approximately 75 feet

Pick-up Distance = Approximately 115 feet

**Legend**

- Valet Drop-off Route - - - - - →
- Valet Pick-up Route - - - - - →
- Valet Attendant Route - - - - - →



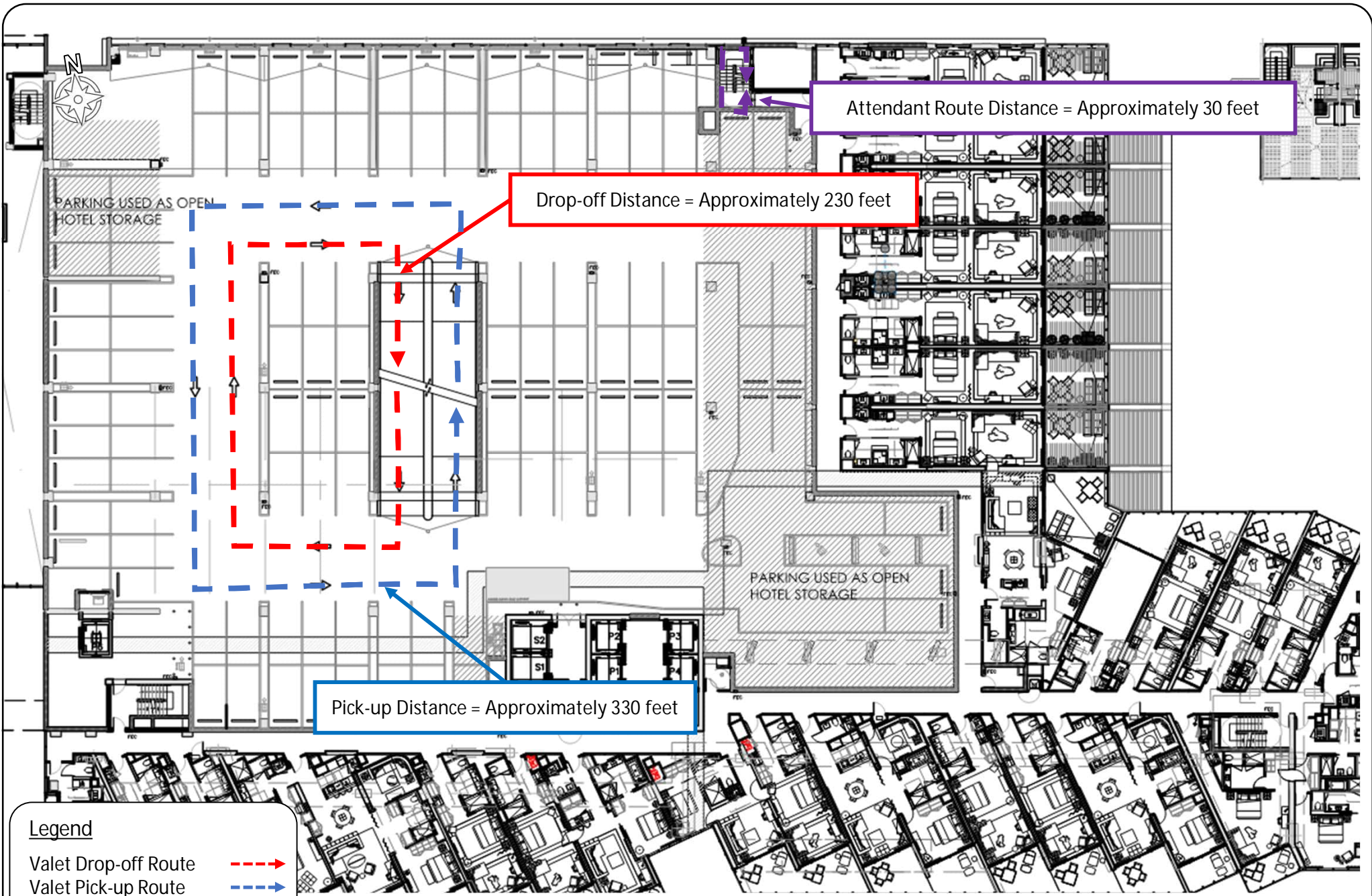
Attendant Route Distance = Approximately 30 feet

Drop-off Distance = Approximately 320 feet

Pick-up Distance = Approximately 405 feet

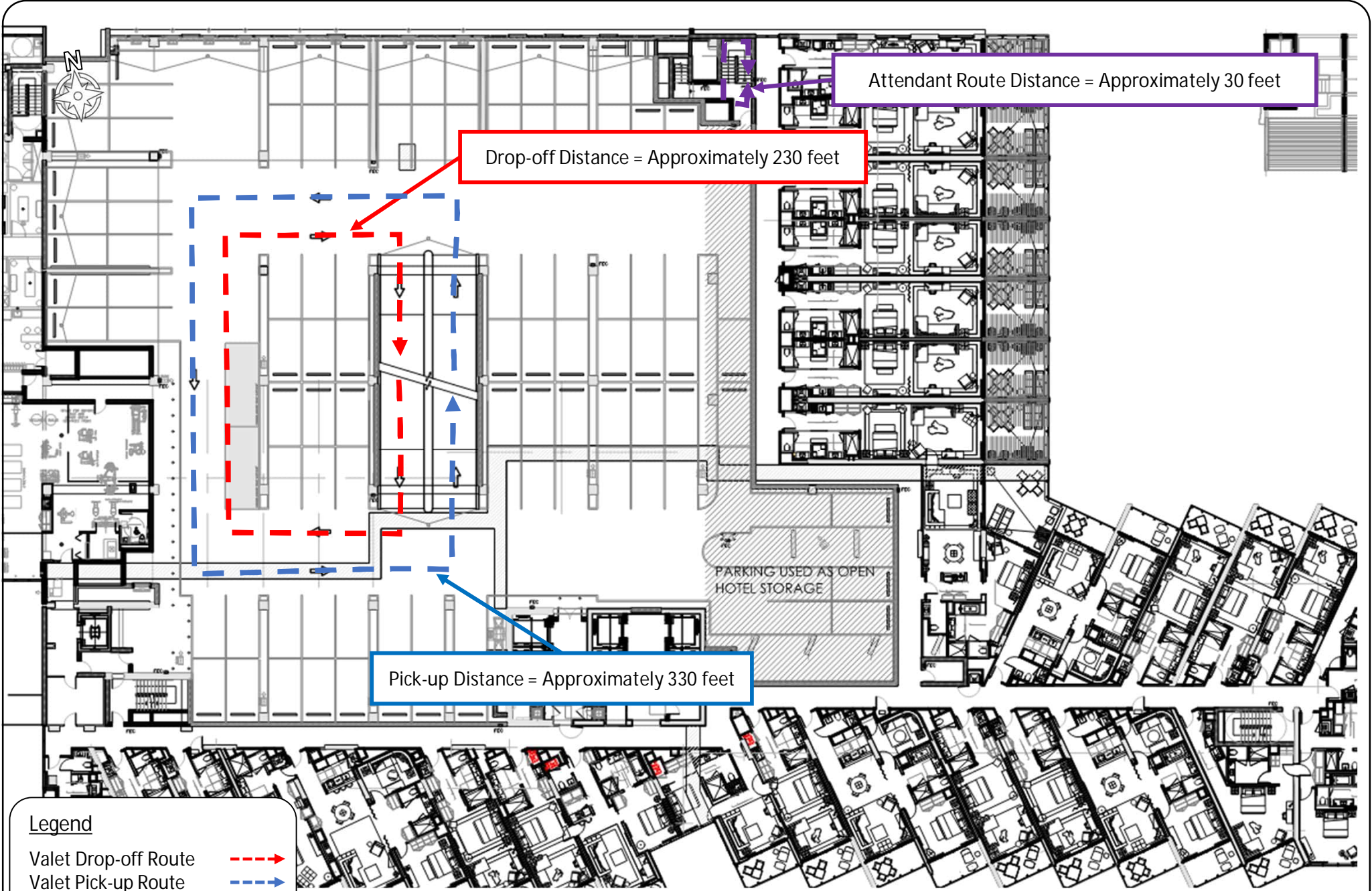
**Legend**

- Valet Drop-off Route - - - - - →
- Valet Pick-up Route - - - - - →
- Valet Attendant Route - - - - - →



**Legend**

- Valet Drop-off Route - - - - ->
- Valet Pick-up Route - - - - ->
- Valet Attendant Route - - - - ->

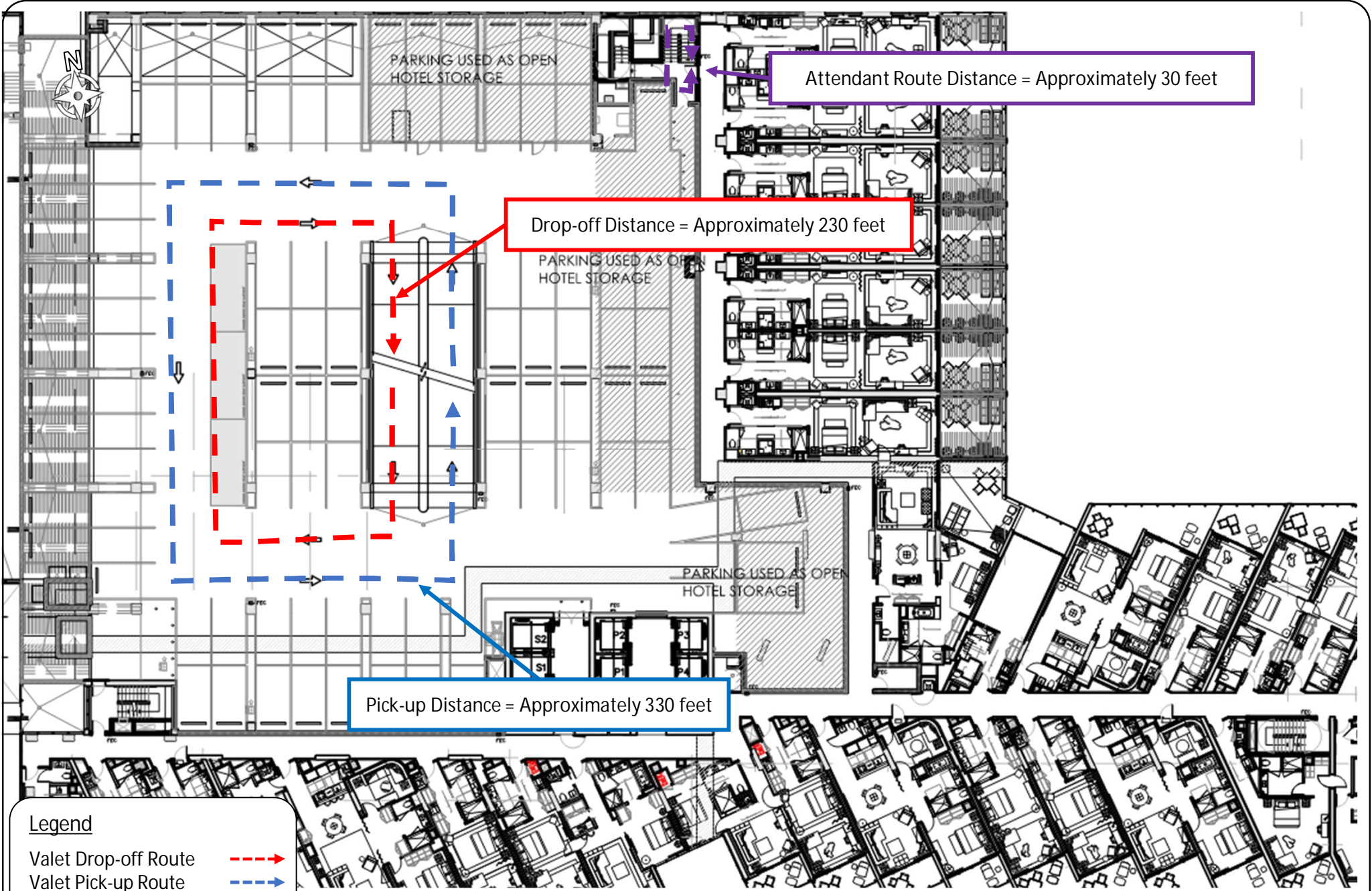


Drop-off Distance = Approximately 230 feet

Attendant Route Distance = Approximately 30 feet

Pick-up Distance = Approximately 330 feet

- Legend**
- Valet Drop-off Route    - - - - - →
  - Valet Pick-up Route    - - - - - →
  - Valet Attendant Route    - - - - - →

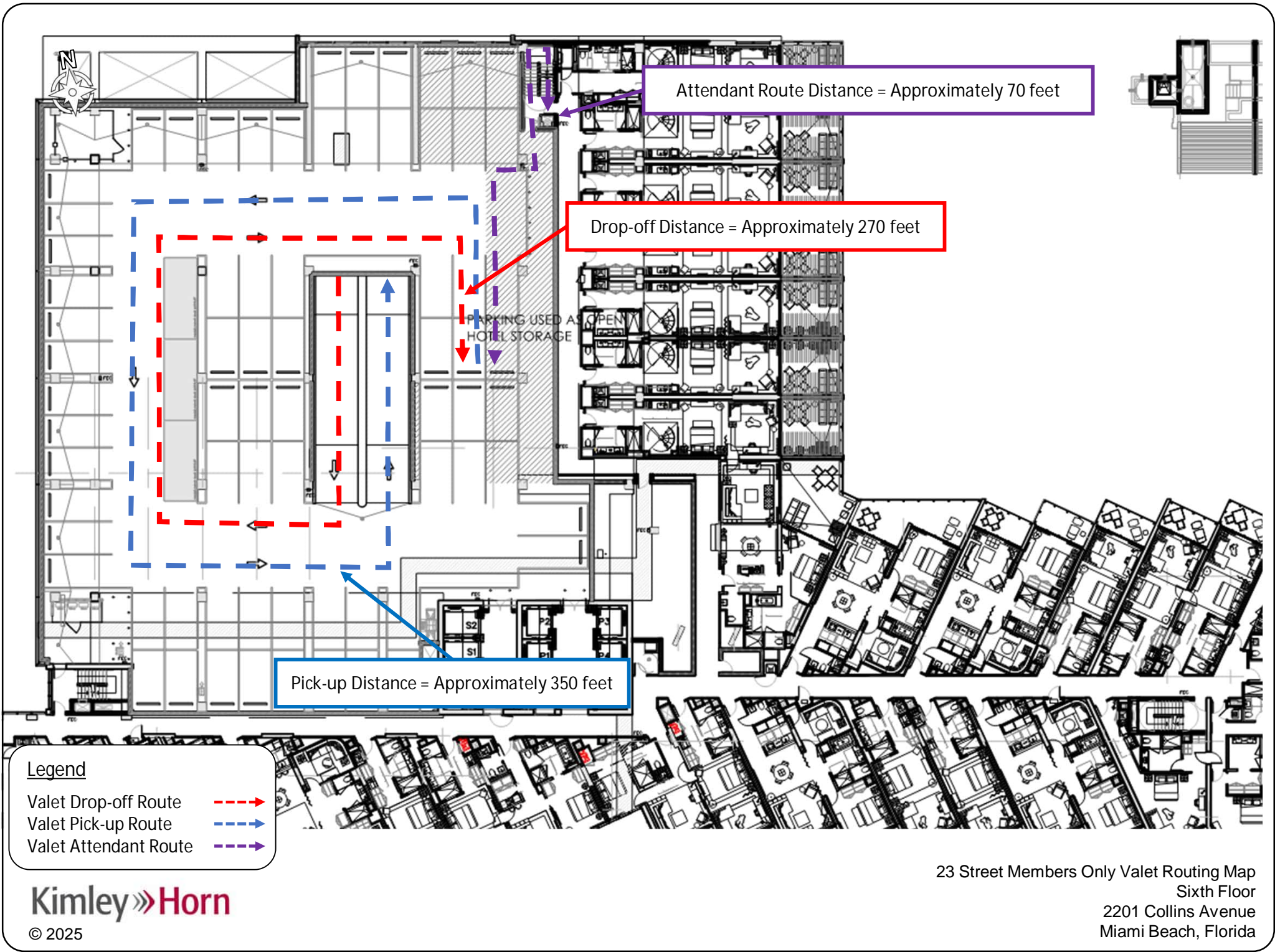


Attendant Route Distance = Approximately 30 feet

Drop-off Distance = Approximately 230 feet

Pick-up Distance = Approximately 330 feet

- Legend**
- Valet Drop-off Route - - - - - →
  - Valet Pick-up Route - - - - - →
  - Valet Attendant Route - - - - - →



Attendant Route Distance = Approximately 70 feet

Drop-off Distance = Approximately 270 feet

Pick-up Distance = Approximately 350 feet

- Legend**
- Valet Drop-off Route - - - - - →
  - Valet Pick-up Route - - - - - →
  - Valet Attendant Route - - - - - →

## Valet Processing Time

22 Street Main Valet

22 Street Main Valet Drop-off/Pick-Up Calculated Travel Time

Parking Garage Calculated Travel Time

VALET DROP-OFF			
VEHICLE TRAVEL TIME		VALET ATTENDANT TRAVEL TIME	
Travel Times (Assume 15 mph speed)		Travel Times (Assume 5 ft/s speed)	
To Valet Garage (In vehicle)		Return from Valet Garage (Walk/Run) to Ground Level	
Distance	Travel Time	Distance	Travel Time
0.41 miles	1.6 minutes	0.078 miles	1.4 minutes
Controlled Delay	0.5 Minutes		
Intersection Delay	2.0 Minutes		
Entry Gate Delay	0.2 Minutes		
Total Time	5.7 Minutes		

Parking Garage Calculated Travel Time

VALET PICK-UP			
VALET ATTENDANT TRAVEL TIME		VEHICLE TRAVEL TIME	
Travel Times (Assume 5 ft/s speed)		Travel Times (Assume 15 mph speed)	
To Valet Garage (Walk/Run) from Ground Level		Return from Valet Garage (In Vehicle) to Valet Area	
Distance	Travel Time	Distance	Travel Time
0.078 miles	1.4 minutes	0.47 miles	1.9 minutes
Controlled Delay	0.5 Minutes		
Entry Gate Delay	0.6 Minutes		
Total Time	4.4 Minutes		

23 Street Member Only Valet

23 Street Members Only Valet Drop-off/Pick-Up Calculated Travel Time

Parking Garage Calculated Travel Time

VALET DROP-OFF			
VEHICLE TRAVEL TIME		VALET ATTENDANT TRAVEL TIME	
Travel Times (Assume 15 mph speed)		Travel Times (Assume 5 ft/s speed)	
To Valet Garage (In vehicle)		Return from Valet Garage (Walk/Run) to Ground Level	
Distance	Travel Time	Distance	Travel Time
0.27 miles	1.1 minutes	0.050 miles	0.9 minutes
Controlled Delay	0.5 Minutes		
Entry Gate Delay	0.2 Minutes		
Total Time	2.7 Minutes		

Parking Garage Calculated Travel Time

VALET PICK-UP			
VALET ATTENDANT TRAVEL TIME		VEHICLE TRAVEL TIME	
Travel Times (Assume 5 ft/s speed)		Travel Times (Assume 15 mph speed)	
To Valet Garage (Walk/Run) from Ground Floor		Return from Valet Garage (In Vehicle) to Valet Area	
Distance	Travel Time	Distance	Travel Time
0.050 miles	0.9 minutes	0.35 miles	1.4 minutes
Controlled Delay	0.5 Minutes		
Entry Gate Delay	0.2 Minutes		
Total Time	3.0 Minutes		

# Valet Analysis

22 Street Main Valet

## 22 Street Main Valet Analysis - A.M. Peak Hour

Arrival Rate	DROP-OFF	PICK-UP	veh/hr
	125	54	

Number of Valet Attendants (N) = 19  
 Level of Confidence = 0.95  
 Storage Provided On-Site = 12 vehicles  
 Total Entering and Exiting Vehicles(q) = 179 veh/hr  
 Service Capacity per N (60 mins/Service Rate) (Q) = 11.30 veh/hr/pos  
 Average Service Rate (t) = 5.31 mins/veh  
 rho (t/Q) = 0.833

Service Rate	DROP-OFF	PICK-UP	mins/veh
	5.70	4.40	

Service Time = 5.31 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	1.75	
Expected (avg.) number of vehicles waiting in queue	E(n)=	17.58	
Mean time in the queue	E(w)=	0.59	mins
Mean time in system	E(t)=	5.89	mins

Proportion of customers who wait (P) (E(w) > 0) = 34.97%  
 Probability of a queue exceeding a length (M) P(x > M) = 5.00%

Queue length which is exceeded 5.00% of the time is equal to 9.7 vehicles.

## 22 Street Main Valet Analysis - P.M. Peak Hour

Arrival Rate	DROP-OFF	PICK-UP	veh/hr
	158	89	

Number of Valet Attendants (N) = 26  
 Level of Confidence = 0.95  
 Storage Provided On-Site = 12 vehicles  
 Total Entering and Exiting Vehicles(q) = 247 veh/hr  
 Service Capacity per N (60 mins/Service Rate) (Q) = 11.47 veh/hr/pos  
 Average Service Rate (t) = 5.23 mins/veh  
 rho (t/Q) = 0.828

Service Rate	DROP-OFF	PICK-UP	mins/veh
	5.70	4.40	

Service Time = 5.23 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	1.29	
Expected (avg.) number of vehicles waiting in queue	E(n)=	22.83	
Mean time in the queue	E(w)=	0.31	mins
Mean time in system	E(t)=	5.55	mins

Proportion of customers who wait (P) (E(w) > 0) = 26.75%  
 Probability of a queue exceeding a length (M) P(x > M) = 5.00%

Queue length which is exceeded 5.00% of the time is equal to 7.9 vehicles.

23 Street Member Only Valet

### 23 Street Members Only Valet Analysis - A.M. Peak Hour

Arrival Rate	DROP-OFF	PICK-UP	veh/hr
	1	1	

Number of Valet Attendants (N) = 1

Level of Confidence = 0.95

Storage Provided On-Site = 2 vehicles

Service Rate	DROP-OFF	PICK-UP	mins/veh
	2.70	3.00	

Total Entering and Exiting Vehicles(q) = 2 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 21.05 veh/hr/pos

Average Service Rate (t) = 2.85 mins/veh

rho (t/Q) = 0.095

Service Time = 2.85 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.01	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.10	
Mean time in the queue	E(w)=	0.30	mins
Mean time in system	E(t)=	3.15	mins

Proportion of customers who wait (P) (E(w) > 0) = 9.50%

Probability of a queue exceeding a length (M) P(x > M) = 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

### 23 Street Members Only Valet Analysis - P.M. Peak Hour

Arrival Rate	DROP-OFF	PICK-UP	veh/hr
	12	6	

Number of Valet Attendants (N) = 2  
 Level of Confidence = 0.95  
 Storage Provided On-Site = 2 vehicles  
 Total Entering and Exiting Vehicles(q) = 18 veh/hr  
 Service Capacity per N (60 mins/Service Rate) (Q) = 21.43 veh/hr/pos  
 Average Service Rate (t) = 2.80 mins/veh  
 rho (t/Q) = 0.420

Service Rate	DROP-OFF	PICK-UP	mins/veh
	2.70	3.00	

Service Time = 2.80 mins/veh

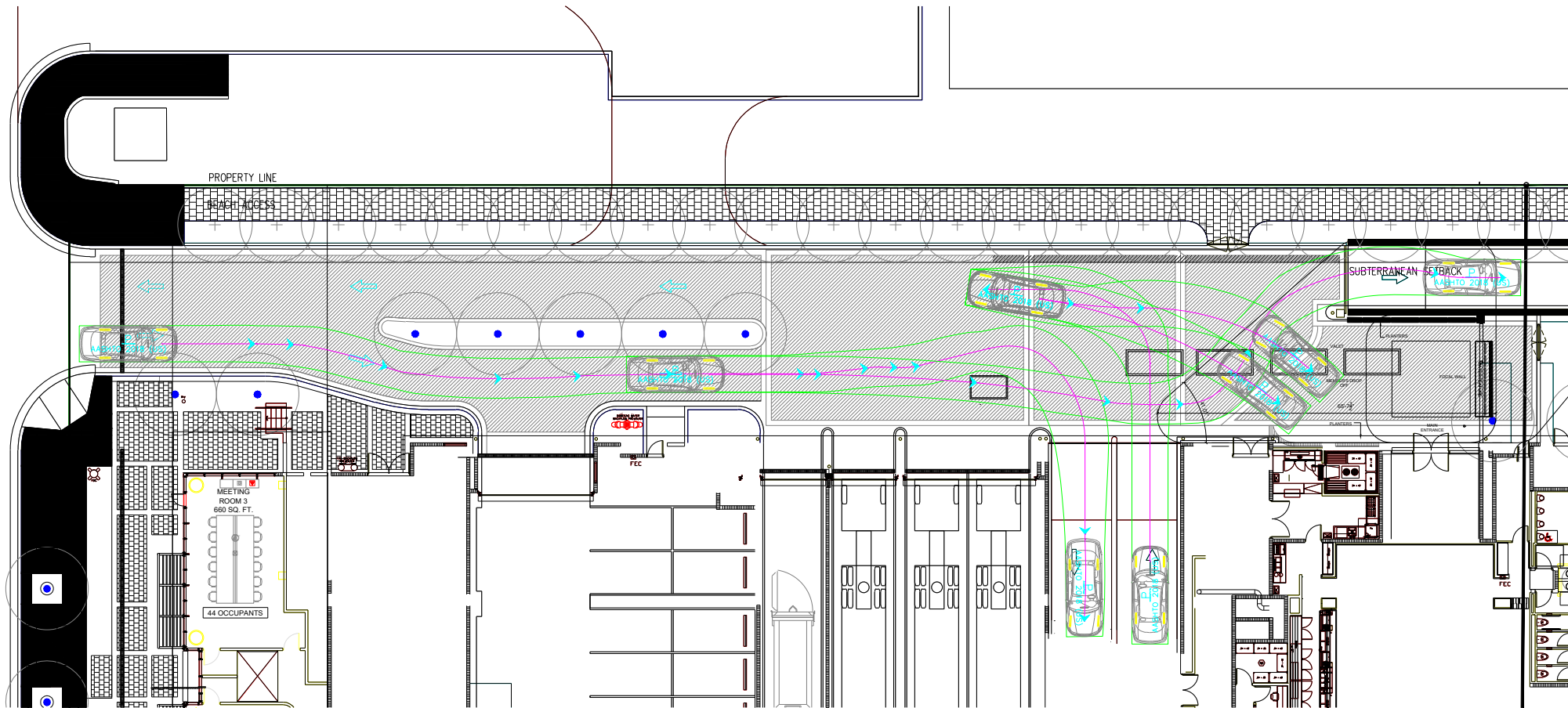
Expected (avg.) number of vehicles in the system	E(m)=	0.18	
Expected (avg.) number of vehicles waiting in queue	E(n)=	1.02	
Mean time in the queue	E(w)=	0.60	mins
Mean time in system	E(t)=	3.40	mins
Proportion of customers who wait (P) (E(w) > 0)=		24.85%	
Probability of a queue exceeding a length (M) P(x > M)=		5.00%	

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

## **Appendix K**

### Maneuverability Analysis

Members Club Valet Maneuverability



# Appendix L

## Entry Gate Analysis

## Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate 

IN
126

 veh/hr

Service Rate 

IN
0.100

 mins/veh

Service Time = 0.10 mins/veh

Number of Entry Gates (N) = 1  
 Level of Confidence = 0.95  
 Storage Provided On-Site = 10 vehicles  
 Total Entering Vehicles(q) = 126 veh/hr  
 Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos  
 Average Service Rate (t) = 0.10 mins/veh  
 $\rho$  (t/Q) = 0.210

Expected (avg.) number of vehicles in the system	E(m)=	0.06	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.27	
Mean time in the queue	E(w)=	0.03	mins
Mean time in system	E(t)=	0.13	mins

Proportion of customers who wait (P) (E(w) > 0)=	21.00%
Probability of a queue exceeding a length (M) P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

### Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate 

IN
170

 veh/hr

Service Rate 

IN
0.100

 mins/veh

Service Time = 0.10 mins/veh

Number of Entry Gates (N) = 1  
 Level of Confidence = 0.95  
 Storage Provided On-Site = 10 vehicles  
 Total Entering Vehicles(q) = 170 veh/hr  
 Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos  
 Average Service Rate (t) = 0.10 mins/veh  
 $\rho$  (t/Q) = 0.283

Expected (avg.) number of vehicles in the system	E(m)=	0.11	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.40	
Mean time in the queue	E(w)=	0.04	mins
Mean time in system	E(t)=	0.14	mins

Proportion of customers who wait (P) (E(w) > 0) = 28.33%  
 Probability of a queue exceeding a length (M) P(x > M) = 5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Table 4-4. PARC Service Rates

	Veh/hr	Sec/veh
<b>Prepaid Frequent Parker Entry or Exit</b>	435	8.3
Insertion Card	600	6.0
<b>Proximity Card</b>	800	4.5
Automatic Veh ID		
<b>Pay Per Use Patron Vehicular Entry</b>	400	9.0
Push Button Ticket	450	8.0
Auto Spit Ticket	200	18.0
Pay on Entry-flat fee, gated, ticketed	300	12.0
Pay on Entry flat-fee, non gated/ticketed		
<b>Pay Per Use Patron Vehicular Exits</b>		
Cash to cashier-Variable Rate	135	26.7
Credit card-online check (telephone line) and sign	95	38.0
Credit card online check but no sign	110	32.7
Credit card-batched or high speed line and no sign	175	20.7
Validated for free parking	300	12.0
Flat Rate Transaction (gated)	180	20.0
LPI if front plate	100	36.0
LPI if rear plate only	80	45.0
LPR	120	30.0
Insertion Ticket for POF Validation	360	10.0
<b>POF Central Pay to Cashier</b>		
Cash to POF cashier - Variable Rate	175	20.7
Credit card-online check (telephone line) and sign	115	32.7
Credit card-online check but no sign	135	26.7
Credit card-batched or high speed line and no sign	245	14.7
Validated for free parking	600	6.0
<b>POF Central Pay to Machine</b>		
Cash to APS-Variable Rate	75	48.0
Credit card - online check (telephone line) and sign	NA	NA
Credit card - online check but no sign	66	54.5
Credit card - batched or high speed line and no sign	100	36.0
Validated for free parking	240	15.0

Sharp turns in the approach to equipment lanes have a significant impact on  $\mu$ . When it is more difficult for a patron to pull into the lane from the first position in the queue, seconds are lost from each transaction. This loss can be accounted for by **adding** seconds to the average transaction time to represent the turning factor. See Figure 4-10 for diagrams showing appropriate turning factors for design. If, for example, the design of a lane equipped with an insertion card reader requires a very difficult turn into the lane, and thus adds five seconds to the average transaction, the adjusted service rate is  $3600/(8.3+5 = 13.3)$  seconds per transaction.

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