

Submitted to: The Town of Palm Beach

PREPARED BY: THE CORRADINOGROUP

4055 NW 97<sup>TH</sup> AVENUE, SUITE 200 • DORAL, FL 33178 • 305.594.0735 • F: 305.594.0755 • WWW.CORRADINO.COM



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# **EXECUTIVE SUMMARY**

The Corradino Group, Inc. was hired on behalf of the Town of Palm Beach (Town) to prepare this traffic and parking study. The traffic and parking study included an evaluation of the following items:

- Firstly, Traffic Analyses, involving a Trip General Comparison, Intersection Capacity Analysis, Origin-Destination Analysis, and South Lake Avenue One-Way Analysis.
- Secondly, a Parking Analysis, that includes Parking Supply and Demand and a Valet Parking Review of 18 restaurant locations.

Below is a summary of the **<u>SCOPE</u>** items:

1. Traffic Analyses

1.1 Trip Generation Comparison -Provide a trip generation comparison of restaurants, commercial and office businesses using the Institute of Transportation Engineers (ITE) Trip Generation Manual (Manual). The purpose of this section of the report is to provide a general idea of the number of potential trips that may be generated by different land uses and different intensities.

1.2 Intersection Capacity Analysis – Complete intersection capacity analyses for the morning and afternoon peak hours for the existing (2023) and future (2028) conditions at twenty-three (23) intersections (signalized and unsignalized) within the Town. The following is the list of the twenty-three (23) intersections that were analyzed:

- 1. County Road and Golfview Road (Signalized)
- 2. County Road and Worth Avenue (Signalized)
- 3. County Road and Peruvian Avenue (Signalized)
- 4. County Road and Chilean Avenue (Unsignalized)
- 5. County Road and Australian Avenue (Unsignalized)
- 6. County Road and Brazilian Avenue (Unsignalized)
- 7. County Road and Royal Palm Way (Signalized)
- 8. County Road and Seaview Avenue (Unsignalized)
- 9. County Road and Royal Poinciana Way (Signalized)
- 10. County Road and Breakers Row (Signalized)
- 11. County Road and Sunset Avenue (Signalized)
- 12. County Road and Sunrise Avenue (Signalized)
- 13. Bradley Place and Sunset Avenue (Unsignalized)



- 14. Bradley Place and Sunrise Avenue (Signalized)
- 15. Cocoanut Row and Royal Poinciana Way (Signalized)
- 16. Cocoanut Row and Royal Palm Way (Signalized)
- 17. Ocean Boulevard and Southern Boulevard (Roundabout)
- 18. Lake Drive and Royal Palm Way (Unsignalized)
- 19. Lake Drive and Brazilian Avenue (Unsignalized)
- 20. Lake Drive and Australian Avenue (Unsignalized)
- 21. Lake Drive and Chilean Avenue (Unsignalized)
- 22. Lake Drive and Peruvian Avenue (Unsignalized)
- 23. Cocoanut Row and Worth Avenue (Unsignalized)

The purpose of these analyses is to evaluate the traffic operating conditions of the twentythree (23) intersections and provide recommendations to improve any excessive delays or capacity issues, turn lane storage length capacity issues where turn lane vehicle queues block the adjacent through movements.

1.3 Origin - Destination Analysis – Evaluate STREETLIGHT DATA to determine the current traffic patterns to the Town for average weekday and weekend conditions. STREETLIGHT DATA is a technology platform that gathers and reviews data obtained from Connected Vehicle Data (CVD), GPS Data, smart phones data, and commercial truck data (amongst others) on a daily, weekly, or monthly basis. It allows the user to select zones or roadways and analyze where travel originates and ends. The purpose of this evaluation is to determine the following:

- What percentage of the daily traffic is local traffic or traffic from outside of the Town and
- To determine the distribution of traffic originating from each of the entry points into the Town.

1.4 South Lake Drive One Way Analyses – Evaluate the potential modification of South Lake Drive between Royal Palm Way and Peruvian Avenue from a two-way corridor to a one-way southbound corridor. The purpose of this section is to determine the traffic impacts to the adjacent roadway network should the Town decide to move forward with the above-mentioned traffic modifications of South Lake Drive.



### 2. Parking Analysis

Parking Supply and Demand – Evaluate the existing parking supply, parking utilization, parking accumulation and parking strategies of the Town's Commercial Areas to answer the following three items.

- 1. How much parking is provided in the study areas?
- 2. How parking is being utilized and if the current demand exceeds capacity?
- 3. Identification of feasible strategies for increasing total or localized available parking utilization that is both satisfactory to the Town's residents and productive for businesses.

Valet Parking Analysis – Complete valet queuing data collection and general observations at eighteen (18) restaurant locations selected by the Town within the commercial areas during a regular weekday peak PM period and a weekend PM peak period. The purpose of these observations is to identify operational issues related to existing valet operations and traffic circulation patterns of these 18 locations. The following is the list of the specific eighteen (18) restaurant locations that were evaluated.

- 1. Meat Market Steakhouse
- 2. Echo Palm Beach
- 3. Palm Beach Catch
- 4. Lola 41 Palm Beach
- 5. Trevini Ristorante
- 6. Cucina Palm Beach
- 7. Henry's Palm Beach
- 8. Almond Palm Beach
- 9. Carriage House Club
- 10. La Goulue Palm Beach
- 11. Buccan Palm Beach
- 12. Bricktops Palm Beach
- 13. Pizza Al Fresco
- 14. Bice Ristorante
- 15. Club Colette
- 16. Café Via Flora
- 17. Ta-boo Restaurant
- 18. Le Bilboquet Palm Beach

The following is a summary of the **FINDINGS** for each of the scope items.

#### 1. Traffic Analysis

## 1.1 Trip Generation Comparison

Tables 1 and 2 below provide a summary of the results of the potential expected trips from different land uses and size/densities assigned by the Town during the AM and PM peak hours respectively, according to the ITE Trip Generation Manual (Manual). This Manual is the most widely used industry resource for the preparation of transportation impact analyses.

	AM PEAK HOUR TRIP GENERATION COMPARISION												
	Decorintion	Size	Net New Trips										
TIE LUC	Description	/Density*	In	Out	Total								
932	High Turnover (Sit-Down) Restaurant	8000 sf.	42	35	77								
822	Strip Retail Plaza <40k sf.	30,000 sf.	42	29	71								
821	Shopping Plaza 40 - 150k sf.	80,000 sf.	175	107	282								
710	General Office Building	100,000 sf.	147	20	167								

#### Table 1 AM Peak Hour Generator (Summary)

\* (sf.) Square feet of gross leasable area

#### Table 2 PM Peak Hour Generator (Summary)

	PM PEAK HOUR TRIP GENERATION COMPARISION												
	Description	Size	Net New Trips										
TIE LOC	Description	/Density*	In	Out	Total								
932	High Turnover (Sit-Down) Restaurant	8000 sf.	44	28	72								
822	Strip Retail Plaza <40k sf.	30,000 sf.	99	99	198								
821	Shopping Plaza 40 - 150k sf.	80,000 sf.	211	228	439								
710	General Office Building	100,000 sf.	28	138	166								

\* (sf.) Square feet of gross leasable area



#### 1.2 Intersection Capacity Analysis

Level of Service (LOS) is the standard used to evaluate traffic operating conditions in transportation systems. It is measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst. However, in recent years there have been multiple discussions on how a LOS A is most likely not a desirable goal from a transportation perspective. LOS A during the peak travel hour, could indicate that the roadway is being underutilized, that there has been inefficient use of funding, and leaves the facility open to higher speeds during the off-peak times and a potential increase in speed related crashes and their severity. LOS F is also an undesirable condition, it represents a failing condition during the analysis period, meaning that the travel demand exceeds capacity, and the facility is operating in oversaturated conditions. Figure 1 below provides additional information regarding what Level of Service is (LOS) and what it represents.



Figure 1 What is Level of Service (LOS)? Source: Roadway Capacity & Operations Policy MDOT

Based on the results of the existing conditions (2023) traffic analyses, all the signalized intersections evaluated currently operate at an acceptable LOS D or better during the PM peak hour. During the AM peak hour, all signalized intersections operate at an acceptable



LOS D or better, except for the Cocoanut Row and Royal Palm Way signalized intersection (Intersection #16) which operates at an overall LOS E in the existing conditions (2023) traffic analysis with 61 seconds of delay. (See Table 7 for 2023 LOS results)

The Town is currently working on the deployment of Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction. The objective of the ATCS is to provide optimized signal timing plans based on real-time traffic demands. This technology helps improve travel time and delay. The forecasted 2028 traffic analyses that were completed as part of this study included the proposed modifications to the signal timing plans to be implemented as part of the Town's Adaptive Traffic Control Systems (ATCS) project previously mentioned.

Based on the results of the forecasted conditions (2028) traffic conditions, the following can be determined:

- All signalized intersections are expected to operate at an acceptable LOS D or better during the AM and PM peak hour scenarios. The Cocoanut Row and Royal Palm Way signalized intersection (Intersection #16) is expected to improve from an overall existing LOS E with 61 seconds of delay (Existing 2023 analysis) to an overall LOS C with 21.8 seconds of delay (Forecasted 2028 analysis) during the AM peak hour. This improvement in delay can be attributed to the proposed modifications to the signal timing plans part of the Town's ATCS project, as previously described. (See Table 8 for forecasted 2028 LOS results)
- Unsignalized intersections were also evaluated in the traffic analyses. All individual approaches during the AM peak hour scenario are expected to operate at an acceptable LOS D or better. During the PM peak hour scenario, all individual approaches, are expected to operate at an acceptable LOS D or better, except for the westbound (WB) movement at the Bradley Place and Sunset Avenue unsignalized intersection (Intersection #13) which is expected to operate at a LOS F with 63.6 seconds of delay. This analysis was completed utilizing intersection turning movement counts collected in February/March 2023 when Sunset Avenue was operating as a two-way roadway.

A 95th percentile queue length analysis was also completed for the 2028 scenario at each of the study signalized intersections during the weekday AM and PM peak hours. The 95th



percentile queue lengths are an important performance measure in traffic engineering to help determine the required storage length for pocket turn lanes at signalized intersections, so that the risk of turning vehicles blocking the adjacent through lanes could be minimized.

The results of the 95th percentile queuing analyses indicate that all existing turn lane storage lengths at the study signalized intersections will provide adequate capacity to accommodate the 2028 forecasted vehicular queues during the AM and PM peak hour scenarios, except for the eastbound left-turn lanes (EBLTL) at the County Road and Royal Palm Way signalized intersection (Intersection #7) and EBLTL at the Cocoanut Row and Royal Palm Way signalized intersection (Intersection #16). It should be noted that the expected EBL level of service (LOS) for these individual movements at the two (2) previously mentioned intersections are expected to operate at a LOS C, which means that the existing EBLTL turn lane bays are not restricting the capacity of the EB through lanes, it is just making the situation less desirable. The above was confirmed by visual observations completed during peak and off-peak times.

### 1.3 Origin - Destination (OD) Analysis

STREETLIGHT DATA is a technology platform that gathers and reviews data obtained from Connected Vehicle Data (CVD), GPS Data, smart phones data, and commercial truck data (amongst others) on a daily, weekly, or monthly basis. It allows the user to select zones or roadways and analyze where travel originates and ends.

STREETLIGHT DATA was evaluated to determine the current traffic patterns to the Town for average weekday and weekend conditions. The analysis divided the Town of Palm Beach into three distinct areas: North District, Central District and South District, see Figure 2 for a map of the zones. Based on the results of the Origin-Destination Analyses, the following was determined:

- A total of 38,400 trips come into the town daily using the five entry points- which are the 4 causeways and Ocean Boulevard at the south end of the Town.
- A total of 11,247 average weekday trips are destined to the major attractors in the area (beaches, commercial areas and golf courses). These trips can include associated work trips as well as recreational trips.
- A total of 15,806 average weekend day trips are destined to the major attractors in the area.



- On a typical weekday, the North District attracts mainly golf course (2,410) and commercial area (1,531) trips. The Central District attracts mainly commercial area trips (2,190) and beach trips (969). And the South District attracts mainly beach trips (3,741) and golf course trips (313).
- On a typical weekend day, the types of trips each district attracts is similar to those of the weekday, except that the magnitude of trips are different. North District attracts mainly golf course (2,477) and commercial area (1,625) trips. The Central District attracts mainly commercial area trips (1,749) and beach trips (1,543). And the South District attracts mainly beach trips (8,052) and golf course trips (314).
- Based on the results of the STREETLIGHT DATA reviewed, there are about 11,000 trips classified as work trips. This number was confirmed with the *Longitudinal Employer-Household Dynamics (LEHD)* program which is part of the Center for Economic Studies at the U.S. Census Bureau. It should be noted that there may be other employment trips such as temporary construction workers, and self-employment trips such as plumbers, landscapers not generally accounted for in the U.S Census data.

# **TOWN OF PALM BEACH OD ZONES ANALYSIS**



Figure 2 OD Zones Analysis Map



#### 1.4 South Lake Drive One Way Analyses

The Town requested that the potential conversion of South Lake Drive between Royal Palm Way and Peruvian Avenue from a two-way corridor (north-south) to a one-way southbound corridor be evaluated based on the future 2028 forecasted traffic conditions. The results of the 2028 future scenario of the South Lake Drive conversion from a two-way corridor to a one-way southbound corridor confirmed that no significant impacts to the adjacent roadway network are expected and that the signalized intersection of Cocoanut Road and Royal Palm Way (where most of these diverted trips will be absorbed) would continue to operate at an overall acceptable LOS C for the forecasted 2028 traffic conditions.

#### 2. Parking Analysis

### Parking Supply & Demand

There are two (2) commercial parking districts that were studied, the South and the North Commercial Parking Districts. The boundaries for each District can be seen in Figure 2. For each district, two types of parking data were collected: 1) parking accumulation data/studies and 2) parking occupancy data/studies.

The South Commercial Parking District includes a total of 1,188 on-street parking spaces from South Lake Drive to South Ocean Boulevard and from Royal Palm Way to Worth Avenue. The actual study area is smaller in that it does not include Royal Palm Way, South Ocean Boulevard, and South Lake Drive or the segment of east-west streets from Cocoanut Row to South Lake Drive. Thes area includes 718 on-street parking spaces. For the entire area, of the 1,188 on-street parking spaces, only about 70% are available to the public for self-parking, with the rest reserved for commercial and passenger loading, valet areas, or reserved for residential permit holders. Ownership patterns and proprietary restrictions on off-street spaces cause a similar reduction of public parking supply on off-street locations. In total, 1,350 off-street spaces are available in the South District; however, only 895 (66%) are available for public self-parking. In total, restrictions lower the publicly available parking supply by 35% in the South Parking Study District.

In the North Commercial Parking Study District, on-street parking is less impacted by restrictions, where there are 220 on-street parking spaces in total, and only 9 are regulated as commercial and passenger loading zones or taxi stands, leaving 96% available for public self-parking. The off-street parking in the North Study District is more impacted by



ownership patterns and proprietary restrictions. Of the 502 off-street spaces, 386 (77%) are publicly available for self-parking. In the North Study District, restrictions lower the publicly available parking supply by 17%.



Figure 3 North & South Commercial Parking Study Districts (Town's Zoning Map Excerpt)

The following is a summary of the evaluated Parking Supply and Demand

- There is adequate supply for both commercial parking study districts when considered on a district-wide basis; however, particularly within the South Commercial Parking Study District, there are localized shortages caused by the combined effects of street circulation patterns, destination locations, the distribution of parking within the district, and lack of parking information to visitors.
- The parking supply includes the spaces allocated to valet parking. Valet parking provides an alternative way to access parking and can reduce traffic caused by cars circulating to find parking. For the visitor, valet is a convenience. For the destination



business owners, valet operations are good business by providing a desired service to their patrons and assurance that patrons don't balk due to apparent lack of convenient parking. The valet operations do not increase the supply of parking in the commercial districts of the Town because they use parking areas that are generally within the respective commercial districts.

- On weekends, Worth Avenue on-street parking is full, and off-street parking is near capacity west of South County Road; however, there is adequate available supply elsewhere within the district.
- On weekdays there is a localized lack of capacity near Brazilian Avenue west of South County Road.
- Supply and demand are misaligned either locationally, by ownership, or by management.
- Additional capacity is not required for the entirety of each district. Management strategies that better utilize areas where parking is available can alleviate parking issues.
- Community expectations for walk distance are very short, as evidenced by the large number of valet operations. Well managed valet is a good choice for management at high-priced establishments.

## Parking Policy: Zoning Code, Redevelopment, And Legacy<sup>1</sup> Buildings

Like other exclusive communities, the Town's zoning requirements with regard to parking are more conservative, requiring more parking spaces than is typical to assure the highest level of convenience for its residents and viable service for its businesses. This also mitigates some of the effect of historic and other older buildings that continue to operate as an important part of the commercial districts with legacy parking supplies dating back to when they were built. The following characteristics were noted:

- The Town's zoning code parking requirements are generally enforceable, using units of development such as floor area or bedroom counts, and not dependent on person counts which are used in other places and difficult to administer.
- Parking incentives are not a focus in the Town's zoning code for new development, as the parking requirements support higher increased parking supply to respond to community needs.

<sup>&</sup>lt;sup>1</sup> The term is to refer to buildings that are NOT subject to the current zoning code; therefore, grandfathered buildings with regard to parking.



#### Valet Parking Analysis

Valet parking queue data was collected in one-minute intervals and maximum queues were documented during the weekday peak period on Monday, April 17<sup>th</sup> and Friday, April 21<sup>st</sup> between 5:00 to 8:00 P.M. and during the peak period on Saturday, April 15<sup>th</sup> between 5:00 to 9:00 P.M. at eighteen (18) restaurant locations within the commercial areas of the Town. The maximum observed queues were documented as well as the total number of vehicles that were parked during these periods.

Based on the results of the observations, restaurant locations #1 Meat Market, #2 Echo Palm Beach, #5 Trevini, #13 Pizza Al Fresco, #14 Bice, #15 Club Colette experienced long queues and existing Town records documented in Appendix G do not provide sufficient information to validate the existing approved valet operations for the majority of the eighteen (18) restaurants assigned.

The Town of Palm Beach Police Department monitors the approved valet parking operations at the authorized commercial locations throughout the Town. The approved valet operations are monitored daily by the watch commander of the Town of Palm Beach Police Department as part of their valet parking enforcement strategies to ensure that there are no violations. The Town of Palm Beach Police Department understands the use of private parking lots in the valet parking operations for the authorized commercial locations and monitors the number of approved spaces in these private parking lots. If there are code compliance issues observed, the Town of Palm Beach Police Department issues a warning. If the code compliance issues do not get resolved after the warning is issued, the current approved valet parking operations can then be subject to reevaluation by the Town Council.

The following is a summary of the **<u>RECOMMENDATIONS</u>** for each of the previously identified scope items.

#### 1. Traffic Analyses

#### 1.1 Trip Generation Comparison

There are no recommendations from this section of the study as this was a request to provide a general idea of the number of potential trips that may be generated by different land uses and different intensities.



#### 1.2 Intersection Capacity Analysis

Based on the results of the completed traffic operation analyses, the Town should consider the following.

- Continue to monitor queue lengths at signalized intersections to make sure adequate capacity is provided for travel demands.
- Complete a traffic signal warrant analysis at the 3-leg intersection of Bradley Place and Sunset Avenue. This recommendation is based on the analysis that was completed as part of this study when Sunset Avenue was operating as a two-way roadway. Should the results of the signal warrant analysis indicate that a traffic signal is warranted at this intersection, signal coordination with nearby traffic signals will be necessary due to the short distance between them.
- The Town has modified the Sunset Avenue corridor from a two-way roadway to a
  one-way eastbound only roadway. This one-way conversion occurred after the
  traffic data collection was completed for this study in February/March of 2023. It is
  recommended for the Town to complete a before and after analysis to evaluate the
  traffic operations along the corridor and any impacts to the subject intersections
  based on this modification. The traffic analysis should include collecting current
  traffic count data to verify that no significant impacts are observed from the traffic
  that has been relocated to nearby intersections due to the one-way conversion.

## 1.3 Origin Destination Analysis

There are no recommendations from this section of the study as this was a request to provide the answers that have been included under the findings section.

## 1.4 South Lake Drive One-Way Analysis

The results of the 2028 future scenario, with the proposed South Lake Drive southbound direction only, confirmed that no significant impacts to the adjacent roadway network are expected, and that the signalized intersection of Cocoanut Road and Royal Palm Way, where most of these trips will be absorbed, would continue to operate at an overall acceptable LOS C for the forecasted 2028 traffic conditions. Should the Town decide to move forward with this new traffic pattern along South Lake Drive, local service agencies such as fire, police, and emergency medical services personnel, need to be involved early on during this process.



#### 2. Parking Analysis

The Corradino Group, Inc. is familiar with the Town's (6) Point Parking Program, that is currently being developed and refined. A number of our proposed parking recommendations align with the 6 key points of the program.

The key elements of the (6) Point Parking Program, are identified as follows:

- Part 1: Expansion of paid parking in the business district, from Barton Avenue to Hammon Avenue
- Part 2: Palm Beach Resident Parking Decals.
- Part 3: Valet Parking on Worth Avenue and South County Road.
- Part 4: Signage to direct drivers to Parking Opportunities.
- Part 5: Free 30-minute Parking Spaces for added Convenience.
- Part 6: Long-term Goal of Building a Parking Facility in the Business District.

Based on the results of the completed parking evaluations, the Town should consider the following parking recommendations.

#### Parking Supply

 At this time, we do not recommend additional capacity to be built until management strategies are implemented to more efficiently utilize the existing the existing parking supply in the South Commercial Parking Study District or in the North Commercial Parking Study District.

#### Parking Management

- Implementation of Dynamic Parking Wayfinding via smartphone applications for residents and visitors parking. Dynamic wayfinding means that the application keeps track of the nearest location of a parking space in real time and can guide the driver along the quickest path to the space. The same application may also be used to reserve a space ahead of time. Without the need for physically posted signage, the application can also manage demand by varying the cost of spaces as well as the parking duration rules, and even can vary the price based on parking duration, such as discounting the first hour or half hour to incentivize faster turnover, especially at on-street locations where higher turnover is desired.
- Adoption of an app-based paid parking system applicable to all public parking spaces throughout both business districts. The Town should also pursue



agreements to integrate large parking facilities into the program. The app-based system should include the following functionalities:

- Dynamic tracking of parking supply, occupancy, and time until empty.
- Establish maximum parking durations that can be adjusted to manage utilization within the districts.
- Variable pricing to manage demand.
- Variable pricing to manage turnover, such as discounted initial parking rates that scale up the longer a vehicle remains.
- Easy and convenient touch-free payments for the consumer, with notifications when time is getting low.
- Ability to integrate a residential tag program by permitting long term and overnight parking for residents and their guests, but not other visitors.
- Ability to implement an employee program be permitting long-term day parking for employees.
- Revenue tracking for the Town.
- Enforcement notifications to identify vehicles that remain in a space overtime.
- Provide management data to the Town on a monthly basis to support the Town's ongoing parking management, and to identify localized and temporary shortages.

#### Parking Policy:

- A review of the current Town's zoning code towards the following changes:
  - The zoning code should reinforce shared parking as a way to better utilize empty spaces within the walksheds of destinations. Along with new commercial or mixed-use development applications and approvals, public private partnerships for shared parking capacity can create a long-term program to provide additional parking supply.
  - Legacy buildings should be identified and listed along with their as-built parking supply and the shortfall compared to current regulations, and data should be tracked according to the uses that occupy these buildings. Legacy building parking needs should be considered for inclusion into the app-based parking management system to provide for their needs in a managed way.



If intercept parking with micro-transit is chosen as a solution at a future time, then code requirements may include in-lieu impact fees that new development may pay instead of providing on-site parking. Intercept parking is the location of a major parking facility that is close to the access point of the district and allows visitors to park without entering the district by car. This reduces the amount of traffic caused by circulating to find a parking space and allows for a more enjoyable pedestrian environment. It also maintains the historic character of the commercial districts by supporting off-site alternatives to surface parking and expensive structured parking diminished the ability for new developments to de designed with compatible architectural character.

#### Valet Parking Analysis

Based on the results of the valet parking queuing operational analysis and review of the valet parking schematic diagrams on file at the Town, the following recommendations should be considered by the Town and are provided in short-term, mid-term and long-term efforts.

- Short-Term:
  - Develop a valet parking operational plan methodology (policy/code update). The valet parking methodology should be requested from the applicant/owner and should include detailed information on the proposed valet routing plan, anticipated queueing, pick-up/drop-off operations including valet stand location and the number of valet operators as well as specific details regarding the use of off-site surface parking lots or parking garages in the valet parking operations and the number of parking spaces allocated and/or necessary for the same.
  - Create a GIS layer of existing approved valet parking locations within the Town. Populate the GIS layer with parking requirements for each commercial location, assigned parking spaces/lots, etc. For example, there were several restaurant owners that use the Apollo Parking lot for their valet operations. There should be a parking inventory of how many parking spaces in surface parking lots or garages are already accounted for in these approved valet operations.
  - Continue to review each valet parking permits/agreements annually and make any necessary modifications where necessary. The Town of Palm



Beach Police Department will also reevaluate the internal valet parking policies and processes and make any necessary modifications to ensure a comprehensive code enforcement process is implemented.

- Mid-Term:
  - Request that existing restaurant owners provide the valet parking operational plan per the Town's approved methodology.
- Long-Term:
  - Create an overall valet parking circulation master plan per District that can be reviewed and updated by Town staff as necessary.

# **1. TRAFFIC ANALYSES**

# **1.1 TRIP GENERATION COMPARISION**

Trip generation calculations for four (4) different land uses were completed using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> edition.

The trip generation comparison was determined using ITE Land Use Codes (LUC) 932 High Turnover (Sit-Down) Restaurant, LUC 822 (Strip Retail Plaza less than 40,000 square feet of gross leasable area (GLA), LUC 821 Shopping Plaza between 40,000 and 150,000 square feet of GLA, and LUC 710 General Office Building.

The four (4) LUCs and size of potential developments for the trip generation comparison of this section of the report were agreed and confirmed with Town staff and are shown in Table 1.1-1

LAND USES AND SIZES											
ITE Land Use Code (LUC)	Size										
932	High Turnover (Sit-Down) Restaurant	8,000 sf.									
822	Strip Retail Plaza (<40K)	30,000 sf.									
821	Shopping Plaza (40-150k)	80,000 sf.									
710	General Office Building	100,000 sf.									

#### Table 3 ITE Land Uses and Descriptions

The AM peak, PM peak and daily trips comparison are shown in Tables 4, 5 and 6 accordingly. Pass-by capture trips are expected and were determined based on rates contained in the ITE's Trip Generation Handbook, 3<sup>rd</sup> Edition. A pass-by rate of 40% was utilized for LUC 821 (Shopping Plaza) for the PM peak hour generator.

According to ITE's Trip Generation Handbook, 3<sup>rd</sup> Edition, pass-by trips are also expected for LUC 932 (High Turnover Sit-Down Restaurant), during the PM peak hour; however, due to the fact that few people "stop by" at restaurants on their way to or from another location in the Town, this pass-by percentage was not used for the purpose of this section, as most trips to restaurants on the island would be single purpose only.

It should also be noted that pass-by trips should also be expected for LUC 822 (Strip Retail Plaza) during the PM peak hour; however, since ITE does not provide pass-by rates for this use, then no pass-by rate credits were applied for the purpose of this section of the report. Therefore, the PM peak trips shown on Table 5 for LUC 822 (Strip Retail Plaza) are higher than expected.



	AM PEAK HOUR TRIP GENERATION COMPARISION														
ITE LUC	Description	Unit	Total Units	Directional Distribution %		Directional Distribution %			Total Trips		Pass-by	y Rate	Ne	et New Tr	ips
				In	Out	In	Out	Total	Percent	Trips	In	Out	Total		
932	High Turnover (Sit-Down) Restaurant	1000 sf	8.0	55%	45%	42	35	77	0%	0	42	35	77		
822	Strip Retail Plaza <40k	1000 sf	30.0	60%	40%	42	29	71	0%	0	42	29	71		
	ĺ į										j				
821	Shopping Plaza 40 - 150k	1000 sf	80.0	62%	38%	175	107	282	0%	0	175	107	282		
710	General Office Building	1000 sf	100.0	88%	12%	147	20	167	0%	0	147	20	167		
LUC 932: /	AM Peak Hour Trip Generation = 8.0 x 9.5	57 (Avg. Rate)	ITE 11	th Edition page	ə 674										
LUC 822: /	AM Peak Hour Trip Generation = 30 x 2.3	6 (Avg. Rate)	ITE 11	th Edition page	ə 230										
LUC 821: /	AM Peak Hour Trip Generation = 80 x 3.5	3 (Avg. Rate)	ITE 11	th Edition page	e 200										
LUC 710: 1	_n(AM Peak Hour Trip Generation) = 0.8€	5 Ln (100) + 1.1	i6 (Fitted Cu	urve) ITE 1	1th Edition pa	age 710									

#### Table 4 AM Peak Hour Peak Generation Comparision

#### Table 5 PM Peak Hour Peak Generation Comparision

	PM PEAK HOUR TRIP GENERATION COMPARISION												
ITE LUC	C Description	Unit	Total Units	Directional Distribution %		Directional Total Trips stribution %			Pass-b	y Rate	Net New Trips		
				In	Out	ln	Out	Total	Percent	Trips	ln	Out	Total
932	High Turnover (Sit-Down) Restaurant	1000 sf	8.0	61%	39%	44	28	72	0%*	0	44	28	72
822	Strip Retail Plaza <40k	1000 sf	30.0	50%	50%	99	99	198	0%	0	99	99	198
821	Shopping Plaza 40 - 150k	1000 sf	80.0	48%	52%	352	380	732	40%	293	211	228	439
710	General Office Building	1000 sf	100.0	17%	83%	28	138	166	0%	0	28	138	166
LUC 932:	PM Peak Hour Trip Generation = 8.0 x 9.	05 (Avg. Rate)	ITE 11	th Edition pag	e 675								
LUC 822:	PM Peak Hour Trip Generation = 30 x 6.5	i9 (Avg. Rate)	ITE 11	th Edition pag	e 231								
LUC 821:	PM Peak Hour Trip Generation = 7.67(80	)+118.86 (Fitter	d Curve) II	E 11th Edition	n page 201								
LUC 710:	Ln(PM Peak Hour Trip Generation) = 0.83	3 Ln (100) + 1.2	29 (Fitted Cu	urve) ITE 11t	h Edition pag	je 711							
* Pass-by R	ate for ITE LUC 932 was not applied, as m	ost trips to resta	urants on th	e island woul	d be single p	urpose.							



	DAILY TRIP GENERATION COMPARISION												
ITE LUC	Description	Unit	Total Units	Direct Distribu	Directional Total Trips Distribution %		Pass-b	y Rate	Ne	et New Tr	ips		
				In	Out	ln	Out	Total	Percent	Trips	In	Out	Total
932	High Turnover (Sit-Down) Restaurant	1000 sf	8.0	50%	50%	429	429	858	0%	0	429	429	858
822	Strip Retail Plaza <40k	1000 sf	30.0	50%	50%	817	817	1634	0%	0	817	817	1634
821	Shopping Plaza 40 - 150k	1000 sf	80.0	50%	50%	3785	3785	7570	0%	0	3,785	3,785	7,570
710	General Office Building	1000 sf	100.0	50%	50%	580	580	1160	0%	0	580	580	1160
LUC 932:	PM Peak Hour Trip Generation = 8.0 x 10	7.20 (Avg. Rate	e) ITE 1	1th Edition pag	ge 673								
LUC 822:	PM Peak Hour Trip Generation = 30 x 54.	45 (Avg. Rate)	ITE 1	1th Edition page	ge 229								
LUC 821:	PM Peak Hour Trip Generation = 76.96(8	0)+1412.79 (Fit	ted Curve)	ITE 11th Edi	tion page 19	9							
LUC 710:	Ln(PM Peak Hour Trip Generation) = 0.87	' Ln (100) + 3.0	)5 (Fitted Cu	urve) ITE 11	th Edition pag	ge 709							

**Table 6 Daily Trip Generation Comparision** 

The relevant pages from the ITE Trip Generation Manual are included in Appendix A

# **1.2 INTERSECTION CAPACITY ANALYSES**

## **1.2.1 EXISTING CONDITIONS – ROADWAY CHARACTERISTICS**

South County Road / North County Road: within the limits of the study, it is a four-lane, two-way undivided minor collector. It runs in the north/south direction, and it is maintained by the Town. The posted speed limit is 25 MPH. This roadway facility provides sidewalks on both sides of the road. There is on-street parking on both sides of the road from Seaspray Avenue south to Chilean Avenue and along the east side of the road from Chilean Avenue to Worth Avenue. There are no dedicated bicycle facilities along the limits of the study.

Cocoanut Row: within the limits for the study, it is a three-lane (2-northbound lanes, 1-southbound lane), two-way undivided local roadway from Royal Poinciana Way south to Pendleton Avenue and a two-lane, two-way from Pendleton Avenue south to Worth Avenue. It runs in the north/south direction, and it is maintained by the Town. The posted speed limit is 25 MPH. This roadway facility provides sidewalks on both sides of the road; except from Pendleton Avenue south to Seabreeze Avenue; which provides sidewalk on the east side only. There is on-street parking on both sides of the road south of Royal Palm Way to Worth Avenue. There are no dedicated bicycle facilities along the limits of the study.

South Lake Drive: within the limits for the study, it is a two-lane, two-way undivided local roadway. It runs in the north/south direction, and it is maintained by the Town. The posted speed limit is 25

MPH. This roadway facility provides sidewalks and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

Bradley Place: within the limits for the study, it is a two-lane, two-way undivided local roadway. It runs in the north/south direction, and it is maintained by the Town. The posted speed limit is 25 MPH. This roadway facility provides sidewalks on both sides of the road. There is on-street parking on both sides of the road from Atlantic Avenue south to Park Avenue and along the east side of the road from Park Avenue to Royal Poinciana Way. There are no dedicated bicycle facilities along the limits of the study.

Royal Poinciana Way: within the limits of the study, it is a four-lane, two-way divided major collector. It runs in the east/west direction, and it is maintained by the Town. The posted speed limit is 30 MPH. This roadway facility provides sidewalks on the north side of the road only and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

Royal Palm Way: within the limits of the study, it is a four-lane, two-way divided minor arterial. It runs in the east/west direction, and it is maintained by the Town. The posted speed limit is 30 MPH. This roadway facility provides sidewalks on both sides of the road. There are no dedicated bicycle facilities or on-street parking along the limits of the study.

Worth Avenue, Chilean Avenue: within the limits for the study, these are two-lane, one-way undivided local roadways. These run in the westbound direction, and they are maintained by the Town. There is no posted speed limit along these corridor segments. These roadway facilities provide sidewalks and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

Peruvian Avenue, Australian Avenue: within the limits for the study, these are two-lane, one-way undivided local roadways. These run in the eastbound direction, and they are maintained by the Town. There is no posted speed limit along these corridor segments. These roadway facilities provide sidewalks and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

Brazilian Avenue, Sunset Avenue and Sunrise Avenue: within the limits for the study, these are two-lane, two-way undivided local roadways. These run in the east/west direction, and they are maintained by the Town. There is no posted speed limit along the corridor segments. These



roadway facilities provide sidewalks and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

South Ocean Boulevard / SR A1A: within the limits of the study, it is a two-lane, two-way undivided major collector. It runs in the north/south direction, and it is maintained by the Florida Department of Transportation. The posted speed limit is 30 MPH. This roadway facility does not provide sidewalk, on-street parking, or dedicated bicycle facilities.

Southern Boulevard / US 98: within the limits of the study, this is a two-lane, two-way undivided minor arterial. It runs in the east/west direction, and it is maintained by the Florida Department of Transportation (FDOT). The posted speed limit is 25 MPH. This roadway facility does not provide on-street parking or dedicated bicycle facilities, but it does provide sidewalk on both sides of the road.

#### **1.2.2 DATA COLLECTION**

AM and PM peak intersection turning movement counts (TMCs) along with pedestrian and bicycle counts were collected on Tuesday February 28<sup>th</sup>, 2023, at the following twenty-three (23) intersection locations:

- 1. County Road and Golfview Road (Signalized)
- 2. County Road and Worth Avenue (Signalized)
- 3. County Road and Peruvian Avenue (Signalized)
- 4. County Road and Chilean Avenue (Unsignalized)
- 5. County Road and Australian Avenue (Unsignalized)
- 6. County Road and Brazilian Avenue (Unsignalized)
- 7. County Road and Royal Palm Way (Signalized)
- 8. County Road and Seaview Avenue (Unsignalized)
- 9. County Road and Royal Poinciana Way (Signalized)
- 10. County Road and Breakers Row (Signalized)
- 11. County Road and Sunset Avenue (Signalized)
- 12. County Road and Sunrise Avenue (Signalized)
- 13. Bradley Place and Avenue (Unsignalized)
- 14. Bradley Place and Sunrise Avenue (Signalized)
- 15. Cocoanut Row and Royal Poinciana Way (Signalized)
- 16. Cocoanut Row and Royal Palm Way (Signalized)
- 17. Ocean Boulevard and Southern Boulevard (Roundabout)
- 18. Lake Drive and Royal Palm Way (Unsignalized)

- 19. Lake Drive and Brazilian Avenue (Unsignalized)
- 20. Lake Drive and Australian Avenue (Unsignalized)
- 21. Lake Drive and Chilean Avenue (Unsignalized)
- 22. Lake Drive and Peruvian Avenue (Unsignalized)
- 23. Cocoanut Row and Worth Avenue (Unsignalized)

Figures 4 and 5 show the locations of the study intersections.



**Figure 4 Study Intersections Locations** 

<image>

Figure 5 Study Intersection Location

The FDOT Peak Season Factor Category Report (2022) for the study area revealed a PSCF of 0.98 during the week when the traffic data was collected, therefore, a PSCF a conservative value of 1.00 was applied to the turning movement counts collected in February 2023, so that no reduction on the collected trips were accounted for the analyzes completed as part of this study.

Historical average daily traffic counts published on FDOT's Florida Traffic Online site were reviewed and the historical annual growth rate was determined for the study area. This analysis indicated that the annual historic growth is projected to decrease in future years. A conservative annual growth rate of 1.0% was used for the purpose of this study. The forecasted traffic volumes considered in the operational analysis for the year 2028 are the sum of the seasonal adjusted traffic counts, an additional amount of traffic annually for potential area wide growth and the committed trips from recently approved and unbuilt sites within the study area. The FDOT Peak Season Factor Category Report (2022), the collected peak hour turning movement counts, the seasonally adjusted counts and the forecasted 2028 peak hour turning movement counts are included in **Appendix B**.

## 1.2.3 TRAFFIC OPERATIONS (2023 Conditions)

The study intersections were modeled using Synchro 11 Signal Timing and Analysis Software to establish the existing traffic patterns and level of service in the study area. Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/ jammed conditions) and are measured based upon approach delay as defined by the HCM.



Table 7 shows the existing level of service and delay for each study intersection during the weekday AM and PM peak hours. As shown on Table 7, all signalized intersections currently (2023 scenario analyzed) operate at an acceptable LOS D or better during the PM peak scenario. And during the AM peak all signalized intersections, except for Intersection #16. Cocoanut Row and Royal Palm Way, operate at an acceptable LOS D or better. Intersection #16, Cocoanut Row and Royal Palm Way currently operates at an overall LOS E with 61 seconds of delay. The current signal timing sheets and Synchro output reports for the existing conditions are included in **Appendix C**.



#### Table 7 2023 Existing Level of Service Results

No	INTERSECTION			AM PEAK HOUR		PM PEAK HOUR	
N≌	INTERSECTION	CONTROL TIPE	MOVEMENT	DELAY (s)	LOS	DELAY (s)	LOS
1			EB	21.1	С	20.2	С
	S County Road & Golfview Rd		WB	23	C.	37.1	D
		Signalized	NB	1 7	Δ	1.8	Δ
		Gightinzed		1.7	~	2.0	
				1.9	A	5.2	A
			OVERALL	3.Z	A	5.3	A
	S County Rd & Worth Ave	Signalized	EB				
			WB	36.5	D	31.6	С
2			NB	2.6	A	4.4	A
			SB	3.3	A	4.8	A
			OVERALL	11.4	В	11.7	В
3	S County Rd & Peruvian Ave	Signalized	FR	36.4	D	32	C
			W/P	00.1	U	02	Ű
			VVD	0.7	۵	4 7	۵
			INB OD	2.1	A	4./	A
			SB	8	A	12.2	В
			OVERALL	10.2	В	15.4	В
	S County Rd & Chilean Ave	Unsignalized	EB				
			WB	9.3	A	9.8	A
4			NB	0	-	0	-
			SB	0	-	0	-
			OVERALL	-			
			FR	9.9	Δ	11	В
		Unsignalized		5.5	~		
F	S County Rd &		VVD	0			
Э	Australian Ave		NB	0	-	-	-
			SB	0	-	-	-
			OVERALL				
	S County Rd & Brazilian Ave	Unsignalized	EB	12.9	В	17.8	С
			WB	13.4	В	23	С
6			NB	0.8	-	0.8	-
			SB	0.5	-	0.3	-
				0.0		0.0	
	S County Rd & Royal Palm Way	Signalized	ED	57.2	E	02 Z	C
7			ED	J1.2	E	23.1	C
			WB	3/	D	37.9	D
			NB	9.7	A	11.3	В
			SB	21.4	С	23.6	С
			OVERALL	40.6	D	22.3	C
	S County Rd & Seaview Ave	Unsignalized	EB				
			WB	11.6	В	11.3	В
8			NB	2	-	0.9	-
			SB	0	-	0	-
			OVERALL				
9	N County Rd & Royal Poinciana Way		EB	35.1	D	43	D
			WB	0	A	0	A
		Signalized	NB	27.5	C	39	A
	(See № 81)	Ū	SR	3	Δ	8.6	Δ
	(000 512 01)			26.1	C C	17.7	R
			ED	20.1			5
	S County Rd & Breakers Row	Signalized	ED M/D	07.0	<u> </u>	00.0	
10			WB	27.6	C	23.2	A
10			NB	2.5	A	4.4	A
			SB	2.1	D	4.6	A
			OVERALL	3.2	A	6.2	Α
	N County Rd & Sunset Ave	Signalized	EB	33.6	С	31.3	С
			WB	33.5	С	31.6	С
11			NB	3	A	3.5	A
			SB	23	A	37	A
			OVERALL	49	Δ	59	Δ
		Signalized	ED	21 /	<u> </u>	28.0	6
12	N County Rd & Sunrise Ave		EB	51.4		20.9	
			WB	19.3	В	18.9	В
			NB	10.9	В	10.7	B
			SB	8.4	A	11.5	В
			OVERALL	12.6	В	13.7	В



13	Bradley PI & Sunset Ave	Unsignalized	EB	16	С	14.9	В
			WB	23.5	С	49	E
			NB	0.3	-	0.4	-
			SB	0.2	-	0	-
			OVERALL				
		Signalized	EB				
14	Bradley PI & Sunrise Ave		WB	27	С	26.8	С
			NB	9.1	А	10.8	В
			SB	3.7	A	6.2	A
			OVERALL	10.1	В	12.3	В
15	Cocoanut Row & Royal Poinciana Way	Signalized	EB	27.1	С	28.5	С
			WB	20.7	С	29.3	С
			NB	25.1	С	33.4	С
			SB	20.5	С	31.1	С
			OVERALL	25	С	30.4	С
	Cocoanut Row & Royal Palm Way	Signalized	EB	80.5	F	29.1	С
			WB	12.9	В	25.1	С
16			NB	36	D	28.7	С
			SB	31.9	С	38.7	D
			OVERALL	61	E	29.8	С
		Roundabout	EB	10.4	В	3.6	А
	S Ocean Blvd & Southern Blvd		WB	2.3	Α	4.2	A
17			NB	2.9	Α	4.3	A
			SB			1	
			OVERALL				
18	S Lake Dr & Royal Palm Way	Unsignalized	EB	0	-	0	-
			WB	0.2	-	2.3	-
			NB	20.7	С	12.4	В
			SB			1	
			OVERALL				
	S Lake Dr & Brazilian Ave	Unsignalized	EB	7.4	А	7.5	A
			WB	7.8	Α	7.6	A
19			NB	8.1	Α	7.6	A
			SB	9.2	Α	8.2	A
			OVERALL			1	
20	S Lake Dr & Australian Ave	Unsignalized	EB	-	-	-	-
			WB				
			NB	9.4	А	9.2	А
			SB	-	-	-	-
			OVERALL				
21	S Lake Dr & Chilean Ave	Unsignalized	EB				
			WB	7.1	А	6.2	A
			NB	6.6	Α	7.2	А
			SB	8	Α	7.6	А
			OVERALL			·	
22	S Lake Dr & Peruvian Ave	Unsignalized	EB				
			WB	7.4	-	7.3	-
			NB	7	А	7.3	А
			SB	8.2	А	7.8	А
			OVERALL				
23	Cocoanut Row & Worth Ave	Unsignalized	EB				
			WB	0	-	0	-
			NB		·		
			SB	8.6	А	8.6	А
			OVERALL				



### 1.2.4 FORECASTED TRAFFIC OPERATIONS (2028 Forecasted Conditions)

Based on recent conversations with Town staff, the Town is currently working on the deployment of Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction. The objective of the ATCS is to provide optimized signal timing plans based on realtime traffic demands.

The forecasted 2028 analyses include the proposed modifications to the signal timings, as provided by Town staff, that are to be implemented as part of the Town's ATCS project, as well as the approved and committed trips from the Traffic Impact Studies of the following proposed sites' addresses: 139 North County Road, and 363 Cocoanut Road.

Table 8 identifies the forecasted level of services and delays for all study intersections during the weekday AM and PM peak hours for the year 2028. The Synchro output reports for the expected 2028 scenarios are included in **Appendix D.** As shown on Table 8, all signalized intersections are expected to operate at an acceptable level of service (LOS) D or better during the forecasted 2028 AM and PM peak hour scenarios. Intersection #16, Cocoanut Row and Royal Palm Way is expected to improve from an overall existing LOS E with 61 seconds of delay (2023 analysis) to an overall LOS C with 21.8 seconds of delay (2028 analysis) during the AM peak scenario, this improvement in delay will most likely be attributed to the proposed optimization of the signal plans. The PM peak scenario is not discussed in this section, as neither the existing nor the forecasted PM peak results show any deficiencies or failures.

Unsignalized intersections were also evaluated, all individual approaches during the AM peak scenario are expected to operate at an acceptable LOS D or better. During the PM peak scenario, all individual approaches, except for the westbound (WB) movement at intersection # 13. Bradley Place and Sunset Avenue would operate at an acceptable LOS D or better. The WB movement at Intersection #13. Bradley Place and Sunset Avenue is expected to operate at a LOS F with 63.6 seconds of delay. Since this is an unsignalized intersection with heavy northbound (NB) and southbound (SB) movement when compared to the WB movement, the addition of an exclusive westbound right turn lane (WBRTL) was evaluated, so the evaluated configuration for the WB movement was a WB shared trough-left and an exclusive WBRTL, all other movements and lane assignments would remain the same as the existing conditions. This kind of modification yielded no significant improvement in delay, just a little over 5 seconds; therefore, this modification is **NOT** being recommended as part of this study. Other alternative includes the preparation of a traffic signal warrant analyses at this unsignalized intersection. The volumes of three (3) out of the four



(4) hours that were collected seem to be high enough to validate this recommendation. Should a traffic signal warrant analysis indicate that a signal is warranted at this intersection, signal coordination with nearby traffic signals would be necessary. It should be noted that based on recent conversation with Town staff, the operations of Sunset Avenue from the time the traffic counts were completed (February/March 2023) have changed from a two-way operation (eastwest) to a one-way eastbound only. The Town should complete a before and after analysis to evaluate the traffic operations along the corridor and any impacts to the surrounding network (near-by intersections) based on this modification.


## Table 8 2028 Level of Service Results

No	INTERSECTION			AM PEAK	HOUR	PM PEAK	HOUR
Nº	INTERSECTION	CONTROL TIPE	MOVEMENT	DELAY (s)	LOS	DELAY (s)	LOS
			EB	37	D	31.1	С
	S County Road 8		WB	41.6	D	33.2	С
1	Colfriew Pd	Signalized	NB	1.1	А	1.8	A
	Goliview Ru		SB	1.2	А	4.8	A
			OVERALL	3.5	А	6.5	A
			EB				
			WB	26.7	С	21.7	С
2	S County Rd & Worth Ave	Signalized	NB	2.8	А	4	A
			SB	3.1	А	7.7	A
			OVERALL	9.5	А	10.9	В
			EB	26.4	С	21.3	С
	S County Rd & Peruvian		WB				
3		Signalized	NB	3.1	A	6.2	A
	7.00		SB	6.2	A	10.2	В
			OVERALL	7.8	A	11.6	В
			EB				
	S County Rd & Chilean		WB	9.3	A	9.9	A
4	Ave	Unsignalized	NB	0	-	0	-
	1.00		SB	0	-	0	-
			OVERALL				
			EB	10	В	10.1	В
	S County Rd & Australian		WB				
5	Ave	Unsignalized	NB	0	-	13.5	В
	1.00		SB	0	-	10.4	В
			OVERALL				
			EB	12	В	19.2	С
	S County Rd & Brazilian		WB	12.7	В	25.7	D
6	Ave	Unsignalized	NB	0.8	-	0.8	-
			SB	0.6	-	0.3	-
			OVERALL		1		
			EB	25.9	С	32.3	С
	S County Rd & Royal		WB	42.3	D	43.1	D
7	Palm Way	Signalized	NB	14.7	В	9.7	A
			SB	27.3	С	20.7	С
			OVERALL	25.6	С	24.9	С
			EB				
	S County Rd & Seaview		WB	11.9	В	11.6	В
8	Ave	Unsignalized	NB	2.1	-	0.9	-
			SB	0	-	0	-
			OVERALL		I	-	
			EB	0	-	0	-
_	N County Rd & Royal		WB	34.2	C	47.8	D
9	Poinciana Way (See	Signalized	NB	0.6	A	1	A
	Nº 81)		SB	15.8	В	27.2	C
			OVERALL	6.9	A	16.7	В
			EB				
10	S County Rd & Breakers	o	WB	30.6	C	29.8	C
10	Row	Signalized	NB	3.8	A	4.6	A
			SB	3	A	4.9	A
			OVERALL	4.6	A	7	A
			EB	38		//.4	E
	N County Rd & Sunset	o	WB	34.7	C	4/.7	U
11	Ave	Signalized	NB	4	A	4.3	A
			SB	1.5	A	2.2	A
			OVERALL	5.7	A	9.8	A



			EB	39.9	D	51.3	U
	N. County Dd & Cuprise		WB	28.7	С	37.1	D
12	N County Ru & Sunnse	Signalized	NB	7.4	А	4.8	А
	Ave		SB	7.4	А	9.3	A
			OVERALL	11.6	В	14.5	В
			EB	16.5	С	15.4	С
			WB	25.8	D	63.6	F
13	Bradley PI & Sunset Ave	Unsignalized	NB	0.3	-	0.4	-
			SB	0.2	-	0	-
			OVERALL				
			EB				
			WB	33.3	С	40.9	D
14	Bradley PI & Sunrise Ave	Signalized	NB	3.3	А	10.8	В
			SB	3.5	А	6	A
			OVERALL	7.4	А	15.3	В
			EB	32.7	С	29.7	С
	Coccoput Dow & Dovol		WB	23.6	С	32	С
15	Cocoanut Row & Royal	Signalized	NB	26.5	С	33.5	С
	Foinciaria way		SB	12.2	В	21	С
			OVERALL	27.4	С	29	С
			EB	15.9	В	22	С
	Coccoput Dow & Dovol		WB	19.5	В	32.6	С
16		Signalized	NB	41.5	D	29.3	С
	Failli Way		SB	39.7	D	30.5	С
			OVERALL	20.8	С	28.5	С
			EB	11.7	В	3.8	A
	C Occor Dlud & Couthorn		WB	2.4	Α	46	A
17	S Ocean Bivd & Southern	Roundabout	NB	3.1	Α	4.4	А
	DIVU		SB	-	-	-	-
			OVERALL				
			EB	0	-	0	-
	C Lake Dr & Daval Dalm		WB	0.2	-	4.4	-
18	S Lake Dr & Royal Palm	Unsignalized	NB	20.7	С	12.8	В
	vvay		SB				
			OVERALL				
			EB	7.5	A	7.6	A
			WB	7.8	Α	7.7	A
19	S Lake Dr & Brazilian Ave	Unsignalized	NB	8.2	A	7.5	А
			SB	9.4	Α	8.3	А
			OVERALL				
			EB	-	-	-	-
	C Lake Dr & Australian		WB				
20		Unsignalized	NB	9.5	А	9.2	A
	Ave		SB	-	-	-	-
			OVERALL				
			EB				
			WB	7.1	A	7.2	А
21	S Lake Dr & Chilean Ave	Unsignalized	NB	6.7	A	6.8	A
			SB	8	Α	7.6	A
			OVERALL				
	2 S Lake Dr & Peruvian Ave		EB				
			WB	0	-	0	-
22		Unsignalized	NB	7	А	7.3	А
			SB	8.2	А	7.8	А
			OVERALL				
			EB				
	Occurrent D. O.M. II		WB	0	-	0	-
23		Unsignalized	NB				
	Ave	-	SB	8.6	А	8.6	А
			OVERALL	-		-	



## 1.2.5. 95TH PERCENTILE QUEUE ANALYSES

A 95th percentile queue analysis was also completed for the 2028 scenario at each of the study signalized intersections during the weekday AM and PM peak hours. Queue lengths are important parameters in traffic engineering for determining the capacity and traffic quality of traffic control equipment. At signalized intersections, queue lengths at the end of red time are of greatest importance for dimensioning the necessary lengths of the lanes. While the average queue length reflects the capacity of traffic signals, the 95th percentile of queue lengths at red-ends are used for determining the length of turning lanes, such that the risk of a blockage in the through lanes could be minimized. The results of the 95th percentile queue analyses are shown in Table 9.

As indicated in Table 9, all the existing turn lane bays at the study signalized intersections except for the eastbound left-turn lanes (EBLTL) at intersection #7 South County Road and Royal Palm Way and at intersection #16 Cocoanut Row and Royal Palm Way intersections will provide adequate capacity to accommodate the 2028 forecasted vehicular queues during the AM and PM peak hour scenarios. The Queue Synchro output reports are included in **Appendix E**.

Field observations were completed for 15-minutes on Tuesday January 16th, 2024, during AM peak times (7:45 to 8:00 AM) and off-peak times (2:30 to 2:45 PM) at the signalized intersections of South County Road and Royal Palm Way (Intersection # 7) and at Cocoanut Row and Royal Palm Way (Intersection # 16). No observations were completed during the PM peak period as the AM peak handles almost double the traffic volumes of the eastbound left-turning (EBLT) movement when compared to the PM scenario at these two intersections.

During the 7:45 AM observations the following was found:

- At the intersection of South County Road and Royal Palm Way (Intersection #7), the EBLT queue spilled to the adjacent eastbound through (EB) lane twice during this review. The first time with a maximum count of 14 vehicles and the second time with a maximum count of 16 vehicles; both observed queues cleared after one full cycle.
- At the intersection of Cocoanut Row and Royal Palm Way (Intersection # 16), the EBLT queue spilled to the adjacent EB through lane only once with a maximum count of 10 vehicles, which cleared after one full cycle.



During the off-peak period 2:30 PM observations the following was found:

- At the intersection of South County Road and Royal Palm Way (Intersection #7), the EBLT queue spilled to the adjacent EB through lane only once, with a maximum count of 10 vehicles, which cleared after one full cycle.
- At the intersection of Cocoanut Row and Royal Palm Way (Intersection # 16), the EBLT did not spill to the adjacent EB through. All observed ques during this time were observed to clear.

SIGNALIZED INTERSECTION	MOVEMENT	EXISTING STORAGE*	Future 95th Percentile Queue in ft. AM (PM)**	Queue in Excess of Storage in ft. AM (PM)
1. County Rd. & Golfview Rd.				
2. County Rd. & Worth Ave.	NBL	150	26 (35)	0
3. County Rd. & Peruvian Ave.				
7. County Rd. & Royal Palm Way	EBL	180	366 (207)	186 (27)
9. County Rd. & Royal Poinciana Way	EBL	410	152 (155)	0
10. County Rd. & Breakers Row				
11. County Rd. & Sunset Ave.	EBL	70	35 (42)	0
12. County Rd. & Sunrise Ave.	WBL	210	59 (79)	0
14. Bradley Pl. & Sunrise Ave.	SBL	40	9 (16)	0
	EBL	240	189 (141)	0
15. Cocoanut Row & Royal Poinciana Way	WBL	110	33 (99)	0
	WBR	150	0 (12)	0
16. Coccoput Dow & Doval Dalm Mari	EBL	150	356 (208)	206 (58)
io. Cocoanut Row & Royal Paim Way	SBL	225	77 (88)	0

#### Table 9 95th Percentile Queue

\* Does Not Include Taper Length

\*\* From 2028 Synchro Output Report

(XXX) Queue length spilled on adjacent EB through lane clears after one-full cycle. Confirmed by field observations



# **1.3 ORIGIN DESTINATION ANALYSES**

# **1.3.1. TRAFFIC DATA COLLECTION**

Corradino and the Town of Palm Beach partnered with Streetlight Data to obtain a license for the Big Data available through the Streetlight InSight Data platform. StreetLight InSight users can access customized analytics like Origin-Destination, select link, travel time, speed percentiles, routing, and more. Corradino has utilized the Streetlight InSight Data platform using 44 traffic analysis zones defined by the area type to aid in the evaluation of the origins and destinations from external and internal trips.

# **1.3.2 ORIGIN DESTINATION ANALYSIS- GOALS AND OBJECTIVES**

Corradino evaluated the Streetlight data to determine the current traffic patterns to the Town for average weekday and weekend conditions. The Origin-Destination data was calibrated using available directional Annual Average Daily Traffic (AADT). This analysis included the following:

- Determination of what percentage of the traffic is local traffic or traffic from outside of the Town.
- Determination of the distribution of traffic originating from each of entry points into the Town.

Corradino divided the Town of Palm Beach into three distinct areas: North District, Central District and South District. The following sections will provide expanded narrative regarding the characteristics of each District.

# **1.3.3 ORIGIN DESTINATION ANALYSIS**

Corradino has developed the traffic analysis zones in the Streetlight Data InSight data platform. Figure 6 depicts all 44 traffic analysis zones along with the three (3) different districts.

- Zone numbers 5,11, 15 and 18 include Golf Clubs/Courses.
- Zone numbers 28, 29, 39 and 43 include commercial business strips.
- Zone numbers 41, 42 and 44 include the beach areas.
- And all other zones are all categorized as residential zones.

# **TOWN OF PALM BEACH OD ZONES ANALYSIS**



Figure 6 OD Zones Analysis Map



The Origin Destination (OD) analysis results for the weekday and weekend scenarios are tabulated in Tables 10, 11, 12, 13 and 14.

#### Table 10 Weekday OD Data Daily

										Weekday	/ Daily										
							DESTINAT	ION													
		Nor	th Distric	t			Cent	ral Distric	t			South D	District		Total	Total	Trips to			Home-Based	
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Recreational	Commercial	Beaches	Residential	Central Total	Recreational	Beaches	Residential	South Total	(External - Internal Trips)	(External - External Trips)	I own (Streetlight OD data)	AADT 2022	Total Residential	(Streetlight OD Data)	Shoppers/ Beach Goers
Flagler Memorial Bridge	944	730	11	4,121	5,806	-	355	81	2,054	2,490	4	42	65	111	8,407	977	9,384	9,000	6,240	2,110	1,034
Royal Palm Bridge	1,209	703	4	3,662	5,578	12	1,380	457	6,566	8,415	23	62	103	188	14,181	1,423	15,604	12,500	10,331	4,050	1,223
Southern Blvd Bridge	165	43	1.1	593	801	79	281	343	2,804	3,507	92	204	1,393	1,689	5,997	1,050	7,047	4,550	4,790	1,964	293
Lake Ave Bridge	24	-	1.1	78	102	2	10	19	111	142	112	2,767	2,574	5,453	5,697	2,908	8,605	7,350	2,763	1,835	4,007
Zone 1/ Barton Park	68	55	1.1	206	329		164	69	376	609	82	651	1,050	1,783	2,721	2,627	5,348	5,000	1,632	998	2,718
Grand Total	2.410	1.531	15	8,660	12.616	93	2,190	969	11.911	15.163	313	3,726	5,185	9.224	37.003	8.985	45,988	38,400	25,756	10.957	9.275

#### Table 11 Weekday AM Peak Data 8 AM to 10 AM

							Weekday	AM Peak	Period (6a	m-10am)								
							DESTINAT	ION							Total	Total	Trins to	
		Nor	th Distric	t			Cent	ral Distric	:t			South D	District		(External -	(External -	Town	
					North					Central				South	Internal	External	(Streetlight	Total
ORIGIN	Recreational	Commercial	Beaches	Residential	Total	Recreational	Commercial	Beaches	Residential	Total	Recreational	Beaches	Residential	Total	Trips)	Trips)	OD data)	Residential
Flagler Memorial Bridge	222	235	-	1,534	1,991	-	91	6	604	701	-	18	34	52	2,744	330	3,074	2,172
Royal Palm Bridge	322	228	-	1,339	1,889	-	429	76	2,457	2,962	2	6	10	18	4,869	473	5,342	3,806
Southern Blvd Bridge	74	14	-	320	408	26	128	43	1,089	1,286	8	25	524	557	2,251	292	2,543	1,933
Lake Ave Bridge	4		-	48	52	2	4	-	69	75	17	419	704	1,140	1,267	691	1,958	821
Zone 1/ Barton Park	11	2	-	72	85	-	32	24	91	147	33	80	141	254	486	964	1,450	304
Grand Total	633	479		3,313	4,425	28	684	149	4,310	5,171	60	548	1,413	2,021	11,617	2,750	14,367	9036

#### Table 12 Weekday PM Peak Data 3 PM to 7 PM

							Weekday	PM Peal	k Period (3p	m-7pm)								
							DESTINATI	ION							Total	Total	Trins to	
		Nor	th Distric	t			Cent	ral Distric	:t			South D	listrict		(External -	(External -	Town	
					North					Central				South	Internal	External	(Streetlight	Total
ORIGIN	Recreational	Commercial	Beaches	Residential	Total	Recreational	Commercial	Beaches	Residential	Total	Recreational	Beaches	Residential	Total	Trips)	Trips)	OD data)	Residential
Flagler Memorial Bridge	191	137	-	838	1,166	-	110	28	501	639	4	13	12	29	1,834	330	2,164	1,351
Royal Palm Bridge	267	153	2	773	1,195	4	286	132	1,314	1,736	4	17	36	57	2,988	473	3,461	2,123
Southern Blvd Bridge	28	4	-	66	98	16	42	113	548	719	25	39	234	298	1,115	292	1,407	848
Lake Ave Bridge	4			4	8	-	-	8	14	22	24	618	566	1,208	1,238	691	1,929	584
Zone 1/ Barton Park	43	28	-	46	117	-	53	13	113	179	26	147	278	451	747	964	1,711	437
Grand Total	533	322	2	1,727	2,584	20	491	294	2,490	3,295	83	834	1,126	2,043	7,922	2,750	10,672	5343

#### Table 13 Weekend OD Data Daily

										Weekend	l Daily										
							DESTINATIO	NC							Total	Total	Trips to			Home-Based	
		No	th Distric	t			Cent	ral Distric	:t			South	District		(External -	(External -	Town			Work Trips	Shoppers/
										Central				South	Internal	External	(Streetlight	AADT	Total	(Streetlight	Beach
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Recreational	Commercial	Beaches	Residential	Total	Recreational	Beaches	Residential	Total	Trips)	Trips)	OD data)	2022	Residential	OD Data)	Goers
Flagler Memorial Bridge	847	625	3	2,696	4,171		235	89	1,441	1,765		7	23	30	5,966	1,370	7,336	9,000	4,160	934	2,242
Royal Palm Bridge	1,360	856	19	2,670	4,905	14	1,112	641	5,126	6,893	19	130	135	284	12,082	4,470	16,552	12,500	7,931	1,461	7,160
Southern Blvd Bridge	146	59	7	553	765	29	257	698	2,292	3,276	101	479	1,112	1,692	5,733	2,182	7,915	4,550	3,957	811	3,147
Lake Ave Bridge	43	7	-	89	139	3	7	38	124	172	127	5,879	3,250	9,256	9,567	1,757	11,324	7,350	3,463	1,357	6,504
Zone 1/ Barton Park	81	78		258	417		138	77	416	631	67	1,528	1,936	3,531	4,579	3,334	7,913	5,000	2,610	493	4,810
Grand Total	2,477	1,625	29	6,266	10,397	46	1,749	1,543	9,399	12,737	314	8,023	6,456	14,793	37,927	13,113	51,040	38,400	22,121	5,056	23,863

Table 14 Weekend AM Peak OD Data 8 AM to 10 AM

							Weekend	AM Peak	Period (6a	m-10am)								
							DESTINATIO	N							Total	Total	Trips to	
		No	rth Distric	t			Cent	ral Distric	t			South	District		(External -	(External -	Town	
										Central				South	Internal	External	(Streetlight	Total
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Recreational	Commercial	Beaches	Residential	Total	Recreational	Beaches	Residential	Total	Trips)	Trips)	OD data)	Residential
Flagler Memorial Bridge	59	78		395	532		48	7	176	231		-		-	763	108	871	571
Royal Palm Bridge	264	132	3	388	787		127	108	707	942	7	3	3	13	1,742	143	1,885	1,098
Southern Blvd Bridge	3			87	90		43	99	428	570	7	44	191	242	902	145	1,047	706
Lake Ave Bridge	-			34	34	3	-	11	35	49	24	1,037	732	1,793	1,876	565	2,441	801
Zone 1/ Barton Park	3	11		32	46		31	23	76	130	11	230	287	528	704	267	971	395
Grand Total	329	221	3	936	1,489	3	249	248	1,422	1,922	49	1,314	1,213	2,576	5,987	1,228	7,215	3,571



#### Table 15 Weekend PM Peak Data 3 PM to 7 PM

							Weeken	d PM Pea	ak Period (3	pm-7pm)								
							DESTINAT	ION							Total	Total	Trins to	
		Nort	h District				Cent	ral Distric	:t			South	District		(External -	(External -	Town	
					North					Central				South	Internal	External	(Streetlight	Total
ORIGIN	Recreational	Commercial	Beaches	Residential	Total	Recreational	Commercial	Beaches	Residential	Total	Recreational	Beaches	Residential	Total	Trips)	Trips)	OD data)	Residential
Flagler Memorial Bridge	246	161		646	1,053		80	15	414	509		-	16	16	1,578	467	2,045	1,076
Royal Palm Bridge	437	234	11	704	1,386	3	361	146	1,488	1,998	3	45	40	88	3,472	675	4,147	2,232
Southern Blvd Bridge	39	11	3	123	176	10	89	219	675	993	15	149	283	447	1,616	560	2,176	1,081
Lake Ave Bridge	15	7		10	32		3	23	48	74	27	1,622	871	2,520	2,626	1,288	3,914	929
Zone 1/ Barton Park	26	27		60	113		34	23	121	178	11	461	542	1,014	1,305	1,116	2,421	723
Grand Total	763	440	14	1,543	2,760	13	567	426	2,746	3,752	56	2,277	1,752	4,085	10,597	4,106	14,703	6,041

From these OD analysis results the following conclusions were drawn:

- A total one-way AADT of 38,400 trips come into the town daily using the five entry points-4 causeways and Ocean boulevard at the south end of the town.
- A total of 11,247 average weekday trips are destined to the major attractors in the area (beaches, commercial areas and golf courses). These can include work trips and recreational trips.
- A total of 15,806 average weekend day trips destined to the major attractors in the area.
- On a typical weekday, the North District attracts mainly golf courses (2,410) and commercial area (1,531) trips. The Central District attracts mainly commercial area trips (2,190) and beach trips (969). And the South District attracts mainly beach trips (3,741) and golf courses trips (313).
- On a typical weekend day, the types of trips each district attracts is similar to those of the weekday, except that the magnitude of trips are different. North District attracts mainly golf courses (2,477) and commercial area (1,625) trips. The Central District attracts mainly commercial area trips (1,749) and beach trips (1,543). And the South District attracts mainly beach trips (8,052) and golf courses trips (314).

It is understood that it will be further useful to know how many of these trips are work trips. For this, an aggregate assessment for the entire town has been completed using the Census Longitudinal Employer-Household Dynamics (LEHD) Data that provides the worker flows information. This data is developed by Census using the employer payroll data and matching with the workers home ends to their work end. The LEHD data for the Town has been extracted and is shown in Figure 7. Approximately 11,000 daily trips come into the Town for work purposes.



Figure 7 Town of Palm Beach Census Longitudinal Employer-Household Data

Based on the results of the StreetLight data reviewed, there are about 11,000 trips classified as work trips. This number was confirmed with the Longitudinal Employer-Household Dynamics (LEHD) program which is part of the Center for Economic Studies at the U.S. Census Bureau. It should be noted that there may be other employment trips such as temporary construction workers, and self-employment trips such as plumbers, landscapers not generally accounted for in the U.S Census data. This analysis provides the magnitude of total, worker and visitor trips that come into the town and for various districts within the town. These can be further utilized for transportation planning purposes. The StreetLight OD data package has been submitted to the Town separately.

# **1.4 SOUTH LAKE DRIVE ONE WAY ANALYSIS**

South Lake Drive, as previously mentioned in section 1.2.1 of this report, is a two-lane two-way undivided local roadway that runs in the north/south direction, it is maintained by the Town and has a posted limit of 25 MPH. The Town has expressed an interest in modifying the current roadway direction from a two-way travel to a one-way southbound only from the intersection with Royal Palm Way south to Peruvian Avenue.

An analysis of the conversion of South Lake Drive from a bidirectional corridor in the north/south direction to a one-way street in the southbound direction was completed utilizing the turning movement counts mentioned in section 1.2.2 of this report.



Table 16 provides a comparison of the traffic operations between the 2028 forecasted conditions with and without the proposed modifications to the South Lake Drive corridor and the affected nearby intersections.

		2028	WITH EXIS	TING ROAD	WAY	2028 WI	TH S. LAKE	DR. CORR	DOR SB
INTERSECTION	MOVEMENT		CONFIG						
			K HOUR	PM PEA	K HOUR	AM PEA	K HOUR	PM PEA	K HOUR
		DELAY (S)	LOS	DELAY (s)	LOS	DELAY (s)	LOS	DELAY (s)	LOS
	EB	15.9	В	22	C	15.9	В	22	C
16. Cocoanut Row & Royal Palm	WB	19.5	В	32.6	С	19.5	В	32.6	С
Way (Signalized)	NB	41.5	D	29.3	С	42.3	D	32.5	С
Way (orgnalized)	SB	39.7	D	30.5	С	39.7	D	30.6	С
	OVERALL	20.8	С	28.5	С	21.1	С	29	С
	EB	0	-	0	-	0	-	0	-
19 Stake Dr. & Devel Delm Wey	WB	0.2	-	4.4	-	0.1	-	0.5	-
10. S Lake DI. & Royal Pallit Way (Upsignalized)	NB	20.7	С	12.8	В				
(Onsignalized)	SB								
	OVERALL	-							
	EB	7.5	A	7.6	A	7.7	A	7.3	А
10 Clake Dr. 9 Drazilian Ave	WB	7.8	A	7.7	A	8.1	A	7.7	А
19. S Lake Dr. & Brazilian Ave.	NB	8.2	А	7.5	A				
(Unsignalized)	SB	9.4	А	8.3	А	9.2	-	8.1	-
	OVERALL								
	EB								
21 Chake Dr. & Children Ave	WB	7.1	A	7.2	A	9.5	A	9.1	А
21. S Lake DI. & Chilean Ave.	NB	6.7	A	6.8	A				
(Unsignalized)	SB	8	А	7.6	Α	0	-	0	-
	OVERALL								
	EB	-							
00. O Laka Da & Damian Ava	WB	0	-	0	-	0	-	0	-
22. S Lake DI. & Peruvian Ave.	NB	7	А	7.3	A	6.7	А	6.7	A
(Unsignalized)	SB	8.2	А	7.8	A	8.2	А	7.8	A
	OVERALL								

#### Table 16 South Lake Drive One-Way SB Direction Operation Results

Based on the results presented in Table 16, there are no significant operational impacts expected at the signalized intersection of Cocoanut Road and Royal Palm Way, where most of these trips will be absorbed, and it is expected to continue to operate at an overall acceptable LOS C for the forecasted 2028 traffic conditions.

# 2. PARKING ANALYSES COMMERCIAL AREAS

Parking availability and utilization in the commercial area of Palm Beach affects the daily life of the Town's residents, visitors and businesses. Where supply and demand become misaligned whether in absolute numbers for the entire area or by more specific locations; then access is inhibited to economic, educational, and recreational opportunities and quality-of-life of residents and visitors becomes strained.



The Town of Palm Beach mixed-use districts include residences, commerce and employment uses in compact, and walkable districts, and each is bordered north to south by residential areas and golf courses, by the Intracoastal Waterway to the west and the Atlantic Ocean to the east. The compact geography while providing for excellent walkable community fabric, also exacerbate impacts from unmanaged localized parking demands that exceed



Figure 8 Town of Palm Beach On-Street Parking

parking supply within walksheds. Many of the land uses are legacy uses that were constructed at a time when parking requirements were significantly less than what are current demands for parking spaces.

The data and analysis of this section will accomplish the following three (3) objectives.

- 1. How much parking is provided in the study area?
- 2. How parking is being utilized and if the current demand exceeds capacity?
- 3. Identification of feasible strategies for increasing total or localized available parking capacity that is both satisfactory to the Town's residents and productive for businesses.

# **2.1 PARKING DATA COLLECTION**

Parking Data collection is required in the commercial districts and corridors of the Town for the purpose of providing parking data that is ready for analysis of the districts' parking supplies and demands. Parking data was collected in the two of the Town's commercial districts. For each study area, parking was inventoried by block based on field review.

- The North Commercial Parking Study District is defined by the following boundaries: north, Park Avenue; south, Royal Poinciana Way; east, North County Road (A1A); and west, Bradley Place.
- The South Commercial Parking Study District is defined by the following boundaries: north, Royal Palm Way; south, Cocoanut Row; east, South Ocean Boulevard; and west, Bradley Place

## **Parking Occupancy**

Parking Occupancy Data was collected for each district. Parking occupancy data is a "snapshot" of peak conditions made during a one-hour period, in which parked cars are counted, and the number of parked vehicles is divided by the number of available spaces. On-street parking occupancies of 85-90% are usually considered the highest acceptable target, since there need to be spaces always available for someone looking for a space. Occupancies above 100% are possible where vehicles park illegally or in unofficial spaces. Data is grouped by city block or by parking lot. Occupancy data provides concrete information to identify inadequate parking availability. High occupancies in one area combined with lower occupancies nearby indicate an opportunity for parking management. Where this occurs, excess demand should be directed to the nearby available supply, with modifications to information for drivers and/or circulation patterns. Parking occupancy data was collected during three time periods:

- Midday a weekday (Wednesday) midday survey was performed from 12:00 noon to 2:00
   PM to capture the peak for offices, retail, and restaurant patronage on a weekday.
- Weekend Daytime a Saturday midday survey was performed from 3:00 PM to 5:00 PM to capture the peak for retail and restaurant patronage on a weekend.
- Weekend Evening a Saturday evening survey was performed from 6:00 PM to 8:00 PM to capture the peak for dinner restaurant patronage on a weekend.

## **Duration & Turnover**

The length of time a car remains in a given parking space is its duration and was estimated by collecting partial license plate information. (The last three numbers are recorded. Complete license plate information is not ever recorded to assure that there are no records from this study that would violate individual privacy). The number of hourly intervals in for each vehicle in the same space is observed, and then an average duration for all spaces by parking area and time period is calculated. Duration data can be used to understand parking behavior in order to redefine time restrictions and parking fees towards using existing spaces more efficiently. This analysis can reveal if there are different parking behaviors in different areas, and different time periods. The inverse of duration is turnover, that describes the number of cars that can use a space in a given period of time. Parking Turnover & Occupancy: Accumulation, turnover and occupancy studies were performed from 11:00 AM to 8:00 PM on a weekend day at sample locations within the general retail/restaurant area and town-serving commercial districts. The locations were along Worth Avenue from Coconut Row to South Ocean Boulevard and South County Road (A1A) from Worth Avenue to Royal Palm Way



## **Study Areas**

The study areas are along land designated as "Commercial" on the Town Zoning Map. It includes the zoning districts that are shown in Figure 9. The study areas include roadways and parking lots along and on land designated as "Commercial" on the Town Zoning Map.

Atlantic Ocean



Figure 9 Zoning Map Excerpt and Parking Study Boundaries



includes It the zoning districts: Commercial Office, Professional, Institutional (C-OPI), Commercial Planned Center (C-PC), Commercial Town Serving (C-TS), Commercial, Worth Avenue (C-WA), and Commercial Offices (C-B).

The study includes two contiguous commercial and mixed-use areas that are highlighted on Figure 9 Zoning Map Excerpt. The South Commercial Parking Study District is the Town's primary tourist destination. The North Commercial Parking Study District is smaller, and a more locally serving commercial area to the north of the Breakers Golf Course.

# **2.2 PARKING SUPPLY**

## South Commercial Parking Study District

The South Commercial Parking Study District includes a total of 1,188 on-street parking spaces from South Lake Drive to South Ocean Boulevard and from Royal Palm Way to Worth Avenue. The study area covered by the data collection does not include Royal Palm Way, South Ocean Boulevard, and South Lake Drive or the segment of east-west streets from Cocoanut Row to South Lake Drive. This area is predominantly residential and covered by a parking permit program that would bias survey results for public self-parking. Of the 1,188 South Commercial Parking Study District on-street parking spaces, about 27% are for the residential and dock permit program, and 10% are not available by other regulatory restrictions for special uses, commercial and passenger loading, or valet areas. Sixty-three percent is available for public self-parking.



Figure 10 South Commercial Parking Study District Street Segments and Off-Street Parking Lots

Ownership patterns and proprietary restrictions on off-street spaces cause a similar reduction of public parking supply on off-street locations. In total, 1,350 off-street spaces are available in the South District; however, only 895 (66%) are available for public self-parking. In total, the cumulative effect of restrictions is to reduce publicly available parking supply by 35% in the South Commercial Parking Study District.



	TOTAL	PUBLICLY AVAILABLE MONDAY- SATURDAY	PUBLICLY AVAILABLE SUNDAYS, HOLIDAYS	AVAILABLE VIA VALET	AVAILABLE TO SPECIFIC BUSINESS	PARKING BY PERMIT ONLY	NOT AVAILABLE
On-Street Parking	1,188	749 (63%)	776 (65%)	n.a.	n.a.	322 (27%)	117 (10%)
Off-Street Parking	1,350	895 (66%)	895 (66%)	79 (6%)	82 (6%)	n.a.	294 (22%)
Total	2,538	1,644 (65%)	1,671 (66%)	79 (3%)	82 (3%)	322 (13%)	411 (16%)

#### Table 17 South Commercial Study District Parking Space Availability by Regulation



## North Commercial Parking Study District

In the North Commercial Parking Study District, on-street parking is less impacted by restrictions, where there are 220 on-street parking spaces in total, and only 9 are regulated as commercial and passenger loading zones or taxi stands, leaving 96% available for public self-parking. The off-street parking in the North Study District is more impacted by ownership patterns and proprietary restrictions. Of the 502 off-street spaces, 386 (77%) are publicly available for self-parking. In the North Study District, restrictions lower the publicly available parking supply by 17%.



Figure 11 North Commercial Parking Study District Street Segments and Off-Street Parking Lots

	TOTAL	PUBLICLY AVAILABLE MONDAY- SATURDAY	PUBLICLY AVAILABLE SUNDAYS, HOLIDAYS	AVAILABLE VIA VALET	AVAILABLE TO SPECIFIC BUSINESS	PARKING BY PERMIT ONLY	NOT AVAILABLE
On-Street Parking	220	211 (96%)	211 (96%)	n.a.	n.a.	0	9 (4%)
Off-Street Parking	502	386 (77%)	386 (77%)	0 (0%)	54 (11%)	60 (12%)	2 (<1%)
Total	722	597 (83%)	597 (83%)	0 (0%)	54 (7%)	60 (8%)	11 (2%)

Table 18 North Area Parking Space Availability by Regulation



# 2.3 PARKING DEMAND

For each district two types of parking data were collected: 1) accumulation studies and 2) occupancy studies.

## 2.3.1 ACCUMULATION STUDIES

The Accumulation Studies are a "snapshot" of conditions that measure occupancy of available spaces. If there is high utilization, above 90%, then either more spaces are needed or a management and information system is needed to direct people to available spaces; however, a small percentage of excess spaces at any given time during peak hours is necessary to maintain a high quality of service for providing adequate parking to satisfy the mobility of parking demand. Furthermore, if overall there is sufficient parking for the district, individual walksheds are also considered to provide parking that is of a service quality that satisfies residents, employees and business patrons. This is defined as distances of approximately a five-minute walk time, about 1/4-mile from parking space to destination. Walkshed overlap and are dependent on a person's destination. To the purpose of understanding potential local parking supply deficiencies, the distribution of parking accumulation results are disaggregated by street segments and mapped to visualize spatial patterns of unmet parking needs. These results will help identify localized parking insufficiencies that can be addressed with locationally specific parking capacity improvements or parking management alternatives.

The accumulation studies were performed during three time periods:

- Midday Weekday from 12:00 noon to 2:00 PM to capture the presumed peak for offices, retail, and restaurant patronage on a weekday. The data was collected on Wednesday, March 8, 2023.
- Weekend Afternoon from 3:00 PM to 5:00 PM to capture the presumed peak for shopping and visitor traffic prior to dinner hours. The data was collected on Saturday, March 4, 2023.
- Weekend Evening from 6:00 PM to 8:00 PM to capture the peak for restaurant and evening entertainment patronage. The data was collected on Saturday, March 4, 2023.

Tables 19 through 22 summarize the results of the accumulation studies by street segment for the three time periods, showing the percentage of spaces occupied for each survey period. For each roadway segment, the basis of the occupancy data is all publicly available parking spaces, on street and off-street. The results are graphically illustrated in Figures 12 through 17. The parking data collected is included in **Appendix F**.



#### Table 19 South Commercial Parking Study District On-Street Parking Accumulation Summary

STREET	FROM	то	PUBLICLY AVAILABLE SPACES	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCCUPANCY
	Cocoanut Row	Hibiscus Avenue	33	64%	79%	67%
Brazilian Avenue	Hibiscus Avenue	South County Road	31	94%	90%	74%
	South County Rd.	South Ocean Blvd.	46	26%	65%	24%
	Cocoanut Row	Hibiscus Avenue	40	65%	78%	78%
Australian Avenue	Hibiscus Avenue	South County Road	24	67%	83%	92%
	South County Rd.	South Ocean Blvd.	32	84%	72%	56%
	Cocoanut Row	Hibiscus Avenue	33	64%	58%	42%
Chilean Avenue	Hibiscus Avenue	South County Road	30	87%	80%	60%
	South County Rd.	South Ocean Blvd.	34	71%	94%	47%
	Cocoanut Row	Hibiscus Avenue	36	83%	97%	0%
Peruvian Avenue	Hibiscus Avenue	South County Road	39	49%	72%	87%
	South County Rd.	South Ocean Blvd.	36	22%	31%	47%
	Cocoanut Row	Hibiscus Avenue	41	100%	102%	110%
Worth Avenue	Hibiscus Avenue	South County Road	46	35%	102%	93%
	South County Rd.	South Ocean Blvd.	46	35%	98%	72%
	Royal Palm Way	Brazilian Avenue	10	40%	0%	10%
	Brazilian Avenue	Australian Avenue	20	10%	60%	65%
Cocoanut Row	Australian Avenue	Chilean Avenue	4	0%	100%	50%
	Chilean Avenue	Peruvian Avenue	13	0%	85%	100%
	Peruvian Avenue	Worth Avenue	18	106%	106%	106%
	Royal Palm Way	Brazilian Avenue	9	33%	33%	33%
	Brazilian Avenue	Australian Avenue	9	100%	100%	100%
Hibiscus Avenue	Australian Avenue	Chilean Avenue	6	0	0	100%
	Chilean Avenue	Peruvian Avenue	5	100%	100%	100%
	Peruvian Avenue	Worth Avenue	0	not applicable	not applicable	not applicable
	Royal Palm Way	Brazilian Avenue	21	60%	95%	100%
	Brazilian Avenue	Australian Avenue	21	68%	76%	95%
South County Road	Australian Avenue	Chilean Avenue	22	77%	41%	64%
	Chilean Avenue	Peruvian Avenue	7	57%	100%	71%
	Peruvian Avenue	Worth Avenue	6	35%	83%	83%
Total for District			718	59%	78%	67%



STREET	FROM	то	PUBLICLY AVAILABLE SPACES	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCCUPANCY
Sunrise Avenue	Bradley Place	North County Road	20	90%	75%	85%
Sunset Avenue Bradley Place		North County Road	21	86%	100%	100%
Royal Poinciana Avenue	Bradley Place	North County Road	139	89%	19%	27%
	Park Avenue	Sunrise Avenue	5	20%	80%	100%
Bradley Place	Sunrise Avenue	Sunset Avenue	9	89%	78%	100%
	Sunset Avenue	Royal Poinciana Av.	8	63%	75%	63%
	Park Avenue	Sunrise Avenue	8	50%	38%	25%
North County	Sunrise Avenue	Sunset Avenue	10	100%	100%	60%
Nodu	Sunset Avenue	Royal Poinciana Av.	0	n.a.	n.a.	n.a.
Total for District			220	85%	42%	46%

#### Table 20 North Commercial Parking Study District On-Street Parking Accumulation Summary

Table 21 South Commercial Parking Study District Off-Street Parking Accumulation Summary (public and proprietary spaces – includes valet spaces)

BLOCK	BOUNDED BY	LOTS	AVAILABLE SPACES BY LOT	AVAILABLE SPACES BY BLOCK	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCC.
Block 1	Royal Palm Way Hibiscus Avenue South County Road Brazilian Avenue	Lot 1	21	21	95%	105%	52%
Block 2	Royal Palm Way South County Road South Ocean Boulevard Brazilian Avenue	Lot 2	31	31	97%	97%	65%
Block 3	Brazilian Avenue Hibiscus Avenue South County Road Australian Avenue	Lot 3 Lot 4 Lot 5 Lot 6	58 0 51 16	125	86%	50%	64%
Block 4	Brazilian Avenue South County Road South Ocean Boulevard Australian Avenue	Lot 7 Lot 8 Lot 9 Lot 10	20 42 10 8	80	79%	56%	73%
Block 5	Australian Avenue Hibiscus Avenue South County Road Chilean Avenue	Lot 12 Lot 13	41 6	47	81%	43%	30%
Block 6	Australian Avenue South County Road	Lot 11	5	5	20%	0%	0%



BLOCK	BOUNDED BY	LOTS	AVAILABLE	AVAILABLE	WEEKDAY	SATURDAY	SATURDAY
			SPACES BY LOT	SPACES BY BLOCK	MIDDAY OCCUPANCY	AFTERNOON OCCUPANCY	EVENING OCC.
	South Ocean Boulevard						
	Chilean Avenue						
	Chilean Avenue	Lot 14	79	79			
	Hibiscus Avenue	Lot 15	15				
Block 7	South County Road	Lot 16	22	147	82%	67%	29%
	Peruvian Avenue	Lot 17	13				
		Lot 18	18				
	Chilean Avenue						
Block 8	South County Road	Lot 19	42	42	48%	50%	90%
BIOORO	South Ocean Boulevard	20110	12			5070	
	Peruvian Avenue						
Block 9	Peruvian Avenue	Lot 20	46			54%	82%
	Cocoanut Row	Lot 21	2	57	80%		
	Hibiscus Avenue	Lot 22	9	57	0370	5470	
	Worth Avenue						
	Peruvian Avenue	Lot 23	170				62%
Block 10	Hibiscus Avenue	LULZJ	172	10/	65%	07%	
DIOCK IU	South County Road	Lot 24	າາ	194	0370	5170	
	Worth Avenue	LUI 24	22				
	Peruvian Avenue	Lot 25	49		56%		26%
Block 11	Hibiscus Avenue	Lot 26	15	225		23%	
DIUCK II	South County Road	Lot 27	0	225			
	Worth Avenue	Lot 28	161				
	Worth Avenue						
Plack 12	Cocoanut Row	Lat 20	51	51	40%	270/	20/
DIUCK IZ	South County Road	LOI 29	51	51	49%	21 70	2 70
	Alley south of Worth Av.						
	Worth Avenue						
Diesk 12	South County Road	Lat 20	205	205	0.20/	700/	070/
Block 13	South Ocean Boulevard	LOUSU	325	323	92%	12%	21 %
	Interior lot lines						
Total for	•		1.350	1 350	76%	61%	43%
District			1,000	1,000	1070	0170	+070



Table 22 North Commertial Parking Study District Off-Street Parking Accumulation Summary (public and propietary spaces – includes valet spaces)

	BOUNDED BY	LOTS	AVAILABLE SPACES BY LOT	AVAILABLE SPACES BY BLOCK	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCCUPANCY
Block 14	Park Avenue Bradley Place North County Road Sunrise Avenue	Lot 31	80	80	49&	26%	54%
	Sunrise Avenue	Lot 32	218		80%	85%	70%
	Bradley Place	Lot 33	9	321			
Block 15	North County Road	Lot 34	47				
	Sunset Avenue	Lot 35	21				
		Lot 36	26				
	Sunset Avenue	Lot 37	15				
	Bradley Place	Lot 38	7				
Block 16	North County Road	Lot 39	15	101	62%	50%	42%
	Royal Poinciana Avenue	Lot 40	64				
Total for District			502	502	71%	69%	62%





Figure 12 South Commercial Parking Study District Parking Accumulation Study Results - Weekday 12 PM to 2 PM





Figure 13 South Commercial Parking Study District Parking Accumulation Study Results -Saturday 3 PM to 5 PM





Figure 14 South Commercial Parking Study District Parking Accumulation Study Results - Saturday 6 PM to 8 PM





Figure 15 North Commercial Parking Study District Parking Accumulation Study Results - Weekday 12 PM to 2 PM





Figure 16 North Commercial Parking Study District Parking Accumulation Study Results - Saturday 3PM to 5PM





Figure 17 North Commercial Parking Study District Parking Accumulation Study Results - Saturday 6 PM to 8 PM



#### **2.3.2 OCCUPANCY STUDIES**

In addition to peak accumulation and utilization, a key data point for parking analysis is to

understand how long a parking space is occupied for. Long occupancies are typical of work and residential parking patterns; however, in a retail and services setting, long occupancies can exacerbate parking supply insufficiencies by not turning over spaces often enough for newly arriving patrons to find available parking spaces. In a retail and services setting that is combined with high tourism, it is more typical to experience longer occupancy in the system as tourists visit multiple destinations that may include longer duration activities such as full-service Figure 18 Town of Palm Beach On-Street Parking dining or visiting the beach.



Long-term parking should be regulated to off-street locations to allow for convenient "hitching post" parking on the street to support short-term retail access by patrons, by having clearly visible short-term parking spaces in the immediate vicinity of short retail visits. Short retail visits include retail purchases of goods from store inventories, or personal services that are on a drop-off and pick-up basis, such as cobblers, but not services where the service is performed while the patron is present, such as barbers and doctors. The shortest-term parking in Palm Beach are the five spaces at the post office that are limited to 15 minutes.



Figure 19 Town of Palm Beach Post Office

Throughout the South Study District and the North Study District, all on-street parking is regulated to 2 hours or less. On one hand, this supports shopping and multiple destinations, browsing and dining; however, a shorter duration of  $\frac{1}{2}$  to 1 hour or less would better support the businesses that require short-term visits.

Table 23 provides the regulatory parking durations that are permitted. This table summarizes a survey of posted street parking regulations that includes the streets of the entire mixed-use area



from intracoastal to the beach, including Royal Palm Way, South Lake Drive and South Ocean Boulevard in addition to the study area streets. Approximately 40% of on-street parking is metered and short-term, being of 1 hour or less, with another 22% in the 1 to 2-hour range.

	15-minute Parking	30-minute Parking	1-hour Parking	2-hour parking	Metered Parking	Handicap Parking	Permit	No Parking
Royal Palm Way	-	-	-	-	39	-	-	-
Brazilian Avenue	-	-	7	57	14	-	66	-
Australian Avenue	-	-	6	55	5	1	79	8
Chilean Avenue	-	-	62	7	7	-	60	14
Peruvian Avenue	5	-	10	-	78	-	60	7
Worth Avenue	-	28	-	99	16	-	10	7
South Lake Drive	-	-	-	-	-	-	88 (dock & residential)	-
Cocoanut Row	-	-	15	31	-	-	9	9
Hibiscus Avenue	-	-	8	9	-	-	12	1
South County Rd.	-	10	57	-	-	-	-	9
South Ocean Blvd	-	-	-	-	119	2	-	-
Total	5 (<1%)	38 (3%)	165 <i>(14%)</i>	258 (22%)	278 (23%)	3 (<1%)	384 (32%)	55 (5%)

## Table 23 On-Street Spaces by Regulated Maximum Parking Duration South Lake Dr. to South Ocean Blvd.



Parking Turnover & Occupancy Studies were performed from 11:00 AM to 8:00 PM on Saturday, March 4, 2023, at sample locations within the general retail/restaurant area and town-serving commercial districts, including:

- South County Road (A1A) from Australian Avenue to Royal Palm Way
- South County Road (A1A) from Royal Palm Way to Brazilian Avenue
- South County Road (A1A) from Brazilian Avenue to Australian Avenue
- South County Road (A1A) from Australian Avenue to Chilean Avenue
- South County Road (A1A) from Chilean Avenue to Peruvian Avenue
- South County Road (A1A) from Peruvian Avenue to Worth Avenue
- Worth Avenue from Hibiscus Avenue to Cocoanut Row
- Worth Avenue from South County Road to Hibiscus Avenue
- Worth Avenue from South Ocean Boulevard to South County Road

The two corridors (South County Road & Worth Avenue) were selected as representation of three (3) types of commercial destinations with three potential parking demand patterns.

South County Road (SR A1A) is a commercial corridor along the major spine of the Town, with a mix of retail, business and civic uses. These uses typically require a shorter parking duration with more single destination trips and short duration services. Public parking along South County Road is mostly regulated to a 1-hour maximum, with a small amount of 30-minute parking. The expectation is for short-term parking. The results of the parking occupancy study on South County Road are shown in Figure 20. The average parking duration along South County Road is 1 hour and 4 minutes. Over 34% of parked cars stayed over the regulated limit of 1 hour, and the compliance rate is less than 66%.

TOWN OF PALM BEACH TRAFFIC ANALYSES & COMMERCIAL AREAS PARKING STUDY



Figure 20 South County Road (A1A) Parking Duration

Worth Avenue is comprised of a mix of destination luxury retail, offices and services. Similar to malls, it is expected to service multiple destinations within a attractive pedestrian environment. Patrons are mix of local residents and visitors to Palm Beach. Public parking on Worth Avenue is primarily regulated to a 2-hour maximum. The expectation is for longer-term parking. The results of the parking occupancy study on Worth Avenue are shown in Figure 18 below. The average parking duration along Worth Avenue is 1 hour and 16 minutes. Over 16% of parked cars stayed over the regulated limit of 2 hours, and the compliance rate is less than 84%.







# 2.4 DEVELOPMENT AND PARKING REQUIREMENTS

To improve the quality-of-life and economic viability of the commercial areas, the Town will consider revising its land development and parking regulations and will need parking audit information for a data-driven approach. Task 3 is to provide the Town with the necessary data to establish the existing and project conditions for different land use scenarios. The Town's Parking Code and Shared Parking Ordinance has been reviewed and compared with three similar communities to determine if parking standards need to be modernized to fit contemporary forms of development, as well as contemporary travel and vehicle usage patterns.

To select peer communities, the geographic and land development that are listed below were used.

- Small, compact and walkable mixed-use district.
- Mix of residential, offices, commercial/professional services, with a mix of destination luxury retail as well as daily community needs retail.
- Geographically constrained as either an island or an isolated area.
- Retail and service establishments that serve high-price residential community needs.
- Tourist destination that is adjacent to major metropolitan area.
- Preference is given to Florida communities.

The three (3) peer communities chosen are: 1. Bal Harbour, Florida, 2. Naples, Florida 3.and Greenwich, Connecticut. Table 24 provides how each criteria evaluation was used to select these peer communities.

Table 24 Peer Community Selection Criteria

CRITERIA	PALM BEACH, FLORIDA	BAL HARBOUR, FLORIDA	NAPLES, FLORIDA	GREENWICH, CONNECTICUT
Compact, walkable mixed-use	Yes	Generally	Yes	Yes
Geographically Constrained	Yes	Yes	No	No
Luxury Mixed Use	Yes	Yes	Yes	Yes
High-Price Point Residential	Yes	Yes	Yes	Yes
Tourist Destination near major metro	Yes	Yes	Yes	Yes
Florida Community	Yes	Yes	Yes	No

# 2.4.1 PARKING REQUIREMENT COMPARISON: BAL HARBOUR, FLORIDA

#### Table 25 Parking Requirement Comparison: Bal Harbour, Fl.

		PARKING REQUIREMENTS	PARKING REQUIREMENTS
		Palm Beach, Florida	Bal Harbour, Florida
1	Single-family dwellings, first 3,000 sq. ft.	2 spaces	2 spaces
	additional 3,000 sq. ft.	1 additional space	not applicable
	Multi-Family Dwelling Units	not applicable - see below	1.5 spaces per dwelling unit, plus 1 additional space for each 10 dwelling units in total, plus required spaces for any business within
	Two-family dwellings and townhouses: Dwelling unit of 3,000 sq. ft. or less	2 spaces per dwelling unit plus 1 per every 5 dwelling units (2.2 spaces per dwelling unit)	see Multi-family Dwelling Units
	Two-family dwellings and townhouses: Dwelling unit over 3,000 sq. ft.	3 spaces per dwelling unit plus 1 per every 5 dwelling units (3.2 spaces per dwelling unit)	see Multi-family Dwelling Units
2	Multifamily dwellings with 3 dwelling units	8 spaces (2.67 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 4 dwelling units	11 spaces (2.75 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 5 dwelling units	13 spaces (2.6 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 6 or more dwelling units	2.2 spaces per dwelling unit	see Multi-family Dwelling Units
3	Houses of worship, theaters and auditoriums	One per four permanent seats in the main auditorium.	not applicable
4	Social, swimming, golf, tennis and yacht clubs	One per four members.	see "Hotels"
5	Retail, commercial and personal service establishments and banks and financial institutions, excluding brokerage and trust companies	One per 200 square feet of gross leasable area (GLA)	Business Establishments: 3.1 spaces for each 1,000 sq. ft. of 90% gross floor area, except municipal buildings and religious institutions.
6	Hotels, condo-hotels, motels, motor inns and timesharing uses	One and three-fourths per unit with two or fewer rooms, and 2.75 per unit with more than two rooms; plus one for each 2.5 seats of conference capacity including auditorium, ballroom, banquet facilities, convention hall, gymnasium, meeting rooms, or other similar places of assembly.	1 space for each guest room of separate occupancy, plus one space for each 400 sq. ft. of public assembly area, plus the required spaces for each business within. (excepts grandfathered apartment hotels)
7	Libraries, museums and nonprofit cultural centers	One per 500 square feet	see "Business Establishments" above
8	Medical or dental offices or clinics	One per 250 square feet of gross leasable area (GLA)	included in "Business Establishments" above
9	Restaurants, nightclubs or other eating places	One for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area	see "Business Establishments" above
10	Reserved	not applicable	not applicable
11	Schools (public or private): Grades 1 through 6	One per 14 students	not applicable
	Schools (public or private): Grades 7 through 9	One per nine students	not applicable
	Schools (public or private): Grades 10 through 12	One per three students	not applicable
12	Accessory commercial retail and service uses in hotels and condo hotels	One per 250 square feet except for a restaurant, nightclub, bar, or other entry place which shall require the same as subsection (9) of this section, and except for conference facilities and similar places of assembly which shall require the same as subsection (6) of this section	not applicable



	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Bal Harbour, Florida
13	Office, professional and business service establishments, institutions, institutions, and brokerage and trust companies	One per 250 square feet of gross leasable area (GLA)	not applicable
14	Group home and foster care facilities	One space per each four resident occupants or fraction thereof, plus one per each employee in the largest work shift, with a minimum of two parking spaces	not applicable
15	Required off-street parking exception for commercial parking garages in the C-WA zoning district	Number of required parking spaces attributed to uses on a commercial property within a parking garage in the C-WA district may be reduced by a maximum of 15 percent in order to provide off-site supplemental parking for other off-site commercial uses in the same district. The application can only be approved if the property owner provides evidence satisfactory to the town at the time of application and on an annual renewal basis that said parking exception will not negatively impact the parking of all on-site uses. Those off-site commercial uses in the C-WA district that are allowed to share the parking garage shall not be allowed to use said shared parking as a basis to develop or redevelop property, or expand or intensify the use of property. (See footnote 1 for requirements in granting an exception)	not applicable
	SHARED PARKING	BY SPECIAL EXCEPTION in CT-S, C-WA, and C-OPI zoning districts. Basis is professional advice to staff. There are no standards.	included in other categories - shared use not provided

# 2.4.2 PARKING REQUIREMENT COMPARISON: NAPLES, FLORIDA

Table 26 Parking Requirement Comparison: Naples, Fl.

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Naples, Florida
1	Single-family dwellings, first 3,000 sq. ft.	2 spaces	2 spaces
	additional 3,000 sq. ft.	1 additional space	not applicable
	Multi-Family Dwelling Units	not applicable - see below	2 spaces per dwelling unit, plus 1 additional space for each 10 dwelling units in total, except for certain zoning districts, 1 visitor space for first 12 dwelling units and 1 visitor space for each 2 dwelling units thereafter.
	Two-family dwellings and townhouses: Dwelling unit of 3,000 sq. ft. or less	2 spaces per dwelling unit plus 1 per every 5 dwelling units (2.2 spaces per dwelling unit)	see Multi-family Dwelling Units
	Two-family dwellings and townhouses: Dwelling unit over 3,000 sq. ft.	3 spaces per dwelling unit plus 1 per every 5 dwelling units (3.2 spaces per dwelling unit)	see Multi-family Dwelling Units
2	Multifamily dwellings with 3 dwelling units	8 spaces (2.67 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 4 dwelling units	11 spaces (2.75 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 5 dwelling units	13 spaces (2.6 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 6 or more dwelling units	2.2 spaces per dwelling unit	see Multi-family Dwelling Units
3	Houses of worship, theaters and	One per four permanent seats in the main	1 space per 4 seats or 1 space per 4 occupants,
3	auditoriums	auditorium.	based on maximum occupancy
4	Social, swimming, golf, tennis and yacht clubs	One per four members.	Country Clubs and Golf Courses: 5 spaces per golf hole, plus 1 space per 200 sq. ft. area



		PARKING REQUIREMENTS	PARKING REQUIREMENTS
	LAND USE / OCCUPATION	Palm Beach, Florida	Naples, Florida
			devoted to food or beverage preparation and service, and plus 1 space per 300 sq. ft. of clubhouse or retail shop.
5	Retail, commercial and personal service establishments and banks and financial institutions, excluding brokerage and trust companies	One per 200 square feet of gross leasable area (GLA)	Commercial uses such as retail sales, offices, financial institutions, maintenance and repair businesses, libraries, museums, art studios or galleries, private clubs which do not serve food or beverages, and business schools: 1 space per 300 sq. ft: Grocery Stores, 1 space per 300 sq. ft.
6	Hotels, condo-hotels, motels, motor inns and timesharing uses	One and three-fourths per unit with two or fewer rooms, and 2.75 per unit with more than two rooms; plus one for each 2.5 seats of conference capacity including auditorium, ballroom, banquet facilities, convention hall, gymnasium, meeting rooms, or other similar places of assembly.	Varies with zoning district: 1.25 spaces per unit for first 100 units, one space per unit for the next 150 units and 0.25 space for all units over 250. Other districts (residential): 1.5 spaces per unit, and 2 spaces per unit.
7	Libraries, museums and nonprofit cultural centers	One per 500 square feet	see "Auditoriums"
8	Medical or dental offices or clinics	One per 250 square feet of gross leasable area (GLA)	1 space per 175 sq. ft. gross leasable floor area
9	Restaurants, nightclubs or other eating places	One for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area	1 space per 100 sq. f.t of gross floor area. does not include outdoor dining. Outdoor dining requires 3 spaces for every 1,000 sq. ft. of outdoor dining except in 5th Av South Special District. Outdoor dining area under 100 sq. ft. is exempt.
10	Reserved	not applicable	not applicable
11	Schools (public or private): Grades 1 through 6	One per 14 students	1 space for each classroom plus 1 space for each 10 seats in an auditorium
	Schools (public or private): Grades 7 through 9	One per nine students	1 space for each classroom plus 1 space for each 10 seats in an auditorium
	Schools (public or private): Grades 10 through 12	One per three students	2 spaces for each classroom plus 1 space for each 8 seats in an auditorium
12	Accessory commercial retail and service uses in hotels and condo hotels	One per 250 square feet except for a restaurant, nightclub, bar, or other entry place which shall require the same as subsection (9) of this section, and except for conference facilities and similar places of assembly which shall require the same as subsection (6) of this section	not applicable
13	Office, professional and business service establishments, institutions, institutions, and brokerage and trust companies	One per 250 square feet of gross leasable area (GLA)	see "Commercial Uses" 1 space per 300 sq. f.t gross floor area
14	Group home and foster care facilities	One space per each four resident occupants or fraction thereof, plus one per each employee in the largest work shift, with a minimum of two parking spaces	1 space per 2 beds
15	Required off-street parking exception for commercial parking garages in the C-WA zoning district	Number of required parking spaces attributed to uses on a commercial property within a parking garage in the C-WA district may be reduced by a maximum of 15 percent in order to provide off-site supplemental parking for other off-site commercial uses in the same district. The application can only be approved if the property owner provides evidence satisfactory to the town at the time of application and on an annual renewal basis that said parking exception will not negatively	not applicable


LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Naples, Florida
	impact the parking of all on-site uses. Those off-site commercial uses in the C-WA district that are allowed to share the parking garage shall not be allowed to use said shared parking as a basis to develop or redevelop property, or expand or intensify the use of property. (See footnote 1 for requirements in granting an exception)	
SHARED PARKING	BY SPECIAL EXCEPTION in CT-S, C-WA, and C-OPI zoning districts. Basis is professional advice to staff. There are no standards.	may be reduced by parking needs analysis approved as a conditional use, or with shared parking agreement approved as a conditional use and limited to certain zoning districts and no more than 20% reduction.

## 2.4.3 PARKING REQUIREMENT COMPARISON: GREENWICH, CONNECTICUT

Table 27 Parking Requirement Comparison: Greenwich, Ct.

		PARKING REQUIREMENTS	PARKING REQUIREMENTS
	LAND USE / OCCUPATION	Palm Beach, Florida	Greenwich, Connecticut
1	Single-family dwellings, first 3,000 sq. ft.	2 spaces	Dwelling with 1 or 2 bedrooms: 1 garage space and a 1 outdoor space for each dwelling unit. Studio apartments: 1 garage space and 1.6 outdoor spaces for each dwelling unit.
	additional 3,000 sq. ft.	1 additional space	Dwelling with 3 or more bedrooms: 1 garage space and 1.6 outdoor spaces for each dwelling unit.
	Multi-Family Dwelling Units	not applicable - see below	1 space per dwelling unit unless a greater or lesser number is deemed appropriate by the Commission.
	Two-family dwellings and townhouses: Dwelling unit of 3,000 sq. ft. or less	2 spaces per dwelling unit plus 1 per every 5 dwelling units (2.2 spaces per dwelling unit)	see above
	Two-family dwellings and townhouses: Dwelling unit over 3,000 sq. ft.	3 spaces per dwelling unit plus 1 per every 5 dwelling units (3.2 spaces per dwelling unit)	see above
2	Multifamily dwellings with 3 dwelling units	8 spaces (2.67 spaces per dwelling unit)	see above
	Multifamily dwellings with 4 dwelling units	11 spaces (2.75 spaces per dwelling unit)	see above
	Multifamily dwellings with 5 dwelling units	13 spaces (2.6 spaces per dwelling unit)	see above
	Multifamily dwellings with 6 or more dwelling units	2.2 spaces per dwelling unit	see above
3	Houses of worship, theaters and auditoriums	One per four permanent seats in the main auditorium.	1 space per 3 seats
4	Social, swimming, golf, tennis and yacht clubs	One per four members.	1 per membership or as determined by Commission based on type and facility, and membership use pattern
5	Retail, commercial and personal service establishments and banks and financial institutions, excluding brokerage and trust companies	One per 200 square feet of gross leasable area (GLA)	Personal Services: 2 spaces for each chair or station; Retail: 1 space per 150 sq. ft. of usable floor area; Supermarkets: 1 space per 150 sq. ft. of usable floor area
6	Hotels, condo-hotels, motels, motor inns and timesharing uses	One and three-fourths per unit with two or fewer rooms, and 2.75 per unit with more than two rooms; plus one for each 2.5 seats of conference capacity including auditorium, ballroom, banquet facilities, convention hall, gymnasium, meeting rooms, or other similar places of assembly.	1 per guest room in addition to parking required by other uses in the same building or use on same lot.



		PARKING REQUIREMENTS	PARKING REQUIREMENTS
	LAND USE / OCCOPATION	Palm Beach, Florida	Greenwich, Connecticut
7	Libraries, museums and nonprofit cultural centers	One per 500 square feet	Community Center: 1 space per 200 sq. ft. of usable floor area; Stadium, theater, place of assembly: 1 space per 2.5 seats
8	Medical or dental offices or clinics	One per 250 square feet of gross leasable area (GLA)	5 per medical personnel plus additional parking for employees at 25% or required
9	Restaurants, nightclubs or other eating places	One for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area	Restaurant: 1 space per 3 persons seated and standing dining capacity; plus 1 per 2 persons for seated and standing bar capacity; Fast Food: 1 space per 2 person dining capacity Plus 14 queue per drive-through window
10	Reserved	not applicable	OTHER USES NOT LISTED: 1 space per 250 sq. ft. of usable floor area.
11	Schools (public or private): Grades 1 through 6	One per 14 students	parking to be provided at adequate level as determined by Planning and Zoning Commission
	Schools (public or private): Grades 7 through 9	One per nine students	parking to be provided at adequate level as determined by Planning and Zoning Commission
	Schools (public or private): Grades 10 through 12	One per three students	parking to be provided at adequate level as determined by Planning and Zoning Commission
12	Accessory commercial retail and service uses in hotels and condo hotels	One per 250 sq. ft. except for restaurant, nightclub, bar, or other entry place which shall require the same as subsection (9) of this section, and except for conference facilities and similar places of assembly which shall require the same as subsection (6) of this sec.	not applicable
13	Office, professional and business service establishments, institutions, institutions, and brokerage and trust companies	One per 250 square feet of gross leasable area (GLA)	Business Office: 1 space per 150 square feet for Group 2a and 2b and 1 space per 200 square feet for Group 2c
14	Group home and foster care facilities	One space per each four resident occupants or fraction thereof, plus one per each employee in the largest work shift, with a minimum of two parking spaces	2 bedrooms: 1 garage space + 1 outdoor space. 3 or more bedrooms 1 garage space + 1.6 outdoor.
15	Required off-street parking exception for commercial parking garages in the C-WA zoning district	Number of required parking spaces attributed to uses on a commercial property within a parking garage in the C-WA district may be reduced by a maximum of 15 percent in order to provide off-site supplemental parking for other off-site commercial uses in the same district. The application can only be approved if the property owner provides evidence satisfactory to the town at the time of application and on an annual renewal basis that said parking exception will not negatively impact the parking of all on-site uses. Those off-site commercial uses in the C-WA district that are allowed to share the parking garage shall not be allowed to use said shared parking as a basis to develop or redevelop property, or expand or intensify the use of property. (See footnote 1 for requirements in granting an exception)	not applicable
	SHARED PARKING	BY SPECIAL EXCEPTION in CT-S, C-WA, and C-OPI zoning districts. Basis is professional advice to staff. There are no standards.	not applicable

### 2.4.4 PARKING REQUIREMENT COMPARISION: ITE PARKING GENERATION MANUAL

In addition, the parking requirements of the Town's land development regulations regarding amount of parking that is required have also been compared to the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition.

#### Table 28 Parking Requirement Comparison: ITE Parking Generation Manual

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	ITE Averages ITE Parking Generation 5 <sup>th</sup> Ed.
1	Single-family dwellings, first 3,000 sq. ft.	2 spaces	not applicable
	additional 3,000 sq. ft.	1 additional space	not applicable
	Multi-Family Dwelling Units	not applicable - see below	
	Two-family dwellings and townhouses: Dwelling unit of 3,000 sq. ft. or less Two-family dwellings and townhouses: Dwelling unit over 3,000 sq. ft	2 spaces per dwelling unit plus 1 per every 5 dwelling units (2.2 spaces per dwelling unit) 3 spaces per dwelling unit plus 1 per every 5 dwelling units (3.2 spaces per dwelling unit)	Low Rise Multi-Family Housing (ITE #220,
2	Multifamily dwellings with 3 dwelling units Multifamily dwellings with 4 dwelling units Multifamily dwellings with 5 dwelling units Multifamily dwellings with 6 or more	8 spaces (2.67 spaces per dwelling unit) 11 spaces (2.75 spaces per dwelling unit) 13 spaces (2.6 spaces per dwelling unit) 2 3 spaces per dwelling unit)	0.66 spaces per bedroom
3	dwelling units Houses of worship, theaters and	One per four permanent seats in the main	9.44 to 19.22 spaces per 1,000 sq. ft.
4	Social, swimming, golf, tennis and yacht clubs	One per four members.	Tennis Club (ITE #491) 0.98 spaces per 1,000 sq. ft.
5	Retail, commercial and personal service establishments and banks and financial institutions, excluding brokerage and trust companies	One per 200 square feet of gross leasable area (GLA)	General Office (less than 5,000 sq. ft., urban/suburban): 2.25 spaces per 1,000 sq. ft. General Retail (ITE#820, urban/suburban): 1.95 spaces per 1,000 sq. ft.
6	Hotels, condo-hotels, motels, motor inns and timesharing uses	One and three-fourths per unit with two or fewer rooms, and 2.75 per unit with more than two rooms; plus one for each 2.5 seats of conference capacity including auditorium, ballroom, banquet facilities, convention hall, gymnasium, meeting rooms, or other similar places of assembly.	Hotel (ITE #310 urban/suburban): 0.74 spaces per room
7	Libraries, museums and nonprofit cultural centers	One per 500 square feet	Library: 1 space per 2,350 sq. ft. Museum: 1 space per 760 sq. ft.
8	Medical or dental offices or clinics	One per 250 square feet of gross leasable area (GLA)	(ITE #720, general urban/suburban) 3.23 spaces per 1,000 sq. ft.
9	Restaurants, nightclubs or other eating places	One for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area	Quality Restaurant (ITE#931): 10.52 spaces per 1,000 sq. ft. High Turnover Sit Down Restaurant (ITE#932): 9.44 spaces per 1,000 sq. ft. Fast Food without Drive-Through (ITE#933): 9.91 spaces per 1,000 sq. ft.
10	Reserved	not applicable	not applicable
11	Schools (public or private): Grades 1 through 6	One per 14 students	0.13 spaces per student
	Schools (public or private): Grades 7 through 9	One per nine students	0.09 spaces per student
	Schools (public or private): Grades 10 through 12	One per three students	0.26 spaces per student



	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	ITE Averages ITE Parking Generation 5 <sup>th</sup> Ed.
12	Accessory commercial retail and service uses in hotels and condo hotels	One per 250 sq. ft. except for restaurant, nightclub, bar, or other entry place which shall require the same as subsection (9) of this section, and except for conference facilities and similar places of assembly which shall require the same as subsection (6) of this sec.	not applicable
13	Office, professional and business service establishments, institutions, institutions, and brokerage and trust companies	One per 250 square feet of gross leasable area (GLA)	General Office (ITE #710): 1 space per 2,390 sq. ft. Small Office Bldg (5,000 sq. ft. or less)(ITE# 712): 1 space per 2,560 sq. ft.
14	Group home and foster care facilities	One space per each four resident occupants or fraction thereof, plus one per each employee in the largest work shift, with a minimum of two parking spaces	Senior Adult Housing (ITE#252) 0.56 space per dwelling unit
15	Required off-street parking exception for commercial parking garages in the C-WA zoning district	Number of required parking spaces attributed to uses on a commercial property within a parking garage in the C-WA district may be reduced by a maximum of 15 percent in order to provide off-site supplemental parking for other off-site commercial uses in the same district. The application can only be approved if the property owner provides evidence satisfactory to the town at the time of application and on an annual renewal basis that said parking exception will not negatively impact the parking of all on-site uses. Those off-site commercial uses in the C-WA district that are allowed to share the parking garage shall not be allowed to use said shared parking as a basis to develop or redevelop property, or expand or intensify the use of property. (See footnote 1 for requirements in granting an exception)	not applicable
	SHARED PARKING	BY SPECIAL EXCEPTION in CT-S, C-WA, and C-OPI zoning districts. Basis is professional advice to staff. There are no standards.	Defined method to share between complementary uses: retail, office, hotel, and residential.

## **2.5 EXISTING AND FUTURE CONDITIONS ANALYSIS - CONCLUSIONS**

Parking Analysis: Commercial Areas- The residents of the Town of Palm Beach have expressed concerns that land development and parking regulations in the commercial areas need to be revised for improved traffic and parking management. Where parking supply and demand become misaligned, economic and recreational opportunities become inhibited, and residents' quality-of-life becomes strained. The Town of Palm Beach is an island community and a destination for visitors for its natural and architectural quality, and unique culture within short, walkable distances. While providing for excellent walkable community fabric, the compact geography also exacerbates impacts from parking demands that are not managed to the best practicable standards.



To improve the quality-of-life and economic viability of the commercial areas, The Corradino Group recommends that the Town should consider revising policies, regulations and future infrastructure development and with a data-driven approach. The Commercial Parking Study was performed in response to the following four overarching questions.

- 1. How much parking is provided in the study area?
- 2. How parking is being utilized and if demand exceeds capacity?
- 3. Can changes in the land use and parking regulations affect parking and traffic impacts, with particular attention to the unique parking patterns of restaurants versus retail and other commercial uses?
- 4. Are there management strategies to better utilize existing infrastructure if demand and supply are locationally mis-aligned?

## PARKING SUPPLY

- There is adequate supply for both commercial parking study districts when considered on a district-wide basis; however, particularly within the South Commercial Parking Study District, there are localized shortages caused by the combined effects of street circulation patterns, destination locations, the distribution of parking within the district, and lack of parking information to visitors.
- The parking supply includes the spaces allocated to valet parking. Valet parking provides an alternative way to access parking and can reduce traffic caused by cars circulating to find parking. For the visitor, valet is a convenience. For the destination business owners, valet operations are good business by providing a desired service to their patrons and assurance that patrons don't balk due to apparent lack of convenient parking. The valet operations do not increase the supply of parking in the commercial districts of the Town because they use parking areas that are generally within the respective commercial districts.
- On weekends, Worth Avenue on-street parking is full, and off-street parking is near capacity west of South County Road; however, there is adequate available supply elsewhere within the district.
- On weekdays there is a localized lack of capacity near Brazilian Avenue west of South County Road.
- Supply and demand are misaligned either locationally, by ownership, or by management.

- Additional capacity is not required for the entirety of each district. Management strategies that better utilize areas where parking is available can alleviate parking issues.
- Community expectations for walk distance are very short, as evidenced by the large number of valet operations. Well managed valet is a good choice for management at high-priced establishments.

## PARKING POLICY: ZONING CODE, REDEVELOPMENT, AND LEGACY<sup>2</sup> BUILDINGS

Like other exclusive communities, the Town's zoning requirements with regard to parking are more conservative, requiring more parking spaces than is typical to assure the highest level of convenience for its residents and viable service for its businesses. This also mitigates some of the effect of historic and other older buildings that continue to operate as an important part of the commercial districts with legacy parking supplies dating back to when they were built. The following characteristics were noted:

• The Town's zoning code parking requirements are generally enforceable, using units of development such as floor area or bedroom counts, and not dependent on person counts which are used in other places and difficult to administer.

• Parking incentives are not a focus in the Town's zoning code for new development, as the parking requirements support higher increased parking supply to respond to community needs.

## 2.6 VALET PARKING OPERATIONS ANALYSES

The Town of Palm Beach requested a valet parking analysis at 18 specific restaurant locations in the Town. Corradino received the following specific restaurant locations to collect valet parking queue data:

- 1. Meat Market Steak House
- 2. Echo Palm Beach
- 3. Palm Beach Catch
- 4. Lola 41 Palm Beach
- 5. Trevini Ristorante
- 6. Cucina Palm Beach
- 7. Henry's Palm Beach
- 8. Almond Palm Beach

<sup>&</sup>lt;sup>2</sup> The term is to refer to buildings that are NOT subject to the current zoning code; therefore, grandfathered buildings with regard to parking.



- 9. Carriage House Club
- 10. La Goulue Palm Beach
- 11. Buccan Palm Beach
- 12. Bricktops Palm Beach
- 13. Pizza Al Fresco
- 14. Bice Ristorante
- 15. Club Colette
- 16. Café Via Flora
- 17. Ta-boo Restaurant
- 18. Le Bilboquet Palm Beach

Valet parking queue data was collected in one-minute intervals and maximum queues were documented during the weekday peak period on Monday, April 17<sup>th</sup> and Friday, April 21<sup>st</sup> between 5:00 to 8:00 PM and during the peak period on Saturday, April 15<sup>th</sup> between 5:00 to 9:00 PM.

## 2.6.1. VALET PARKING DATA COLLECTION AND VALET PARKING ANALYSIS

The following is a summary of the valet parking queue data collection and valet parking analysis for each of these restaurant locations.

#### Location #1- Meat Market Steakhouse: Bradley Place and Seminole Avenue

The Meat Market Steakhouse located at 191 Bradley Place, Palm Beach, Florida is the initial restaurant location. Figures 22 and 23 depict the restaurant location along at the southeast corner of Bradley Place and Seminole Avenue and the existing on-street parking along both roads. The approved valet parking schematic is included in the **Appendix G**.





Figure 22 Valet Stand- Meat Market Steakhouse

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 60 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 4 vehicles (at 6:44 • PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 229 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period-7 vehicles (at 7:01 • PM.)

The weekday peak queue of 4 vehicles lasted no longer than 60 seconds with the queue decreasing to 3 vehicles for an additional 2 minutes. The weekend peak queue of 7 vehicles lasted no longer than 60 seconds but decreased to between 3 to 5 vehicles for an additional 4 minutes. The snapshot queue table with the detail valet parking queue data is provided in Appendix G.



Figure 23 Valet Parking: Destination Location- Meat Market Steakhouse

#### Location #2- Echo Palm Beach: Sunrise Avenue

The Echo Palm Beach located at 230A Sunrise Avenue, Palm Beach, Florida is the next restaurant location. Figures 6 depicts the restaurant location along Sunrise Avenue. The valet stand is in front of the restaurant on Sunrise Avenue. Figures 24 and 25 depict the on-street parking spaces and the on-site parking lot/garage being utilized for the valet parking. The approved parking agreement includes details regarding exclusive use of certain parking spaces within the garage during different times of the day and collectively with other tenants within the vicinity. A copy of the valet parking agreement and parking schematic is included in **Appendix G**.





Figure 24 Valet Stand- Echo Palm Beach

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period -31 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 1 vehicle (numerous times; at 5:59 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 146 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 6 vehicles (at 6:45 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 180 seconds with the queue decreasing to 0 vehicles after a total of 3 minutes. The weekend peak queue of 6 vehicles lasted no longer than 60 seconds but decreased to between 3 to 4 vehicles for an additional 6 minutes. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.





Figure 25 Valet Parking: Destination Location- Echo Palm Beach

#### Location #3-Palm Beach Catch: Sunrise Avenue

The Palm Beach Catch located at 251 Sunrise Avenue, Palm Beach, Florida is the next restaurant location. Figure 9 depicts the restaurant location along Sunrise Avenue. The valet stand is in front of the restaurant on Sunrise Avenue. Figure 26 depicts the on-street parking spaces and the nearby Bank's surface parking lot which was observed to be utilized for the valet parking operations during the field review. Based on the received handwritten valet parking schematics, "red zone" parking spaces are being used for the Palm Beach Catch valet drop-off operations and will utilize the on-street parking along Sunrise Avenue.

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 20 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 1 vehicle (numerous times)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 63 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 3 vehicles (at 7:40 PM.)



The weekday peak queue of 1 vehicle lasted no longer than 60 seconds with the queue decreasing to 0 vehicles after a total of 2 minutes. The weekend peak queue of 3 vehicles lasted no longer than 60 seconds but decreased to between 1 to 2 vehicles for an additional 2 minutes. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.



Figure 26 Valet Parking: Destination Location- Palm Beach Catch

#### Location #4-LoLa 41: Sunset Avenue

Lola 41 which is located at 290 Sunset Avenue, Palm Beach, Florida is the next restaurant location. Figure 12 depicts the restaurant location at the southeast corner of Sunset Avenue and Bradley Place. The valet stand is in front of the restaurant along Bradley Place. Figure 27 depicts the on-street parking spaces used for the valet pick-up and drop off. The approved valet parking schematic identifies the valet route which is from the pick-up/drop off location on Bradley Place and then eastbound along Sunset Avenue to the Paramount Parking lot, southbound on N. County Road and then westbound along Royal Poinciana Way back to Bradley Place. A copy of the valet parking schematic is included in **Appendix G**.



Figure 27 Valet Stand- LoLa 41

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 36 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 2 vehicle (at 7:29 PM)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 202 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period - 4 vehicles (numerous times; at 6:31 PM, 6:34 PM and 8:42 PM)

The weekday peak queue of 2 vehicle lasted no longer than 60 seconds with the queue decreasing to 1 vehicle after a total of 3 minutes. The weekend peak queue of 4 vehicles lasted no longer than 60 seconds but decreased to between 1 to 3 vehicles for an additional 2 minutes. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.

#### Location #5-Trevini: Sunset Avenue

Trevini which is located at 223 Sunset Avenue, Palm Beach, Florida is the next restaurant location. Figure 28 depicts the restaurant location along Sunset Avenue west of N. County Road. The valet stand is in front of the restaurant along Sunset Avenue. There is a parking garage



adjacent to the restaurant that is used for the valet parking operation. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.



Figure 28 Valet Parking: Destination Location- Trevini

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 175 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 8 vehicles (at 7:00 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period -101 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 3 vehicles (numerous times; at 6:32 AM, 6:57 AM, 7:05 PM, 7:42 PM and 8:29 PM.)

The weekday peak queue of 8 vehicles lasted no longer than 60 seconds with the queue decreasing to 3 to 6 vehicles for the next 10 minutes. The weekend peak queue of 3 vehicles lasted no longer than 60 seconds but decreased to 1 vehicle for an additional 1 to 2 minutes. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.

## Location #6-Cucina Palm Beach: Royal Palm Way

Cucina Palm Beach which is located at 257 Royal Poinciana Way, Palm Beach, Florida is the next restaurant location. Figure 29 depicts the restaurant location along the north side of Royal Poinciana Way east of Bradley Place. The valet stand is in front of the restaurant along the north



side of Royal Poinciana Way. The angled on-street parking spaces along both eastbound and westbound Royal Poinciana Way are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.



Figure 29 Valet Stand- Cucina Palm Beach

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/21/23) Total Vehicles in Queue During Peak Period 15 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 1 Vehicle (numerous locations).
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 19 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 2 vehicles (8:26 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 60 seconds. The weekend peak queue of 2 vehicles lasted no longer than 60 seconds and decreased to 0 after 1 to 2 minutes. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.

## Location #7- Henry's Palm Beach: Royal Palm Way

Henry's Palm Beach which is located at 229 Royal Poinciana Way, Palm Beach, Florida is the next restaurant location. Figure 19 depicts the restaurant location along the north side of Royal



Poinciana Way east of Bradley Place. The valet stand is in front of the restaurant along the north side of Royal Poinciana Way. There is a sub-basement parking garage located in the 221 & 231 Royal Poinciana and 214 & 216 Sunset Avenue mixed use building. These parking spaces along with the angled and parallel on-street parking spaces along Royal Poinciana Way are used for the valet parking operation. Figure 30 depicts the restaurant location and the on-street parking spaces that may be used for the valet pick-up and drop off.



Figure 30 Valet Stand -Henry's Palm Beach

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 6 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 1 vehicle (at numerous times).
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 89 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 7 vehicles (at 8:40 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 60 seconds with the queue decreasing to 0 within the next 60 seconds. The weekend peak queue of 7 vehicles lasted no



longer than 60 seconds but decreased to 1 vehicle for an additional 1 minute. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.

## Location #8- Almond Palm Beach: Royal Palm Way

Almond Palm Beach which is located at 207 Royal Poinciana Way, Palm Beach, Florida is the next restaurant location. Figure 31 depicts the restaurant location and on-street parking that may be used for the valet pick-up and drop-off along the north side of Royal Poinciana Way. The valet stand is in front of the restaurant along the north side of Royal Poinciana Way. There are angled and parallel on-street parking spaces along Royal Poinciana Way that are used for the valet parking operation.



Figure 31 Valet Stand- Almond Palm Beach

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/21/23) Total Vehicles in Queue During Peak Period- 23 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 2 vehicles (at 7:42 PM.)



- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 21 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 2 vehicles (at 6:13 PM.)

The weekday peak queue of 2 vehicle lasted no longer than 60 seconds with the queue decreasing to 1 for an additional 1 to 2 minutes. The weekend peak queue of 2 vehicles lasted for 120 seconds but decreased to 0 vehicles after that timeframe. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.

#### Location #9- Carriage House Club: Royal Palm Way

The Carraige House Club which is located at 264-270 South County Road, Palm Beach, Florida is the next restaurant location. Figure 32 depicts the restaurant location along the west side of South County Road north of Royal Palm Way. The valet stand is in the nearby J.P. Morgan Chase parking lot. The vehicle drop-off and pick-up location is located at the valet stand on Royal Palm Way. The vehicles are then driven to the surface parking lot at 230 Royal Palm Way. These parking spaces are used for the valet parking operation. Figures 32 depicts the parking spaces in the 230 Royal Palm Way surface parking lot. A copy of the valet parking schematic is included in **Appendix G**.



Figure 32 Valet Stand- Carriage House Club



The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 121 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 5 vehicles (at 6.:35 PM.)
- Weekend (04/22/23) Total Vehicles in Queue During Peak Period-66 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 2 vehicles (at 6:13 PM.)

The weekday peak queue of 5 vehicles lasted no longer than 60 seconds with the queue decreasing to 1 to 2 vehicles for an additional 1 to 2 minutes. The weekend peak queue of 2 vehicles lasted for 120 seconds but decreased to 0 vehicles after that timeframe. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.

#### Location #10- La Goulue Palm Beach: Royal Palm Way

La Goulue Palm Beach, which is located at 288 South County Road, Palm Beach, Florida is the next restaurant location. Figure 33 depicts the restaurant location which is at the southwest corner of the Royal Palm Way and South County Road intersection. The valet stand is at the front of the restaurant building. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to one of two surface parking lots behind the First Horizon Bank parking lot along South County Road and at adjacent parking lot north of Brazilian Avenue and east of South County Road. These parking spaces within the surface parking are used for the valet parking operation and are shared with Café L'Europe's evening costumers after the Bank's lot is fully vacated but not earlier than 5:30 PM. A copy of the valet parking schematic is included in **Appendix G**.



Figure 33 Valet Stand- La Goulue Palm Beach

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 121 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 5 vehicles (at 6:35 PM.)
- Weekend (04/22/23) Total Vehicles in Queue During Peak Period- 66 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 2 vehicles (at 6:13 PM.)

The weekday peak queue of 5 vehicles lasted no longer than 60 seconds with the queue decreasing to 1 to 2 vehicles for an additional 1 to 2 minutes. The weekend peak queue of 2 vehicles lasted for 120 seconds but decreased to 0 vehicles after that timeframe. The snapshot queue table with the detail valet parking queue data are provided in **Appendix G**.



#### Location #11- Buccan Palm Beach: South County Road

Buccan Palm Beach, which is located at 350 South County Road, Palm Beach, Florida is the next restaurant location. Figure 34 depicts the restaurant location which is at the southwest corner of the Australian Avenue and South County Road intersection. The valet stand is at the front of the Palm Beach Gallery building where Buccan resides. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to a surface parking lot which is located at the northwest corner of Chilean Avenue and South County Road. These parking spaces within the surface parking-lot are used for the valet parking operation from 5:00 pm to midnight/closing. The vehicles are dropped off at the valet stand and the vehicles are driven south on South County Road to the previously referenced surface parking lot on Chilean Avenue. The return vehicles make a loop on South County Road for vehicle pickup at the valet stand. A copy of the valet parking schematic is included in **Appendix G**.



Figure 34 Valet Parking: Destination Location- Buccan Palm Beach



The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 126 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 4 vehicles (at 7:28 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 147 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 4 vehicles (at 8:28 PM.)

The weekday peak queue of 4 vehicles lasted no longer than 60 seconds with the queue decreasing to 1 to 2 vehicles for an additional 2 to 3 minutes. The weekend peak queue of 4 vehicles lasted for no longer 60 seconds but decreased to 2 vehicles for an additional 1 minute. The snapshot queue table with the detail valet parking queue data and agreement are provided in **Appendix G**.

#### Location #12- BrickTops: South County Road

BrickTops, which is located at 375 South County Road, Palm Beach, Florida is the next restaurant location. Figure 35 depicts the restaurant location which is at the northeast corner of Peruvian Avenue and South County Road. The valet stand is at the front of the restaurant along Peruvian Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the on-site subterrain parking garage with access on Peruvian Avenue. The parking spaces in the garage are used for the valet parking operation. According to the valet schematics provided by the Town, there are 42 marked spaces within the parking garage which are used for the valet operations. A copy of the valet parking schematic is included in **Appendix G**.



Figure 35 Valet Stand- BrickTops

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 75 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 3 vehicles (at numerous times; 6:52 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 175 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 4 vehicles (at 8:28 PM.)

The weekday peak queue of 3 vehicles lasted no longer than 120 seconds with the queue decreasing to 2 to 3 vehicles for the next 7 minutes. The weekend peak queue of 4 vehicles lasted for no longer 60 seconds but decreased to 3 vehicles for an additional 1 minute. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.

## Location #13- Pizza Al Fresco: Peruvian Avenue

Pizza Al Fresco, which is located at 14 Via Mizner, Palm Beach, Florida is the next restaurant location. Figure 36 depicts the restaurant location which is located along Worth Avenue. The valet stand is at the front of the restaurant along Worth Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the surface parking lot at 330 Peruvian Avenue, where the restaurant has the right to park 19 vehicles between the hours of 6:00 PM and 1:00 AM seven (7) days per week, based on the agreement provided by the Town. Figures 36 and 37 depict the adjacent roadway network near the Pizza Al Fresco restaurant. A copy of the valet parking schematics and agreement are included in **Appendix G**.



Figure 36 Valet Stand- Pizza Al Fresco

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 79 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 3 vehicles (at numerous times; 6:45 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 318 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 6 vehicles (at 6:18 PM.)

The weekday peak queue of 3 vehicles lasted no longer than 60 seconds with the queue decreasing to 1 to 3 vehicles for the next 8 minutes. The weekend peak queue of 6 vehicles lasted for no longer 180 seconds but decreased to between 3 to 6 vehicles for an additional 19 minutes. The snapshot queue table with the detail valet parking queue data and agreement are provided in **Appendix G**.

#### Location #14- BICE Ristorante: Peruvian Avenue

BICE Ristorante, which is located at 313 Worth Avenue, Palm Beach, Florida is the next restaurant location. Figure 37 depicts the restaurant location which is located along Worth Avenue. The valet stand is at the front of the restaurant along Peruvian Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the surface parking lots north and south of Peruvian Avenue near the restaurant. The parking spaces in the surface parking lots are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.



#### Figure 37 Valet Stand- BICE Ristorante

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 118 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 4 vehicles (at 6:55 PM.)
- Weekend (04/22/23) Total Vehicles in Queue During Peak Period 211 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 4 vehicles (at 8:09 PM.)

The weekday peak queue of 4 vehicles lasted no longer than 120 seconds with the queue decreasing to 3 to 4 vehicles for the next 4 minutes. The weekend peak queue of 4 vehicles lasted for no longer 180 seconds but decreased to between 2 to 3 vehicles for an additional 6 minutes. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.





Figure 38 Valet Parking: Destination Location- BICE Ristorante

#### Location #15- Club Colette: Peruvian Avenue

Club Colette, which is located at 215 Peruvian Avenue, Palm Beach, Florida is the next restaurant location. Figure 39 depicts the restaurant location which is located along Peruvian Avenue. The valet stand is at the front of the restaurant along Peruvian Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to one of two surface parking lots near the restaurant. Club Colette has valet parking agreements with both the owners of the Apollo surface parking lot located at 405 Hibiscus Avenue (25 parking spaces) and the Coe and Broberg, LLP private parking lot (15 parking spaces) located at 223 Peruvian Avenue. The parking spaces in the surface parking lots are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.





Figure 39 Valet Stand- Club Colette

The following is the peak queue results from the valet parking queue data collection.

•

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 56 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 3 vehicles (at 7:00 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 195 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 5 vehicles (at numerous times; at 6:57 PM.)

The weekday peak queue of 3 vehicles lasted no longer than 60 seconds with the queue decreasing to 2 vehicles for the next 2 minutes. The weekend peak queue of 5 vehicles lasted for no longer 120 seconds but decreased to between 3 to 5 vehicles for an additional 10 minutes. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**, and Figure 40 depicts the location of the Apollo surface parking lot.



Figure 40 Valet Parking: Destination Location- Club Colette (Apollo Parking Lot)

#### Location #16- Café Via Flora: Worth Avenue

Café Via Flora, which is located at 240 Worth Avenue, Palm Beach, Florida is the next restaurant location. Figure 41 depicts the restaurant location which is located along Worth Avenue. The valet stand is at the front of the restaurant along Worth Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the Apollo surface parking lot located at 405 Hibiscus Avenue near the restaurant. The parking spaces in the surface parking lots are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.



Figure 41 Valet Stand- Café Via Flora

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 20 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 1 vehicle (at numerous times; 6:10 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 70 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 3 vehicles (at numerous times; at 6:59 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 60 seconds with the queue remaining steady at 1 vehicle for the next 4 minutes. The weekend peak queue of 3 vehicles lasted for no longer 60 seconds but decreased to 2 vehicles for an additional 60 seconds. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G**.



#### Location #17- Ta-boo Restaurant: Worth Avenue

Ta-boo, which is located at 221 Worth Avenue, Palm Beach, Florida is the next restaurant location. Figure 42 depicts the restaurant location which is located along Worth Avenue. The valet stand is at the front of the restaurant along Worth Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the Apollo surface parking lot located at 405 Hibiscus Avenue near the restaurant. Ta-boo has a valet parking agreement with the owners of the Apollo parking lot located at 405 Hibiscus Avenue (25 parking spaces). The parking spaces in the surface parking lot are used for the valet parking operation after 6:00 PM. A copy of the valet parking schematic is included in **Appendix G**.



Figure 42 Valet Stand- Ta-boo

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 23 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 2 vehicles (at numerous times; 7:03 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 162 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 4 vehicles (at numerous times; at 7:13 PM.)



The weekday peak queue of 2 vehicles lasted no longer than 60 seconds with the queue decreasing to 1 vehicle for the next 60 seconds. The weekend peak queue of 4 vehicles lasted for no longer 120 seconds but decreased to between 1 and 4 vehicles for an additional 20 minutes. The snapshot queue table with the detail valet parking queue data is provided in **Appendix G** and Figure 43 depicts The Apollo surface parking lot.

It should be noted that based on recent discussions with Town staff, Ta-boo Restaurant has closed their operations; however, at the time the valet queuing data was collected the restaurant was open for business.



Figure 43 Valet Parking: Destination Location- Ta-boo (Apollo Parking Lot)

#### Location #18- Le Bilboquet: Worth Avenue

Le-Bibloquet, which is located at 245a Worth Avenue, Palm Beach, Florida is the next restaurant location. Figure 44 depicts the restaurant location which is located along Worth Avenue. The valet stand is at the front of the restaurant along Worth Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the Apollo surface parking



lot located at 405 Hibiscus Avenue near the restaurant. Le Bilboquet has a valet parking agreement with the owners of the Apollo parking lot located at 405 Hibiscus Avenue. The parking spaces in the surface parking lot are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.



Figure 44 Valet Stand- Le Bibloquet

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period 130 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 4 vehicles (at numerous times; 5:53 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period 309 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period 7 vehicles (at numerous times; at 8:23 PM.)

The weekday peak queue of 4 vehicles lasted no longer than 60 seconds with the queue decreasing to between 2 and 4 vehicles for the next 12 minutes. The weekend peak queue of 7 vehicles lasted for no longer 60 seconds but decreased to 3 vehicles after an additional 60

seconds. The snapshot queue table with the detail valet parking queue data is provided in Appendix G

Based on the results of the observations at all 18 restaurant locations #1 Meat Market, #2 Echo Palm Beach, #5 Trevini, #13 Pizza Al Fresco, #14 Bice, #15 Club Colette experienced long queues and existing Town records documented in Appendix G do not provide sufficient information to validate the existing approved valet operations for the majority of the eighteen (18) restaurants assigned.

The Town of Palm Beach Police Department monitors the approved valet parking operations at the authorized commercial locations throughout the Town. The approved valet operations are monitored daily by the watch commander of the Town of Palm Beach Police Department as part of their valet parking enforcement strategies to ensure that there are no violations. The Town of Palm Beach Police Department understands the use of private parking lots in the valet parking operations for the authorized commercial locations and monitors the number of approved spaces in these private parking lots. If there are code compliance issues observed, the Town of Palm Beach Police Department issues a warning. If the code compliance issues do not get resolved after the warning is issued, the current approved valet parking operations can then be subject to reevaluation by the Town Council. A copy of the current Town's Valet Parking Permit Application is also included in **Appendix G**.

## RECOMMENDATIONS

The Corradino Group, Inc. was hired on behalf of the Town of Palm Beach (Town) to prepare this traffic and parking study. The traffic and parking study included an evaluation of the following items:

- Traffic Analysis Trip Generation Comparison
- Traffic Analysis Traffic Operational analysis at 23 intersections (signalized and unsignalized) within the Town.
- Traffic Analysis Origin Destination of historical traffic patterns of external and internal trips within the Town
- Traffic Analysis- One Way Analysis of South Lake Drive between Royal Palm Way and Peruvian Avenue
- Parking Analysis- Evaluation of parking supply, parking utilization and parking strategies of the Town Commercial Areas.



• Valet Parking Analysis at 18 restaurant locations selected by the Town.

The following is a summary of the results and recommendations for each scope item.

#### 1. Traffic Analyses

## 1.1 Trip Generation Comparison

There are no recommendations from this section of the study as this was a request to provide a general idea of the number of potential trips that may be generated by different land uses and different intensities.

#### 1.2 Intersection Capacity Analysis

Based on the results of the completed traffic operation analyses, the Town should consider the following.

- Continue to monitor queue lengths at signalized intersections to make sure adequate capacity is provided for travel demands.
- Complete a traffic signal warrant analysis at the 3-leg intersection of Bradley Place and Sunset Avenue. This recommendation is based on the analysis that was completed as part of this study when Sunset Avenue was operating as a two-way roadway. Should the results of the signal warrant analysis indicate that a traffic signal is warranted at this intersection, signal coordination with nearby traffic signals will be necessary due to the short distance between them.
- The Town has modified the Sunset Avenue corridor from a two-way roadway to a
  one-way eastbound only roadway. This one-way conversion occurred after the
  traffic data collection was completed for this study in February/March of 2023. It is
  recommended for the Town to complete a before and after analysis to evaluate the
  traffic operations along the corridor and any impacts to the subject intersections
  based on this modification. The traffic analysis should include collecting current
  traffic count data to verify that no significant impacts are observed from the traffic
  that has been relocated to nearby intersections due to the one-way conversion.

## 1.3 Origin Destination Analysis

There are no recommendations from this section of the study as this was a request to provide the answers that have been included under the findings section.



#### 1.4 South Lake Drive One-Way Analysis

The results of the 2028 future scenario, with the proposed South Lake Drive southbound direction only, confirmed that no significant impacts to the adjacent roadway network are expected, and that the signalized intersection of Cocoanut Road and Royal Palm Way, where most of these trips will be absorbed, would continue to operate at an overall acceptable LOS C for the forecasted 2028 traffic conditions. Should the Town decide to move forward with this new traffic pattern along South Lake Drive, local service agencies such as fire, police, and emergency medical services personnel, need to be involved early on during this process.

## 2. Parking Analysis

The Corradino Group, Inc. is familiar with the Town's (6) Point Parking Program, that is currently being developed and refined. A number of our proposed parking recommendations align with the 6 key points of the program.

The key elements of the (6) Point Parking Program, are identified as follows:

- Part 1: Expansion of paid parking in the business district, from Barton Avenue to Hammon Avenue
- Part 2: Palm Beach Resident Parking Decals.
- Part 3: Valet Parking on Worth Avenue and South County Road.
- Part 4: Signage to direct drivers to Parking Opportunities.
- Part 5: Free 30-minute Parking Spaces for added Convenience.
- Part 6: Long-term Goal of Building a Parking Facility in the Business District.

Based on the results of the completed parking evaluations, the Town should consider the following parking recommendations.

#### Parking Supply

 At this time, we do not recommend additional capacity to be built until management strategies are implemented to more efficiently utilize the existing the existing parking supply in the South Commercial Parking Study District or in the North Commercial Parking Study District.

#### Parking Management

• Implementation of Dynamic Parking Wayfinding via smartphone applications for residents and visitors parking. Dynamic wayfinding means that the application

keeps track of the nearest location of a parking space in real time and can guide the driver along the quickest path to the space. The same application may also be used to reserve a space ahead of time. Without the need for physically posted signage, the application can also manage demand by varying the cost of spaces as well as the parking duration rules, and even can vary the price based on parking duration, such as discounting the first hour or half hour to incentivize faster turnover, especially at on-street locations where higher turnover is desired.

- Adoption of an app-based paid parking system applicable to all public parking spaces throughout both business districts. The Town should also pursue agreements to integrate large parking facilities into the program. The app-based system should include the following functionalities:
  - o Dynamic tracking of parking supply, occupancy, and time until empty.
  - Establish maximum parking durations that can be adjusted to manage utilization within the districts.
  - Variable pricing to manage demand.
  - Variable pricing to manage turnover, such as discounted initial parking rates that scale up the longer a vehicle remains.
  - Easy and convenient touch-free payments for the consumer, with notifications when time is getting low.
  - Ability to integrate a residential tag program by permitting long term and overnight parking for residents and their guests, but not other visitors.
  - Ability to implement an employee program be permitting long-term day parking for employees.
  - Revenue tracking for the Town.
  - Enforcement notifications to identify vehicles that remain in a space overtime.
  - Provide management data to the Town on a monthly basis to support the Town's ongoing parking management, and to identify localized and temporary shortages.

## Parking Policy:

- A review of the current Town's zoning code towards the following changes:
  - The zoning code should reinforce shared parking as a way to better utilize empty spaces within the walksheds of destinations. Along with new


commercial or mixed-use development applications and approvals, public private partnerships for shared parking capacity can create a long-term program to provide additional parking supply.

- Legacy buildings should be identified and listed along with their as-built parking supply and the shortfall compared to current regulations, and data should be tracked according to the uses that occupy these buildings. Legacy building parking needs should be considered for inclusion into the app-based parking management system to provide for their needs in a managed way.
- If intercept parking with micro-transit is chosen as a solution at a future time, then code requirements may include in-lieu impact fees that new development may pay instead of providing on-site parking. Intercept parking is the location of a major parking facility that is close to the access point of the district and allows visitors to park without entering the district by car. This reduces the amount of traffic caused by circulating to find a parking space and allows for a more enjoyable pedestrian environment. It also maintains the historic character of the commercial districts by supporting off-site alternatives to surface parking and expensive structured parking diminished the ability for new developments to de designed with compatible architectural character.

## Valet Parking Analysis

Based on the results of the valet parking queuing operational analysis and review of the valet parking schematic diagrams on file at the Town, the following recommendations should be considered by the Town and are provided in short-term, mid-term and long-term efforts.

- Short-Term:
  - Develop a valet parking operational plan methodology (policy/code update). The valet parking methodology should be requested from the applicant/owner and should include detailed information on the proposed valet routing plan, anticipated queueing, pick-up/drop-off operations including valet stand location and the number of valet operators as well as specific details regarding the use of off-site surface parking lots or parking



garages in the valet parking operations and the number of parking spaces allocated and/or necessary for the same.

- Create a GIS layer of existing approved valet parking locations within the Town. Populate the GIS layer with parking requirements for each commercial location, assigned parking spaces/lots, etc. For example, there were several restaurant owners that use the Apollo Parking lot for their valet operations. There should be a parking inventory of how many parking spaces in surface parking lots or garages are already accounted for in these approved valet operations.
- Continue to review each valet parking permits/agreements annually and make any necessary modifications where necessary. The Town of Palm Beach Police Department will also reevaluate the internal valet parking policies and processes and make any necessary modifications to ensure a comprehensive code enforcement process is implemented.
- Mid-Term:
  - Request that existing restaurant owners provide the valet parking operational plan per the Town's approved methodology.
- Long-Term:
  - Create an overall valet parking circulation master plan per District that can be reviewed and updated by Town staff as necessary.

# TOWN OF PALM BEACH TRAFFIC ANALYSES AND COMMERCIAL AREAS PARKING STUDY

# **APPENDICES**





ITE Trip Generation Manual Relevant Pages

# Land Use: 710 General Office Building

# Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

# **Additional Data**

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- · 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator



The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

## **Source Numbers**

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061



# Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Weekday

## Setting/Location: General Urban/Suburban

Number of Studies: 59

Avg. 1000 Sq. Ft. GFA: 163

Directional Distribution: 50% entering, 50% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76





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

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: 221

Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58





# 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: 232

Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60



# Land Use: 710 General Office Building

# Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

# **Additional Data**

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- · 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator



The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

## **Source Numbers**

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061



# Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Weekday

## Setting/Location: General Urban/Suburban

Number of Studies: 59

Avg. 1000 Sq. Ft. GFA: 163

Directional Distribution: 50% entering, 50% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76





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

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: 221

Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58





# 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: 232

Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60



# Land Use: 821 Shopping Plaza (40-150k)

# Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term "plaza" in the land use name rather than "center" is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GFA threshold between shopping plaza and strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land Use 820), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

# Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has been determined to have a measurable effect on site trip generation. Therefore, data are presented for two subcategories for this land use: sites with a supermarket anchor and sites without a supermarket.

# **Additional Data**

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).



The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Connecticut, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

## **Source Numbers**

105, 110, 156, 159, 186, 198, 204, 211, 213, 239, 259, 260, 295, 301, 304, 305, 307, 317, 319, 358, 376, 390, 400, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 973, 974, 1004, 1009, 1025, 1069

# Shopping Plaza (40-150k) - Supermarket - Yes (821)

# Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

### Setting/Location: General Urban/Suburban

Number of Studies: 17

Avg. 1000 Sq. Ft. GLA: 81

Directional Distribution: 50% entering, 50% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
94.49	57.86 - 175.32	26.55



# Shopping Plaza (40-150k) - Supermarket - Yes (821)

### Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 16

Avg. 1000 Sq. Ft. GLA: 86

Directional Distribution: 62% entering, 38% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.53	1.88 - 6.62	1.17





# Shopping Plaza (40-150k) - Supermarket - Yes (821)

### Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 51

Avg. 1000 Sq. Ft. GLA: 87

Directional Distribution: 48% entering, 52% exiting

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

Average Rate	Range of Rates	Standard Deviation
9.03	5.35 - 16.45	2.37



# Land Use: 822 Strip Retail Plaza (<40k)

# Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

# **Additional Data**

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

# Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009



# Strip Retail Plaza (<40k) (822)

# Vehicle Trip Ends vs: 1000 Sq. Ft. GLA On a: Weekday

### Setting/Location: General Urban/Suburban

Number of Studies: 4

Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81



# Strip Retail Plaza (<40k) (822)

### Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 5

Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94





# Strip Retail Plaza (<40k) (822)

## Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 25

Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94



# Land Use: 932 High-Turnover (Sit-Down) Restaurant

## Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

## **Additional Data**

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

### Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048



# High-Turnover (Sit-Down) Restaurant (932)

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

On a: Weekday

### Setting/Location: General Urban/Suburban

Number of Studies: 50 Avg. 1000 Sq. Ft. GFA: 5 Directional Distribution: 50% entering, 50% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72





# High-Turnover (Sit-Down) Restaurant (932)

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

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: 37

Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61





# High-Turnover (Sit-Down) Restaurant (932)

## 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: 104

Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18





# **APPENDIX B**

FDOT Peak Season Factor Category Report (2022) Collected Turning Movement Counts Volume Development Sheets 2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 9300 EAST- A1A TO US1

WEEK	DATES	SF	MOCF: 0.89 PSCF
1 2 3 * 4 * 5 * 6 * 7 * 8 * 9	01/01/2022 - 01/01/2022 01/02/2022 - 01/08/2022 01/09/2022 - 01/15/2022 01/16/2022 - 01/22/2022 01/23/2022 - 01/29/2022 01/30/2022 - 02/05/2022 02/06/2022 - 02/12/2022 02/13/2022 - 02/19/2022 02/20/2022 - 02/26/2022	0.93 0.93 0.92 0.91 0.90 0.89 0.88 0.88 0.87 0.87	1.04 1.04 1.03 1.02 1.01 1.00 0.99 0.98 0.98
*10	02/27/2022 - 03/05/2022	0.87	0.98
*11 *12 *13 *14 *15 *16 17 18 20 212 23 22 22 22 22 22 22 22 22 22 22 22 22	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0.87 0.88 0.90 0.91 0.92 0.94 0.96 0.97 0.99 1.01 1.05 1.08 1.12 1.15 1.17 1.15 1.17 1.18 1.20 1.21 1.20 1.21 1.20 1.19 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.05 1.09 1.01 1.01 1.01 1.01 1.01 0.99 0.97 0.99 0.97 0.99 0.97 0.99 0.97 0.95	0.98 0.99 1.00 1.01 1.02 1.03 1.06 1.08 1.09 1.11 1.13 1.18 1.21 1.26 1.29 1.31 1.35 1.36 1.35 1.36 1.35 1.36 1.35 1.31 1.30 1.30 1.30 1.30 1.30 1.22 1.18 1.13 1.14 1.09 1.07
52 53	$\frac{12}{12} + \frac{12}{12} + 12$	0.93 0.92	1.04 1.03

\* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

4\_9300\_PKSEASON.TXT

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Golfview	Rd/Hamm	on Ave								Pr	oject ID: 2 Date: 2	23-140105-	001	
								Data -	Total								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S	County Rd		Go	lfview Rd/H	lammon Av	9	Go	lfview Rd/H	ammon Av	9	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	11	3	0	7	19	0	0	0	0	0	0	0	0	3	0	43
7:15 AM	0	19	0	0	4	14	0	0	0	0	1	0	1	0	3	0	42
7:30 AM	0	32	1	0	6	27	0	0	0	1	1	0	0	0	4	0	72
7:45 AM	0	48	0	0	5	52	0	0	1	3	2	0	2	0	3	0	116
8:00 AM	0	49	0	0	2	58	0	0	1	0	1	0	3	0	0	1	115
8:15 AM	0	50	8	0	16	52	0	0	3	0	2	0	1	0	1	0	133
0:30 AM	0	40	1	0	15	20	0	0	2	1	2	0	2	0	4	1	122
PIA CF.0	U	42	0	0	15	50	U	U	2	U	2	0	5	U	2	U	130
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	297	21	0	62	336	0	0	9	5	11	0	10	0	20	2	773
APPROACH %'s :	0.00%	93.40%	6.60%	0.00%	15.58%	84.42%	0.00%	0.00%	36.00%	20.00%	44.00%	0.00%	31.25%	0.00%	62.50%	6.25%	
PEAK HR :		08:00 AM -	09:00 AM								_		-		-		TOTAL
PEAK HR VOL :	0	18/	1/	0	40	224	0	0	8	1	/	0	/	0	/	2	500
PEAK HR FACTOR :	0.000	0.935	0.531 79	0.000	0.625	0.966	0.000 30	0.000	0.667	0.250	0.875	0.000	0.583	0.000	0.438	0.500	0.940
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.00.011	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	U	55	3	U	23	80	U	U	2	6	2	U	3	U	9	U	188
4:15 PM	0	41	4	0	17	101	0	0	2	3	2	0	4	0	0	0	161
4:45 PM	0	30	6	0	19	69	0	0	3	2	1	0	3	0	6	0	148
5:00 PM	Ő	31	2	Ő	34	100	Ő	Ő	1	2	3	Õ	3	Ő	4	Õ	180
5:15 PM	0	36	6	0	28	82	0	0	4	2	2	0	2	0	10	0	172
5:30 PM	0	31	5	0	33	89	0	0	1	1	4	0	1	0	12	0	177
5:45 PM	0	49	3	0	29	87	0	0	2	1	1	0	1	0	5	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	320	32	0	194	692	0	0	19	21	26	0	20	0	61	0	1385
APPROACH %'s :	0.00%	90.91%	9.09%	0.00%	21.90%	78.10%	0.00%	0.00%	28.79%	31.82%	39.39%	0.00%	24.69%	0.00%	75.31%	0.00%	
PEAK HR :		05:00 PM -	06:00 PM										_				TOTAL
PEAK HR VOL :	0	147	16	0	124	358	0	0	8	6	10	0	7	0	31	0	707
PEAK HR FACTOR :	0.000	0.750	0.667 R4	0.000	0.912	0.895	0.000	0.000	0.500	0.750	0.625	0.000	0.583	0.000	0.646	0.000	0.982

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Golfview	Rd/Hammo	on Ave								Pr	oject ID: 2 Date: 2	23-140105-0	001	
	9							Data -	- Cars						-,,		
NS/EW Streets:	I	Hwy A1A/S	County Rd		ł	lwy A1A/S (	County Rd		Go	lfview Rd/H	ammon Ave	9	Go	lfview Rd/H	ammon Ave	9	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	11	3	0	6	19	0	0	0	0	0	0	0	0	2	0	41
7:15 AM	0	17	0	0	4	14	0	0	0	0	1	0	1	0	3	0	40
7:30 AM	0	31	1	0	6	25	0	0	0	1	0	0	0	0	4	0	68
7:45 AM	0	45	0	0	5	50	0	0	1	3	2	0	2	0	3	0	111
8:00 AM	0	47	8	0	16	22	0	0	3	0	2	0	1	0	1	0	124
8·30 AM	0	43	1	0	7	48	0	0	2	1	2	0	0	0	4	1	109
8:45 AM	ŏ	36	8	Ő	15	51	õ	ŏ	2	ō	2	Ő	3	õ	2	Ô	119
												-					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	274	21	0	61	311	0	0	9	5	10	0	10	0	19	2	722
APPROACH %'s :	0.00%	92.88%	7.12%	0.00%	16.40%	83.60%	0.00%	0.00%	37.50%	20.83%	41.67%	0.00%	32.26%	0.00%	61.29%	6.45%	
PEAK HR :	0	08:00 AM -	09:00 AM	0	40	202	0	0	0		-	0	-	0	-	2	TOTAL
PEAK HR VOL :	0	1/0	1/	0	40	203	0	0	8	1	/	0	/	0	/	2	462
PEAK HK FACTOR :	0.000	0.904	0.551	0.000	0.025	0.925	0.000	0.000	0.007	0.250	0.875	0.000	0.565	0.000	0.450	0.500	0.931
		0.0.	//			0.52	.0			0.00				0.00			
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	52	3	0	23	76	0	0	2	5	3	0	3	0	8	0	175
4:15 PM	0	41	4	0	17	98	0	0	2	3	2	0	4	0	7	0	178
4:30 PM	0	37	3	0	11	80	0	0	4	4	6	0	3	0	8	0	156
4:45 PM	0	33	2	0	34	100	0	0	3	1	3	0	2	0	4	0	178
5.15 PM	ő	36	6	ő	28	81	ő	ő	4	2	2	ő	2	ő	10	ő	171
5:30 PM	ō	31	5	Ō	32	88	ō	ō	1	1	4	ō	1	Ō	11	ō	174
5:45 PM	0	49	3	0	29	87	0	0	2	1	1	0	1	0	5	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	312	32	0	192	677	0	0	19	19	22	0	19	0	58	0	1350
APPROACH %'s :	0.00%	90.70%	9.30%	0.00%	22.09%	77.91%	0.00%	0.00%	31.67%	31.67%	36.67%	0.00%	24.68%	0.00%	75.32%	0.00%	
PEAK HR :		05:00 PM -	06:00 PM		5:00 8:00					_				_			TOTAL
PEAK HR VOL :	0	147	16	0	123	356	0	0	8	5	10	0	6	0	30	0	701
PEAK HR FACTOR :	0.000	0.750	0.667	0.000	0.904	0.890	0.000	0.000	0.500	0.625	0.625	0.000	0.750	0.000	0.682	0.000	0.985

Location: City: Control:	Hwy A1A/S Palm Beacl Signalized	6 County Rd h	& Golfview	Rd/Hamm	on Ave								Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	001	
								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S	County Rd		Go	lfview Rd/H	lammon Av	е	Go	lfview Rd/H	lammon Av	е	
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
7:45 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
8.00 AM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	ŏ	3	õ	õ	ŏ	10	ŏ	ŏ	ŏ	ŏ	ŏ	Ő	Ő	ŏ	ŏ	ŏ	13
8:45 AM	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	23	0	0	1	25	0	0	0	0	1	0	0	0	1	0	51
APPROACH %'S :	0.00%	100.00%	0.00%	0.00%	3.85%	96.15%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	TOTAL
DEAK HE VOL	0	17	09:00 AM	0	0	21	0	0	0	0	0	0	0	0	0	0	38
PEAK HR FACTOR :	0.000	0.708	0.000	0.000	0.000	0.525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	50
		0.7	08			0.52	25										0.731
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	SOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 DM	NL	NI	NR	NU	SL	SI	SR	SU	EL	EI	ER	EU	WL	WI	WR	WU	101AL
4:00 PM 4:15 DM	0	0	0	0	0	3	0	0	0	1	4	0	0	0	1	0	12
4·30 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	ō	4	Ō	Ō	1	2	ō	ō	0	Ō	Ō	ō	Ō	Ō	1	ō	8
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3
5:45 PM	0	U	0	U	U	U	0	0	U	0	0	0	U	0	U	U	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	0	0	2	15	0	0	0	2	4	0	1	0	3	0	35
APPROACH %'S :	0.00%	100.00%	06:00 PM	0.00%	11.76%	68.24%	0.00%	0.00%	0.00%	55.55%	00.0/%	0.00%	25.00%	0.00%	/5.00%	0.00%	TOTAL
DEAK HE VOL	0	03:00 PM -	00:00 PM	0	1	2	0	0	0	1	0	0	1	0	1	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	
	51000	0.000	5.000	2.000	5.250	0.3	75	5.000	5.000	0.2	50	2.000	51250	0.50	10	2.000	0.500

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Golfview	Rd/Hammo	on Ave								Pr	oject ID: Date:	23-140105- 2/28/2023	001		
								Data -	<b>Bikes</b>									
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S	County Rd		Golfview Rd/Hammon Ave				Go	Golfview Rd/Hammon Ave				
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND			
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 FR	0 FU	0 W/I	0 WT	0 WR	0	τοται	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
7:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	
7:45 AM	0	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0	5	
8:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4	
0.45 AM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	т	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	1	5	0	1	3	6	0	0	0	0	4	0	0	0	1	0	21	
APPROACH %'s :	14.29%	71.43%	0.00%	14.29%	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR :		08:00 AM -	09:00 AM		800.44	_	_						_	_			TOTAL	
PEAK HR VOL :	0	3	0	0	1	5	0	0	0	0	1	0	0	0	0	0	10	
PEAK HR FACTOR :	0.000	0.3/5	0.000	0.000	0.250	0.625	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.625	
		0.3	/5			0.50	0			0.2	50							
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	
5.00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
5:30 PM	1	ő	1	ő	ő	ò	ő	ő	ő	ő	1	ő	Ő	ő	ő	ő	3	
5:45 PM	ō	4	0	ō	0	0	Ō	ō	Ō	Ō	ō	Ō	Ō	0	Ō	ō	4	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	1	5	1 14 200/	0	4	6	0	0	0	0	1	0	0	0	2	0	20	
APPROACH %'S :	14.29%	/1.43%	14.29%	0.00%	40.00%	00.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	TOTAL	
PEAK HR :	1	05:00 PM -	1 1	0	2	4	0	0	0	0	1	0	0	0	0	0	14	
PEAK HR FACTOR	0 250	0 313	0 250	0 000	0 250	0 250	0 000	0.000	0 000	0 000	0 250	0 000	0.000	0.000	0 000	0 000	14	
LAK IIK FACTOR :	0.200	0.010	38	0.000	0.200	0.230	75	0.000	0.000	0.000	50	0.000	0.000	0.000	0.000	0.000	0.875	

# National Data & Surveying Services Intersection Turning Location: Hwy A1A/S County Rd & Golfview Rd/Hammon Ave City: Palm Beach Date: 2/28/2023

			_/ /
Data -	Pedestrians	(Crosswalks)	)
			/

NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Golfview Rd/	Hammon Ave	Golfview Rd/		
A N /	NORT	h leg	SOUT	'H LEG	EAS	Г LEG	WES		
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	0	0	0	3	0	0	5
7:15 AM	2	0	0	0	2	2	0	0	6
7:30 AM	1	1	0	0	1	0	0	0	3
7:45 AM	0	2	0	0	1	3	1	0	7
8:00 AM	2	2	1	1	5	7	0	1	19
8:15 AM	0	1	1	0	6	3	1	1	13
8:30 AM	1	1	0	1	7	9	3	0	22
8:45 AM	4	2	0	1	5	6	0	0	18
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	10	2	3	27	33	5	2	93
APPROACH %'s :	52.38%	47.62%	40.00%	60.00%	45.00%	55.00%	71.43%	28.57%	
PEAK HR :	08:00 AM ·	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	7	6	2	3	23	25	4	2	72
<b>PEAK HR FACTOR :</b>	0.438	0.750	0.500	0.750	0.821	0.694	0.333	0.500	0.010
	0.5	542	0.6	525	0.7	750	0.5	0.018	

	NORT	'H LEG	SOUT	h leg	EAST	T LEG	WES	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	0	1	7	0	0	9
4:15 PM	6	1	0	2	2	0	0	0	11
4:30 PM	1	3	1	2	1	0	0	0	8
4:45 PM	0	0	0	0	4	0	0	0	4
5:00 PM	2	0	1	0	3	3	0	0	9
5:15 PM	0	0	0	1	0	3	0	0	4
5:30 PM	5	1	0	0	6	5	0	0	17
5:45 PM	7	0	0	0	1	1	0	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	5	2	5	18	19	0	0	71
APPROACH %'s :	81.48%	18.52%	28.57%	71.43%	48.65%	51.35%			
PEAK HR :	05:00 PM	05:00 PM - 06:00 PM							TOTAL
PEAK HR VOL :	14	1	1	1	10	12	0	0	39
PEAK HR FACTOR :	0.500	0.250	0.250	0.250	0.417	0.600			0.574
	0.5	0.536		500	0.5	500			0.374

# Hwy A1A/S County Rd & Golfview Rd/Hammon Ave

Peak Hour Turning Movement Count






Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Golfview	Rd/Hamm	on Ave								Pr	oject ID: 2 Date: 2	2-140105-	001	
								Data -	Total								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S (	County Rd		Go	lfview Rd/H	lammon Av	е	Go	lfview Rd/H	ammon Av	e	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	11	3	0	7	19	0	0	0	0	0	0	0	0	3	0	43
7:15 AM	0	19	0	0	4	14	0	0	0	0	1	0	1	0	3	0	42
7:30 AM	0	32	1	0	6	27	0	0	0	1	1	0	0	0	4	0	72
7:45 AM	0	48	0	0	5	52	0	0	1	3	2	0	2	0	3	0	116
8:00 AM	0	49	0	0	2	58	0	0	1	0	1	0	3	0	0	1	115
8:15 AM	0	50	8	0	16	52	0	0	3	0	2	0	1	0	1	0	133
8:30 AM	0	40	1	0	15	56	0	0	2	1	2	0	3	0	4	0	122
0.43 AM	0	72	0	0	15	50	0	0	2	U	2	0	5	0	2	U	150
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	297	21	0	62	336	0	0	9	5	11	0	10	0	20	2	773
APPROACH %'s :	0.00%	93.40%	6.60%	0.00%	15.58%	84.42%	0.00%	0.00%	36.00%	20.00%	44.00%	0.00%	31.25%	0.00%	62.50%	6.25%	
PEAK HR :		08:00 AM -	09:00 AM								_		-		-		TOTAL
PEAK HR VOL :	0	18/	1/	0	40	224	0	0	8	1	/	0	/	0	/	2	500
PEAK HR FACTOR :	0.000	0.935	0.531 79	0.000	0.625	0.966	0.000 30	0.000	0.667	0.250	0.875	0.000	0.583	0.000	0.438	0.500	0.940
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4.00 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	U	55	3	U	25	80	U	U	2	5	2	U	5	U	9	U	101
4.13 PM	0	38	3	0	11	94	0	0	2	4	6	0	3	0	8	0	161
4:45 PM	ő	39	6	ő	19	69	ő	ő	3	2	1	ő	3	ő	6	ő	148
5:00 PM	0	31	2	0	34	100	0	0	1	2	3	0	3	0	4	0	180
5:15 PM	0	36	6	0	28	82	0	0	4	2	2	0	2	0	10	0	172
5:30 PM	0	31	5	0	33	89	0	0	1	1	4	0	1	0	12	0	177
5:45 PM	0	49	3	0	29	87	0	0	2	1	1	0	1	0	5	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	320	32	0	194	692	0	0	19	21	26	0	20	0	61	0	1385
APPROACH %'s :	0.00%	90.91%	9.09%	0.00%	21.90%	78.10%	0.00%	0.00%	28.79%	31.82%	39.39%	0.00%	24.69%	0.00%	75.31%	0.00%	
PEAK HR :		05:00 PM -	06:00 PM										_				TOTAL
PEAK HR VOL :	0	147	16	0	124	358	0	0	8	6	10	0	7	0	31	0	707
PEAK HR FACTOR :	0.000	0.750	0.66/	0.000	0.912	0.895	0.000	0.000	0.500	0.750	0.625	0.000	0.583	0.000	0.646	0.000	0.982

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Golfview	Rd/Hamm	on Ave								Pr	oject ID: 2 Date: 2	23-140105-0	001	
								Data -	- Cars								
NS/EW Streets:	I	Hwy A1A/S	County Rd		ł	lwy A1A/S (	County Rd		Go	lfview Rd/H	ammon Ave	9	Go	lfview Rd/H	ammon Ave	9	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	11	3	0	6	19	0	0	0	0	0	0	0	0	2	0	41
7:15 AM	0	17	0	0	4	14	0	0	0	0	1	0	1	0	3	0	40
7:30 AM	0	31	1	0	6	25	0	0	0	1	0	0	0	0	4	0	68
7:45 AM	0	45	0	0	5	50	0	0	1	3	2	0	2	0	3	0	111
8:00 AM	0	47	8	0	16	22	0	0	3	0	2	0	1	0	1	0	124
8·30 AM	0	43	1	0	7	48	0	0	2	1	2	0	0	0	4	1	109
8:45 AM	ŏ	36	8	õ	15	51	õ	ŏ	2	ō	2	Ő	3	õ	2	Ô	119
				-								-					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	274	21	0	61	311	0	0	9	5	10	0	10	0	19	2	722
APPROACH %'s :	0.00%	92.88%	7.12%	0.00%	16.40%	83.60%	0.00%	0.00%	37.50%	20.83%	41.67%	0.00%	32.26%	0.00%	61.29%	6.45%	
PEAK HR :	0	08:00 AM -	09:00 AM	0	40	202	0	0	0		-	0	-	0	-	2	TOTAL
PEAK HR VOL :	0	1/0	1/	0	40	203	0	0	8	1	/	0	/	0	/	2	462
PEAK HK FACTOR :	0.000	0.904	0.551	0.000	0.025	0.925	0.000	0.000	0.007	0.250	0.875	0.000	0.565	0.000	0.450	0.500	0.931
		0.0.	//			0.52	.0			0.00				0.00			
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	52	3	0	23	76	0	0	2	5	3	0	3	0	8	0	175
4:15 PM	0	41	4	0	17	98	0	0	2	3	2	0	4	0	7	0	178
4:30 PM	0	37	3	0	11	80	0	0	4	4	6	0	3	0	8	0	156
4:45 PM	0	33	2	0	34	100	0	0	3	1	3	0	2	0	4	0	178
5:15 PM	ő	36	6	ŏ	28	81	õ	ő	4	2	2	ŏ	2	õ	10	ŏ	171
5:30 PM	ŏ	31	5	õ	32	88	õ	ŏ	1	1	4	Ő	1	õ	11	ŏ	174
5:45 PM	0	49	3	0	29	87	0	0	2	1	1	0	1	0	5	0	178
	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WU	τοται
TOTAL VOLUMES :	0	312	32	0	192	677	0	0	19	19	22	0	19	0	58	0	1350
APPROACH %'s :	0.00%	90.70%	9.30%	0.00%	22.09%	77.91%	0.00%	0.00%	31.67%	31.67%	36.67%	0.00%	24.68%	0.00%	75.32%	0.00%	0
PEAK HR :		05:00 PM -	06:00 PM														TOTAL
PEAK HR VOL :	0	147	16	0	123	356	0	0	8	5	10	0	6	0	30	0	701
PEAK HR FACTOR :	0.000	0.750	0.667	0.000	0.904	0.890	0.000	0.000	0.500	0.625	0.625	0.000	0.750	0.000	0.682	0.000	0.985
		0 /2	44			0.89	141			0 /	u l			0 /			

Location: City: Control:	Hwy A1A/S Palm Beacl Signalized	6 County Rd h	& Golfview	Rd/Hamm	on Ave								Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	001	
								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S	County Rd		Go	lfview Rd/H	lammon Av	е	Go	lfview Rd/H	lammon Av	е	
		NORTH	IBOUND			SOUTH	BOUND			EASTE	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
7:45 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
8.00 AM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	ŏ	3	Ő	õ	ŏ	10	ŏ	ŏ	ŏ	ŏ	ŏ	Ő	Ő	ŏ	ŏ	ŏ	13
8:45 AM	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	23	0	0	1	25	0	0	0	0	1	0	0	0	1	0	51
APPROACH %'S :	0.00%	100.00%	0.00%	0.00%	3.85%	96.15%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	TOTAL
DEAK HR VOL	0	17	09:00 AM	0	0	21	0	0	0	0	0	0	0	0	0	0	38
PEAK HR FACTOR :	0.000	0.708	0.000	0.000	0.000	0.525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	50
		0.7	08			0.52	25										0.731
		NORTH	IBOUND			SOUTH	BOUND			EASTE	OUND			WESTE	SOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 DM	NL	NI	NR	NU	SL	SI	SR	SU	EL	EI	ER	EU	WL	WI	WR	WU	101AL
4:00 PM 4:15 PM	0	0	0	0	0	3	0	0	0	1	4	0	0	0	1	0	12
4·30 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	ō	4	Ō	Ō	1	2	ō	ō	0	Ō	Ō	ō	Ō	Ō	1	ō	8
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3
5:45 PM	0	U	U	U	U	U	0	0	U	0	0	0	U	0	U	U	0
	NL	NT	NR	NÜ	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	0	0	2	15	0	0	0	2	4	0	1	0	3	0	35
APPROACH %'S :	0.00%	100.00%	06:00 PM	0.00%	11.76%	68.24%	0.00%	0.00%	0.00%	55.55%	00.0/%	0.00%	25.00%	0.00%	/5.00%	0.00%	TOTAL
DEAK HR VOL	0	03:00 PM -	00:00 PM	0	1	2	0	0	0	1	0	0	1	0	1	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	
	51000	0.000	5.000	2.000	5.250	0.3	75	5.000	5.000	0.2	50	2.000	51250	0.50	10		0.500

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Golfview	Rd/Hammo	on Ave								Pr	oject ID: Date:	23-140105- 2/28/2023	001	
								Data -	Bikes								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	Hwy A1A/S (	County Rd		Go	lfview Rd/H	lammon Av	е	Go	lfview Rd/H	lammon Av	е	
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 FI	0 FT	0 FR	0 FU	0 W/	0 WT	0 WR	0	τοται
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0	5
8:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	ŏ	ŏ	ŏ	ŏ	1	2	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	Ő	ŏ	ŏ	ŏ	3
8:45 AM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14 2004	5	0	14 2004	3 22,220/-	6	0	0	0	0	4	0	0	0	1	0	21
PEAK HR :	14.2970	08:00 AM -	0.00%	14.29%	33.33%	00.07 %	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	TOTAL
PEAK HR VOL :	0	3	0	0	1	5	0	0	0	0	1	0	0	0	0	0	10
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.250	0.625	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.625
		0.3	75			0.50	00			0.2	50						0.025
		NODTU	POLIND			COUTU				FACTO				WECT			
DM	0			0	0	0		0	0	CASIE 0		0	0	0		0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:45 PM 5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	- 2
5:15 PM	ŏ	Ō	ŏ	ŏ	0	4	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	Ő	ŏ	ŏ	ŏ	4
5:30 PM	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	1	0	4	6	0	0	0	0	1	0	0	0	2	0	20
APPROACH %'s :	14.29%	71.43%	14.29%	0.00%	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	TOTAL
PEAK HR :	1	05:00 PM -	06:00 PM	0	2	4	0	0	0	0	1	0	0	0	0	0	10TAL
PEAK HR FACTOR	0 250	0 313	0 250	0 000	0 250	0 250	0 000	0.000	0.000	0 000	0 250	0.000	0.000	0 000	0 000	0 000	14
FLAK IN FACTOR .	0.250	0.515	38	0.000	0.250	0.250	75	0.000	0.000	0.000	50	0.000	0.000	0.000	0.000	0.000	0.875

# National Data & Surveying Services Intersection Turning Location: Hwy A1A/S County Rd & Golfview Rd/Hammon Ave City: Palm Beach Date: 2/28/2023

			_/ /
Data -	Pedestrians	(Crosswalks)	)
		<b>`</b>	,

NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Golfview Rd/	Hammon Ave	Golfview Rd/	Hammon Ave	
A N /	NORT	h leg	SOUT	'H LEG	EAS	T LEG	WES	T LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	0	0	0	3	0	0	5
7:15 AM	2	0	0	0	2	2	0	0	6
7:30 AM	1	1	0	0	1	0	0	0	3
7:45 AM	0	2	0	0	1	3	1	0	7
8:00 AM	2	2	1	1	5	7	0	1	19
8:15 AM	0	1	1	0	6	3	1	1	13
8:30 AM	1	1	0	1	7	9	3	0	22
8:45 AM	4	2	0	1	5	6	0	0	18
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	10	2	3	27	33	5	2	93
APPROACH %'s :	52.38%	47.62%	40.00%	60.00%	45.00%	55.00%	71.43%	28.57%	
PEAK HR :	08:00 AM ·	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	7	6	2	3	23	25	4	2	72
<b>PEAK HR FACTOR :</b>	0.438	0.750	0.500	0.750	0.821	0.694	0.333	0.500	0.010
	0.5	542	0.6	525	0.7	750	0.5	500	0.018

	NORT	'H LEG	SOUT	h leg	EAST	T LEG	WES	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	0	1	7	0	0	9
4:15 PM	6	1	0	2	2	0	0	0	11
4:30 PM	1	3	1	2	1	0	0	0	8
4:45 PM	0	0	0	0	4	0	0	0	4
5:00 PM	2	0	1	0	3	3	0	0	9
5:15 PM	0	0	0	1	0	3	0	0	4
5:30 PM	5	1	0	0	6	5	0	0	17
5:45 PM	7	0	0	0	1	1	0	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	5	2	5	18	19	0	0	71
APPROACH %'s :	81.48%	18.52%	28.57%	71.43%	48.65%	51.35%			
PEAK HR :	05:00 PM	- 06:00 PM	5:00 PM						TOTAL
PEAK HR VOL :	14	1	1	1	10	12	0	0	39
PEAK HR FACTOR :	0.500	0.250	0.250	0.250	0.417	0.600			0.574
	0.5	536	0.5	500	0.5	500			0.374

#### Hwy A1A/S County Rd & Golfview Rd/Hammon Ave

Peak Hour Turning Movement Count







Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Worth Av	e									Pro	oject ID: 2 Date: 2	2-140105-0	002	
								Data -	- Total								
NS/EW Streets:	1	Hwy A1A/S	County Rd		ł	Hwy A1A/S (	County Rd			Wort	h Ave			Worth	Ave		
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NI	0 NT	0 NR	0 NU	0	0 ST	0 SR	0 SU	0 FI	0 FT	0 ER	0 FU	0 WI	0 WT	0 WR	0 WU	τοται
7.00 AM	6	9	0	0	0	25	3	0	0	0	0	0	1	2	9	0	55
7:15 AM	5	18	ŏ	Ő	ŏ	16	3	õ	ŏ	ŏ	ŏ	ŏ	5	12	10	ŏ	69
7:30 AM	10	22	0	0	0	28	1	0	0	0	0	0	4	13	17	0	95
7:45 AM	17	39	0	0	0	55	9	0	0	0	0	0	6	14	29	0	169
8:00 AM	10	43	0	0	0	55	9	0	0	0	0	0	3	10	20	0	150
8:15 AM	17	36	0	0	0	66	11	0	0	0	0	0	7	11	21	0	169
8:30 AM	22	26	0	0	0	53	8	0	0	0	0	0	4	18	23	0	154
8:45 AM	13	37	0	0	0	63	14	0	0	0	0	0	5	22	19	0	173
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	100	230	0	0	0	361	58	0	0	0	0	0	35	102	148	0	1034
APPROACH %'s :	30.30%	69.70%	0.00%	0.00%	0.00%	86.16%	13.84%	0.00%					12.28%	35.79%	51.93%	0.00%	TOTAL
PEAK HR :	(2)	- MA 00:80	09:00 AM	0	0	227	42	0		0	0	0	10	~	02	0	TOTAL
PEAK HR VOL :	6Z	142	0 000	0 000	0 000	237	42	0 000	0 000	0 000	0 000	0 000	19	61	83	0 000	646
PEAK HK FACTOR :	0.705	0.620	62	0.000	0.000	0.090	0.750	0.000	0.000	0.000	0.000	0.000	0.679	0.095	0.902	0.000	0.934
		0.5	02			0.50	10							0.00			
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	54	0	0	0	80	25	0	0	0	0	0	13	31	29	0	249
4:15 PM	15	44	0	0	0	101	32	0	0	0	0	0	15	20	24	0	251
4:30 PM	9	44	0	0	0	82	25	0	0	0	0	0	9	22	28	0	219
4:45 PM	14	41	0	0	0	70	27	0	0	0	0	0	12	20	29	0	213
5:00 PM	12	30	0	0	0	110	41	0	0	0	0	0	15	13	31	0	252
5:15 PM	13	39	0	0	0	87	35	0	0	0	0	0	14	20	25	0	233
5:30 PM	13	34	0	0	0	106	35	0	0	0	0	0	16	13	22	0	239
5:45 PM	14	43	0	0	0	/4	34	0	U	0	0	U	23	22	32	0	242
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	107	329	0	0	0	710	254	0	0	0	0	0	117	161	220	0	1898
APPROACH %'s :	24.54%	75.46%	0.00%	0.00%	0.00%	73.65%	26.35%	0.00%					23.49%	32.33%	44.18%	0.00%	
PEAK HR :	= 0	05:00 PM -	06:00 PM														TOTAL
PEAK HR VOL :	52	146	0	0	0	377	145	0	0	0	0	0	68	68	110	0	966
PEAK HR FACTOR :	0.929	0.849	0.000	0.000	0.000	0.85/	0.884	0.000	0.000	0.000	0.000	0.000	0.739	0.773	0.859	0.000	0.958
		0.0	121.2			1100								11/5			

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Worth Av	e									Pro	oject ID: 2 Date: 2	3-140105-	002	
								Data ·	- Cars								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S (	County Rd			Wort	h Ave			Worth	Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 FR	0 FU	0 WI	0 WT	0 WR	0 WU	τοται
7:00 AM	5	9	0	0	0	24	3	0	0	0	0	0	1	2	9	0	53
7:15 AM	5	16	0	0	0	15	3	0	0	0	0	0	5	11	10	0	65
7:30 AM	10	21	0	0	0	27	1	0	0	0	0	0	4	12	16	0	91
7:45 AM	16	38	0	0	0	53	8	0	0	0	0	0	6	13	29	0	163
8:00 AM	9	41	0	0	0	52	8	0	0	0	0	0	3	10	20	0	143
8:15 AM	16	31	0	0	0	61	10	0	0	0	0	0		9	21	0	155
8:30 AM	19	20	0	0	0	44 E0	8	0	0	0	0	0	4	10	23	0	140
0.4J AN	12	33	0	0	U	39	11	0	0	0	U	0	5	22	19	0	101
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	92	215	0	0	0	335	52	0	0	0	0	0	35	95	147	0	971
APPROACH %'s :	29.97%	70.03%	0.00%	0.00%	0.00%	86.56%	13.44%	0.00%					12.64%	34.30%	53.07%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	56	131	0	0	0	216	37	0	0	0	0	0	19	57	83	0	599
PEAK HR FACTOR :	0.737	0.799	35	0.000	0.000	0.885	0.841	0.000	0.000	0.000	0.000	0.000	0.679	0.648	0.902	0.000	0.930
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	50	U	U	U	/6	25	U	0	0	0	0	12	29	28	U	236
4:15 PM	15	44	0	0	0	99	32	0	0	0	0	0	15	20	24	0	249
4:50 PM 4:45 DM	9 12	38	0	0	0	67	23	0	0	0	0	0	12	21	20	0	215
5:00 PM	12	30	0	0	0	110	41	0	0	0	0	0	15	13	31	0	203
5:15 PM	13	39	ŏ	ŏ	ŏ	86	35	ŏ	ŏ	ŏ	ŏ	ŏ	14	20	25	ŏ	232
5:30 PM	13	33	Ō	ō	0	105	35	ō	0	0	ō	Ō	15	13	21	Ō	235
5:45 PM	14	43	0	0	0	74	34	0	0	0	0	0	23	22	30	0	240
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	104	320	0	0	0	695	254	0	0	0	0	0	115	158	216	0	1862
APPROACH %'s :	24.53%	75.47%	0.00%	0.00%	0.00%	73.23%	26.77%	0.00%					23.52%	32.31%	44.17%	0.00%	
PEAK HR :		05:00 PM -	06:00 PM														TOTAL
PEAK HR VOL :	52	145	0	0	0	375	145	0	0	0	0	0	67	68	107	0	959
	0.000	0.040	0 0 0 0	0.000	0.000	0.050	0.004	0.000	0.000		0 000	0.000	0 700	0 770	0.000	0.000	

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Worth Av	e									Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	002	
								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		I	Hwy A1A/S	County Rd			Wort	h Ave			Worth	Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	4
7:45 AM	1	1	0	0	0	2	1	0	0	0	0	0	0	1	0	0	6
8:00 AM	1	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	14
0:15 AM	2	5	0	0	0	5	1	0	0	0	0	0	0	2	0	0	14
8:45 AM	1	4	0	0	0	4	3	0	0	0	0	0	0	0	0	0	19
0.15 AP	-		0	Ŭ	0		5	0	0	0			U U	0	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	15	0	0	0	26	6	0	0	0	0	0	0	7	1	0	63
APPROACH %'s :	34.78%	65.22%	0.00%	0.00%	0.00%	81.25%	18.75%	0.00%					0.00%	87.50%	12.50%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	6	11	0	0	0	21	5	0	0	0	0	0	0	4	0	0	47
PEAK HR FACTOR :	0.500	0.550	0.000	0.000	0.000	0.583	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.839
		0.7	08			0.7.	22							0.50	0		
		NORTH				SOLITH				FAST				WESTR			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	4	0	0	0	4	0	0	0	0	0	0	1	2	1	0	13
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	6
4:45 PM	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	U	0	1	0	0	0	0	0	0	1	0	1	U	4
5.45 PM	U	0	U	U	U	U	0	U	0	U	U	U	U	0	2	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	9	0	0	0	15	0	0	0	0	0	0	2	3	4	0	36
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					22.22%	33.33%	44.44%	0.00%	TOTAL
PEAK HR :	0	05:00 PM -	06:00 PM	0	0	2	0	0	0	0	0	0		0	2	0	TOTAL
PEAK HR VOL :	0 000	1	0 000	0 000	0 000	2	0 000	0 000	0 000	0 000	0 000	0 000	1	0 000	3	0 000	/
PEAK HR FACTOR :	0.000	0.250	50	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.438

Location: City: Control:	Hwy A1A/S Palm Beacl Signalized	County Rd	& Worth Av	e									Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	002	
-	-							Data -	Bikes								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	Hwy A1A/S (	County Rd			Worth	Ave			Worth	Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTB	OUND		
AM	0	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 ER	0 FU	0	0 WT	0 WR	0	τοται
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
8:00 AM	0	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	5
8:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	0	6
8:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	4
0110741		÷	0	Ŭ	-	-		° .				•	-	Ŭ			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	2	0	0	1	8	0	0	1	4	0	0	1	6	1	0	26
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	11.11%	88.89%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	12.50%	75.00%	12.50%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM			-											TOTAL
PEAK HR VOL :	0	2	0 000	0 000	1	5	0	0 000	1	3	0	0 000	1	3	0	0	16
PEAK HK FACTOR :	0.000	0.500	0.000	0.000	0.250	0.025	0.000	0.000	0.250	0.375	0.000	0.000	0.250	0.375	0.000	0.000	0.667
		0.5	00			0.75				0.5	00			0.50	0		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	6
5:15 PM	ŏ	ō	ŏ	ŏ	ŏ	4	õ	õ	ŏ	ŏ	õ	õ	ŏ	õ	õ	õ	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	6	1	0	0	0	2	0	0	7	0	0	21
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		05:00 PM -	06:00 PM		5:00 8:00									_			TOTAL
PEAK HR VOL :	0	5	0	0	0	6	0	0	0	0	0	0	0	4	0	0	15
PEAK HR FACTOR :	0.000	0.313	0.000	0.000	0.000	0.3/5	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.625

# National Data & Surveying Services Intersection Turning Location: Hwy A1A/S County Rd & Worth Ave Date: 2/28/2023 Date: 2/28/2023

Data - Pedestrians (Crosswalks)

									-
NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Wort	h Ave	Wort	h Ave	
	NORT	'H LEG	SOUT	'H LEG	EAS	T LEG	WES	T LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	2	9	3	0	3	1	4	23
7:15 AM	1	0	4	0	3	4	3	0	15
7:30 AM	2	2	6	2	2	0	0	4	18
7:45 AM	6	5	2	8	1	3	1	3	29
8:00 AM	2	1	6	10	8	7	5	2	41
8:15 AM	1	1	7	10	0	2	1	3	25
8:30 AM	6	2	14	8	4	0	4	2	40
8:45 AM	5	5	8	20	5	5	0	0	48
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	24	18	56	61	23	24	15	18	239
APPROACH %'s :	57.14%	42.86%	47.86%	52.14%	48.94%	51.06%	45.45%	54.55%	
PEAK HR :	08:00 AM	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	14	9	35	48	17	14	10	7	154
PEAK HR FACTOR :	0.583	0.450	0.625	0.600	0.531	0.500	0.500	0.583	0.000
	0.5	575	0.7	741	0.	517	0.6	507	0.802

	NORT	'H LEG	SOUT	'H LEG	EAS	T LEG	WES	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	16	8	22	23	8	5	4	5	91
4:15 PM	8	18	18	15	13	2	7	1	82
4:30 PM	27	8	17	27	2	8	10	10	109
4:45 PM	4	11	21	24	5	2	8	6	81
5:00 PM	13	5	25	27	1	7	5	6	89
5:15 PM	18	8	10	15	3	5	2	7	68
5:30 PM	14	17	15	17	8	10	7	5	93
5:45 PM	11	24	16	22	10	3	9	13	108
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	111	99	144	170	50	42	52	53	721
APPROACH %'s :	52.86%	47.14%	45.86%	54.14%	54.35%	45.65%	49.52%	50.48%	
PEAK HR :	05:00 PM	- 06:00 PM	5300 PM						TOTAL
PEAK HR VOL :	56	54	66	81	22	25	23	31	358
PEAK HR FACTOR :	0.778	0.563	0.660	0.750	0.550	0.625	0.639	0.596	0.020
	0.7	786	0.7	707	0.	653	0.6	514	0.829

#### Hwy A1A/S County Rd & Worth Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Peruvian	Ave									Р	roject ID: Date:	23-140105 2/28/2023	-003	
								Data -	Total								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	Hwy A1A/S (	County Rd			Peruvia	n Ave			Peruvi	an Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 FR	0 FU	0 WI	0 WT	0 WR	0 WU	ΤΟΤΑΙ
7:00 AM	0	17	1	0	5	21	0	0	1	1	7	0	0	0	0	0	53
7:15 AM	0	25	0	0	4	20	0	0	3	3	1	0	0	0	0	0	56
7:30 AM	0	37	5	0	6	27	0	0	0	3	5	0	0	0	0	0	83
7:45 AM	0	63	3	0	6	51	0	0	4	11	12	0	0	0	0	0	150
8:00 AM	0	56	4	0	14	60	0	0	6	7	10	0	0	0	0	0	157
8:15 AM	0	5/	2	0	12	6/	0	0	3	9	6	0	0	0	0	0	156
8:30 AM	0	41	8	0	16	52	0	0	· /	8 12	/	0	0	0	0	0	139
I'IA CF.0	U	50	0	0	9	04	U	U	0	12	/	0	0	U	U	0	140
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	346	29	0	72	362	0	0	24	54	55	0	0	0	0	0	942
APPROACH %'s :	0.00%	92.27%	7.73%	0.00%	16.59%	83.41%	0.00%	0.00%	18.05%	40.60%	41.35%	0.00%					
PEAK HR :		07:45 AM -	08:45 AM	-													TOTAL
PEAK HR VOL :	0	217	17	0	48	230	0	0	20	35	35	0	0	0	0	0	602
PEAK HR FACTOR :	0.000	0.861	0.531	0.000	0.750	0.858	0.000	0.000	0.714	0.795	0.729	0.000	0.000	0.000	0.000	0.000	0.959
		0.0	00			0.00	50			0.0.	55						I
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	84	7	0	16	71	0	0	18	16	33	0	0	0	0	0	245
4:15 PM	0	61	/	0	18	112	0	0	14	20	29	0	0	0	0	0	261
4:30 PM	0	69	8	0	14	85	0	0	12	13	20	0	0	0	0	0	227
5.00 PM	0	67	3	0	10	113	0	0	21	22	37	0	0	0	0	0	278
5:15 PM	ŏ	64	5	ŏ	15	100	ŏ	õ	14	17	25	ŏ	ŏ	õ	ő	ŏ	240
5:30 PM	ō	60	4	ō	18	99	ō	ō	16	15	40	ō	0	ō	ō	ō	252
5:45 PM	0	63	12	0	16	79	0	0	10	18	31	0	0	0	0	0	229
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	529	52	0	127	733	0	0	119	144	240	0	0	0	0	0	1944
APPROACH %'s :	0.00%	91.05%	8.95%	0.00%	14.77%	85.23%	0.00%	0.00%	23.66%	28.63%	47.71%	0.00%					
PEAK HR :		05:00 PM -	06:00 PM														TOTAL
PEAK HR VOL :	0	254	24	0	63	391	0	0	61	73	133	0	0	0	0	0	999
PEAK HR FACTOR :	0.000	0.948	0.500	0.000	0.875	0.865	0.000	0.000	0.726	0.793	0.831	0.000	0.000	0.000	0.000	0.000	0.898

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Peruvian	Ave									Р	roject ID: Date:	23-140105	-003	
								Data	- Cars						,,		
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	lwy A1A/S (	County Rd			Peruvia	n Ave			Peruvi	an Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0	0 NT	0 NP	0	0	0 ST	0 SP	0	0 El	0 ET	0 EP	0 EU	0	0	0 M/P	0	τοται
7.00 AM	0	17	1	0	5	20	0	0	1	1	7	0	0	0	0	0	52
7:15 AM	õ	23	Ô	Ő	4	19	õ	ŏ	3	3	Ó	Ő	ŏ	ŏ	ŏ	ŏ	52
7:30 AM	0	35	5	0	6	25	0	0	0	3	5	0	0	0	0	0	79
7:45 AM	0	62	3	0	5	49	0	0	4	11	11	0	0	0	0	0	145
8:00 AM	0	54	4	0	14	56	0	0	5	7	9	0	0	0	0	0	149
8:15 AM	0	52	2	0	12	64	0	0	2	8	4	0	0	0	0	0	144
8:30 AM	0	41	8	0	15	44	0	0	5	8	7	0	0	0	0	0	128
8:45 AM	0	47	6	0	7	58	0	0	0	11	7	0	0	0	0	0	136
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	331	29	0	68	335	0	0	20	52	50	0	0	0	0	0	885
APPROACH %'s :	0.00%	91.94%	8.06%	0.00%	16.87%	83.13%	0.00%	0.00%	16.39%	42.62%	40.98%	0.00%					
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	0	209	17	0	46	213	0	0	16	34	31	0	0	0	0	0	566
PEAK HR FACTOR :	0.000	0.843	0.531	0.000	0.767	0.832	0.000	0.000	0.800	0.773	0.705	0.000	0.000	0.000	0.000	0.000	0.950
		0.8	69			0.85	02			0.7.	/9						
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	80	6	0	16	69	0	0	18	15	31	0	0	0	0	0	235
4:15 PM	0	61	7	0	18	110	0	0	14	20	29	0	0	0	0	0	259
4:30 PM	0	68	8	0	13	83	0	0	12	12	23	0	0	0	0	0	219
4:45 PM	0	58	6	0	16	72	0	0	14	21	19	0	0	0	0	0	206
5:00 PM	0	67	3	0	14	113	0	0	21	10	37	0	0	0	0	0	2//
5:15 PM	0	04 E0	2	0	10	99	0	0	14	10	25	0	0	0	0	0	230
5.30 PM	0	62	11	0	10	70	0	0	10	19	30	0	0	0	0	0	240
5.45 PM	0	02	11	U	15	75	0	0	10	10	50	0	0	0	0	0	225
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	518	50	0	123	723	0	0	119	138	234	0	0	0	0	0	1905
APPROACH %'s :	0.00%	91.20%	8.80%	0.00%	14.54%	85.46%	0.00%	0.00%	24.24%	28.11%	47.66%	0.00%					TOTAL
PEAK HR :	0	05:00 PM -	06:00 PM	0	60	200	0	0	~	70	122	0	0	0	0	0	TOTAL
PEAK HR VOL :	0 000	251	23	0 000	60	389	0 000	0 000	61	/0	132	0 000	0 000	0 000	0 000	0 000	986
PEAK HR FACTOR :	0.000	0.93/	0.523	0.000	0.033	0.001	34	0.000	0.726	0.795	0.825	0.000	0.000	0.000	0.000	0.000	0.890

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Peruvian	Ave									Р	roject ID: Date:	23-140105 2/28/2023	-003	
								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S	County Rd			Peruvia	n Ave			Peruvi	an Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
7:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	1	0	0	1	2	0	0	0	0	1	0	0	0	0	0	5
8:00 AM	0	2	0	0	0	4	0	0	1	1	1	0	0	0	0	0	8 12
8:15 AM	0	5	0	0	1	2	0	0	2	1	2	0	0	0	0	0	12
8:45 AM	0	3	0	0	2	6	0	0	0	1	0	0	0	0	0	0	12
0110711		5			-		Ŭ		Ŭ	-		•	Ŭ			Ŭ	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	15	0	0	4	27	0	0	4	2	5	0	0	0	0	0	57
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	12.90%	87.10%	0.00%	0.00%	36.36%	18.18%	45.45%	0.00%					
PEAK HR :		07:45 AM -	08:45 AM	-	70000000												TOTAL
PEAK HR VOL :	0	8	0	0	2	17	0	0	4	1	4	0	0	0	0	0	36
PEAK HR FACTOR :	0.000	0.400	0.000	0.000	0.500	0.531	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.750
		0.4	00			0.5	20			0.5	03						
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	1	0	0	2	0	0	0	1	2	0	0	0	0	0	10
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	2	0	0	0	1	3	0	0	0	0	0	8
4:45 PM	0	3	0	U	U	2	0	0	U	1	0	U	0	0	0	0	6
5:00 PM	0	0	U	U	0	1	U	0	0	1	U	U	0	0	0	0	1
5:15 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	4
5:45 PM	0	1	1	0	1	0	0	0	0	0	1	0	0	0	0	0	4
5.15111	J	÷.	-	Ŭ	-	Ŭ.		5	5	Ŭ	-	Ÿ	5	0	5	5	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	11	2	0	4	10	0	0	0	6	6	0	0	0	0	0	39
APPROACH %'s :	0.00%	84.62%	15.38%	0.00%	28.57%	/1.43%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%					TOTA
PEAK HR :	0	05:00 PM -	06:00 PM	0	2	2	0	0	0	2		0	0	0	0	0	TOTAL
PEAK HR VOL :	0 000	3 0.27E	0.250	0 000	3 0.27E	2	0 000	0 000	0 000	3 0.7E0	0.250	0 000	0 000	0 000	0 000	0 000	13
PEAK HK FACTOR :	0.000	0.375	0.250	0.000	0.3/5	0.500	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.000	0.813

Location: City: Control:	Hwy A1A/S Palm Beacl Signalized	S County Rd h	& Peruvian	Ave									Р	roject ID: Date:	23-140105 2/28/2023	-003	
-								Data -	<b>Bikes</b>								-
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S	County Rd			Peruvia	n Ave			Peruvi	an Ave		
		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 FR	0 FU	0 WI	0 WT	0 WR	0 WU	ΤΟΤΑΙ
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
8.13 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
8:45 AM	ő	ő	1	ő	ő	1	ő	ő	ő	ő	1	ő	ő	ő	ő	ő	3
				-	-			-	-			-					-
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	2	0	1	5	0	0	0	2	5	0	0	0	0	0	16
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	28.57%	71.43%	0.00%					TOTAL
PEAK HR :	0	07:45 AM -	08:45 AM	0		2	0	0	0	0	4	0	0	0	0	0	IOTAL
PEAK HR VOL :	0 000	1	0 000	0 000	0.250	2	0 000	0 000	0 000	0 000	4	0 000	0 000	0 000	0 000	0 000	8
PEAK IIK FACTOR :	0.000	0.230	50	0.000	0.230	0.500	75	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667
							-										
		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	3	1	0	2	4	6	0	0	0	0	0	21
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	16.67%	33.33%	50.00%	0.00%					TOTAL
PEAK HR :		05:00 PM -	06:00 PM	0	0	2	0	0	0		-	0	0	0	0	0	TOTAL
PEAK HR VOL :	0 000	5	0 000	0 000	0 000	0.250	0 000	0 000	0 000	0.250	5	0 000	0 000	0 000	0 000	0 000	13
PEAK IIK FACTOR :	0.000	0.515	13	0.000	0.000	0.230	50	0.000	0.000	0.230	0.417	0.000	0.000	0.000	0.000	0.000	0.650

# National Data & Surveying Services Intersection Turning Location: Hwy A1A/S County Rd & Peruvian Ave The Date: 2/28/2023 Date: 2/28/2023

Data - Pedestrians (Cro alke)

_			Dala - P	euestila		swaiksj			_
NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Peruvi	an Ave	Peruvi	an Ave	
0 D 4	NORT	h leg	SOUT	'H LEG	EAST	LEG	WES	T LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	1	0	0	1	0	3	6
7:15 AM	1	0	2	1	3	2	1	1	11
7:30 AM	2	0	0	1	2	1	0	5	11
7:45 AM	1	0	0	0	1	6	1	1	10
8:00 AM	0	0	2	0	8	6	2	2	20
8:15 AM	1	0	0	0	1	3	1	0	6
8:30 AM	1	1	0	2	8	4	2	3	21
8:45 AM	1	1	1	1	7	8	0	1	20
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	3	6	5	30	31	7	16	105
APPROACH %'s :	70.00%	30.00%	54.55%	45.45%	49.18%	50.82%	30.43%	69.57%	
PEAK HR :	07:45 AM ·	- 08:45 AM	7:45 AM						TOTAL
PEAK HR VOL :	3	1	2	2	18	19	6	6	57
PEAK HR FACTOR :	0.750	0.250	0.250	0.250	0.563	0.792	0.750	0.500	0.670
	0.5	500	0.5	500	0.6	561	0.6	500	0.879

	NORT	'H LEG	SOUT	'H LEG	EAS	t leg	WES	t leg	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	6	5	5	6	5	5	6	39
4:15 PM	2	2	4	1	8	4	5	4	30
4:30 PM	3	2	0	5	6	3	14	7	40
4:45 PM	0	1	0	5	3	3	6	1	19
5:00 PM	1	1	4	0	0	5	4	5	20
5:15 PM	4	2	0	1	2	4	8	12	33
5:30 PM	13	3	2	0	3	7	7	6	41
5:45 PM	6	2	1	2	7	5	4	0	27
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	30	19	16	19	35	36	53	41	249
APPROACH %'s :	61.22%	38.78%	45.71%	54.29%	49.30%	50.70%	56.38%	43.62%	
PEAK HR :	05:00 PM	- 06:00 PM	5:00 PM						TOTAL
PEAK HR VOL :	24	8	7	3	12	21	23	23	121
PEAK HR FACTOR :	0.462	0.667	0.438	0.375	0.429	0.750	0.719	0.479	0 729
	0.5	500	0.6	525	0.	688	0.5	575	0.738

#### Hwy A1A/S County Rd & Peruvian Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Hwy A1A/S Palm Beach 2-Way Stor	County Rd	& Chilean A	ve									Pro	oject ID: 2 Date: 2	3-140105-0	004	
	,,	.(,,						Data -	- Total						, ,		
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S (	County Rd			Chilea	in Ave			Chilean	Ave		
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	17	0	0	0	24	5	9	0	0	0	0	0	0	12	0	67
7:15 AM	0	34	0	0	0	25	2	10	0	0	0	0	0	0	7	0	78
7:30 AM	0	35	0	0	0	32	6	9	0	0	0	0	0	0	8	0	90
7:45 AM	0	71	0	0	0	57	5	21	0	0	0	0	0	0	5	0	159
8:00 AM	0	59	0	0	0	76	5	21	0	0	0	0	0	0	9	0	170
8:15 AM	0	61	0	0	0	79	8	9	0	0	0	0	0	0	12	0	169
8:30 AM	0	49	0	0	1	/3	14	16	0	0	0	0	0	0	19	0	1/2
8:45 AM	0	50	U	U	0	82	11	19	U	0	U	0	U	0	14	0	182
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	382	0	0	1	448	56	114	0	0	0	0	0	0	86	0	1087
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.16%	72.37%	9.05%	18.42%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	0	225	0	0	1	310	38	65	0	0	0	0	0	0	54	0	693
PEAK HR FACTOR :	0.000	0.922	0.000	0.000	0.250	0.945	0.679 94	0.774	0.000	0.000	0.000	0.000	0.000	0.000	0.711	0.000	0.952
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	103	0	0	1	91	21	28	0	0	0	0	0	0	20	0	264
4:15 PM	0	74	0	0	0	122	20	33	0	0	0	0	0	0	21	0	270
4:30 PM	0	83	1	0	1	100	12	29	0	0	0	0	0	0	13	0	239
4:45 PM	0	/8	0	U	U	91	22	35	0	0	0	0	U	0	14	U	240
5:00 PM	0	85	0	0	0	122	14	25	U	0	0	0	0	0	17	0	203
5:15 PM	0	7/	0	1	0	115	14	10	0	0	0	0	1	0	13	0	230
5.30 PM	0	74	0	0	0	101	17	22	0	0	0	0	0	0	7	0	240
5.45 PM	0		U	0	0	101	17	27	U	0	0	0	U	0	<i>'</i>	U	220
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	651	1	1	2	854	137	214	0	0	0	0	1	0	119	0	1980
APPROACH %'s :	0.00%	99.69%	0.15%	0.15%	0.1/%	/0./5%	11.35%	17.73%					0.83%	0.00%	99.17%	0.00%	TOTAL
PEAK HR :	0	04:00 PM -	05:00 PM	0	2	404	75	125	0	0	0	0	0	0	60	0	101AL
PEAK HR VOL :	0 000	338	0.250	0 000	2	404	/5	125	0 000	0 000	0 000	0 000	0.000	0 000	0.810	0 000	1013
PEAK HK FACTOR :	0.000	0.820	23	0.000	0.500	0.020	0.052	0.695	0.000	0.000	0.000	0.000	0.000	0.000	0.810	0.000	0.938

Location: City: Control:	Hwy A1A/S Palm Beach 2-Way Stop	County Rd a	& Chilean A	ve									Pro	oject ID: 2 Date: 2	23-140105-0	004	
	.,,	. , ,						Data	- Cars								
NS/EW Streets:	1	Hwy A1A/S	County Rd		ŀ	Hwy A1A/S (	County Rd			Chilea	an Ave			Chilean	Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	17	0	0	0	23	4	9	0	0	0	0	0	0	12	0	65
7:15 AM	0	32	0	0	0	24	2	10	0	0	0	0	0	0	7	0	75
7:30 AM	0	33	0	0	0	30	5	9	0	0	0	0	0	0	8	0	85
7:45 AM	0	70	0	0	0	54	5	21	0	0	0	0	0	0	4	0	154
8:00 AM	0	56	0	0	0	72	5	21	0	0	0	0	0	0	9	0	163
8:15 AM	0	56	0	0	0	76	8	9	0	0	0	0	0	0	11	0	160
8:30 AM	0	48	0	0	1	64	11	13	0	0	0	0	0	0	18	0	155
8:45 AM	0	51	0	0	0	73	10	18	0	0	0	0	0	0	12	0	164
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	363	0	0	1	416	50	110	0	0	0	0	0	0	81	0	1021
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.17%	72.10%	8.67%	19.06%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :		- MA 00:80	09:00 AM														TOTAL
PEAK HR VOL :	0	211	0	0	1	285	34	61	0	0	0	0	0	0	50	0	642
PEAK HR FACTOR :	0.000	0.942	0.000	0.000	0.250	0.938	0.773	0.726	0.000	0.000	0.000	0.000	0.000	0.000	0.694	0.000	0 070
		0.94	42			0.94	13							0.69	)4		0.375
		NODTH				COLITU				EACT				WECTD			
DM	0		DOUND	0	0	0		0	0	0	DUUND	0	0	0		0	
<b>F</b> IVI	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WII	τοται
4.00 PM	0	99	0	0	1	89	21	27	0	0	0	0	0	0	19	0	256
4:15 PM	ŏ	74	ŏ	ŏ	ō	120	20	33	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	21	ŏ	268
4:30 PM	ō	82	1	ō	1	97	12	27	Ō	ō	ō	ō	ō	ō	13	ō	233
4:45 PM	0	75	0	0	0	89	21	34	0	0	0	0	0	0	14	0	233
5:00 PM	0	85	0	0	0	122	14	25	0	0	0	0	0	0	15	0	261
5:15 PM	0	77	0	0	0	112	14	18	0	0	0	0	1	0	13	0	235
5:30 PM	0	72	0	1	0	111	17	22	0	0	0	0	0	0	14	0	237
5:45 PM	0	76	0	0	0	101	17	24	0	0	0	0	0	0	7	0	225
i	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	640	1	1	2	841	136	210	0	0	0	0	1	0	116	0	1948
APPROACH %'s :	0.00%	99.69%	0.16%	0.16%	0.17%	70.73%	11.44%	17.66%					0.85%	0.00%	99.15%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	330	1	0	2	395	74	121	0	0	0	0	0	0	67	0	990
PEAK HR FACTOR :	0.000	0.833	0.250	0.000	0.500	0.823	0.881	0.890	0.000	0.000	0.000	0.000	0.000	0.000	0.798	0.000	0 024
		0.8	36			0.85	55							0.79	98		0.924

Location: City: Control:	Hwy A1A/S Palm Beac 2-Way Sto	S County Rd h p(EB/WB)	& Chilean A	ve									Pro	oject ID: 2 Date: 2	23-140105-0 2/28/2023	004	
								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	Hwy A1A/S (	County Rd			Chilea	in Ave			Chilear	n Ave		
		NORTH	IBOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	5
8:00 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	/
8:15 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	1	0	9
0:30 AM	0	1	0	0	0	9	3	1	0	0	0	0	0	0	1	0	10
0.45 AM	U	5	U	U	0	9	1	1	U	0	U	U	0	0	2	U	10
	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	19	0	0	0	32	6	4	0	0	0	0	0	0	5	0	66
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	76.19%	14.29%	9.52%	Ů	0	•	0	0.00%	0.00%	100.00%	0.00%	00
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	0	14	0	0	0	25	4	4	0	0	0	0	0	0	4	0	51
PEAK HR FACTOR :	0.000	0.700	0.000	0.000	0.000	0.694	0.333	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.700
		0.7	00			0.55	50							0.5	00		0.708
		NORTH	IBOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4.00 PM	NL	NI	NR	NU	SL	SI	SR	SU	EL	EI	ER	EU	WL	WI	WR	WU	TOTAL
4:00 PM	0	4	U	U	0	2	U	1	0	0	0	0	U	U	1	U	8
4:15 PM	0	1	U	U	0	2	0	0	0	0	0	0	0	0	0	U O	2
4.30 PM	0	3	0	0	0	2	1	1	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	Ő	0	2	0	2
5:15 PM	ő	ő	ŏ	ŏ	ő	3	ŏ	ő	ő	ő	ő	ő	ŏ	ŏ	0	ŏ	3
5:30 PM	0	2	ō	ō	ō	1	ō	0	ō	ō	ō	ō	Ō	Ō	ō	ō	3
5:45 PM	Ō	1	0	0	0	0	0	0	0	Ō	ō	ō	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	11	0	0	0	13	1	4	0	0	0	0	0	0	3	0	32
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	72.22%	5.56%	22.22%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	8	0	0	0	9	1	4	0	0	0	0	0	0	1	0	23
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.750	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.719
		0.5	00			0.70	10							0.2	20		

Location: City: Control:	Hwy A1A/S Palm Beach 2-Way Stop	5 County Rd h p(EB/WB)	& Chilean A	ve									Pro	oject ID: 2 Date: 2	23-140105- 2/28/2023	004	
								Data -	Bikes								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	lwy A1A/S (	County Rd			Chilea	in Ave			Chilear	Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0:30 AM	0	0	0	0	1	1	0	10	0	0	0	0	0	0	0	0	12
0.45 AM	0	0	U	0	1	2	0	10	U	0	U	U	U	0	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	7	0	10	0	0	0	0	0	3	2	0	24
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	5.56%	38.89%	0.00%	55.56%					0.00%	60.00%	40.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM	-													TOTAL
PEAK HR VOL :	0	1	0	0	1	3	0	10	0	0	0	0	0	1	1	0	17
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.375	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.327
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	1	1	0	7
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	U	0	0	0	0	0	0	U	1
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5.30 PM	0	0	0	0	0	2	0	0	ő	0	0	0	0	0	0	0	2
5.45 PM	0	4	ő	0	1	2	ő	0	0	0	0	0	0	ő	ő	ő	7
5115111	0	1.1		Ŭ	÷	-	0	Ŭ	Ŭ	Ŭ			Ŭ	0		Ŭ	,
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	10	0	0	2	6	1	0	0	0	0	0	0	1	1	0	21
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	22.22%	66.6/%	11.11%	0.00%					0.00%	50.00%	50.00%	0.00%	TOTAL
PEAK HR :	0	04:00 PM -	05:00 PM	0	1	2	0	0	0	0	0	0	0			0	10TAL
PEAK HR VOL :	0 000	5	0 000	0 000	0.250	2	0 000	0 000	0 000	0 000	0 000	0 000	0.000	0.250	0.250	0 000	10
PEAK HK FACTOR :	0.000	0.313	13	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.357

#### National Data & Surveying Services Intersection Turning Movement Count City: Palm Beach Project ID: 23-140105-004 Date: 2/28/2023

_			Data - P	edestria	ns (Cros	sswalks)			
NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Chilea	in Ave	Chilea	in Ave	
	NORT	h leg	SOUT	H LEG	EAST	LEG	WES	Г LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	2	1	0	3	6
7:15 AM	1	1	0	0	4	1	1	2	10
7:30 AM	0	0	0	0	0	0	1	4	5
7:45 AM	2	2	0	0	1	6	2	0	13
8:00 AM	1	1	0	0	6	5	3	2	18
8:15 AM	3	0	3	0	3	4	5	0	18
8:30 AM	2	4	0	0	5	6	2	1	20
8:45 AM	1	3	0	1	8	8	2	4	27
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	11	3	1	29	31	16	16	117
APPROACH %'s :	47.62%	52.38%	75.00%	25.00%	48.33%	51.67%	50.00%	50.00%	
PEAK HR :	08:00 AM ·	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	7	8	3	1	22	23	12	7	83
PEAK HR FACTOR :	0.583	0.500	0.250	0.250	0.688	0.719	0.600	0.438	0.760
	0.6	525	0.3	333	0.7	703	0.7	792	0.769

	NORT	'H LEG	SOUT	TH LEG	EAS	T LEG	WES		
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	2	0	3	4	7	10	6	32
4:15 PM	2	1	0	0	6	4	6	12	31
4:30 PM	2	1	0	0	5	5	17	5	35
4:45 PM	0	1	0	1	5	1	5	5	18
5:00 PM	1	5	0	0	2	4	4	5	21
5:15 PM	2	2	0	0	1	4	7	9	25
5:30 PM	0	1	0	0	4	9	4	6	24
5:45 PM	2	2	0	0	7	3	12	1	27
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	15	0	4	34	37	65	49	213
APPROACH %'s :	37.50%	62.50%	0.00%	100.00%	47.89%	52.11%	57.02%	42.98%	
PEAK HR :	04:00 PM	- 05:00 PM	- 4:00 PM						TOTAL
PEAK HR VOL :	4	5	0	4	20	17	38	28	116
PEAK HR FACTOR :	0.500	0.625		0.333	0.833	0.607	0.559	0.583	0.020
	0.7	750	0.	333	0.	841	0.7	0.829	

#### Hwy A1A/S County Rd & Chilean Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Hwy A1A/S Palm Beach 1-Way Stop	County Rd n p(EB)	& Australiar	n Ave									Р	roject ID: Date:	23-140105 2/28/2023	-005	
-								Data -	Total								
NS/EW Streets:		Hwy A1A/S	County Rd		Hwy A1A/S County Rd					Australi	an Ave						
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND						
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
7:00 AM		30	10	0	3L 0	37	0	30	0	0	4	0	0	0	0	0	81
7:15 AM	õ	43	5	Ő	Ő	27	õ	ŏ	ŏ	ŏ	14	õ	ŏ	ŏ	ŏ	ŏ	89
7:30 AM	0	45	10	0	0	41	0	0	0	0	6	0	0	0	0	0	102
7:45 AM	0	84	10	0	0	69	0	0	0	0	16	0	0	0	0	0	179
8:00 AM	0	78	14	0	0	85	0	0	0	0	19	0	0	0	0	0	196
8:15 AM	0	69	10	0	0	84	0	0	0	0	13	0	0	0	0	0	176
8:30 AM	0	74	11	0	0	83	0	0	0	0	22	0	0	0	0	0	190
8:45 AM	0	81	7	0	0	102	0	0	0	0	16	0	0	0	0	0	206
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	504	77	0	0	528	0	0	0	0	110	0	0	0	0	0	1219
APPROACH %'s :	0.00%	86.75%	13.25%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :		08:00 AM -	09:00 AM		8:00 AM												TOTAL
PEAK HR VOL :	0	302	42	0	0	354	0	0	0	0	70	0	0	0	0	0	768
PEAK HR FACTOR :	0.000	0.932	0.750	0.000	0.000	0.868	0.000	0.000	0.000	0.000	0.795	0.000	0.000	0.000	0.000	0.000	0.932
		0.9.	55			0.8	58			0.7	95						
		NORTH	BOUND		SOUTHBOUND					EASTE	BOUND						
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	139	8	0	0	114	0	0	0	0	32	0	0	0	0	0	293
4:15 PM	0	113	17	0	0	146	0	0	0	0	26	0	0	0	0	0	302
4:30 PM	0	116	11	0	0	120	0	0	0	0	24	0	0	0	0	0	271
4:45 PM	0	120	5	U	0	110	0	U	U	0	39	0	0	0	0	0	2/4
5:00 PM	0	125	4	0	0	130	0	0	0	0	28	0	0	0	0	0	287
5.13 PM	0	101	7	0	0	128	0	0	0	0	20	0	0	0	0	0	259
5:45 PM	0	98	12	0	0	111	0	0	0	0	32	0	0	0	0	0	253
5.15111	0	50	12	Ŭ	0	111	0	0	0	Ū	52	Ŭ	0	0	Ū	Ŭ	233
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	911	73	0	0	990	0	0	0	0	224	0	0	0	0	0	2198
APPROACH %'s :	0.00%	92.58%	/.42%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					TOTAL
PEAK HR :	0	100 PM -	05:00 PM	0	0	400	0	0	0	0	121	0	0	0	0	0	1140
PEAK HR VOL :	0 000	0.878	0 603	0 000	0 000	0.830	0 000	0 000	0 000	0 000	0 776	0 000	0 000	0.000	0 000	0.000	1140
LAK IIK FACTOR :	0.000	0.070	10	0.000	0.000	0.035	30	0.000	0.000	0.000	76	0.000	0.000	0.000	0.000	0.000	0.944

Location: City: Control:	Hwy A1A/S Palm Beach 1-Way Stop	County Rd 1 D(EB)	& Australiar	n Ave									Р	roject ID: Date:	23-140105 2/28/2023	-005	
								Data ·	- Cars								
NS/EW Streets:		Hwy A1A/S	County Rd		I	Hwy A1A/S	County Rd			Australi	an Ave						
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND						
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
7:00 AM		29	10	0	3L 0	35	0	30	0	0	4	0	0	0	0	0	78
7:15 AM	ŏ	41	5	ŏ	ŏ	27	ŏ	ŏ	ŏ	ŏ	13	ŏ	ŏ	ŏ	ŏ	ŏ	86
7:30 AM	0	43	10	0	0	39	0	0	0	0	5	0	0	0	0	0	97
7:45 AM	0	82	10	0	0	66	0	0	0	0	16	0	0	0	0	0	174
8:00 AM	0	75	14	0	0	81	0	0	0	0	19	0	0	0	0	0	189
8:15 AM	0	63	10	0	0	81	0	0	0	0	12	0	0	0	0	0	166
8:30 AM	0	71	10	0	0	69	0	0	0	0	21	0	0	0	0	0	171
8:45 AM	0	72	7	0	0	91	0	0	0	0	16	0	0	0	0	0	186
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	476	76	0	0	489	0	0	0	0	106	0	0	0	0	0	1147
APPROACH %'s :	0.00%	86.23%	13.77%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :		08:00 AM -	09:00 AM						_				_				TOTAL
PEAK HR VOL :	0	281	41	0	0	322	0	0	0	0	68	0	0	0	0	0	712
PEAK HR FACTOR :	0.000	0.937	0.732 04	0.000	0.000	0.885	0.000	0.000	0.000	0.000	0.810	0.000	0.000	0.000	0.000	0.000	0.942
		0.5	01			0.00	55			0.0	10						1
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND						
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	133	8	0	0	112	0	0	0	0	31	0	0	0	0	0	284
4:15 PM	0	113	1/	0	0	144	0	0	0	0	26	0	0	0	0	0	300
4:50 PM	0	115	5	0	0	115	0	0	0	0	24	0	0	0	0	0	203
5:00 PM	0	124	3	0	0	130	0	0	0	0	28	0	0	0	0	0	285
5:15 PM	ő	99	9	ő	ŏ	128	õ	õ	ŏ	ő	20	ő	õ	ő	õ	õ	256
5:30 PM	0	99	7	0	0	127	0	0	0	0	23	0	0	0	0	0	256
5:45 PM	0	97	12	0	0	111	0	0	0	0	31	0	0	0	0	0	251
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	894	72	0	0	974	0	0	0	0	221	0	0	0	0	0	2161
APPROACH %'s :	0.00%	92.55%	7.45%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :		04:00 PM -	05:00 PM			170											TOTAL
PEAK HR VOL :	0	475	41	0	0	478	0	0	0	0	119	0	0	0	0	0	1113
PEAK HR FACTOR :	0.000	0.893	0.603	0.000	0.000	0.830	0.000	0.000	0.000	0.000	0.783	0.000	0.000	0.000	0.000	0.000	0.928

Location: City: Control:	Hwy A1A/S Palm Beacl 1-Way Stop	S County Rd h p(EB)	& Australiar	n Ave									P	roject ID: Date:	23-140105 2/28/2023	-005	
-								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		I	Hwy A1A/S	County Rd			Australi	an Ave						
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND						
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
7:30 AM	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	5
8:00 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	ŏ	6	ŏ	ŏ	ŏ	3	ŏ	ŏ	ŏ	ŏ	1	ŏ	ŏ	ŏ	ŏ	ŏ	10
8:30 AM	0	3	1	0	0	14	0	0	0	0	1	0	0	0	0	0	19
8:45 AM	0	9	0	0	0	11	0	0	0	0	0	0	0	0	0	0	20
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	28	1	0	0	39	0	0	0	0	4	0	0	0	0	0	72
APPROACH %'s :	0.00%	96.55%	3.45%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	0	21	1	0	0	32	0	0	0	0 000	2	0	0	0	0	0	56
PEAK HK FACTOR :	0.000	0.565	11	0.000	0.000	0.571	71	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.700
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND						
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4.00 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	6	0	0	0	2	0	0	0	0	1	0	0	0	0	0	9
4·30 PM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
4:45 PM	Ő	4	Ő	Ő	Ő	3	ŏ	ŏ	õ	Ő	1	Ő	Ő	ŏ	Ő	ŏ	8
5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	17	1	0	0	16	0	0	0	0	3	0	0	0	0	0	37
APPROACH %'S	0.00%	94.44%	05:00 PM	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					ΤΟΤΑΙ
PEAK HR VOL :	0	13	0	0	0	12	0	0	0	0	2	0	0	0	0	0	27
PEAK HR FACTOR :	0.000	0.542	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
		0.5	47			0.6	00			0.5	00						0.750
Location: City: Control:	Hwy A1A/S Palm Beacl 1-Way Stop	6 County Rd h p(EB)	& Australiar	n Ave									Pr	oject ID: Date:	23-140105-( 2/28/2023	005	
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								Data -	Bikes								
NS/EW Streets:		Hwy A1A/S	County Rd		1	Hwy A1A/S	County Rd			Australi	an Ave			Australi	an Ave		
		NORTH	IBOUND			SOUTH	BOUND			EASTE	BOUND			WESTE	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	10	0	0	0	22	0	0	0	0	1	0	0	0	0	0	33
01107111	Ŭ	10		•	Ŭ		0		Ŭ		-		Ŭ	0	Ŭ		55
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	12	0	0	0	26	0	0	0	0	1	0	0	0	1	0	40
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	0	12	0	0	0	23	0	0	0	0	1	0	0	0	0	0	36
PEAK HR FACTOR :	0.000	0.300	0.000	0.000	0.000	0.261	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.273
		0.3	00			0.2	51			0.2	50						
		NODTH				SOUTH				EASTE				WEST			
DM	0	0	0	0	0	0	00000	0	0	0	0	0	0	0	0	0	
F IVI	NL	NT	NR	NU	SL	ST	SR	SU	FL	ET	ER	EU	WL	ŴT	WR	wu	TOTAL
4:00 PM	2	3	0	0	0	1	0	0	0	0	2	0	0	0	1	0	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5.45 PM	0	0	7	0	0	5	0	U	0	0	0	0	0	U	0	0	,
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	5	4	0	0	7	0	0	0	0	3	0	0	0	1	0	22
APPROACH %'s :	18.18%	45.45%	36.36%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	2	4	0	0	0	1	0	0	0	0	3	0	0	0	1	0	11
PEAK HR FACTOR :	0.250	0.333	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.3/5	0.000	0.000	0.000	0.250	0.000	0.306

Location: City:	Hwy A1A/S C Palm Beach	ounty Rd & Au	ıstralian Ave							Project ID: Date:	23-140105-00 2/28/2023	)5	
					Data - P	Pedestria	ns (Cros	sswalks)					
NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Austral	lian Ave	Austral	lian Ave					
AM	NORT EB	H LEG WB	SOUT EB	H LEG WB	EAST NB	T LEG SB	WES NB	T LEG SB	NORTI EB	H LEG 2 WB	SOUTH EB	I LEG 2 WB	TOTAL
7:00 AM	6	0	0	1	3	0	0	2	0	0	6	1	19
7:15 AM	6	1	2	0	6	2	0	1	0	0	6	2	26
7:30 AM	6	0	0	2	2	2	0	6	0	0	4	1	23
7:45 AM	3	0	2	0	3	6	3	2	0	0	3	0	22
8:00 AM	5	0	0	0	8	6	1	1	0	0	6	0	27
8:15 AM	5	2	3	0	6	2	2	2	0	0	4	2	28
8:30 AM	4	2	3	1	3	5	5	0	0	0	4	2	29
8:45 AM	0	1	2	2	10	6	1	3	0	0	2	3	30
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	35	6	12	6	41	29	12	17	0	0	35	11	204
APPROACH %'s :	85.37%	14.63%	66.67%	33.33%	58.57%	41.43%	41.38%	58.62%			76.09%	23.91%	
PEAK HR :	08:00 AM	- 09:00 AM	0:00 AM	_								_	TOTAL
PEAK HR VOL :	14	5	8	3	27	19	9	6	0	0	16	7	114
PEAK HR FACTOR :	0.700	0.625	0.667	0.375	0.675	0.792	0.450	0.500			0.667	0.583	0.950
	0.6	5/9	0.0	88	0.7	/19	0.7	/50			0.9	158	
	NOPT	HIEC.	SOUT	HIEC	EAC	TIEC	WEC	TIEC	NORT		COLITE		
PM	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
4:00 PM	4	5	0	1	1	2	8	7	0	0	4	6	38
4:15 PM	4	2	2	0	5	5	5	12	0	1	2	5	43
4:30 PM	2	4	1	2	6	7	13	7	0	0	4	4	50
4:45 PM	2	7	1	6	6	11	6	2	0	1	3	9	54
5:00 PM	1	5	1	3	2	9	4	13	0	0	3	5	51
5.15 PM	7	1	0	0	2	2	2	6	0	1	5	1	29
5.30 PM	2	5	0	2	2 5	7	2	4	0	0	2	2	43
5.45114	2	0	0	2	5		0	т	0	0	1	0	-13
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	22	35	5	14	34	47	49	62	0	3	24	40	335
APPROACH %'s :	38.60%	61.40%	26.32%	73.68%	41.98%	58.02%	44.14%	55.86%	0.00%	100.00%	37.50%	62.50%	
PEAK HR :	04:00 PM	- 05:00 PM		0	10	25	22	20		2	12	24	TOTAL
PEAK HR VOL :	12	18	4	9	18	25	32	28	0	2	13	24	182
PEAK HR FACTOR :	0.750	0.043	0.500	0.3/5	0.750	0.568	0.015	0.583	0	0.500	0.813	0.06/	0.856
	0.0	555	0.4	TUT	0.0	0.52	0.7	50	0.	500	0.7	11	

### Hwy A1A/S County Rd & Australian Ave

Peak Hour Turning Movement Count







Location: City: Control:	Hwy A1A/S Palm Beach 2-Way Stop	County Rd 0 (EB/WB)	& Brazilian	Ave									Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	006	
								Data -	Total								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S (	County Rd			Brazilia	n Ave			Brazilia	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
7:00 AM	6	18	3	2	3L 2	37	2	30	2	0	0	0	0	2	3	0	77
7:15 AM	6	35	1	5	1	30	5	Ő	1	1	Õ	Ő	2	3	2	1	93
7:30 AM	5	38	3	3	1	42	2	0	1	0	0	0	0	2	6	0	103
7:45 AM	6	67	1	6	3	67	4	0	1	8	4	0	0	2	3	0	172
8:00 AM	7	65	4	4	2	81	1	1	1	4	6	0	0	1	3	0	180
8:15 AM	4	58	2	4	7	80	2	1	1	3	14	0	1	6	5	0	188
8:30 AM	2	56	6	6	5	73	5	0	0	2	8	0	0	4	5	0	177
8:45 AM	/	50	1	12	/	84	5	0	3	4	/	0	3	4	4	0	191
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	48	387	21	42	28	494	26	2	10	22	39	0	6	24	31	1	1181
APPROACH %'s :	9.64%	77.71%	4.22%	8.43%	5.09%	89.82%	4.73%	0.36%	14.08%	30.99%	54.93%	0.00%	9.68%	38.71%	50.00%	1.61%	
PEAK HR :		08:00 AM -	09:00 AM		8:00 AM												TOTAL
PEAK HR VOL :	25	229	13	26	21	318	13	2	5	13	35	0	4	15	17	0	736
PEAK HR FACTOR :	0.893	0.881	0.542	0.542	0.750	0.946	0.650	0.500	0.417	0.813	0.625	0.000	0.333	0.625	0.850	0.000	0.963
		0.9	10			0.92	22			0.7.	00			0.73	50		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	121	7	8	6	96	10	0	6	5	12	0	3	3	9	0	296
4:15 PM	8	90	4	8	3	121	15	2	6	4	10	0	6	10	8	0	295
4:30 PM	10	96	6	6	4	10/	4	0	2	1	6	0	9	8	10	1	2/3
4:45 PM	7	95	6	10	2	9/	4	1	3	3	6	0	3	4	10	0	231
5.15 PM	8	76	5	13	4	113	8	0	4	3	11	ő	3	5	7	ő	260
5:30 PM	16	70	11	12	1	103	8	1	3	2	13	õ	4	4	11	õ	259
5:45 PM	1	82	5	11	5	98	6	1	0	1	4	ō	7	2	11	Ō	234
	NL	NT	NŔ	NU	SL	ST	SR	SU	EL	Eľ	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	06 7 12%	733 79.07%	50 5 39%	78 8 41%	26 2 74%	89 88%	6 85%	5 0.53%	2/ 22.69%	19 15 97%	73 61 34%	0.00%	აგ 23 46%	38 23 46%	85 52 47%	0.62%	215/
PEAK HR :	7.1270	04:00 PM -	05:00 PM	0.11/0	2.7 170	55.00 /0	0.0570	0.5570	22.0570	13.57 /0	51.5170	0.0070	23.1070	23.1070	52.17 /0	0.02 /0	TOTAL
PEAK HR VOL :	34	400	23	32	15	421	39	3	17	10	39	0	21	23	37	1	1115
PEAK HR FACTOR :	0.850	0.826	0.821	0.800	0.625	0.870	0.650	0.375	0.708	0.500	0.813	0.000	0.583	0.575	0.925	0.250	0.042
		0.8	37			0.84	19			0.7	7			0.73	22		0.942

Location: City: Control:	Hwy A1A/S Palm Beach 2-Way Stop	County Rd 0 (EB/WB)	& Brazilian	Ave									Pr	oject ID: 2 Date: 2	2-140105- 2/28/2023	006	
	,							Data -	- Cars								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S (	County Rd			Brazilia	n Ave			Brazilia	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 FR	0 FU	0 WI	0 WT	0 WR	0 WU	ΤΟΤΑΙ
7:00 AM	5	18	3	2	2	35	1	0	1	0	0	0	0	2	3	0	72
7:15 AM	6	33	1	5	1	30	5	0	1	1	0	0	1	3	2	1	90
7:30 AM	3	38	3	3	1	40	2	0	1	0	0	0	0	2	5	0	98
7:45 AM	5	66	1	6	3	64	4	0	1	8	4	0	0	1	3	0	166
8:00 AM	7	62	4	4	2	77	1	1	1	4	6	0	0	0	3	0	172
8:15 AM	4	52	2	4	2	//	2	1	1	3	14	0	1	2	5	0	1/5
0:30 AM	6	22	4	0	5	03 70	4	0	2	2	7	0	2	4	2	0	101
I'IA CF.0	0	47	U	9	/	70	5	U	5	7	/	0	2	5	5	0	1/4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	371	18	39	28	464	24	2	9	22	37	0	4	17	29	1	1108
APPROACH %'s :	9.13%	78.77%	3.82%	8.28%	5.41%	89.58%	4.63%	0.39%	13.24%	32.35%	54.41%	0.00%	7.84%	33.33%	56.86%	1.96%	
PEAK HR :		08:00 AM -	09:00 AM					-	_				_				TOTAL
PEAK HR VOL :	24	216	10	23	21	295	12	2	5	13	33	0	3	9	16	0	682
PEAK HR FACTOR :	0.857	0.8/1	0.625 86	0.639	0.750	0.946	0.600	0.500	0.417	0.813	0.589	0.000	0.375	0.563	0.800	0.000	0.974
		0.0.				0.5.	.,			0.74				0.77	0		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.00.011	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	116	/	8	6	95	10	0	5	5	12	0	3	3	9	0	289
4:15 PM	0	90	4	6	3	102	15	2	2	4	9	0	0	10	0	1	292
4.30 PM	5	90	6	10	2	96	7	1	3	Ō	9	ő	3	2	8	ò	204
5:00 PM	6	105	6	10	1	118	4	Ô	3	3	6	Õ	3	4	19	Õ	288
5:15 PM	8	76	5	13	4	112	8	0	4	3	11	0	1	5	7	0	257
5:30 PM	15	69	11	12	1	103	8	1	3	2	13	0	3	4	11	0	256
5:45 PM	1	81	5	11	5	98	6	1	0	1	4	0	7	1	11	0	232
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	62	722	48	78	26	844	65	5	26	19	70	0	35	36	83	1	2120
APPROACH %'s :	6.81%	79.34%	5.27%	8.57%	2.77%	89.79%	6.91%	0.53%	22.61%	16.52%	60.87%	0.00%	22.58%	23.23%	53.55%	0.65%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	32	391	21	32	15	413	39	3	16	10	36	0	21	22	35	1	1087
PEAK HR FACTOR :	0.800	0.843	0.750	0.800	0.625	0.868	0.650	0.375	0.667	0.500	0.750	0.000	0.583	0.550	0.875	0.250	0.931

Location: City: Control:	Hwy A1A/S Palm Beach 2-Way Stop	County Rd n b(EB/WB)	& Brazilian	Ave									Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	006	
_								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		I	Hwy A1A/S	County Rd			Brazilia	n Ave			Brazilia	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	1	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	5
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
7:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	5
7:45 AM	1	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	6
8:00 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	1	0	0	8
8.13 AM	0	1	2	0	0	10	1	0	0	0	2	0	0	0	0	0	15
8:45 AM	1	3	1	3	ő	6	Ō	ő	ő	ő	ō	ő	1	1	1	ő	17
				-					-			-				-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	16	3	3	0	30	2	0	1	0	2	0	2	7	2	0	73
APPROACH %'s :	18.52%	59.26%	11.11%	11.11%	0.00%	93.75%	6.25%	0.00%	33.33%	0.00%	66.67%	0.00%	18.18%	63.64%	18.18%	0.00%	TOTAL
PEAK HR :	1	- MA 00:80	09:00 AM	2	0	22	1	0	0	0	2	0		~		0	TOTAL
PEAK HK VUL :	0 250	0.542	0 375	0.250	0 000	23	0 250	0 000	0 000	0 000	0 250	0 000	0 250	0 375	0 250	0 000	54
FLAK IIK FACTOR .	0.230	0.542	25	0.250	0.000	0.575	45	0.000	0.000	0.000	50	0.000	0.230	0.575	0.250	0.000	0.794
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.00.014	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	5	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4.13 PM	1	1	2	0	0	4	0	0	0	0	0	0	0	1	0	0	9
4:45 PM	1	3	õ	ŏ	ŏ	1	ŏ	ŏ	ŏ	ŏ	2	ŏ	ŏ	Ō	2	ŏ	9
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3
5:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	11	2	0	0	9	0	0	1	0	3	0	3	2	2	0	37
APPROACH %'s :	23.53%	64./1%	11./6%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	0.00%	/5.00%	0.00%	42.86%	28.5/%	28.5/%	0.00%	TOTAL
PEAK HR :	2	04:00 PM -	05:00 PM	0	0	8	0	0	1	0	3	0	0	1	2	0	28
PEAK HR FACTOR	0 500	0 450	0 250	0 000	0.000	0 500	0 000	0.000	0 250	0 000	0 375	0 000	0 000	0 250	0 250	0.000	20
FLAK IIK FACTOR .	0.500	0.150	50	0.000	0.000	0.50	0.000	0.000	0.230	0.000	0.575	0.000	0.000	0.200	75	0.000	0.778

Location: City: Control:	Hwy A1A/S Palm Beach 2-Way Stop	County Rd 0 (EB/WB)	& Brazilian J	Ave									Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	006	
								Data -	Bikes								
NS/EW Streets:		Hwy A1A/S	County Rd		1	Hwy A1A/S	County Rd			Brazilia	n Ave			Brazilia	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	10	0	14	0	0	0	1	0	0	0	0	0	0	25
0.15 /11	U U	0	0	10	0	11	0	0	0	-	0	0	U U	0	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	10	0	18	0	0	0	2	0	0	0	0	1	0	34
APPROACH %'s :	0.00%	15.38%	7.69%	76.92%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	0	2	0	10	0	15	0	0	0	1	0	0	0	0	0	0	28
PEAK HR FACTOR :	0.000	0.250	0.000	0.250	0.000	0.268	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.280
		0.3	00			0.20	68			0.25	50						
		NORTH				SOLITH				FASTR				WESTR			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 101	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	0
5.45 PM	U	U	U	U	U	2	U	U	U	U	1	U	0	5	U	U	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	0	0	0	6	0	0	1	0	1	0	0	7	0	0	20
APPROACH %'s :	20.00%	80.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	4	0	0	0	3	0	0	1	0	0	0	0	1	0	0	9
PEAK HR FACTOR :	0.000	0.333	0.000	0.000	0.000	0.3/5	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.563

# National Data & Surveying Services Intersection Turning Location: Hwy A1A/S County Rd & Brazilian Ave Location: Hwy A1A/S County Rd & Brazilian Ave Date: 2/28/2023

Data - Pedestrians (Crosswalks)

					(0.0		/		-
NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Brazili	an Ave	Brazilia	an Ave	
A N A	NORT	'H LEG	SOUT	'H LEG	EAS	T LEG	WES	Г LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	2	0	0	0	1	1	4
7:15 AM	3	4	0	0	4	2	1	0	14
7:30 AM	1	2	0	0	3	1	1	2	10
7:45 AM	4	2	0	0	1	6	2	0	15
8:00 AM	1	3	1	1	4	2	2	2	16
8:15 AM	0	2	3	1	1	0	2	2	11
8:30 AM	0	2	0	0	1	1	6	0	10
8:45 AM	4	4	2	0	9	6	1	4	30
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	13	19	8	2	23	18	16	11	110
APPROACH %'s :	40.63%	59.38%	80.00%	20.00%	56.10%	43.90%	59.26%	40.74%	
PEAK HR :	08:00 AM - 09:00 AM		8:00 AM						TOTAL
PEAK HR VOL :	5	11	6	2	15	9	11	8	67
PEAK HR FACTOR :	0.313	0.688	0.500	0.500	0.417	0.375	0.458	0.500	0 550
	0.5	500	0.5	500	0.4	400	0.7	792	0.558

	NORT	'H LEG	SOUT	'H LEG	EAS	T LEG	WES	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	7	3	0	0	2	1	6	11	30
4:15 PM	6	1	0	0	4	5	6	6	28
4:30 PM	3	11	0	0	10	6	9	10	49
4:45 PM	5	3	0	0	5	5	10	2	30
5:00 PM	2	14	1	1	5	5	1	12	41
5:15 PM	5	2	1	0	2	5	6	2	23
5:30 PM	6	3	1	0	4	4	3	1	22
5:45 PM	1	8	0	0	8	0	5	9	31
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	35	45	3	1	40	31	46	53	254
APPROACH %'s :	43.75%	56.25%	75.00%	25.00%	56.34%	43.66%	46.46%	53.54%	
PEAK HR :	: 04:00 PM - 05:00 PM		4:00 PM						TOTAL
PEAK HR VOL :	21	18	0	0	21	17	31	29	137
PEAK HR FACTOR :	0.750	0.409			0.525	0.708	0.775	0.659	0.000
	0.6	596			0.	594	0.7	789	0.699

#### Hwy A1A/S County Rd & Brazilian Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Royal Pal	m Way									Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	007	
	-							Data -	Total						· ·		
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	lwy A1A/S (	County Rd			Royal Pal	m Way			Royal Pal	m Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	10	10	1	0	1	9	8	0	53	30	32	0	0	19	2	0	175
7:15 AM	11	28	1	0	0	17	12	0	87	29	19	0	0	18	4	0	226
7:30 AM	17	27	1	0	0	22	17	0	112	29	25	0	0	32	23	0	305
7:45 AM	25	41	0	0	0	34	21	0	146	53	38	0	0	18	14	0	390
0:00 AM	29	22	2	0	0	41	20	0	92	57	47	0	0	24	4	0	261
0.15 AM	24	35	3	0	0	47	22	0	04	51	44	0	0	30	0	0	354
8.45 AM	27	25	3	0	1	43	23	0	98	54	50	0	0	38	4	0	366
0110711		20			-		20	Ŭ	50		50			50		Ŭ	500
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	175	242	11	0	2	245	150	0	783	335	305	0	0	210	65	0	2523
APPROACH %'s :	40.89%	56.54%	2.57%	0.00%	0.50%	61.71%	37.78%	0.00%	55.02%	23.54%	21.43%	0.00%	0.00%	76.36%	23.64%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	110	152	5	0	0	154	90	0	433	193	179	0	0	103	32	0	1451
PEAK HR FACTOR :	0.859	0.864	0.417	0.000	0.000	0.917	0.865	0.000	0.741	0.910	0.895	0.000	0.000	0.831	0.571	0.000	0.930
		0.8	90			0.9	10			0.84	19			0.84	14		
		NODTH	ROUND			SOUTH				FACTR				W/ESTR			
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
F IVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	71	55	6	0	0	58	76	0	68	46	56	0	0	55	11	0	502
4:15 PM	51	54	5	0	4	74	67	0	73	57	68	0	0	42	10	0	505
4:30 PM	59	39	3	0	2	68	52	0	52	51	47	1	0	40	7	0	421
4:45 PM	57	52	3	0	3	49	55	0	54	45	59	0	1	54	2	0	434
5:00 PM	70	58	0	0	1	78	65	0	40	51	48	0	0	32	6	0	449
5:15 PM	43	41	4	0	2	65	56	0	53	58	59	0	0	29	4	0	414
5:30 PM	57	30	5	0	1	50	36	0	57	49	50	0	1	29	3	0	368
5.45 PP	57	55	1	0	1	35	50	0	55	10	50	0	1	20	5	0	500
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	446	378	25	0	13	507	438	0	430	400	440	1	3	301	44	0	3426
APPROACH %'s :	52.53%	44.52%	2.94%	0.00%	1.36%	52.92%	45.72%	0.00%	33.83%	31.47%	34.62%	0.08%	0.86%	86.49%	12.64%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	238	200	17	0	9	249	250	0	247	199	230	1	1	191	30	0	1862
PEAK HR FACTOR :	0.838	0.909	0.708	0.000	0.563	0.841	0.822	0.000	0.846	0.873	0.846	0.250	0.250	0.868	0.682	0.000	0.922

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Royal Pal	m Way									Pr	oject ID: 2 Date: 2	23-140105-0 2/28/2023	007	
	-							Data -	- Cars								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	lwy A1A/S (	County Rd			Royal Pal	m Way			Royal Pal	m Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 FI	0 FT	0 FR	0 FU	0 W/I	0 WT	0 WR	0 WII	τοται
7:00 AM	10	9	1	0	1	8	8	0	52	29	30	0	0	19	2	0	169
7:15 AM	11	26	1	0	0	17	11	0	86	28	19	0	0	17	4	0	220
7:30 AM	17	27	0	0	0	21	16	0	108	29	24	0	0	32	23	0	297
7:45 AM	25	40	0	0	0	33	21	0	138	52	36	0	0	17	14	0	376
8:00 AM	29	41	2	0	0	39	24	0	82	35	45	0	0	23	4	0	324
8:15 AM	30	28	0	0	0	37	21	0	96	49	47	0	0	29	5	0	342
8:30 AM	24	34	3	0	0	36	20	0	8/	48	39	0	0	29	8	0	328
6:45 AM	20	22	3	U	1	41	21	U	67	22	40	0	U	37	4	U	341
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	172	227	10	0	2	232	142	0	736	323	286	0	0	203	64	0	2397
APPROACH %'s :	42.05%	55.50%	2.44%	0.00%	0.53%	61.70%	37.77%	0.00%	54.72%	24.01%	21.26%	0.00%	0.00%	76.03%	23.97%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM		7:45 AM												TOTAL
PEAK HR VOL :	108	143	5	0	0	145	86	0	403	184	167	0	0	98	31	0	1370
PEAK HR FACTOR :	0.900	0.872	0.417	0.000	0.000	0.929	0.896	0.000	0.730	0.885	0.888	0.000	0.000	0.845	0.554	0.000	0.911
		0.0	05			0.91	./			0.0.	F			0.07	2		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	68	53	6	0	0	58	69	0	68	46	54	0	0	52	11	0	485
4:15 PM	50	54	5	0	4	74	64	0	71	56	67	0	0	39	10	0	494
4:30 PM	59	38	3	U	1	65	51	U	51	51	46	1	0	40	/	U	413
4:45 PM	0C 70	40 58	0	0	3	49	54 63	0	24 40	50	20	0	1	30	6	0	422
5.15 PM	43	41	4	0	2	64	54	0	51	57	59	0	0	27	4	0	406
5:30 PM	38	39	3	ő	0	56	29	õ	37	44	53	õ	1	29	1	õ	330
5:45 PM	57	39	1	Ō	1	59	36	Ō	52	48	50	Ō	1	20	3	ō	367
		A 1787									==			1.4.000			
	NL	NT	NR	NU	SL 12	51	5K 420	50	EL 424	Eľ 200	EK 425	EU	WL	W Í 200	WR	WU	TOTAL
APPROACH %'s	441 52.75%	370 44.26%	25 2.99%	0.00%	1.28%	503	420 44.92%	0.00%	424	31.53%	455 34.63%	0.08%	د 0.89%	269 86.01%	13.10%	0.00%	2202
PEAK HR :	52.7 5 70	04:00 PM -	05:00 PM	0.00 /0	1.2070	33100 /0		0.0070	331, 670	51.5570	5 1105 70	0.0070	0.0570	5010170		0.0070	TOTAL
PEAK HR VOL :	233	193	17	0	8	246	238	0	244	197	225	1	1	181	30	0	1814
PEAK HR FACTOR :	0.857	0.894	0.708	0.000	0.500	0.831	0.862	0.000	0.859	0.879	0.840	0.250	0.250	0.870	0.682	0.000	0.019
		0.8	72			0.86	56			0.86	50			0.84	11		0.910

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Royal Pal	m Way									Pr	oject ID: 2 Date: 2	2-140105-0 2/28/2023	007	
								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	Hwy A1A/S (	County Rd			Royal Pa	lm Way			Royal Pal	m Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	1	1	2	0	0	0	0	0	6
7:15 AM	0	2	0	0	0	0	1	0	1	1	0	0	0	1	0	0	6
7:30 AM	0	0	1	0	0	1	1	0	4	0	1	0	0	0	0	0	8
7:45 AM	0	2	0	0	0	2	0	0	8	2	2	0	0	1	0	0	14
8:00 AM	2	3	0	0	0	2	2	0	10	2	2	0	0	1	0	0	10
8·30 AM	0	1	0	0	0	6	1	0	7	3	5	0	0	2	1	0	26
8:45 AM	1	3	ő	ő	ő	2	2	ő	11	1	4	ő	ő	1	ō	ő	25
	-	-	-	-	-	-	-	-		-		-	-		-	-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	15	1	0	0	13	8	0	47	12	19	0	0	7	1	0	126
APPROACH %'s :	15.79%	78.95%	5.26%	0.00%	0.00%	61.90%	38.10%	0.00%	60.26%	15.38%	24.36%	0.00%	0.00%	87.50%	12.50%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	2	9	0	0	0	9	4	0	30	9	12	0	0	5	1	0	81
PEAK HR FACTOR :	0.250	0.563	0.000	0.000	0.000	0.375	0.500	0.000	0.750	0.750	0.600	0.000	0.000	0.625	0.250	0.000	0.779
		0.4	58			0.40	54			0.8	50			0.50	10		
		NORTH				SOUTH				FASTR				W/ECTR		1	
DM	0	0	0	0	0	0	0	0	0	0	00110	0	0	0	00100	0	
F IVI	NL	NT	NR	NU	SL	ST	SR	SU	FL	ET	ER	EU	WL	ŴТ	WR	wu	TOTAL
4:00 PM	3	2	0	0	0	0	7	0	0	0	2	0	0	3	0	0	17
4:15 PM	1	0	0	0	0	0	3	0	2	1	1	0	0	3	0	0	11
4:30 PM	0	1	0	0	1	3	1	0	1	0	1	0	0	0	0	0	8
4:45 PM	1	4	0	0	0	0	1	0	0	1	1	0	0	4	0	0	12
5:00 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	2	0	2	1	0	0	0	2	0	0	8
5:30 PM	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	5
5.45 PM	U	U	U	U	U	U	U	U	1	U	U	U	U	U	U	U	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	8	0	0	1	4	18	0	6	4	5	0	0	12	0	0	63
APPROACH %'s :	38.46%	61.54%	0.00%	0.00%	4.35%	17.39%	78.26%	0.00%	40.00%	26.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	5	7	0	0	1	3	12	0	3	2	5	0	0	10	0	0	48
PEAK HR FACTOR :	0.417	0.438	0.000	0.000	0.250	0.250	0.429	0.000	0.375	0.500	0.625	0.000	0.000	0.625	0.000	0.000	0.706

Location: City: Control:	Hwy A1A/S Palm Beac Signalized	5 County Rd h	& Royal Pal	m Way									Pr	oject ID: 2 Date: 2	23-140105-0 2/28/2023	007	
								Data -	<b>Bikes</b>								
NS/EW Streets:		Hwy A1A/S	County Rd		I	Hwy A1A/S	County Rd			Royal Pal	m Way			Royal Pal	m Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	1	1	0	0	0	0	0	0	0	2	1	0	0	1	0	0	2
8.00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	ő	Ō	ő	ő	ő	1	ő	ő	ő	ő	ő	ő	ő	ő	ő	ő	1
8:45 AM	ō	Ō	0	ō	0	14	ō	ō	0	ō	Ō	Ō	0	4	ō	ō	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	2	0	0	0	17	0	0	0	6	1	0	0	6	0	0	33
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL
PEAK HR :	1	07:45 AM -	08:45 AM	0	0		0	0	0	2		0	0	4	0	0	IUTAL
PEAK HR VUL :	0 250	2	0 000	0 000	0 000	0 250	0 000	0 000	0 000	0.250	0 250	0 000	0 000	0 250	0 000	0 000	9
PLAK IIK FACTOR .	0.200	0.500	75	0.000	0.000	0.230	50	0.000	0.000	0.250	33	0.000	0.000	0.230	50	0.000	0.450
			-														
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5
4:15 PM	U	1	U	U	U	0	U	U	U	1	U	U	U	1	1	U	4
4:30 PM 4:45 DM	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	ő	3
5:15 PM	ŏ	ŏ	ŏ	Ő	Ő	1	ŏ	ŏ	Ő	ō	õ	õ	ŏ	0	õ	ŏ	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	5	0	0	0	2	0	0	0	7	1	0	20
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	87.50%	12.50%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM											_			TOTAL
PEAK HR VOL :	0	5	0	0	0	2	0	0	0	1	0	0	0	5	1	0	14
PEAK HR FACTOR :	0.000	0.41/	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.625	0.250	0.000	0.700

# National Data & Surveying Services Intersection Turning Location: Hwy A1A/S County Rd & Royal Palm Way City: Dalm Reach Date: 2/28/2023

Data - Pedestrians (Crosswalks)

						<u> </u>	/		-
NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Royal Pa	alm Way	Royal Pa	alm Way	
	NORT	H LEG	SOUT	H LEG	EAST	Г LEG	WEST	Г LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	6	0	5	5	0	0	0	0	16
7:15 AM	1	2	2	5	2	1	3	0	16
7:30 AM	3	0	2	2	0	3	1	2	13
7:45 AM	9	0	2	2	2	2	3	2	22
8:00 AM	3	3	1	2	4	1	0	1	15
8:15 AM	6	4	1	4	2	1	1	0	19
8:30 AM	1	7	5	1	2	0	0	0	16
8:45 AM	2	2	1	7	4	3	0	0	19
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	31	18	19	28	16	11	8	5	136
APPROACH %'s :	63.27%	36.73%	40.43%	59.57%	59.26%	40.74%	61.54%	38.46%	
PEAK HR :	07:45 AM	- 08:45 AM	7345 AM						TOTAL
PEAK HR VOL :	19	14	9	9	10	4	4	3	72
PEAK HR FACTOR :	0.528	0.500	0.450	0.563	0.625	0.500	0.333	0.375	0.010
	3.0	325	0.7	750	0.7	700	0.3	350	0.818

	NORT	'H LEG	SOUT	'H LEG	EAS	Г LEG	WES	t leg	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	1	10	4	0	0	1	3	21
4:15 PM	2	1	3	3	0	1	1	3	14
4:30 PM	0	2	3	1	0	1	1	1	9
4:45 PM	2	2	0	7	2	1	6	0	20
5:00 PM	1	1	1	2	1	7	5	4	22
5:15 PM	3	6	6	3	1	2	0	0	21
5:30 PM	3	7	0	6	1	4	0	2	23
5:45 PM	2	3	5	4	1	1	3	2	21
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	15	23	28	30	6	17	17	15	151
APPROACH %'s :	39.47%	60.53%	48.28%	51.72%	26.09%	73.91%	53.13%	46.88%	
PEAK HR :	04:00 PM	- 05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	6	6	16	15	2	3	9	7	64
PEAK HR FACTOR :	0.750	0.750	0.400	0.536	0.250	0.750	0.375	0.583	0.762
	0.7	750	0.5	554	0.4	417	0.6	567	0.762

### Hwy A1A/S County Rd & Royal Palm Way

Peak Hour Turning Movement Count







Location: City: Control:	Hwy A1A/S Palm Beach 1-Way Stop	County Rd 1 5(WB)	& Seaview	Ave									Pr	oject ID: 2 Date: 2	23-140105-0 2/28/2023	008	
								Data -	• Total								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	Hwy A1A/S	County Rd			Seavie	ew Ave			Seaviev	v Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0	0 NT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
7:00 AM	20	45	0	0	3L 0	18	6	0	0	0	0	0	0	1	3	0	93
7:15 AM	44	68	ŏ	õ	Ő	30	19	Ő	Ő	Ő	ŏ	Ő	Ő	ō	1	Ő	162
7:30 AM	82	80	0	0	0	45	34	0	0	0	0	0	0	0	3	0	244
7:45 AM	62	135	0	0	0	52	24	0	0	0	0	0	0	0	1	0	274
8:00 AM	9	134	0	0	0	69	3	0	0	0	0	0	0	0	3	0	218
8:15 AM	2	131	0	0	0	53	5	0	0	0	0	0	0	1	4	0	196
8:30 AM	8	133	0	1	0	61	9	0	0	0	0	0	2	1	1	0	216
8:45 AM	4	118	0	0	0	68	8	0	0	0	0	0	0	0	3	0	201
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	231	844	0	1	0	396	108	0	0	0	0	0	2	3	19	0	1604
APPROACH %'s :	21.47%	78.44%	0.00%	0.09%	0.00%	78.57%	21.43%	0.00%					8.33%	12.50%	79.17%	0.00%	
PEAK HR :		07:30 AM -	08:30 AM		7:30.4M												TOTAL
PEAK HR VOL :	155	480	0	0	0	219	66	0	0	0	0	0	0	1	11	0	932
PEAK HR FACTOR :	0.473	0.889	0.000	0.000	0.000	0.793	0.485	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.688	0.000	0.850
		0.0				0.54								0.00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.00.011	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	24	109	U	U	U	150	11	U	U	U	U	U	3	U	/	U	304
4:15 PM	4	131	0	0	0	128	9	0	0	0	0	0	0	1	9	0	281
4.30 PM	10	95	0	0	0	106	4	0	0	0	0	0	1	Ō	7	ő	220
5:00 PM	6	102	Ő	0	0	135	12	Ő	0	0	0	0	1	Ő	7	Õ	263
5:15 PM	13	84	0	1	0	124	4	Ō	0	ō	ō	ō	1	1	4	ō	232
5:30 PM	1	77	0	0	0	84	3	1	0	0	0	0	2	0	0	0	168
5:45 PM	3	86	0	0	0	97	1	0	0	0	0	0	1	1	6	0	195
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	72	774	0	1	0	941	46	1	0	0	0	0	9	3	45	0	1892
APPROACH %'s :	8.50%	91.38%	0.00%	0.12%	0.00%	95.24%	4.66%	0.10%					15.79%	5.26%	78.95%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	49	425	0	0	0	501	26	0	0	0	0	0	4	1	28	0	1034
PEAK HR FACTOR :	0.510	0.811	0.000	0.000	0.000	0.835	0.591	0.000	0.000	0.000	0.000	0.000	0.333	0.250	0.778	0.000	0.850

Location: City: Control:	Hwy A1A/S Palm Beach 1-Way Stor	County Rd n o(WB)	& Seaview	Ave									Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	008	
	;							Data	- Cars								
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S	County Rd			Seavie	ew Ave			Seaviev	v Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 FR	0 FU	0 WI	0 WT	0 WR	0 WU	ΤΟΤΑΙ
7:00 AM	20	42	0	0	0	17	6	0	0	0	0	0	0	1	3	0	89
7:15 AM	44	65	0	0	0	29	18	0	0	0	0	0	0	0	1	0	157
7:30 AM	82	77	0	0	0	43	34	0	0	0	0	0	0	0	3	0	239
7:45 AM	60	127	0	0	0	51	24	0	0	0	0	0	0	0	1	0	263
8:00 AM	7	123	0	0	0	65	3	0	0	0	0	0	0	0	2	0	200
8:15 AM	2	122	0	0	0	52	4	0	0	0	0	0	0	1	4	0	185
8:30 AM		125	0	1	0	54	9	0	0	0	0	0	2	1	1	0	200
8:45 AM	4	104	U	U	U	64	8	0	0	0	U	U	U	0	3	U	183
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	226	785	0	1	0	375	106	0	0	0	0	0	2	3	18	0	1516
APPROACH %'s :	22.33%	77.57%	0.00%	0.10%	0.00%	77.96%	22.04%	0.00%					8.70%	13.04%	78.26%	0.00%	
PEAK HR :		07:30 AM -	08:30 AM		7230 AM												TOTAL
PEAK HR VOL :	151	449	0	0	0	211	65	0	0	0	0	0	0	1	10	0	887
PEAK HR FACTOR :	0.460	0.884	0.000	0.000	0.000	0.812	0.478 96	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.000	0.843
													•				
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	SOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	24	107	0	0	0	143	11	0	0	0	0	0	2	0	7	0	294
4:15 PM	4	129	U	U	U	126	9	U	0	0	0	0	U	U	8	U	276
4:30 PM	11	88	U	U	U	112	2	U	0	0	0	0	0	1	5	U	219
4:45 PM	10	102	0	0	0	133	12	0	0	0	0	0	1	0	7	0	210
5.15 PM	13	82	0	1	0	121	4	ő	0	ő	0	0	1	1	4	ő	201
5:30 PM	1	76	õ	Ô	ŏ	82	3	1	Ő	ő	ő	ő	2	ō	0	õ	165
5:45 PM	3	85	Ō	Ō	0	97	1	ō	Ō	Ō	ō	ō	1	1	6	Ō	194
	NI	NT	ND	NU	CI	CT	CD	CLI	EI	ET	ED	EU	14/1	WT	W/D	14/11	TOTAL
TOTAL VOLUMES	72	760	0	1	0	919	3R 46	30 1		0	0	0	8	3	44	0	1854
APPROACH %'s :	8.64%	91.24%	0.00%	0.12%	0.00%	95.13%	4.76%	0.10%	5	0	5	5	14.55%	5.45%	80.00%	0.00%	1004
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	49	415	0	0	0	486	26	0	0	0	0	0	3	1	27	0	1007
PEAK HR FACTOR :	0.510	0.804	0.000	0.000	0.000	0.850	0.591	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.844	0.000	0.856
		0.8	72			0.81	21							0.86	51		0.000

Location: City: Control:	Hwy A1A/S Palm Beac 1-Way Sto	5 County Rd h p(WB)	& Seaview /	Ave									Pro	oject ID: 2 Date: 2	23-140105-0	800	
	,	F(··-)						Data	- HT						-,,		
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S (	County Rd			Seavie	ew Ave			Seaviev	v Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	2	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	2	11	0	0	0	4	0	0	0	0	0	0	0	0	1	0	18
8:15 AM	0	9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	11
8:30 AM	1	8	0	0	0	7	0	0	0	0	0	0	0	0	0	0	16
8:45 AM	0	14	0	0	0	4	0	0	0	0	0	0	0	0	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	59	0	0	0	21	2	0	0	0	0	0	0	0	1	0	88
APPROACH %'s :	7.81%	92.19%	0.00%	0.00%	0.00%	91.30%	8.70%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :		07:30 AM -	08:30 AM		70.30 A.H												TOTAL
PEAK HR VOL :	4	31	0	0	0	8	1	0	0	0	0	0	0	0	1	0	45
PEAK HR FACTOR :	0.500	0.705	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.625
		0.0	/3			0.50								0.23	00		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	7	0	0	0	0	0	0	1	0	0	0	10
4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	5
4:30 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	4	0	U	U	1	0	0	U	0	0	0	U	0	0	0	5
5:00 PM	U	0	U	U	U	2	U	U	U	U	U	U	0	U	U	U	2
5:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5.45 DM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
5.45 PM	0	1	0	0	0	0	0	0	U	0	0	0	U	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	14	0	0	0	22	0	0	0	0	0	0	1	0	1	0	38
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					50.00%	0.00%	50.00%	0.00%	TOTA
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	10	0	0	0	15	0	0	0	0	0	0	1	0	1	0	27
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.536	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.675
		0.0	(.)			0.5.	202							0.50			

Location: City: Control:	Hwy A1A/S Palm Beach 1-Way Stop	County Rd n o(WB)	& Seaview /	Ave									Р	roject ID: Date:	23-140105 2/28/2023	-008	
_								Data -	<b>Bikes</b>								
NS/EW Streets:		Hwy A1A/S	County Rd		I	Hwy A1A/S (	County Rd			Seaview	v Ave			Seavie	w Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0	0 NT	0 NP	0	0	0 ST	0 SP	0	0 El	0 FT	0 ED	0 EU	0	0 W/T	0 M/P	0	τοται
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	ō	ō	Ō	Ō	0	ō	Ō	ō	0	0	Ō	Ō	0	0	Ō	Ō	0
7:30 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	2	0	0	0	14	0	0	0	0	0	0	0	0	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	22
APPROACH %'s :	20.00%	80.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :		07:30 AM -	08:30 AM		7:30 AM												TOTAL
PEAK HR VOL :	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
		0.7	50			0.23	50										
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	U	U	U	U	2	U	U	U	U	U	U	U	U	U	U	2
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5.15 PM	0	0	0	0	0	<sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	ő	ő	ő	ő	0	ő	ő	ő	0	ő	ő	ő	ő	ő	ő	ő	ő
5:45 PM	õ	ŏ	ŏ	õ	Ő	2	õ	ŏ	Ő	2	õ	õ	ŏ	ŏ	ŏ	ŏ	4
	-	-	-	-	-		-	-	-	_	-	-	-	-	-	-	-
	NL	NT	NR	NU	SL	ST	SR	SU	EL	Eľ	ER	EU	WL	WT	WR	WU	TOTAL
ADDROACH 06 10 1	20.00%	4 80.00%	0 0004	0 00%	0 00%	5	0 0.00%	0 00%	0 00%	2 66 67%	33 330% T	0 00%	U	0	U	U	13
DEAK UD	20.00%	00.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	00.07%	33.3370	0.00%					ΤΟΤΔΙ
DEAK HR VOL	1	4	0.00 - M	0	0	2	0	0	0	0	1	0	0	0	0	0	8
PEAK HR FACTOR :	0 250	0 333	0 000	0 000	0 000	0 250	0 000	0 000	0 000	0 000	0 250	0 000	0 000	0 000	0 000	0.000	5
. List intractort	0.200	0.4	17	0.000	0.000	0.25	50	0.000	0.000	0.2	50	0.000	0.000	0.000	0.000	0.000	0.500

## National Data & Surveying Services Intersection Turning Location: Hwy A1A/S County Rd & Seaview Ave City: Palm Beach Date: 2/28/2023

Data - Pedestrians (	(Crosswalks)	

NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	County Rd	Seavie	ew Ave	Seavie	w Ave	
Δ N.A	NORT	H LEG	SOUT	H LEG	EAST	Г LEG	WEST	Г LEG	1
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	4	0	1	2	0	2	0	9
7:15 AM	1	4	0	2	2	0	1	0	10
7:30 AM	0	2	1	0	0	2	0	3	8
7:45 AM	0	2	0	0	1	0	1	2	6
8:00 AM	5	2	0	0	6	4	3	2	22
8:15 AM	1	0	0	0	0	1	1	0	3
8:30 AM	0	5	0	0	2	2	0	2	11
8:45 AM	3	4	0	0	5	3	2	1	18
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	23	1	3	18	12	10	10	87
APPROACH %'s :	30.30%	69.70%	25.00%	75.00%	60.00%	40.00%	50.00%	50.00%	
PEAK HR :	07:30 AM	- 08:30 AM	7230 201						TOTAL
PEAK HR VOL :	6	6	1	0	7	7	5	7	39
PEAK HR FACTOR :	0.300	0.750	0.250		0.292	0.438	0.417	0.583	0.442
	0.4	29	0.7	250	0.3	350	0.6	500	0.445

	NORT	'H LEG	SOUT	'H LEG	EAS	t leg	WEST	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	6	3	1	1	1	3	3	5	23
4:15 PM	8	4	0	0	4	2	6	1	25
4:30 PM	1	0	2	0	2	2	2	3	12
4:45 PM	0	3	0	0	1	1	6	3	14
5:00 PM	4	0	0	0	1	3	1	4	13
5:15 PM	2	3	1	0	2	0	4	5	17
5:30 PM	0	0	0	2	0	2	0	0	4
5:45 PM	1	0	0	0	0	0	2	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	13	4	3	11	13	24	21	111
APPROACH %'s :	62.86%	37.14%	57.14%	42.86%	45.83%	54.17%	53.33%	46.67%	
PEAK HR :	04:00 PM	- 05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	15	10	3	1	8	8	17	12	74
PEAK HR FACTOR :	0.469	0.625	0.375	0.250	0.500	0.667	0.708	0.600	0.740
	0.5	521	0.5	500	0.	667	0.8	306	0.740

#### Hwy A1A/S County Rd & Seaview Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Hwy A1A/N Palm Beach Signalized	County Rd	& Royal Poi	inciana Wa	y/E Main St								Pr	oject ID: 2 Date: 2	2-140105-0 2/28/2023	009	
								Data -	Total								
NS/EW Streets:		Hwy A1A/N	County Rd		ŀ	lwy A1A/N	County Rd		Roya	l Poinciana	Way/E Main	i St	Roya	Poinciana	Nay/E Mair	St	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	14	43	11	0	0	15	21	0	33	11	16	0	1	5	0	0	170
7:15 AM	9	63	12	0	0	39	23	0	32	17	28	1	1	7	0	0	232
7:30 AM	28	88	7	0	0	48	24	0	38	17	45	3	2	8	0	0	308
7:45 AM	20	107	17	0	0	55	26	0	51	27	40	3	2	2	2	0	352
8:00 AM	36	134	13	0	0	57	33	0	68	17	53	3	3	7	0	0	424
8:15 AM	17	147	10	0	0	49	27	0	60	11	33	5	1	9	2	0	371
8:30 AM	28	126	6	0	0	62	51	0	54	12	49	3	2	11	0	0	404
8:45 AM	21	164	14	0	0	59	32	0	68	13	40	5	1	8	1	0	426
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	173	872	90	0	0	384	237	0	404	125	304	23	13	57	5	0	2687
APPROACH %'s :	15.24%	76.83%	7.93%	0.00%	0.00%	61.84%	38.16%	0.00%	47.20%	14.60%	35.51%	2.69%	17.33%	76.00%	6.67%	0.00%	
PEAK HR :	100	- MA 00:80	09:00 AM							=0			-				TOTAL
PEAK HR VOL :	102	5/1	43	0	0	227	143	0	250	53	1/5	16	/	35	3	0	1625
PEAK HR FACTOR :	0.708	0.870	0.768	0.000	0.000	0.915	0.701	0.000	0.919	0.779	0.825	0.800	0.583	0.795	0.375	0.000	0.954
		0.0	99			0.01	19			0.0	0			0.00	00		
		NODTH	BOUND			SOUTH				EACTR				W/ECTR			
DM	0	0	DOUND	0	0	0	0	0	0	0	00110	0	0	0	00100	0	
FIVI	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	wi	WT	WR	WU	TOTAL
4:00 PM	62	83	10	0	0	121	104	0	49	21	29	8	8	23	2	0	520
4:15 PM	51	89	12	ō	ō	107	91	ō	30	12	34	4	5	19	9	ō	463
4:30 PM	51	71	9	0	0	85	94	0	43	19	50	3	8	29	2	0	464
4:45 PM	33	75	4	0	0	73	88	0	40	16	41	5	11	29	7	0	422
5:00 PM	52	73	9	0	0	93	65	0	27	7	64	4	12	39	2	0	447
5:15 PM	39	80	3	0	0	77	53	0	30	12	56	7	12	24	4	0	397
5:30 PM	38	55	2	0	0	71	45	0	29	14	50	5	5	21	3	0	338
5:45 PM	36	64	7	0	0	65	61	0	38	14	52	3	8	12	3	0	363
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	362	590	56	0	0	692	601	0	286	115	376	39	69	196	32	0	3414
APPROACH %'s :	35.91%	58.53%	5.56%	0.00%	0.00%	53.52%	46.48%	0.00%	35.05%	14.09%	46.08%	4.78%	23.23%	65.99%	10.77%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	197	318	35	0	0	386	377	0	162	68	154	20	32	100	20	0	1869
PEAK HR FACTOR :	0.794	0.893	0.729	0.000	0.000	0.798	0.906	0.000	0.827	0.810	0.770	0.625	0.727	0.862	0.556	0.000	0.899
		0.8	87			0.84	18			0.8	78			0.80	0		5.055

Location: City: Control:	Hwy A1A/N Palm Beach Signalized	County Rd	& Royal Poi	nciana Wa	y/E Main St								Pr	oject ID: 2 Date: 2	2-140105-0 2/28/2023	009	
								Data ·	- Cars								
NS/EW Streets:	I	Hwy A1A/N	County Rd		ŀ	lwy A1A/N	County Rd		Royal	Poinciana	Way/E Main	i St	Roya	Poinciana	Nay/E Mair	St	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	13	40	11	0	0	14	21	0	32	11	16	0	1	4	0	0	163
7:15 AM	8	59	11	0	0	37	23	0	28	15	28	1	1	4	0	0	215
7:30 AM	28	85	7	0	0	48	23	0	35	15	44	3	2	4	0	0	294
7:45 AM	19	94	15	0	0	55	26	0	45	27	37	3	2	2	2	0	327
8:00 AM	35	124	12	0	0	54	32	0	61	16	47	3	2	5	0	0	391
8:15 AM	16	137	10	0	0	48	24	0	51	7	31	4	1	6	2	0	337
8:30 AM	28	108	6	0	0	56	49	0	47	10	45	3	2	8	0	0	362
8:45 AM	19	150	13	0	0	55	29	0	61	10	38	5	1	5	1	0	387
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	166	/9/	85	0	0	367	227	0	360	111	286	22	12	38	5	0	24/6
APPROACH %'S :	15.84%	/6.05%	8.11%	0.00%	0.00%	61./8%	38.22%	0.00%	46.21%	14.25%	36.71%	2.82%	21.82%	69.09%	9.09%	0.00%	TOTAL
PEAK HR :	09	510 AM -	09:00 AM	0	0	212	124	0	220	42	161	15	6	24	2	0	1477
PEAK HR VUL :	90	0.06E	41	0 000	0 000	213	1.54	0 000	220	43	101	15	0 750	0.750	0.275	0 000	14//
PEAK HK FACTOR :	0.700	0.005	0.766	0.000	0.000	0.951	0.004	0.000	0.902	0.072	54	0.750	0.750	0.750	0.375	0.000	0.944
		0.5	01			0.02	-0			0.00	, ,			0.02	.5		
		NORTH	BOUND			SOUTH	BOLIND			FASTB	OLIND			WESTR	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 101	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	58	81	9	0	0	109	96	0	49	18	29	8	7	22	2	0	488
4:15 PM	51	88	12	0	0	103	85	0	30	12	34	4	5	17	9	0	450
4:30 PM	51	70	9	0	0	83	89	0	43	15	50	3	8	26	2	0	449
4:45 PM	33	72	3	0	0	70	85	0	40	13	41	5	11	25	7	0	405
5:00 PM	51	72	9	0	0	89	64	0	27	5	62	4	12	35	2	0	432
5:15 PM	39	79	3	0	0	75	49	0	30	7	54	7	12	20	4	0	379
5:30 PM	36	55	2	0	0	68	44	0	29	10	49	5	5	17	3	0	323
5:45 PM	35	61	7	0	0	64	58	0	37	10	50	3	8	8	3	0	344
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	354	578	54	0	0	661	570	0	285	90	369	39	68	170	32	0	3270
APPROACH %'s :	35.90%	58.62%	5.48%	0.00%	0.00%	53.70%	46.30%	0.00%	36.40%	11.49%	47.13%	4.98%	25.19%	62.96%	11.85%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	193	311	33	0	0	365	355	0	162	58	154	20	31	90	20	0	1792
PEAK HR FACTOR :	0.832	0.884	0.688	0.000	0.000	0.837	0.924	0.000	0.827	0.806	0.770	0.625	0.705	0.865	0.556	0.000	0.918
		11 80				118	0			11 82				118.			

Location: City: Control:	Hwy A1A/N Palm Beach Signalized	County Rd	& Royal Poi	nciana Wa	y/E Main St			_					Pro	oject ID: 2 Date: 2	2-140105-0 2/28/2023	009	
								Data	- HT								
NS/EW Streets:	ł	Hwy A1A/N	County Rd		F	lwy A1A/N	County Rd		Royal	l Poinciana	Way/E Main	i St	Royal	Poinciana V	Nay/E Mair	St	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	3	0	0	0	1	0	0	1	0	0	0	0	1	0	0	7
7:15 AM	1	4	1	0	0	2	0	0	4	2	0	0	0	3	0	0	17
7:30 AM	0	3	0	0	0	0	1	0	3	2	1	0	0	4	0	0	14
7:45 AM	1	13	2	0	0	0	0	0	6	0	3	0	0	0	0	0	25
8:00 AM	1	10	1	0	0	3	1	0	7	1	6	0	1	2	0	0	33
8:15 AM	1	10	0	0	0	1	3	0	9	4	2	1	0	3	0	0	34
8:30 AM	0	18	0	0	0	6	2	0	4	2	4	0	0	3	0	0	42
8:45 AM	2	14	1	U	U	4	5	U	/	3	2	U	U	5	U	U	39
	NI	NT	ND	NUL	CI	CT	CD	CLL		CT.	ED.	511	14/1	M/T	W/D	14/11	TOTAL
TOTAL VOLUMES	NL 7		NK F	NU	SL	17	SR 10	SU	EL	EI	10 EK	EU	VVL	10	WK	WU	101AL
IOTAL VOLUMES :	/	/5	5	0 000/	0 0001/	1/	10	0 000/	44	14	18	1 200/	1	19	0 000/	0 000/	211
APPROACH % S :	6.05%	80.21%	00:00 AM	0.00%	0.00%	02.90%	37.04%	0.00%	57.14%	10.10%	23.36%	1.30%	5.00%	95.00%	0.00%	0.00%	TOTAL
	4	52 E2	09:00 AM	0	0	14	0	0	20	10	14	1	1	11	0	0	1/10
	0 500	0 722	0 500	0 000	0 000	0.583	9 750	0,000	0 833	0.625	0.583	0 250	0 250	0.017	0 000	0 000	140
FLAK IIK FACTOR .	0.500	0.722	16	0.000	0.000	0.303	9.750	0.000	0.055	0.025	59	0.230	0.250	1.00	0.000	0.000	0.881
		0.0	50			0.7 1	.,			0.0.	,,			1.00	10		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	2	1	0	0	12	8	0	0	3	0	0	1	1	0	0	32
4:15 PM	0	1	0	0	0	4	6	0	0	0	0	0	0	2	0	0	13
4:30 PM	0	1	0	0	0	2	5	0	0	4	0	0	0	3	0	0	15
4:45 PM	0	3	1	0	0	3	3	0	0	3	0	0	0	4	0	0	17
5:00 PM	1	1	0	0	0	4	1	0	0	2	2	0	0	4	0	0	15
5:15 PM	0	1	0	0	0	2	4	0	0	5	2	0	0	4	0	0	18
5:30 PM	2	0	0	0	0	3	1	0	0	4	1	0	0	4	0	0	15
5:45 PM	1	3	0	0	0	1	3	0	1	4	2	0	0	4	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	12	2	0	0	31	31	0	1	25	7	0	1	26	0	0	144
APPROACH %'s :	36.36%	54.55%	9.09%	0.00%	0.00%	50.00%	50.00%	0.00%	3.03%	75.76%	21.21%	0.00%	3.70%	96.30%	0.00%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	4	7	2	0	0	21	22	0	0	10	0	0	1	10	0	0	77
PEAK HR FACTOR :	0.250	0.583	0.500	0.000	0.000	0.438	0.688	0.000	0.000	0.625	0.000	0.000	0.250	0.625	0.000	0.000	0.602
		0.4	54			0.53	88			0.6	25			0.68	8		0.002

Location: City: Control:	ation: Hwy A1A/N County Rd & Royal Poinciana Way/E Main St     Project ID: 2       City: Palm Beach     Project ID: 2       Introl: Signalized     Date: 2														23-140105 2/28/2023	-009	
	-							Data -	Bikes								
NS/EW Streets:		Hwy A1A/N	County Rd		Hwy A1A/N County Rd				Royal Poinciana Way/E Main St				Roy				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
7:15 AM	0	4	0	0	0	5	1	0	0	0	1	0	0	0	0	0	11
7:30 AM	1	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	5
7:45 AM	1	5	0	0	0	5	1	0	0	0	0	0	0	0	0	0	12
8:00 AM	0	19	0	0	0	4	0	0	1	0	1	0	0	0	0	0	25
8:15 AM	1	8	0	0	0	2	0	0	1	1	0	0	0	0	0	0	6
8:45 AM	0	1	0	0	0	12	0	0	0	0	6	0	0	0	0	0	28
0.45 AN	0	1	0	0	0	12	5	0	0	0	0	0	0	0	0	0	20
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	43	1	0	0	30	12	0	3	1	10	0	0	0	0	0	104
APPROACH %'s :	8.33%	89.58%	2.08%	0.00%	0.00%	71.43%	28.57%	0.00%	21.43%	7.14%	71.43%	0.00%					
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	1	29	0	0	0	20	9	0	3	1	7	0	0	0	0	0	70
PEAK HR FACTOR :	0.250	0.382	0.000	0.000	0.000	0.417	0.250	0.000	0.750	0.250	0.292	0.000	0.000	0.000	0.000	0.000	0.625
		0.3	15			0.34	15			0.45	8						
		NORTH				SOUTHBOUND				EASTR				WESTBOUND			
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	000110	0	
F IVI	NL	NT	NR	NU	SL	ST	SR	SU	FL	ET	ER	EU	WL	ŴТ	WR	wu	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
5:50 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
5.45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	10	0	0	0	6	2	0	3	0	1	0	0	0	0	0	24
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	75.00%	0.00%	25.00%	0.00%					
PEAK HR :		04:00 PM -	05:00 PM			-											TOTAL
PEAK HR VOL :	2	4	0	0	0	5	1	0	0	0	1	0	0	0	0	0	13
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.41/	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.542

Location: H	Hwy A1A/N C Calm Boach	ounty Rd & R	oyal Poinciana	i Way/E Main	St	Project ID: 23-140105-009 Date: 2/28/2023									
City: F	ann beach					Data - P	edestria	ns (Cros	swalks)			Date:	2/20/2023		
NS/EW Streets:	Hwy A1A/N County Rd		Hwy A1A/N County Rd		Royal Poinciana Way/E Main St		Royal Poinciana Way/E Main St								
Δ M	NORT	H LEG	SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		WEST LEG 2		SCRAMBLE (NE/SW)		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	0	1	1	2	0	1	1	0	0	0	7
7:15 AM	0	0	1	1	1	1	3	0	1	1	1	1	0	0	11
7:30 AM	0	1	1	0	0	2	2	3	0	2	3	2	0	1	17
7:45 AM	0	2	0	0	1	2	3	1	1	2	3	1	0	0	16
8:00 AM	1	1	3	0	5	0	2	5	5	0	2	5	0	0	29
8:15 AM	1	4	1	1	/	3	1	1	6	5	3	1	0	2	36
8:30 AM	0	0	6	2	3	1	2	2	1	1	2	1	0	U	21
8:45 AM	3	3	2	U	5	2	2	3	3	2	1	4	U	U	30
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	11	14	5	22	12	16	17	17	14	16	15	0	3	167
APPROACH %'s :	31.25%	68.75%	73.68%	26.32%	64.71%	35.29%	48.48%	51.52%	54.84%	45.16%	51.61%	48.39%	0.00%	100.00%	
PEAK HR :	08:00 AM ·	09:00 AM	0.00.001												TOTAL
PEAK HR VOL :	5	8	12	3	20	6	7	11	15	8	8	11	0	2	116
PEAK HR FACTOR :	0.417	0.500	0.500	0.375	0.714	0.500	0.875	0.550	0.625	0.400	0.667	0.550		0.250	0.806
	0.542			0.469 0.650				0.643 0.523				0.679 0.2			0.000
204	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		WEST LEG 2		SCRAMBLE (NE/SW)		1
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
4:00 PM	4	4	1	0	1	1	1	0	1	1	1	0	0	0	15
4:15 PM	0	2	0	0	1	0	0	2	1	0	0	2	0	0	8
4:30 PM	1	2	0	0	3	3	2	0	3	1	0	0	0	0	15
4:45 PM	0	3	0	1	2	0	2	1	0	0	2	1	0	0	12
5:00 PM	2	0	0	2	2	0	0	0	1	2	0	2	0	1	12
5:15 PM	2	2	1	3	0	3	4	1	0	1	4	0	0	0	21
5:30 PM	0	5	0	4	2	0	8	2	0	0	1	2	0	0	24
5:45 PM	2	4	0	3	2	2	3	0	0	2	6	1	0	0	25
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	22	2	13	13	9	20	6	6	7	14	8	0	1	132
APPROACH %'s :	33.33%	66.67%	13.33%	86.67%	59.09%	40.91%	76.92%	23.08%	46.15%	53.85%	60.87%	34.78%	0.00%	100.00%	
PEAK HR :	04:00 PM ·	05:00 PM													TOTAL
PEAK HR VOL :	5	11	1	1	7	4	5	3	5	2	3	3	0	0	50
PEAK HR FACTOR :	0.313	0.688	0.250	0.250	0.583	0.333	0.625	0.375	0.417	0.500	0.375	0.375			0.833
	0.5	00	0.5	500	0.4	158	0.667		0.438		0.500				0.000

### Hwy A1A/N County Rd & Royal Poinciana Way/E Main St

Peak Hour Turning Movement Count Hwy A1A/N County Rd ID: 23-140105-009 Day: Tuesday City: Palm Beach Date: 2/28/2023 SOUTHBOUND





08:00 AM - 09:00 AM

NONE

04:00 PM - 05:00 PM

NOON

0

0

0

0

0

NOON

PM

20

162

68

154

PM

PM

NOON

AM

572

0

409

AM

296

16

250

53

175

AM

**PEAK HOURS** 

Royal Poinciana Way/E Main St

EASTBOUND





**L** 355 365





197

0

102

0

0

0

NORTHBOUND

Hwy A1A/N County Rd

318

0

571

35

0

43

PM

NOON

AM



HT (NOON)






Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Breakers	Row									Pro	oject ID: 2 Date: 2	23-140105-0 2/28/2023	010	
_								Data -	• Total								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	lwy A1A/S (	County Rd			Breake	ers Row			Breakers	s Row		
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 00 111	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	69	4	0	1	30	0	0	0	0	0	0	4	0	4	0	112
7:15 AM	0	/9	12	0	1	6/	0	0	U	0	0	0	3	0	2	0	158
7.30 AM	0	151	8	0	5	00 81	0	0	0	0	0	0	3	0	4	0	229
8.00 AM	0	170	12	0	6	01	0	0	0	0	0	0	9	0	5	0	296
8:15 AM	ő	179	7	ő	2	80	ő	ő	ő	ő	ő	ő	3	0	3	ő	274
8:30 AM	õ	151	11	ő	3	99	õ	õ	ő	õ	ő	ő	4	Ő	5	õ	273
8:45 AM	ō	191	6	Ō	3	104	ō	ō	0	Ō	ō	ō	4	ō	5	ō	313
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1101	67	0	26	641	0	0	0	0	0	0	35	0	37	0	1907
APPROACH %'s :	0.00%	94.26%	5.74%	0.00%	3.90%	96.10%	0.00%	0.00%					48.61%	0.00%	51.39%	0.00%	
PEAK HR :		- MA 00:80	09:00 AM														TOTAL
PEAK HR VOL :	0	691	36	0	14	377	0	0	0	0	0	0	20	0	18	0	1156
PEAK HR FACTOR :	0.000	0.904	0.750	0.000	0.583	0.906	0.000	0.000	0.000	0.000	0.000	0.000	0.556	0.000	0.900	0.000	0.923
		0.94	23			0.91	.4							0.67	/9		
		NODTH				COLITU				EACT			1	WECTD			
DM	0		DOUND	0	0	0		0	0	0		0	0	0		0	
PIVI	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WU	ΤΟΤΑΙ
4:00 PM	0	146	19	0	10	156	0	0	0	0	0	0	18	0	8	0	357
4:15 PM	ō	138	30	ō	11	124	ō	ō	Ō	ō	ō	ō	16	ō	16	ō	335
4:30 PM	0	112	9	0	16	137	0	0	0	0	0	0	20	0	15	0	309
4:45 PM	0	108	17	0	7	122	0	0	0	0	0	0	16	0	7	0	277
5:00 PM	0	118	16	0	12	164	0	0	0	0	0	0	17	0	12	0	339
5:15 PM	0	102	13	0	13	128	0	0	0	0	0	0	19	0	13	0	288
5:30 PM	0	90	15	0	13	114	0	0	0	0	0	0	9	0	14	0	255
5:45 PM	0	91	20	0	16	107	0	0	0	0	0	0	17	0	11	0	262
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	905	139	0	98	1052	0	0	0	0	0	0	132	0	96	0	2422
APPROACH %'s :	0.00%	86.69%	13.31%	0.00%	8.52%	91.48%	0.00%	0.00%					57.89%	0.00%	42.11%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	504	75	0	44	539	0	0	0	0	0	0	70	0	46	0	1278
PEAK HR FACTOR :	0.000	0.863	0.625	0.000	0.688	0.864	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.719	0.000	0.895
		0.86	2/			0.8/	8							0.8/	9		

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Breakers	Row									Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	010	
	-							Data ·	- Cars								
NS/EW Streets:		Hwy A1A/S	County Rd		ŀ	Hwy A1A/S	County Rd			Breake	ers Row			Breaker	s Row		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	OUND		
AM	0 NI	0 NT	0 NR	0 NU	0	0 ST	0 SR	0 SU	0 FI	0 FT	0 ER	0 FU	0	0 WT	0 WR	0 WU	τοται
7:00 AM	0	66	4	0	1	29	0	0	0	0	0	0	4	0	4	0	101AL
7:15 AM	ō	74	6	ō	1	65	ō	ō	Ō	ō	ō	ō	3	ō	1	ō	150
7:30 AM	0	108	13	0	5	85	0	0	0	0	0	0	5	0	9	0	225
7:45 AM	0	135	8	0	5	78	0	0	0	0	0	0	3	0	3	0	232
8:00 AM	0	159	12	0	6	85	0	0	0	0	0	0	8	0	5	0	275
8:15 AM	0	167	7	0	2	78	0	0	0	0	0	0	3	0	2	0	259
8:30 AM	0	135	11	0	3	87	0	0	0	0	0	0	3	0	5	0	244
8:45 AM	0	172	6	0	3	99	0	0	0	0	0	0	4	0	5	0	289
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1016	67	0	26	606	0	0	0	0	0	0	33	0	34	0	1782
APPROACH %'s :	0.00%	93.81%	6.19%	0.00%	4.11%	95.89%	0.00%	0.00%					49.25%	0.00%	50.75%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	0	633	36	0	14	349	0	0	0	0	0	0	18	0	17	0	1067
PEAK HR FACTOR :	0.000	0.920	0.750	0.000	0.583	0.881	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.850	0.000	0.923
		0.94	40			0.89	90							0.63	73		0.525
		NODTH	ROUND			SOUTH				EAST			1	WESTE			
DM	0	0	00000	0	0	0	0	0	0	0	000100	0	0	0	00100	0	
<b>P</b> IVI	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WII	τοται
4:00 PM	0	141	19	0	10	141	0	0	0	0	0	0	18	0	8	0	337
4:15 PM	õ	137	29	ō	11	121	ō	õ	Ő	ŏ	õ	ő	16	ō	16	ō	330
4:30 PM	ō	110	9	ō	16	134	ō	ō	Ō	ō	ō	ō	20	ō	14	ō	303
4:45 PM	0	106	17	0	7	120	0	0	0	0	0	0	16	0	7	0	273
5:00 PM	0	117	16	0	12	157	0	0	0	0	0	0	17	0	11	0	330
5:15 PM	0	102	12	0	13	125	0	0	0	0	0	0	18	0	11	0	281
5:30 PM	0	90	15	0	13	109	0	0	0	0	0	0	9	0	11	0	247
5:45 PM	0	88	20	0	16	105	0	0	0	0	0	0	17	0	11	0	257
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	891	137	0	98	1012	0	0	0	0	0	0	131	0	89	0	2358
APPROACH %'s :	0.00%	86.67%	13.33%	0.00%	8.83%	91.17%	0.00%	0.00%					59.55%	0.00%	40.45%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	494	74	0	44	516	0	0	0	0	0	0	70	0	45	0	1243
PEAK HR FACTOR :	0.000	0.876	0.638	0.000	0.688	0.915	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.703	0.000	0.922
		0.8	55			0.91	77							0.8	16		0.522

Location: City: Control:	Hwy A1A/S Palm Beach Signalized	County Rd	& Breakers	Row									Pro	oject ID: 2 Date: 2	23-140105-0	010	
								Data	- HT								
NS/EW Streets:		Hwy A1A/S	County Rd		I	Hwy A1A/S (	County Rd			Breake	ers Row			Breakers	s Row		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	1	0	8
7:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	16	0	0	0	3	0	0	0	0	0	0	0	0	1	0	20
8:00 AM	0	11	0	0	0	9	0	0	0	0	0	0	1	0	0	0	21
8:15 AM	0	12	0	0	0	2	0	0	0	0	0	0	0	0	1	0	15
8:30 AM	0	16	0	0	0	12	0	0	0	0	0	0	1	0	0	0	29
8:45 AM	0	19	0	0	0	5	0	0	0	0	0	0	0	0	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	85	0	0	0	35	0	0	0	0	0	0	2	0	3	0	125
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					40.00%	0.00%	60.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM		Stud All												TOTAL
PEAK HR VOL :	0	58	0	0	0	28	0	0	0	0	0	0	2	0	1	0	89
PEAK HR FACTOR :	0.000	0.763	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.767
		0.7	63			0.58	33							0.75	50		0.707
		NORTH				SOUTH				FΔST			1	WESTR			
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
F IVI	NL	NT	NR	NU	SL	ST	SR	SU	FL	ET	ER	EU	WL	WT	WR	wu	TOTAL
4:00 PM	0	5	0	0	0	15	0	0	0	0	0	0	0	0	0	0	20
4:15 PM	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	0	6
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	7	0	0	0	0	0	0	0	0	1	0	9
5:15 PM	0	0	1	0	0	3	0	0	0	0	0	0	1	0	2	0	7
5:30 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	8
5:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	14	2	0	0	40	0	0	0	0	0	0	1	0	7	0	64
APPROACH %'s :	0.00%	87.50%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%					12.50%	0.00%	87.50%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	10	1	0	0	23	0	0	0	0	0	0	0	0	1	0	35
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.000	0.383	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.438
		0.5	50			0.38	33							0.25	50		0.430

Location: City: Control:	Hwy A1A/S Palm Beac Signalized	5 County Rd h	& Breakers	Row									Pro	oject ID: Date:	23-140105-	010	
	9							Data -	Bikes						-,,		
NS/EW Streets:		Hwy A1A/S	County Rd		ł	Hwy A1A/S (	County Rd			Breake	rs Row			Breaker	s Row		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	0	1	0	7
7:15 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	19	0	0	1	4	0	0	0	0	0	0	0	0	0	0	24
8:15 AM	0	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	1	0	0	0	16	0	0	0	0	0	0	0	0	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	43	1	0	2	34	0	0	0	0	0	0	0	0	1	0	81
APPROACH %'s :	0.00%	97.73%	2.27%	0.00%	5.56%	94.44%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM		BRUU ALS												TOTAL
PEAK HR VOL :	0	28	0	0	2	23	0	0	0	0	0	0	0	0	0	0	53
PEAK HR FACTOR :	0.000	0.368	0.000	0.000	0.500	0.359	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0 552
		0.3	68			0.39	91										0.552
		NORTH	BOUND		_	SOUTH	BOUND		_	EASTI	BOUND			WESTE	BOUND		
PINI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTA
4.00 PM	NL	NI	NR	NU	SL	SI	SR	SU	EL	EI	ER	EU	WL	WI	WR	WU	TOTAL
4:00 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	1
4:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
4.30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5.15 PM	ő	3	ő	ő	ő	Ô	ő	õ	ő	õ	ő	ő	ő	õ	ő	ő	3
5:30 PM	ő	1	ŏ	ő	ŏ	ő	ő	ő	ŏ	ő	ő	ő	ő	õ	õ	ő	1
5:45 PM	õ	1	ō	ō	õ	1	ō	ō	ő	õ	õ	õ	ō	ō	ō	õ	2
	-		-	-	-		-	-	-	-	-	-	-	-	-	-	-
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	10 0001	0 0000	0 0000	0 0001	/	0	U	0	0	0	0	U	U	U	U	17
APPROACH %'S :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									TOTAL
PEAK HR :	0	04:00 PM -	05:00 PM	0	0	-	0	0	0	0	0	0	0	0	0	0	10TAL
PEAK HR VOL :	0 000	5	0 000	0 000	0 000	5	0 000	0 000	0 000	0 000	0 000	0 000	0.000	0 000	0 000	0 000	10
PEAK HK FACTOR :	0.000	0.417	0.000	0.000	0.000	0.41/	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417

# National Data & Surveying Services Intersection Turning Location: Hwy A1A/S County Rd & Breakers Row City: Dalm Reach Date: 2/28/2023

Data - Pedestrians (Crosswalks)

			Butu I	Cucound		<b>Strains</b>			
NS/EW Streets:	Hwy A1A/S	County Rd	Hwy A1A/S	S County Rd	Breake	ers Row	Breake	rs Row	
A N A	NORT	'H LEG	SOUT	TH LEG	EAS	T LEG	WES	r leg	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	4	3	0	0	7
7:15 AM	0	1	0	0	3	0	0	0	4
7:30 AM	0	1	0	0	0	3	0	0	4
7:45 AM	1	0	0	0	3	3	0	0	7
8:00 AM	0	1	0	0	2	1	0	0	4
8:15 AM	0	1	0	0	6	0	0	0	7
8:30 AM	2	2	0	0	4	6	0	0	14
8:45 AM	0	1	0	0	6	5	0	0	12
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	7	0	0	28	21	0	0	59
APPROACH %'s :	30.00%	70.00%			57.14%	42.86%			
PEAK HR :	08:00 AM	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	2	5	0	0	18	12	0	0	37
PEAK HR FACTOR :	0.250	0.625			0.750	0.500			0.001
	0.4	438			0.	682			0.061

	NORT	'H LEG	SOUT	'H LEG	EAST	T LEG	WES	t leg	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	3	4	0	0	1	0	0	0	8
4:15 PM	1	0	0	0	0	1	0	0	2
4:30 PM	1	1	0	2	1	4	0	0	9
4:45 PM	1	0	0	0	0	2	0	0	3
5:00 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	17	0	0	0	2	0	0	19
5:30 PM	0	5	2	0	0	0	0	0	7
5:45 PM	0	3	1	1	2	3	0	0	10
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	30	3	3	5	12	0	0	59
APPROACH %'s :	16.67%	83.33%	50.00%	50.00%	29.41%	70.59%			
PEAK HR :	04:00 PM	- 05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	6	5	0	2	2	7	0	0	22
PEAK HR FACTOR :	0.500	0.313		0.250	0.500	0.438			0.611
	0.3	393	0.2	250	0.4	450			0.011

#### Hwy A1A/S County Rd & Breakers Row

#### Peak Hour Turning Movement Count







Location: City: Control:	N County R Palm Beach Signalized	d & Sunset I	Ave										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	011	
								Data -	• Total								
NS/EW Streets:		N Cour	ity Rd			N Coun	ty Rd			Sunset	t Ave			Sunset	Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	4	71	3	0	0	27	1	0	1	0	9	0	1	1	0	0	118
7:15 AM	15	78	2	0	0	55	1	0	2	0	6	0	3	0	1	0	163
7:30 AM	7	111	6	0	0	58	4	0	4	1	9	0	3	0	0	0	203
7:45 AM	22	132	7	0	0	67	0	0	2	0	11	0	4	0	1	0	246
8:00 AM	17	179	7	0	2	75	5	0	6	0	9	0	4	2	1	0	307
8:15 AM	12	160	5	1	1	00	4	U	1	1	1/	U	1	U	1	U	291
0:50 AM	10	200	5 10	0	5	99	2	0	0	1	11	0	4	0	2	0	241
0.45 AM	11	209	10	0	0	00		0	9	1	11	0	1	U	2	U	541
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	1137	43	1	6	522	24	0	33	3	79	0	21	3	6	0	1976
APPROACH %'s :	7.66%	88.90%	3.36%	0.08%	1.09%	94.57%	4.35%	0.00%	28.70%	2.61%	68.70%	0.00%	70.00%	10.00%	20.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	50	745	25	1	6	315	18	0	24	2	44	0	10	2	4	0	1246
PEAK HR FACTOR :	0.735	0.891	0.625	0.250	0.500	0.795	0.643	0.000	0.667	0.500	0.647	0.000	0.625	0.250	0.500	0.000	0.913
		0.8	92			0.8.	15			0.8.	55			0.5.	/1		
		NORTH	BOUND			SOUTH				FASTB				WESTE			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	116	5	0	1	199	3	0	8	0	15	1	3	3	2	0	373
4:15 PM	11	111	1	0	1	181	6	0	6	1	16	0	3	3	0	0	340
4:30 PM	13	103	5	0	0	160	8	0	3	0	15	0	3	0	1	0	311
4:45 PM	13	104	3	0	1	137	6	0	3	0	21	0	2	1	1	0	292
5:00 PM	9	92	3	0	0	139	3	0	/	2	23	0	0	1	1	0	280
5:15 PM	10	89	8	0	0	105	5	0	2	2	18	0	4	3	2	0	254
5.45 DM	13	85	3	0	0	92	6	0	2	1	23	0	4	2	2	0	241
5.45 111	10	05	5	0	0	50	0	0	5	1	25	0	т	0	2	v	271
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	110	770	32	0	4	1109	44	0	34	6	156	1	22	13	11	0	2312
APPROACH %'s :	12.06%	84.43%	3.51%	0.00%	0.35%	95.85%	3.80%	0.00%	17.26%	3.05%	79.19%	0.51%	47.83%	28.26%	23.91%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM											_			TOTAL
PEAK HR VOL :	54	434	14	0	3	677	23	0	20	1	67	1	11	7	4	0	1316
PEAK HR FACTOR :	0.794	0.935	0.700	0.000	0.750	0.851	0./19	0.000	0.625	0.250	0./98	0.250	0.91/	0.583	0.500	0.000	0.882

Location: City: Control:	N County Re Palm Beach Signalized	d & Sunset	Ave										Pr	oject ID: 2 Date: 2	23-140105-0 2/28/2023	011	
	-							Data ·	- Cars								
NS/EW Streets:		N Cour	nty Rd			N Coun	ty Rd			Sunset	Ave			Sunset	Ave		
		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	4	68	3	0	0	26	1	0	1	0	9	0	1	1	0	0	114
7:15 AM	13	72	2	0	0	53	0	0	2	0	6	0	3	0	1	0	152
7:30 AM	7	105	6	0	0	56	4	0	3	1	9	0	3	0	0	0	194
7:45 AM	16	120	7	0	0	67	0	0	2	0	11	0	4	0	1	0	228
8:00 AM	10	152	2	0	2	/3	5	0	5	1	8	0	4	2	1	0	285
6:15 AM 8:30 AM	10	1/1	5	1	3	20	1	0	1	1	15	0	1	0	1	0	207
8:45 AM	11	187	10	0	0	75	7	0	8	1	10	0	1	0	2	0	312
0.15 AP	**	107	10	0	U U	/5	· ·	0	0	-	10	•	-	0	-	0	512
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	86	1031	43	1	6	501	22	0	30	3	74	0	21	3	6	0	1827
APPROACH %'s :	7.41%	88.80%	3.70%	0.09%	1.13%	94.71%	4.16%	0.00%	28.04%	2.80%	69.16%	0.00%	70.00%	10.00%	20.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	46	666	25	1	6	299	17	0	22	2	39	0	10	2	4	0	1139
PEAK HR FACTOR :	0.719	0.890	0.625	0.250	0.500	0.804	0.607	0.000	0.688	0.500	0.650	0.000	0.625	0.250	0.500	0.000	0.913
		0.8	8/			0.83	30			0.8	29			0.57	/1		
		NODTH				SOUTH				EACTR				W/ESTR			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	114	5	0	0	181	3	0	8	0	15	1	3	2	2	0	351
4:15 PM	11	110	1	0	1	171	6	0	6	1	16	0	3	3	0	0	329
4:30 PM	13	102	5	0	0	153	8	0	3	0	14	0	3	0	1	0	302
4:45 PM	13	101	3	0	0	132	6	0	3	0	21	0	2	1	1	0	283
5:00 PM	9	91	3	0	0	133	3	0	7	2	23	0	0	1	1	0	273
5:15 PM	16	88	8	0	0	100	5	0	2	2	1/	0	4	3	1	0	246
5:30 PM	10	70	4	0	1	00	6	0	2	1	25	0	3	2	2	0	217
5.45 PM	10	01	3	U	U	54	0	U	5	1	22	U	4	U	2	U	234
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	110	757	32	0	2	1052	44	0	34	6	153	1	22	12	10	0	2235
APPROACH %'s :	12.24%	84.20%	3.56%	0.00%	0.18%	95.81%	4.01%	0.00%	17.53%	3.09%	78.87%	0.52%	50.00%	27.27%	22.73%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	54	427	14	0	1	637	23	0	20	1	66	1	11	6	4	0	1265
PEAK HR FACTOR :	0.794	0.936	0.700	0.000	0.250	0.880	0./19	0.000	0.625	0.250	0.786	0.250	0.917	0.500	0.500	0.000	0.901

Location: City: Control:	N County R Palm Beach Signalized	Rd & Sunset h	Ave										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	011	
-								Data	- HT								
NS/EW Streets:		N Cour	nty Rd			N Coun	ty Rd			Sunse	t Ave			Sunset	Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	2	6	0	0	0	2	1	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	6	0	0	0	2	0	0	1	0	0	0	0	0	0	0	9
7:45 AM	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
8:00 AM	1	17	0	0	0	2	0	0	1	0	1	0	0	0	0	0	22
8:15 AM	2	1/	0	0	0	5	1	0	0	0	1	0	0	0	0	0	24
8:45 AM	0	23	0	0	0	5	0	0	1	0	1	0	0	0	0	0	29
0110711					Ŭ		Ŭ		-				Ŭ.			Ŭ	20
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	106	0	0	0	21	2	0	3	0	5	0	0	0	0	0	149
APPROACH %'s :	10.17%	89.83%	0.00%	0.00%	0.00%	91.30%	8.70%	0.00%	37.50%	0.00%	62.50%	0.00%					
PEAK HR :		08:00 AM -	09:00 AM		8:00 AM												TOTAL
PEAK HR VOL :	4	79	0	0	0	16	1	0	2	0	5	0	0	0	0	0	107
PEAK HR FACTOR :	0.500	0.859	0.000	0.000	0.000	0.667	0.250	0.000	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.836
		0.8	65			0.60	)/			0.8	/5						
		NODTH				SOUTH				EASTE				WESTR			
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00000	0	
1 101	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	1	18	0	0	0	0	0	0	0	1	0	0	22
4:15 PM	0	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	11
4:30 PM	0	1	0	0	0	7	0	0	0	0	1	0	0	0	0	0	9
4:45 PM	0	3	0	0	1	5	0	0	0	0	0	0	0	0	0	0	9
5:00 PM	0	1	U	U	U	6	U	U	U	U	0	U	U	U	0	U	/
5:15 PM	0	1	0	0	0	5	0	0	0	0	1	0	0	0	1	0	8
5.45 DM	0	4	0	0	0	2	0	0	0	0	1	0	0	0	0	0	7
5.45 PM	0	7	0	0	0	2	0	0	0	0	1	0	0	0	0	0	/
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	13	0	0	2	57	0	0	0	0	3	0	0	1	1	0	77
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	3.39%	96.61%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	7	0	0	2	40	0	0	0	0	1	0	0	1	0	0	51
PEAK HR FACTOR :	0.000	0.583	0.000	0.000	0.500	0.556	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.580

Location: City: Control:	N County R Palm Beach Signalized	d & Sunset	Ave										Pr	oject ID: Date:	23-140105- 2/28/2023	011	
_								Data -	<b>Bikes</b>								
NS/EW Streets:		N Cour	nty Rd			N Coun	ty Rd			Sunset	Ave			Sunse	t Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	4	0	0	0	5	0	0	0	1	1	0	0	0	0	0	11
7:30 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	3	1	0	0	5	0	0	0	0	0	0	0	0	1	0	10
8:00 AM	1	20	0	0	0	5	0	0	0	0	0	0	0	0	0	0	26
0:15 AM	0	0	0	0	0	2	0	0	1	0	1	0	0	2	0	0	13
8:45 AM	0	1	0	0	0	20	0	0	0	3	0	0	0	0	0	0	24
0.15 AP	0	-	0	0	0	20	0	0	U U	5	0	•	0	0	0	0	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	42	2	0	0	40	1	0	1	4	2	0	0	2	1	0	96
APPROACH %'s :	2.22%	93.33%	4.44%	0.00%	0.00%	97.56%	2.44%	0.00%	14.29%	57.14%	28.57%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	1	30	0	0	0	28	0	0	1	3	1	0	0	2	0	0	66
PEAK HR FACTOR :	0.250	0.375	0.000	0.000	0.000	0.350	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.635
		0.3	69			0.35	50			0.43	1/			0.2	50		
		NODTH				SOUTH				FACTR				WEST			
DM	0	0	0	0	0	0	0	0	0	0	00100	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	7
4:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5.45 PM	U	2	U	U	U	1	0	U	0	U	U	U	U	U	U	U	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	8	1	0	0	6	0	0	0	1	1	0	0	0	0	0	22
APPROACH %'s :	35.71%	57.14%	7.14%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%					
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	3	1	1	0	0	4	0	0	0	0	1	0	0	0	0	0	10
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.357

# National Data & Surveying Services Intersection Turning Location: N County Rd & Sunset Ave

City:	Palm Beach					Date:	2/28/2023		
			Data - P	edestria	ins (Cros	sswalks)	, -,		_
NS/EW Streets:	N Cou	nty Rd	N Cou	nty Rd	Sunse	et Ave	Sunse	et Ave	
ΔM	NORT	H LEG	SOUT	H LEG	EAST	- LEG	WEST	t leg	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	1	0	2	0	4
7:15 AM	1	0	0	1	0	2	3	1	8
7:30 AM	0	1	1	1	1	2	1	1	8
7:45 AM	0	1	1	1	2	2	3	0	10
8:00 AM	1	0	0	2	3	2	2	4	14
8:15 AM	0	2	3	0	6	6	0	3	20
8:30 AM	2	0	6	0	6	1	2	0	17
8:45 AM	0	0	0	3	1	3	1	1	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	4	11	9	20	18	14	10	90
APPROACH %'s :	50.00%	50.00%	55.00%	45.00%	52.63%	47.37%	58.33%	41.67%	
PEAK HR :	08:00 AM	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	3	2	9	5	16	12	5	8	60
<b>PEAK HR FACTOR :</b>	0.375	0.250	0.375	0.417	0.667	0.500	0.625	0.500	0.750
	0.6	525	0.5	583	0.5	583	0.5	542	0.750

	NORT	'H LEG	SOUT	'H LEG	EAS	t leg	WES	t leg	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	0	0	0	2	2	6	12
4:15 PM	2	4	5	2	3	4	6	2	28
4:30 PM	1	0	3	6	4	2	2	6	24
4:45 PM	0	1	4	0	4	6	2	0	17
5:00 PM	0	0	2	1	4	1	0	4	12
5:15 PM	6	1	1	1	0	6	4	1	20
5:30 PM	0	0	0	0	0	4	1	2	7
5:45 PM	4	3	0	4	1	1	3	1	17
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	14	10	15	14	16	26	20	22	137
APPROACH %'s :	58.33%	41.67%	51.72%	48.28%	38.10%	61.90%	47.62%	52.38%	
PEAK HR :	04:00 PM	- 05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	4	6	12	8	11	14	12	14	81
PEAK HR FACTOR :	0.500	0.375	0.600	0.333	0.688	0.583	0.500	0.583	0 722
	0.4	117	0.5	556	0.	625	0.8	813	0.723

#### N County Rd & Sunset Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	N County R Palm Beach Signalized	d & Sunrise	Ave										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	012	
	·							Data -	Total						-		
NS/EW Streets:		N Coun	ity Rd			N Coun	ty Rd			Sunrise	e Ave			Sunrise	e Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	5	63	7	0	0	23	1	0	3	3	2	0	3	1	0	0	111
7:15 AM	6	61	13	0	2	46	2	0	4	4	4	0	6	3	1	0	152
7:30 AM	2	99	15	0	0	49	5	0	8	4	4	0	9	8	2	0	205
7:45 AM	3	117	20	0	1	54	5	0	12	6	4	0	10	5	4	0	234
8:00 AM	11	159	20	0	2	50	6	0	14	4	2	0	10	4	6	0	206
8·30 AM	6	152	19	0	4	76	6	0	15	8	á	0	18	2	3	0	318
8:45 AM	15	189	18	õ	3	66	7	õ	9	5	4	ő	17	9	3	õ	345
																-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	997	122	0	20	423	35	0	81	36	39	0	90	40	20	0	1962
APPROACH %'s :	5.01%	84.63%	10.36%	0.00%	4.18%	88.49%	7.32%	0.00%	51.92%	23.08%	25.00%	0.00%	60.00%	26.67%	13.33%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	43	657	76	0	17	251	21	0	54	19	25	0	62	22	13	0	1260
PEAK HR FACTOR :	0./1/	0.869	0.950	0.000	0.531	0.826	0.750	0.000	0.844	0.594	0.694	0.000	0.861	0.011	0.542	0.000	0.913
		0.0	/4			0.0	ŧU			0.70	50			0.0.	50		
		NORTH	BOUND			SOUTH				FASTB				WESTE			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	93	24	0	2	173	13	0	7	12	8	0	22	21	3	0	387
4:15 PM	7	82	24	0	2	147	20	0	17	8	24	0	14	15	0	0	360
4:30 PM	12	65	29	0	4	138	9	0	7	9	18	0	14	11	3	0	319
4:45 PM	12	/8	21	U	9	110	12	U	11	4	12	U	20	11	3	U	298
5:00 PM	12	73 68	15	0	1	103	13	0	2 7	2 7	0	0	20	0	4	0	2/5
5.30 PM	8	49	10	0	6	71	11	0	4	6	12	0	19	0	3	0	235
5:45 PM	10	62	18	0	4	75	8	0	7	2	9	0	19	11	3	0	224
5115111				-			-	-		-	-	-			-	-	220
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	81	569	162	0	29	905	90	0	65	53	102	0	148	91	21	0	2316
APPROACH %'s :	9.98%	70.07%	19.95%	0.00%	2.83%	88.38%	8.79%	0.00%	29.55%	24.09%	46.36%	0.00%	56.92%	35.00%	8.08%	0.00%	
PEAK HR :	40	04:00 PM -	05:00 PM	0	17	500	40	0	40	22	62	0	70	50	0	0	TOTAL
PEAK HR VOL :	40	318	98	0 000	1/	568	49	0 000	42	33	62	0 000	/0	58	9	0 000	1364
PEAK HR FACTOR :	0.033	0.055	0.645	0.000	0.4/2	0.621	13	0.000	0.018	0.008	0.046	0.000	0.795	0.090	0.750	0.000	0.881

Location: City: Control:	N County R Palm Beach Signalized	d & Sunrise	Ave										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	012	
								Data -	- Cars								
NS/EW Streets:		N Cour	ity Rd			N Coun	ty Rd			Sunrise	e Ave			Sunrise	e Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 FR	0 FU	0	0 WT	0 WR	0	τοται
7:00 AM	4	60	7	0	0	22	1	0	3	3	2	0	3	1	0	0	106
7:15 AM	5	57	12	0	2	45	2	0	3	4	2	0	6	3	1	0	142
7:30 AM	2	92	15	0	0	47	5	0	7	4	4	0	9	7	2	0	194
7:45 AM	3	106	11	0	1	54	6	0	11	6	4	0	10	6	4	0	222
8:00 AM	11	140	20	0	2	56	2	0	11	4	5	0	18	7	1	0	277
8:15 AM	10	143	18	0	1	49	6	0	10	2	6	0	9	4	5	0	2/0
8:45 AM	15	167	17	0	3	61	7	0	7	5	4	0	17	9	3	0	315
0.15741	15	107	17	0	5	01	<i>'</i>	0	<i>,</i>	5		•	1/		5	•	515
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	55	894	119	0	19	408	35	0	64	35	33	0	88	39	20	0	1809
APPROACH %'s :	5.15%	83.71%	11.14%	0.00%	4.11%	88.31%	7.58%	0.00%	48.48%	26.52%	25.00%	0.00%	59.86%	26.53%	13.61%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	41	579	74	0	16	240	21	0	40	18	21	0	60	22	13	0	1145
PEAK HR FACTOR :	0.683	0.867	0.925	0.000	0.5/1	0.811	0.750	0.000	0.833	0.643	0.8/5	0.000	0.833	0.611	0.542	0.000	0.909
		0.0	12			0.02	-			0.7	50			0.01	. 9		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	92	23	0	2	159	12	0	7	12	8	0	21	21	3	0	369
4:15 PM	7	81	24	0	2	137	19	0	17	8	24	0	13	15	0	0	347
4:30 PM	11	65	29	0	4	133	9	0	11	9	18	0	13	11	3	0	312
4:45 PM	12	70	13	0	9	104	12	0	5	5	7	0	20	8	2	0	260
5.15 PM	11	68	14	0	1	78	9	0	7	7	11	0	15	5	4	0	230
5:30 PM	8	47	18	õ	6	67	11	õ	4	6	12	õ	18	9	3	õ	209
5:45 PM	9	61	17	0	4	74	8	0	7	2	8	0	19	11	3	0	223
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'e	79 9.89%	562 70 34%	158	0 00%	29	88 07%	8 95%	0 00%	05 29.95%	53 24 42%	99 45 62%	0.00%	145 56 42%	91 35 41%	21 8 17%	0 00%	2245
PEAK HR :	5.0570	04:00 PM -	05:00 PM	0.00 /0	2.90 /0	00.07 /0	0.9570	0.00 /0	25.9570	21.7270	13.0270	0.00 /0	50.42 /0	55.1170	0.17 /0	0.00 /0	TOTAL
PEAK HR VOL :	39	314	96	0	17	533	47	0	42	33	61	0	67	58	9	0	1316
PEAK HR FACTOR :	0.813	0.853	0.828	0.000	0.472	0.838	0.618	0.000	0.618	0.688	0.635	0.000	0.798	0.690	0.750	0.000	0.000
		0.0	05			0.86	3			0.60	24			0.74	14		0.692

Location: N County Rd & Sunrise Ave City: Palm Beach Proje Control: Signalized	ect ID: 23-140105- Date: 2/28/2023	012
Data - HT		
NS/EW Streets: N County Rd N County Rd Sunrise Ave	Sunrise Ave	
NORTHBOUND SOUTHBOUND EASTBOUND	WESTBOUND	
AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 WT WR	0 WU TOTAL
7:00 AM 1 3 0 0 0 1 0 0 0 0 0 0 0 0 0	0 0	0 5
7:15 AM 1 4 1 0 0 1 0 0 1 0 2 0 0	0 0	0 10
7:30 AM 0 7 0 0 0 2 0 0 1 0 0 0 0	1 0	0 11
7:45 AM 0 11 0 0 0 0 0 0 1 0 0 0 0	0 0	0 12
8:00 AM 0 19 0 0 0 2 0 0 3 0 0 0 0	0 0	0 24
8:15 AM 1 14 1 0 1 2 0 0 6 0 1 0 0	0 0	0 26
8:30 AM 1 23 0 0 0 2 0 0 3 1 3 0 2	0 0	0 35
<b>8:45 AM</b> 0 22 1 0 0 5 0 0 2 0 0 0 0	0 0	0 30
NL NT NR NU SL ST SR SU EL ET ER EU WL	WT WR	WU TOTAL
TOTAL VOLUMES: 4 103 3 0 1 15 0 0 17 1 6 0 2	1 0	0 153
APPROACH %'s: 3.64% 93.64% 2.73% 0.00% 6.25% 93.75% 0.00% 0.00% 70.83% 4.17% 25.00% 0.00% 66.67% 3	33.33% 0.00%	0.00%
PEAK HR : 08:00 AM - 09:00 AM		TOTAL
PEAK HR VOL: 2 78 2 0 1 11 0 0 14 1 4 0 2	0 0	0 115
PEAK HR FACTOR: 0.500 0.848 0.500 0.000 0.550 0.000 0.000 0.583 0.250 0.333 0.000 0.250 0	0.000 0.000	0.000 0.821
0.854 0.600 0.679	0.250	0.021
	WECTROUND	
	WESTBOUND	0
	WT WP	
4:00 PM 0 1 1 1 0 0 14 1 0 0 0 0 1	0 0	0 18
	0 0	0 13
4:30 PM 1 0 0 0 5 0 0 0 0 1	ō ō	0 7
4:45 PM 0 2 1 0 0 6 0 0 0 1 0 0	0 0	0 10
5:00 PM 0 1 0 0 5 1 0 0 1 0 0	0 0	0 8
5:15 PM 0 0 1 0 0 4 0 0 0 0 0 0 0	0 0	0 5
5:30 PM 0 1 0 0 4 0 0 0 0 0 0 0	0 0	0 5
5:45 PM 1 1 1 0 0 1 0 0 0 1 0 0 1 0 0	0 0	0 5
NL NT NR NU SL ST SR SU EL ET ER EU WL	WT WR	WU TOTAL
TOTAL VOLUMES: 2 7 4 0 0 49 3 0 0 0 3 0 3	0 0	0 71
APPROACH %'s: 15.38% 53.85% 30.77% 0.00% 0.00% 94.23% 5.77% 0.00% 0.00% 0.00% 100.00% 0.00% 100.00%	0.00% 0.00%	0.00%
PEAK HR : 04:00 PM - 05:00 PM		TOTAL
	0 0	0 48
		10

Location: City: Control:	N County R Palm Beach Signalized	d & Sunrise	Ave										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	012	
_	-							Data -	<b>Bikes</b>								
NS/EW Streets:		N Cour	ity Rd			N Coun	ity Rd			Sunrise	e Ave			Sunrise	e Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	2	2	0	0	1	0	0	0	0	0	0	1	1	0	0	7
7:15 AM	0	1	1	0	0	3	0	0	0	0	0	0	2	0	0	0	7
7:30 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
7:45 AM	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	19	0	0	0	5	0	0	0	1	0	0	0	0	0	0	25
0:15 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	10
8:45 AM	0	1	0	0	0	10	0	0	1	0	0	0	0	0	0	0	21
0.45 AM	0	1	U	0	0	15	0	0	1	0	0	0	0	0	0	0	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	34	6	0	0	34	0	0	1	3	0	0	3	2	0	0	84
APPROACH %'s :	2.44%	82.93%	14.63%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	
PEAK HR :		- MA 00:80	09:00 AM														TOTAL
PEAK HR VOL :	1	28	0	0	0	26	0	0	1	1	0	0	0	1	0	0	58
PEAK HR FACTOR :	0.250	0.368	0.000	0.000	0.000	0.342	0.000 42	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.580
		0.5	02			0.5	72			0.5	00			0.25	0		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	<u>د</u>	0	0	0	1	0	0	0
5.00 PM	0	3	1	0	0	0	0	0	0	0	0	0	1	0	0	0	5
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
5:45 PM	ő	1	1	ő	ő	2	1	ő	ő	ő	ő	ő	ő	Ō	ő	ő	5
	-			-	-			-	-	-	-	-	-	-	-	-	-
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	2	0	0	5	3	0	0	3	2	0	1	4	0	0	28
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	0.00%	62.50%	37.50%	0.00%	0.00%	60.00%	40.00%	0.00%	20.00%	80.00%	0.00%	0.00%	TOTAL
PEAK HR :	0	- MY 00:40	05:00 PM	0	0	2	2	0	0	2	2	0	0	2	0	0	10TAL
PEAK HK VOL :	0.000	2	0.000	0 000	0 000	0 375	0 250	0 000	0.000	0 250	0 250	0 000	0.000	0 750	0 000	0 000	15
FEAR HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.375	25	0.000	0.000	0.250	17	0.000	0.000	0.750	50	0.000	0.750

#### National Data & Surveying Services Intersection Turning Movement Count Location: N County Rd & Sunrise Ave

City:	Palm Beach		-			Date:	2/28/2023		
			Data - P	edestria	ns (Cros	sswalks)			_
NS/EW Streets:	N Cou	nty Rd	N Cou	nty Rd	Sunris	se Ave	Sunris	se Ave	
ΔМ	NORT	h leg	SOUT	'H LEG	EAST	LEG	WES	t leg	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	4	0	4	2	1	1	1	14
7:15 AM	0	10	3	2	3	2	1	3	24
7:30 AM	0	4	0	1	3	1	0	0	9
7:45 AM	16	3	1	1	3	3	1	0	28
8:00 AM	2	5	3	3	7	3	0	2	25
8:15 AM	10	12	1	1	4	5	0	4	37
8:30 AM	3	6	1	7	3	5	0	0	25
8:45 AM	11	6	8	1	4	3	1	5	39
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	43	50	17	20	29	23	4	15	201
APPROACH %'s :	46.24%	53.76%	45.95%	54.05%	55.77%	44.23%	21.05%	78.95%	
PEAK HR :	08:00 AM ·	- 09:00 AM	NA 00:8						TOTAL
PEAK HR VOL :	26	29	13	12	18	16	1	11	126
PEAK HR FACTOR :	0.591	0.604	0.406	0.429	0.643	0.800	0.250	0.550	0.000
	0.6	525	0.6	594	0.0	350	0.5	500	0.808

	NORT	'H LEG	SOUT	'H LEG	EAST	Г LEG	WES	t leg	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	6	0	2	0	0	1	2	4	15
4:15 PM	3	5	2	0	2	4	3	4	23
4:30 PM	4	6	2	0	3	0	0	3	18
4:45 PM	2	0	1	4	4	0	2	0	13
5:00 PM	2	5	3	3	3	1	4	1	22
5:15 PM	4	1	0	1	2	5	0	0	13
5:30 PM	1	0	1	0	0	1	0	0	3
5:45 PM	10	1	4	3	1	0	1	1	21
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	32	18	15	11	15	12	12	13	128
APPROACH %'s :	64.00%	36.00%	57.69%	42.31%	55.56%	44.44%	48.00%	52.00%	
PEAK HR :	04:00 PM	- 05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	15	11	7	4	9	5	7	11	69
PEAK HR FACTOR :	0.625	0.458	0.875	0.250	0.563	0.313	0.583	0.688	0.750
	0.6	550	0.5	550	0.	583	0.6	543	0.750

#### N County Rd & Sunrise Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Bradley PI & Palm Beach 2-Way Stor	& Sunset Ave	9										Pro	oject ID: 2	3-140105-0	013	
controll	2 1109 5000	(20,110)						Data -	Total					Dute: 2	./ 20/ 2025		
NS/EW Streets:		Bradle	ey Pl			Bradle	y Pl			Sunset	Ave			Sunset	Ave		
		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
7:00 AM	4	36	29	0	3L 0	40	0	30	0	1	3	0	10	3	2	0	128
7:15 AM	11	46	32	ŏ	1	44	1	õ	Ő	2	3	õ	7	õ	1	ŏ	148
7:30 AM	10	67	32	0	0	53	0	0	1	0	2	0	15	0	1	0	181
7:45 AM	7	101	47	0	1	50	1	0	1	2	8	0	6	1	3	0	228
8:00 AM	6	124	48	0	2	63	0	0	2	2	3	0	12	1	2	0	265
8:15 AM	3	105	47	0	1	51	0	0	0	1	5	0	14	4	5	0	236
8:30 AM	12	132	46	0	0	61	1	0	2	1	4	0	15	0	5	0	279
8:45 AM	6	130	47	0	2	68	2	0	1	3	3	0	17	1	0	0	280
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	741	328	0	7	430	5	0	7	12	31	0	96	10	19	0	1745
APPROACH %'s :	5.23%	65.69%	29.08%	0.00%	1.58%	97.29%	1.13%	0.00%	14.00%	24.00%	62.00%	0.00%	76.80%	8.00%	15.20%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	27	491	188	0	5	243	3	0	5	7	15	0	58	6	12	0	1060
PEAK HR FACTOR :	0.563	0.930	0.979	0.000	0.625	0.893	0.375	0.000	0.625	0.583	0.750 54	0.000	0.853	0.375	0.600	0.000	0.946
		0.5				0.07	-			0.50				0.01			
		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	89	42	1	0	163	1	0	1	2	7	0	29	1	4	0	345
4:15 PM	8	98	4/	U	1	130	1	U	U	U	15	U	2/	1	1	U	321
4:50 PM	10	04	20	1	2	130	1	0	1	2	15	0	22	1	2	0	252
5.00 PM	-+	50	44	0	0	120	3	0	1	2	5	0	23	1	4	0	200
5:15 PM	5	65	31	ŏ	5	102	2	ŏ	2	ĩ	4	ŏ	29	ō	3	ŏ	249
5:30 PM	4	65	42	ō	3	84	0	ō	0	1	8	ō	33	3	2	Ō	245
5:45 PM	5	60	44	0	7	80	0	0	0	0	3	0	26	3	3	0	231
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	49	568	339	2	18	903	9	0	5	8	52	0	224	11	28	0	2216
APPROACH %'s :	5.11%	59.29%	35.39%	0.21%	1.94%	97.10%	0.97%	0.00%	7.69%	12.31%	80.00%	0.00%	85.17%	4.18%	10.65%	0.00%	
Diff of the second s																	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR : PEAK HR VOL :	27	04:00 PM - 328	05:00 PM 178	2	3	517	4	0	2	4	32	0	112	4	16	0	TOTAL 1229

Location: City:	Bradley PI & Palm Beach	& Sunset Ave	e										Pre	oject ID: 2	23-140105-0	013	
control.	2-way 5top	(LD/ WD)						Data	- Cars					Date. 2	./20/2025		
NS/EW Streets:		Bradle	ey Pl			Bradle	y Pl			Sunset	Ave			Sunset	Ave		
		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	4	35	28	0	0	39	0	0	0	1	3	0	9	3	2	0	124
7:15 AM	11	43	32	0	1	42	1	0	0	2	3	0	7	0	1	0	143
7:30 AM	9	66	29	0	0	51	0	0	0	0	2	0	14	0	1	0	172
7:45 AM	7	97	41	0	1	50	1	0	1	2	8	0	6	1	3	0	218
8:00 AM	6	107	45	0	2	63	0	0	2	2	3	0	11	1	2	0	244
8:15 AM	3	98	41	0	1	48	0	0	0	1	5	0	13	4	5	0	219
8:30 AM	12	122	44	0	0	60	1	0	2	1	4	0	13	0	2	0	261
0.43 AM	n	120	45	0	2	05	2	0	1	5	5	0	10	1	0	0	207
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	57	694	303	0	7	418	5	0	6	12	31	0	89	10	16	0	1648
APPROACH %'s :	5.41%	65.84%	28.75%	0.00%	1.63%	97.21%	1.16%	0.00%	12.24%	24.49%	63.27%	0.00%	77.39%	8.70%	13.91%	0.00%	TOTAL
PEAK HR :	26	08:00 AM -	09:00 AM	0	-	226	2	0	-	-		0	50	~	0		TOTAL
PEAK HR VOL :	26	453	1/3	0 000	5	230	5	0 000	5	/	15	0 000	53	0 275	9	0 000	991
PEAK HK FACTOR :	0.542	0.899	16	0.000	0.025	0.908	0.375 34	0.000	0.025	0.565	0.750 54	0.000	0.828	0.375	0.450 73	0.000	0.928
		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4.00 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	85	42	1	0	152	1	0	1	2	5	0	29	1	3	0	328
4:15 PM 4:30 PM	0	97	47	0	1	127	1	0	1	0	15	0	2/	1	5	0	303
4:45 PM	4	77	37	1	2	90	1	0	0	2	3	0	23	1	6	0	247
5:00 PM	8	50	44	0	0	118	3	0	1	2	5	0	23	1	4	0	259
5:15 PM	4	63	31	0	4	100	2	0	1	1	4	0	29	0	3	0	242
5:30 PM	4	65	42	0	3	80	0	0	0	1	8	0	32	3	2	0	240
5:45 PM	5	59	44	0	6	79	0	0	0	0	3	0	26	3	3	0	228
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	48	559	335	2	16	874	9	0	4	8	51	0	220	11	27	0	2164
APPROACH %'s :	5.08%	59.22%	35.49%	0.21%	1.78%	97.22%	1.00%	0.00%	6.35%	12.70%	80.95%	0.00%	85.27%	4.26%	10.47%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	27	322	174	2	3	497	4	0	2	4	31	0	110	4	15	0	1195
PEAK HR FACTOR :	0.675	0.830	0.906	0.500	0.375	0.817	1.000	0.000	0.500	0.500	0.517	0.000	0.887	1.000	0.625	0.000	0.911

Location: City: Control:	Bradley PI & Palm Beach 2-Way Stop	& Sunset Ave I (EB/WB)	e										Pro	oject ID: 2 Date: 2	23-140105- 2/28/2023	013	
								Data	- HT								
NS/EW Streets:		Bradle	ey Pl			Bradle	y Pl			Sunset	Ave			Sunset	Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	1	0	0	0	4
7:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	1	1	3	0	0	2	0	0	1	0	0	0	1	0	0	0	9
7:45 AM	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	1/	5	0	0	0	0	0	0	0	0	0	1	0	0	0	17
8·30 AM	0	10	2	0	0	1	0	0	0	0	0	0	2	0	3	0	18
8:45 AM	1	4	4	õ	Ő	3	ŏ	ŏ	ŏ	ŏ	ŏ	õ	1	õ	õ	ŏ	13
												-				-	-
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	47	25	0	0	12	0	0	1	0	0	0	7	0	3	0	97
APPROACH %'s :	2.70%	63.51%	33.78%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	70.00%	0.00%	30.00%	0.00%	TOTAL
PEAK HR :	1	- MA UU:80	09:00 AM	0	0	7	0	0	0	0	0	0	-	0	2	0	TOTAL
PEAK HR VOL :	0 250	0 550	15	0 000	0 000	/ 583	0 000	0 000	0 000	0 000	0 000	0 000	0.625	0 000	0.250	0 000	69
PEAKING PACION .	0.250	0.555	75	0.000	0.000	0.505	33	0.000	0.000	0.000	0.000	0.000	0.025	0.000	0.250	0.000	0.821
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4.00 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	0	2	0	0	0	0	1	0	0	0	1	0	1/
4.10 PM	0	1	2	0	0	2	0	0	0	0	0	0	2	0	0	0	7
4:45 PM	Ő	ō	2	õ	Ő	4	ŏ	ŏ	ŏ	ŏ	ŏ	õ	ō	õ	õ	ŏ	6
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
5:15 PM	1	2	0	0	1	2	0	0	1	0	0	0	0	0	0	0	7
5:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	5
5:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	9	4	0	2	29	0	0	1	0	1	0	4	0	1	0	52
APPROACH %'s :	7.14%	64.29%	28.5/%	0.00%	o.45%	93.55%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	80.00%	0.00%	20.00%	0.00%	TOTAL
PEAK HR :	0	<u>6</u>	4 UD:CU PM	0	0	20	0	0	0	0	1	0	2	0	1	0	34
PEAK HR FACTOR :	0 000	0 375	0 500	0 000	0 000	0 455	0 000	0 000	0.000	0 000	0 250	0 000	0 250	0 000	0 250	0 000	54
. Louis interaction .	0.000	0.62	25	0.000	0.000	0.45	55	0.000	0.000	0.2	50	0.000	0.200	0.37	75	0.000	0.500

Location: City: Control:	Bradley Pl & Palm Beach 2-Way Stop	& Sunset Av า ว(EB/WB)	e										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	013	
		,						Data -	<b>Bikes</b>								
NS/EW Streets:		Bradle	ey Pl			Bradle	ey Pl			Sunset	Ave			Sunset	Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
7:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	3	1	0	0	1	0	0	0	1	0	0	2	1	0	0	2
8·30 AM	0	2	0	0	0	2	0	0	1	0	0	0	2	1	0	0	6
8:45 AM	Ő	0	ő	ő	ő	4	ő	ő	Ō	2	ő	ő	ő	Ō	ő	ő	6
																-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	10	2	0	0	8	0	0	3	5	0	0	2	2	0	0	32
APPROACH %'s :	0.00%	83.33%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	37.50%	62.50%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM		800.441	_				_	_		_	_	_		TOTAL
PEAK HR VOL :	0	5	2	0	0	7	0	0	1	3	0	0	2	2	0	0	22
PEAK HR FACTOR :	0.000	0.41/	0.500	0.000	0.000	0.438	0.000	0.000	0.250	0.3/5	0.000	0.000	0.250	0.500	0.000	0.000	0.786
		0.4.	50			0.4.	50			0.50	00			0.50	00		
		NORTH	BOUND			SOUTH	BOUND			FASTB				WESTE			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	3	0	0	0	0	1	1	1	0	0	0	6
4:30 PM	0	0	2	0	0	3	0	0	0	1	0	0	2	1	0	0	9
4:45 PM	0	1	3	U	0	1	0	0	0	1	0	0	0	0	1	U	5
5:00 PM	1	1	3	0	1	0	0	0	0	1	2	0	2	1	1	0	/ 8
5.30 PM	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	5
5:45 PM	Ő	2	Ō	ő	ő	5	ő	ő	1	ő	Ō	ő	2	ő	ő	ő	10
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	3	9	0	1	13	0	0	1	3	4	1	12	2	2	0	52
APPROACH %'s :	7.69%	23.08%	69.23%	0.00%	7.14%	92.86%	0.00%	0.00%	11.11%	33.33%	44.44%	11.11%	75.00%	12.50%	12.50%	0.00%	
PEAK HR :	0	04:00 PM -	05:00 PM	0	0	0	0	0	0	2					0	0	FOTAL
PEAK HR VOL :	0 000	0 000	5	0 000	0 000	8	0 000	0 000	0 000	2	1	1	4	1	0 000	0 000	22
PEAK FIK FACTOR :	0.000	0.000	17	0.000	0.000	0.007	67	0.000	0.000	0.500	0.250	0.250	0.500	0.250	17	0.000	0.611

# National Data & Surveying Services Intersection Turning

Location: City:	Bradley Pl & Palm Beach	Sunset Ave	Move Data - P	emen edestria	nt Com	Project ID: Date:	23-140105-01 2/28/2023	13	
NS/EW Streets:	Brad	lley Pl	Brad	ley Pl	Sunse	et Ave	Sunse	et Ave	
AM	NORT EB	TH LEG WB	SOUT EB	H LEG WB	EAST NB	LEG SB	WEST NB	r leg Sb	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 1 0 1 0 4 0	0 2 3 0 2 4 1 1	1 3 2 5 0 3 2 2	3 2 0 1 1 6 0 1	0 0 1 2 1 0 1 2	5 0 2 0 2 2 2 2 2 2	1 2 2 1 0 0 5 0	1 3 3 1 3 1 0	11 12 14 12 8 18 16 8
TOTAL VOLUMES : APPROACH %'s : DEAK HD :	EB 6 31.58%	WB 13 68.42%	EB 18 56.25%	WB 14 43.75%	NB 7 31.82%	SB 15 68.18%	NB 11 42.31%	SB 15 57.69%	TOTAL 99
PEAK HR VOL : PEAK HR FACTOR :	5 0.313 0.6	8 0.500 650	7 0.583 0.4	8 0.333 ŧ17	4 0.500 0.7	8 1.000 750	5 0.250 0.4	5 0.417 17	50 0.694
PM	NORT EB	TH LEG WB	SOUT EB	H LEG WB	EAST NB	LEG SB	WEST NB	r leg Sb	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 2 0 1 0 0 5	2 1 2 0 1 1 2 1	7 4 2 3 1 5 6	5 0 5 2 0 3 2 3	2 4 5 2 5 4 3 6	4 1 2 0 2 5 4 4 4	1 0 2 2 1 0 1	0 1 0 1 2 2 0	22 13 16 8 15 17 18 26
TOTAL VOLUMES : APPROACH %'s :	EB 9 47.37%	WB 10 52.63%	EB 30 60.00%	WB 20 40.00%	NB 31 58.49%	SB 22 41.51%	NB 7 53.85%	SB 6 46.15%	TOTAL 135

12

0.600

13

0.650

TOTAL

59

0.670

1

0.250

0.500

3

0.375

7

0.438

0.714

04:00 PM - 05:00 PM

0.667

5

0.625

15

0.536

0.563

3

0.375

PEAK HR :

**PEAK HR VOL :** 

PEAK HR FACTOR :

#### Bradley Pl & Sunset Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Bradley Pl 8 Palm Beach Signalized	& Sunrise Av	/e										Pro	oject ID: 2 Date: 2	23-140105-	014	
	9							Data -	- Total						-,,		
NS/EW Streets:		Bradle	ey Pl			Bradle	y Pl			Sunris	se Ave			Sunrise	e Ave		
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	27	10	0	1	30	0	0	0	0	0	0	6	0	4	0	78
7:15 AM	0	35	10	0	6	34	0	0	0	0	0	0	12	0	12	0	109
7:30 AM	0	49	15	0	0	41	0	0	0	0	0	0	10	0	5	0	120
7:45 AM	0	84	13	0	2	39	0	0	0	0	0	0	13	0	13	0	164
8:00 AM	0	108	20	0	6	49	0	0	0	0	0	0	15	0	13	0	211
8:15 AM	0	8/	21	0	3	40	0	0	0	0	0	0	9	0	12	0	1/2
8:30 AM	0	107	15	0	0	50	0	0	0	0	0	0	21	0	10	0	215
0.45 AM	0	107	15	0	4	50	0	0	U	0	0	0	21	0	14	0	211
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	609	125	0	28	334	0	0	0	0	0	0	95	0	89	0	1280
APPROACH %'s :	0.00%	82.97%	17.03%	0.00%	7.73%	92.27%	0.00%	0.00%					51.63%	0.00%	48.37%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM								_						TOTAL
PEAK HR VOL :	0	414	77	0	19	190	0	0	0	0	0	0	54	0	55	0	809
PEAK HR FACTOR :	0.000	0.924 0.92	0.917 23	0.000	0.792	0.931 0.91	0.000 L7	0.000	0.000	0.000	0.000	0.000	0.643	0.000	0.859 79	0.000	0.941
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	65	30	0	10	129	0	0	0	0	0	0	41	0	2	0	277
4:15 PM	U	/1	20	U	9	/0	U	U	U	U	U	U	54	U	10	U	231
4:30 PM	0	48	23	0	5	67	0	0	0	0	0	0	30	0	10	0	216
4:45 PM	0	43	15	0	6	84	0	0	0	0	0	0	29	0	7	0	190
5.15 PM	0	48	17	ő	ğ	68	ő	ő	0	0	0	0	36	ő	11	ő	189
5:30 PM	ŏ	46	21	õ	8	51	Ő	õ	Ő	ő	õ	ő	31	Ő	11	õ	168
5:45 PM	ō	45	16	ō	4	60	ō	ō	Ō	ō	ō	ō	24	Ō	10	ō	159
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	432	156	0	54	616	0	0	0	0	0	0	284	0	76	0	1618
APPROACH %'S :	0.00%	/3.4/%	20.53%	0.00%	0.06%	91.94%	0.00%	0.00%					/0.89%	0.00%	21.11%	0.00%	TOTAL
PEAK HR :	0	2E0	05:00 PM	0	27	252	0	0	0	0	0	0	160	0	27	0	014
PEAK HK VOL :	0 000	250	0 725	0 000	0.675	0.684	0 000	0.000	0.000	0 000	0 000	0 000	0 741	0 000	0.578	0 000	914
FLAR IIR FACTOR :	0.000	0.000	37	0.000	0.075	0.004	33	0.000	0.000	0.000	0.000	0.000	0.741	0.000	)7	0.000	0.825

Location: City: Control:	Bradley Pl 8 Palm Beach Signalized	& Sunrise Av	e										Pro	oject ID: 2 Date: 2	2-140105-0 2/28/2023	014	
								Data ·	- Cars								
NS/EW Streets:	Bradley Pl				Bradley Pl					Sunris	e Ave		Sunrise Ave				
	NORTHBOUND				SOUTHBOUND					EAST	BOUND						
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	27	9	0	1	29	0	0	0	0	0	0	6	0	4	0	76
7:15 AM	0	32	10	0	5	32	0	0	0	0	0	0	12	0	11	0	102
7:30 AM	0	48	15	0	0	41	0	0	0	0	0	0	8	0	5	0	117
7:45 AM	0	81	13	0	2	39	0	0	0	0	0	0	13	0	13	0	161
8:00 AM	0	9/	14	0	6	49	0	0	0	0	0	0	15	0	13	0	194
8:15 AM	0	81	19	0	3	38	0	0	0	0	0	0	9	0	5	0	100
0:30 AM	0	105	10	0	2	2U 47	0	0	0	0	0	0	21	0	19	0	199
0.45 AM	0	105	15	0	4	47	0	0	U	U	U	U	21	U	12	U	202
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	574	111	0	26	325	0	0	0	0	0	0	93	0	78	0	1207
APPROACH %'s :	0.00%	83.80%	16.20%	0.00%	7.41%	92.59%	0.00%	0.00%					54.39%	0.00%	45.61%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	386	64	0	18	184	0	0	0	0	0	0	54	0	45	0	751
PEAK HR FACTOR :	0.000	0.919	0.842	0.000	0.750	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.643	0.000	0.804	0.000	0.929
	NORTHBOUND				SOUTHBOUND					EAST	BOUND		WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	61	30	0	10	121	0	0	0	0	0	0	40	0	2	0	264
4:15 PM	0	70	20	0	9	70	0	0	0	0	0	0	52	0	7	0	228
4:30 PM	0	48	22	0	6	85	0	0	0	0	0	0	36	0	15	0	212
4:45 PM	0	42	14	U	2	03 00	0	0	U	0	0	0	29	0	12	U	100
5:00 PM	0	45	15	0	5	62	0	0	0	0	0	0	33	0	11	0	100
5.10 PM	0	40	21	0	8	40	0	0	0	0	0	0	33	0	11	0	165
5:45 PM	0	45	15	0	4	58	0	0	0	0	0	0	24	0	9	0	155
5.15111	Ŭ	15	15	0		50	0	Ŭ	Ŭ	0	0	0	21	0	, ,	Ŭ	155
	NL	NT	NR	NÜ	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	425	154	0	53	593	0	0	0	0	0	0	280	0	74	0	1579
APPROACH %'s :	0.00%	/3.40%	26.60%	0.00%	8.20%	91.80%	0.00%	0.00%					/9.10%	0.00%	20.90%	0.00%	TOTAL
PEAK HR :		04:00 PM -	05:00 PM	0	27	220	0	0	0	0	0	0	157		26	0	IUTAL
PEAK HR VOL :	0 000	245	0 717	0 000	2/	339	0 000	0 000	0 000	0 000	0 000	0 000	15/	0 000	30	0 000	890
PEAK HK FACTOR :	0.000	0.075	19	0.000	0.0/5	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.755	0.000	8	0.000	0.843

Location: Bradley PI & Sunrise Ave City: Palm Beach Control: Signalized											Project ID: 23-140105-014 Date: 2/28/2023						
,								Data	- HT								
NS/EW Streets:		Bradle	ey Pl		Bradley Pl					Sunris	se Ave		Sunrise Ave				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	3	0	0	1	2	0	0	0	0	0	0	0	0	1	0	7
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	11 6	5	0	0	0	0	0	0	0	0	0	0	0	6	0	1/
8.30 AM	0	7	5	0	1	1	0	0	0	0	0	0	0	0	2	0	16
8:45 AM	ŏ	4	Ő	õ	Ô	3	ŏ	ŏ	Ő	ŏ	ŏ	ŏ	ŏ	ŏ	2	ŏ	9
																-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	35	14	0	2	9	0	0	0	0	0	0	2	0	11	0	73
APPROACH %'s :	0.00%	71.43%	28.57%	0.00%	18.18%	81.82%	0.00%	0.00%					15.38%	0.00%	84.62%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	0	28	13	0 000	1	6	0	0	0	0	0	0	0	0	10	0 000	58
PEAK HR FACTOR :	0.000	0.000	0.542	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.41/	0.000	0.853
	0.005						0.000							0.7.	17		
	NORTHBOUND				SOUTHBOUND					EAST	BOUND		WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	0	8	0	0	0	0	0	0	1	0	0	0	13
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
4:30 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	4
5:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	ŏ	2	Ő	õ	Ô	3	õ	ŏ	Ő	ŏ	ŏ	ŏ	1	õ	ŏ	ŏ	6
5:30 PM	ō	0	Ō	ō	0	2	Ō	Ō	Ō	ō	ō	ō	ō	Ō	Ō	ō	2
5:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	7	2	0	1	23	0	0	0	0	0	0	4	0	2	0	39
APPROACH %'s :	0.00%	77.78%	22.22%	0.00%	4.17%	95.83%	0.00%	0.00%		-		-	66.67%	0.00%	33.33%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	5	1	0	0	14	0	0	0	0	0	0	3	0	1	0	24
PEAK HR FACTOR :	0.000	0.313	0.250	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.462
Location: City: Control:	Bradley PI & Palm Beach Signalized	& Sunrise A า	ve										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	014	
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_								Data -	Bikes								
NS/EW Streets:		Bradle	ey Pl			Bradle	ey Pl			Sunri	se Ave			Sunrise	e Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8.30 AM	0	2	1	0	1	1	0	0	0	0	0	0	1	0	0	0	6
8:45 AM	ŏ	õ	ō	ŏ	Ō	4	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	Ō	ŏ	ŏ	ŏ	4
																-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	7	0	1	5	0	0	0	0	0	0	3	0	1	0	23
APPROACH %'s :	0.00%	46.15%	53.85%	0.00%	16.67%	83.33%	0.00%	0.00%					75.00%	0.00%	25.00%	0.00%	
PEAK HR :		- MA 00:80	09:00 AM	0		-	0	0		0	0	0	2			0	TOTAL
PEAK HR VOL :	0 000	2	4	0 000	0.250	5	0 000	0 000	0 000	0 000	0 000	0 000	2	0 000	1 0 250	0 000	15
PEAK HK FACTOR :	0.000	0.250	0.333	0.000	0.230	0.313	75	0.000	0.000	0.000	0.000	0.000	0.500	0.000	75	0.000	0.625
		0.5	00		i	0.01								0151			i
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4
4:15 PM	0	0	U	U	U	2	U	0	0	0	0	0	U	U	U	U	2
4:50 PM 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	ō	1	Ō	ō	0	ō	Ō	Ō	Ō	ō	ō	ō	Ō	Ō	Ō	ō	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	2	1	0	0	2	0	0	0	0	0	0	3	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	1	0	3	8	0	0	0	0	0	0	6	0	1	0	24
APPROACH %'s :	0.00%	83.33%	16.67%	0.00%	27.27%	72.73%	0.00%	0.00%					85.71%	0.00%	14.29%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0 000	0 000	0 000	0 000	2	5	0 000	0 000	0	0	0	0	3	0 000	0 000	0 000	10
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.41/	0.000	0.000	0.000	0.000	0.000	0.000	0.3/5	0.000	75	0.000	0.625

Location: City:	Bradley Pl & S Palm Beach	Sunrise Ave		emen		Project ID: Date:	23-140105-01 2/28/2023	14	
_			Data - P	edestria	ns (Cros	sswalks)			_
NS/EW Streets:	Brad	ley Pl	Brad	ley Pl	Sunris	se Ave	Sunris	e Ave	
AM	NORT FB	H LEG WB	SOUT FB	H LEG WB	EAST NB	T LEG SB	WEST NB	LEG SB	τοται
7:00 AM	0	0	0	1	1	2	0	0	4
7:15 AM	1	3	0	0	1	1	0	0	6
7:30 AM	0	3	0	1	0	0	0	0	4
7:45 AM	1	2	0	1	1	1	0	0	6
8:00 AM	1	3	0	1	2	5	0	0	12
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	1	1	0	0	1	0	0	3
8:45 AM	1	0	3	1	2	0	0	0	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	12	4	5	7	11	0	0	43
APPROACH %'s :	25.00%	75.00%	44.44%	55.56%	38.89%	61.11%			
PEAK HR :	08:00 AM	- 09:00 AM	8:00 AM			_			TOTAL
PEAK HR VOL :	2	4	4	2	4	7	0	0	23
PEAK HR FACTOR :	0.500	0.333	0.333	0.500	0.500	0.350			0.479
	0.:	375	0.:	375	0.:	393			
	NODT				EACT				Π
PM			SUUT		EAS I	LEG	VVES I	LEG	TOTAL
4.00 PM		0	2	1	2	30		0	5
4.15 DM	2	3	2	0	2	0	0	0	10
4.30 PM	1	2	1	2	1	2	0	0	9
4·45 PM	Ō	2	0	0	-	-	0	0	1
5:00 PM						1	0	0	
	1	0	1	1	2	1	0	0	6
5:15 PM	1 2	0	1	1	2	1 1 1	0	0	6
5:15 PM 5:30 PM	1 2 0	0 0 1	1 0 0	1 0 0	2 0 0	1 1 1 1	0 0 0 0	0 0 0 0	6 3 2
5:15 PM 5:30 PM 5:45 PM	1 2 0 1	0 0 1 0	1 0 0 0	1 0 0 0	2 0 0 1	1 1 1 1 2	0 0 0 0	0 0 0 0 0	6 3 2 4
5:15 PM 5:30 PM 5:45 PM	1 2 0 1	0 0 1 0	1 0 0 0	1 0 0 0	2 0 0 1	1 1 1 1 2	0 0 0 0	0 0 0 0 0	6 3 2 4
5:15 PM 5:30 PM 5:45 PM	1 2 0 1 EB	0 0 1 0 WB	1 0 0 0 EB	1 0 0 0 WB	2 0 0 1	1 1 1 2 SB	0 0 0 0 0	0 0 0 0 	6 3 2 4 TOTAL
5:15 PM 5:15 PM 5:30 PM 5:45 PM	1 2 0 1 EB 7	0 0 1 0 WB 6	1 0 0 0 EB 6	1 0 0 0 WB 4	2 0 0 1 NB 9	1 1 1 2 SB 8	0 0 0 0 0 0 NB 0	0 0 0 0 0 5B 0	6 3 2 4 TOTAL 40
5:15 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	1 2 0 1 EB 7 53.85%	0 0 1 0 WB 6 46.15%	EB 6 60.00%	1 0 0 0 WB 4 40.00%	0 2 0 1 NB 9 52.94%	1 1 1 2 SB 8 47.06%	0 0 0 0 0 NB 0	0 0 0 0 0 5B 0	6 3 2 4 TOTAL 40
5:05 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	1 2 0 1 EB 7 53.85% 04:00 PM	0 0 1 0 WB 6 46.15% - 05:00 PM	1 0 0 EB 6 60.00%	1 0 0 0 WB 4 40.00%	0 2 0 1 NB 9 52.94%	1 1 1 2 SB 8 47.06%	0 0 0 0 0 NB 0	0 0 0 0 SB 0	6 3 2 4 TOTAL 40 TOTAL
5:15 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL :	1 2 0 1 53.85% 04:00 PM	0 0 1 0 WB 6 46.15% - 05:00 PM 5	EB 6 60.00%	0 1 0 0 0 WB 4 40.00%	0 2 0 1 1 52.94%	1 1 1 2 SB 8 47.06%	0 0 0 0 0 NB 0	0 0 0 0 0 SB 0	6 3 2 4 TOTAL 40 TOTAL 25
5:05 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	1 2 0 1 53.85% 04:00 PM 3 0.375	0 0 1 0 WB 6 46.15% - 05:00 PM 5 0.417	EB 6 60.00% 5 0.625	U 1 0 0 0 WB 4 40.00% 3 0.375	0 2 0 1 1 52.94% 6 0.500	1 1 1 2 SB 8 47.06% 3 0.375	0 0 0 0 0 0 0	0 0 0 0 0 SB 0 0	6 3 2 4 TOTAL 40 TOTAL 25 0.625
5:15 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	1 2 0 1 53.85% 04:00 PM 3 0.375 0.4	0 0 1 0 46.15% - 050 PM 5 0.417 400	EB 6 60.00% 5 0.625 0.625	1 0 0 0 WB 4 40.00% 3 0.375 567	0 2 0 1 NB 9 52.94% 6 0.500 0.7	1 1 2 SB 8 47.06% 3 0.375 750	0 0 0 0 0 0 0	0 0 0 0 0 SB 0 0	1 6 3 2 4 TOTAL 40 TOTAL 25 0.625

#### Bradley Pl & Sunrise Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Bradley PI/0 Palm Beach Signalized	Cocoanut Ro	ow & Royal	Poinciana	Way								Pr	oject ID: 2 Date: 3	3-140105-0 7/2023	015	
								Data -	• Total								
NS/EW Streets:	Br	adley PI/Co	coanut Row	1	Br	adley PI/Co	coanut Row	v		Royal Poinc	iana Way			Royal Poinc	iana Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	11	26	5	0	0	3	38	0	43	58	4	0	4	24	1	3	220
7:15 AM	4	26	9	0	0	9	28	0	59	87	13	0	4	37	0	1	277
7:30 AM	19	40	15	0	0	14	52	0	67	90	16	0	3	56	2	1	375
7:45 AM	17	54	16	0	1	23	47	0	112	132	33	1	5	38	9	9	497
8:00 AM	15	54	20	0	0	16	79	0	121	148	35	2	9	55	4	8	566
8:15 AM	9	53	20	0	0	31	64	0	113	123	30	0	5	45	0	19	524
8:30 AM	10	54	10	0	0	25	67	0	71	170	37	1	0	49	0	3	202
0.45 AN	15	00	22	0	0	25	07	0	/1	55	25	1	5	77	5	5	430
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	107	373	131	0	1	137	435	0	716	901	203	4	46	348	31	49	3482
APPROACH %'s :	17.51%	61.05%	21.44%	0.00%	0.17%	23.91%	75.92%	0.00%	39.25%	49.40%	11.13%	0.22%	9.70%	73.42%	6.54%	10.34%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	54	215	80	0	1	86	250	0	476	573	141	3	26	187	19	41	2152
PEAK HR FACTOR :	0.794	0.995	0.769	0.000	0.250	0.694	0.791	0.000	0.915	0.843	0.953	0.375	0.722	0.850	0.528	0.539	0.951
		0.9	80			0.88	57			0.80	55			0.85	18		
		NORTH	BOUND			SOUTH				FASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	64	49	24	0	1	33	162	0	74	74	27	4	16	154	11	3	696
4:15 PM	53	85	26	0	1	54	89	0	53	77	26	3	15	143	8	3	636
4:30 PM	63	35	23	0	0	39	146	0	77	89	17	4	16	164	10	2	685
4:45 PM	46	28	14	0	0	40	89	0	51	85	26	2	20	125	15	4	545
5:00 PM	65	3/	8	U	U	28	138	U	58	/9	23	4	14	148	11	4	61/
5:15 PM	55	44	20	0	0	3/	89	0	54	84	28	2	9	89	6	2	519
5:30 PM	30	29 41	16	0	1	30	90	0	64	94	26	1	10	92 89	0 7	6	495 505
5.45 111	50	71	10	0	1	50	50	0		54	20	1	10	05	'	U U	505
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	415	348	145	0	3	301	896	0	487	666	195	24	110	1004	76	28	4698
APPROACH %'s :	45.70%	38.33%	15.97%	0.00%	0.25%	25.08%	74.67%	0.00%	35.50%	48.54%	14.21%	1.75%	9.03%	82.43%	6.24%	2.30%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	226	197	87	0	2	166	486	0	255	325	96	13	67	586	44	12	2562
PEAK HR FACTOR :	0.883	0.5/9	0.83/	0.000	0.500	0.769	0.750	0.000	0.828	0.913	0.889	0.813	0.838	0.893	0./33	0.750	0.920

Location: City: Control:	Bradley PI/0 Palm Beach Signalized	Cocoanut Ro	ow & Royal I	Poinciana	Way								Pr	oject ID: 2 Date: 3	3-140105-0 3/7/2023	015	
_								Data ·	- Cars								
NS/EW Streets:	Br	adley PI/Co	coanut Row	1	Br	adley Pl/Co	coanut Row	1		Royal Poinc	iana Way			Royal Poinc	iana Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	11	26	3	0	0	3	37	0	41	57	4	0	3	23	1	3	212
7:15 AM	3	26	8	0	0	9	27	0	58	86	13	0	3	35	0	1	269
7:30 AM	19	39	15	0	0	13	50	0	64	84	16	0	2	54	2	1	359
7:45 AM	16	51	14	0	1	22	46	0	109	121	33	1	5	36	9	7	471
8:00 AM	14	49	1/	0	0	15	/8	0	108	128	31	2	9	52	3	14	513 407
6:15 AM 8:30 AM	13	51	25	0	0	15	60	0	100	112	30	0	5	43	6	14	407 526
8.45 AM	17	63	18	0	0	23	65	0	69	90	27	1	9	43	9	0	434
0110711		00	10			20	00	° i	0.5	50		-				Ŭ	101
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	101	356	114	0	1	130	423	0	678	829	193	4	42	334	30	36	3271
APPROACH %'s :	17.69%	62.35%	19.96%	0.00%	0.18%	23.47%	76.35%	0.00%	39.79%	48.65%	11.33%	0.23%	9.50%	75.57%	6.79%	8.14%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	51	202	70	0	1	82	244	0	446	512	133	3	25	179	18	31	1997
PEAK HR FACTOR :	0.797	0.990	0.761	0.000	0.250	0.683	0.782	0.000	0.907	0.848	0.950	0.375	0.694	0.861	0.500	0.554	0.949
		0.90	55			0.07	9			0.00	50			0.05	/1		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	63	49	22	0	1	30	156	0	73	73	27	4	15	140	11	1	665
4:15 PM	52	84	25	0	1	50	84	0	53	76	26	3	15	131	6	2	608
4:30 PM	62	35	12	0	0	38	145	0	/6	8/	16	4	16	158	10	1	6/0
4:45 PM	- <del>1</del> 0 64	20	7	0	0	28	134	0	58	79	23	4	14	145	11	3	607
5.15 PM	54	44	18	0	0	37	89	0	54	82	23	2	9	88	6	0	511
5:30 PM	39	29	11	õ	ŏ	40	92	õ	56	82	22	4	10	89	8	2	484
5:45 PM	29	41	14	0	1	30	87	0	64	93	26	1	10	88	7	4	495
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	408	347	132	0	3	290	874	0	485	656	193	24	109	961	74	16	4572
APPROACH % S :	40.00%	39.12%	14.00%	0.00%	0.20%	24.05%	/4.09%	0.00%	35./1%	40.31%	14.21%	1.77%	9.40%	02.04%	0.36%	1.30%	τοται
PEAK HR VOL	222	196	82	0	2	155	472	0	253	320	94	13	66	551	42	7	2475
PEAK HR FACTOR :	0.881	0.583	0.820	0.000	0.500	0.775	0.756	0.000	0.832	0.920	0.870	0.813	0.825	0.872	0.700	0.583	2175
		0.7	76			0.84	11			0.93	29			0.90	10		0.924

Location: City: Control:	Bradley Pl/ Palm Beach Signalized	Cocoanut Ro 1	w & Royal I	Poinciana	Way								Pr	oject ID: 2 Date: 3	3-140105-0 0/7/2023	015	
								Data	- HT								
NS/EW Streets:	В	radley Pl/Co	coanut Row	r	Br	adley PI/Co	coanut Row	r		Royal Poinc	iana Way			Royal Poinc	iana Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	2	0	0	0	1	0	2	1	0	0	1	1	0	0	8
7:15 AM	1	0	1	0	0	0	1	0	1	1	0	0	1	2	0	0	8
7:30 AM	0	1	0	0	0	1	2	0	3	6	0	0	1	2	0	0	16
7:45 AM	1	3	2	0	0	1	1	0	3	11	0	0	0	2	0	2	26
8:00 AM	1	5	3	0	0	1	1	0	13	20	4	0	0	3	1	1	53
8:15 AM	1	2	3	0	0	1	4	0	<u>Z</u>	11	1	0	0	2	0	5	37
8:30 AM	0	3	2	0	0	1	0	0	/	19	3	0	1	1	0	2	39
8:45 AM	2	3	4	0	0	2	2	0	2	3	2	0	0	1	0	3	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	17	17	0	0	7	12	0	38	72	10	0	4	14	1	13	211
APPROACH %'s :	15.00%	42.50%	42.50%	0.00%	0.00%	36.84%	63.16%	0.00%	31.67%	60.00%	8.33%	0.00%	12.50%	43.75%	3.13%	40.63%	
PEAK HR :		07:45 AM -	08:45 AM		72020010												TOTAL
PEAK HR VOL :	3	13	10	0	0	4	6	0	30	61	8	0	1	8	1	10	155
PEAK HR FACTOR :	0.750	0.650	0.833	0.000	0.000	1.000	0.375	0.000	0.577	0.763	0.500	0.000	0.250	0.667	0.250	0.500	0 731
		0.7	22			0.50	00			0.66	69			0.71	.4		0.751
		NORTH				SOLITH				FASTR				WESTR		1	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	2	0	0	3	6	0	1	1	0	0	1	14	0	2	31
4:15 PM	1	1	1	0	0	4	5	0	0	1	0	0	0	12	2	1	28
4:30 PM	1	0	1	0	0	1	1	0	1	2	1	0	0	6	0	1	15
4:45 PM	1	0	1	0	0	3	2	0	0	1	1	0	0	3	0	1	13
5:00 PM	1	0	1	0	0	0	4	0	0	0	0	0	0	3	0	1	10
5:15 PM	1	0	2	0	0	0	0	0	0	2	0	0	0	1	0	2	8
5:30 PM	0	0	3	0	0	0	1	0	0	2	0	0	0	3	0	2	11
5:45 PM	1	0	2	0	0	0	3	0	0	1	0	0	0	1	0	2	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	1	13	0	0	11	22	0	2	10	2	0	1	43	2	12	126
APPROACH %'s :	33.33%	4.76%	61.90%	0.00%	0.00%	33.33%	66.67%	0.00%	14.29%	71.43%	14.29%	0.00%	1.72%	74.14%	3.45%	20.69%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	4	1	5	0	0	11	14	0	2	5	2	0	1	35	2	5	87
PEAK HR FACTOR :	1.000	0.250	0.625	0.000	0.000	0.688	0.583	0.000	0.500	0.625	0.500	0.000	0.250	0.625	0.250	0.625	0.702

Data - Bikes           NS/EW Streets:         Bradley PI/Cocoanut Row         Bradley PI/Cocoanut Row         Royal Poinciana Way         Royal Poinciana Way           AM         NORTHBOUND         SOUTHBOUND         EASTBOUND         EASTBOUND         WESTBOUND         WESTBOUND           NM         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL         WT         WR         WU           7:00 AM         0         4         0	J TOTAL 9 0 5 6 3 22
NS/EW Streets:         Bradley PI/Cocoanut Row         Bradley PI/Cocoanut Row         Royal Poinciana Way         Royal Poinciana Way           AM         0	J TOTAL 9 0 5 6 3 22
AM         NORTHBOUND         SOUTHBOUND         EASTBOUND         WESTBOUND           NM         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL         WT         WR         WU           7:00 AM         0         4         0	J TOTAL 9 0 5 6 3 22
AM         0	U TOTAL 9 0 5 6 3 22
7:00 AM         0         4         0         0         0         2         0         2         0         0         0         1         0           7:15 AM         0         <	9 0 5 6 3 22
7:15 AM         0 </th <th>0 5 6 3 22</th>	0 5 6 3 22
7:30 AM         0         0         0         1         0         2         0         0         0         1         1         0         0           7:45 AM         0         0         0         0         1         0         0         0         0         0         1         0         0         0         0         0         0         1         0         <	5 6 3 22
7:45 AM         0         0         0         0         1         0         1         3         0         0         0         1         0           8:00 AM         0         <	6 3 22
8:00 AM 0 0 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0	3 22
	22
8:15 AM 0 0 0 0 0 0 20 0 1 0 1 0 0 0 0 0 0	
8:30 AM 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0	4
8:45 AM 2 1 0 0 0 0 1 0 1 1 0 0 0 0 0 0	6
NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR W	J TOTAL
TOTAL VOLUMES: 2 5 1 0 2 1 28 0 6 4 1 0 2 1 2 0	55
APPROACH %'s: 25.00% 62.50% 12.50% 0.00% 6.45% 3.23% 90.32% 0.00% 54.55% 36.36% 9.09% 0.00% 40.00% 40.00% 40.00%	JU%
PEAK HR : 07:45 AM - 08:45 AM	TOTAL
PEAK HK VOL: 0 0 1 0 1 1 1 23 0 3 3 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	35
	0.398
000.0 007.0 005.0 005.0	
NORTHROLIND SOLITHROLIND FASTROLIND WESTROLIND	
NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR W	J TOTAL
4:00 PM 0 0 0 0 0 1 0 0 1 1 0 0 1 1 0 0 0 1 0	5
4:15 PM 0 3 0 0 0 0 4 0 4 0 0 0 0 0 0 0 0 0	11
4:30 PM 0 0 0 0 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0	6
<u>4:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 </u>	3
5:00 PM 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0	3
5:15 PM 3 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 1 0 0	5
5:30 PM 0 0 2 0 0 0 1 0 0 1 1 0 0 0 0 0 0	5
5:45 PM 0 2 0 0 0 0 2 0 0 0 0 0 0 0 2 1 0	7
NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR W	J TOTAL
TOTAL VOLUMES: 3 5 2 0 0 2 14 0 5 3 4 0 1 4 2 0	45
APPROACH %'s: 30.00% 50.00% 20.00% 0.00% 0.00% 12.50% 87.50% 0.00% 41.67% 25.00% 33.33% 0.00% 14.29% 57.14% 28.57% 0.	00%
PEAK HR : 04:00 PM - 05:00 PM	TOTAL
PEAK HR VOL: 0 3 0 0 0 1 10 0 5 1 2 0 1 1 1 0	25
PEAK HR FACTOR: 0.000 0.250 0.000 0.000 0.000 0.250 0.417 0.000 0.313 0.250 0.250 0.000 0.250 0.250 0.250 0.000	0.568

# National Data & Surveying Services Intersection Turning Location: Bradley Pl/Cocoanut Row & Royal Poinciana Way The Dalm Boach Location: Bradley Pl/Cocoanut Row & Royal Poinciana Way Date: 3/7/2023

Data - Pedestrians (Crosswalks)

			Dutu I	caestina		<u>, , , , , , , , , , , , , , , , , , , </u>			_
NS/EW Streets:	Bradley PI/C	ocoanut Row	Bradley PI/C	ocoanut Row	Royal Poir	iciana Way	Royal Poin	iciana Way	
	NORT	'H LEG	SOUT	'H LEG	EAST	r leg	WEST	T LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	4	2	1	4	5	0	0	0	16
7:15 AM	4	3	0	3	2	0	0	1	13
7:30 AM	0	5	5	0	1	2	1	1	15
7:45 AM	2	1	4	4	3	2	0	0	16
8:00 AM	1	2	2	3	2	2	0	0	12
8:15 AM	0	5	2	6	6	2	3	0	24
8:30 AM	2	2	3	3	10	2	1	2	25
8:45 AM	1	2	4	3	5	1	1	2	19
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	14	22	21	26	34	11	6	6	140
APPROACH %'s :	38.89%	61.11%	44.68%	55.32%	75.56%	24.44%	50.00%	50.00%	
PEAK HR :	07:45 AM	- 08:45 AM	7:45 AM						TOTAL
PEAK HR VOL :	5	10	11	16	21	8	4	2	77
<b>PEAK HR FACTOR :</b>	0.625	0.500	0.688	0.667	0.525	1.000	0.333	0.250	0 770
	0.7	750	0.0	344	0.6	504	0.5	500	0.770

	NORT	'H LEG	SOUT	'H LEG	EAS	Г LEG	WES	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	5	1	1	3	5	2	1	20
4:15 PM	0	0	0	5	6	6	2	0	19
4:30 PM	1	1	2	2	2	4	4	1	17
4:45 PM	2	3	3	2	2	7	4	2	25
5:00 PM	0	1	3	2	1	4	1	0	12
5:15 PM	3	1	2	3	2	5	5	1	22
5:30 PM	1	2	5	3	7	3	2	2	25
5:45 PM	4	0	2	2	1	3	2	4	18
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	13	13	18	20	24	37	22	11	158
APPROACH %'s :	50.00%	50.00%	47.37%	52.63%	39.34%	60.66%	66.67%	33.33%	
PEAK HR :	04:00 PM	- 05:00 PM	4300 PM						TOTAL
PEAK HR VOL :	5	9	6	10	13	22	12	4	81
PEAK HR FACTOR :	0.625	0.450	0.500	0.500	0.542	0.786	0.750	0.500	0.010
	0.5	500	0.8	300	0.1	729	0.6	567	0.810

#### Bradley Pl/Cocoanut Row & Royal Poinciana Way

Peak Hour Turning Movement Count







Location: City:	Cocoanut R Palm Beach	ow & Royal	Palm Way										Pro	oject ID: 2	3-140105-0	016	
Control:	Signalized							Data -	Total					Date: 2	/28/2023		
NS/EW Streets:		Cocoanu	ut Row			Cocoanu	t Row			Royal Pal	m Way			Royal Pal	m Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7.00 414	NL	NI	NR	NU	SL	51	SR	SU	EL	EI	ER	EU	WL	WI	WR	WU	TOTAL
7:00 AM 7:15 AM	0	0	1	0	4	2	36	0	36	143	9	1	0	36	2	0	253
7:10 AM	10	7	1	0	14	7	74	0	58	197	1	0	0	58	2	0	429
7:45 AM	20	7	ō	õ	19	10	88	ő	65	259	9	1	ŏ	60	7	õ	545
8:00 AM	10	5	0	0	13	9	34	0	53	198	13	0	0	70	8	0	413
8:15 AM	9	6	3	0	19	11	25	0	93	247	7	0	0	82	17	0	519
8:30 AM	9	3	3	0	17	6	18	0	102	217	11	0	0	60	9	0	455
8:45 AM	9	2	3	0	24	12	36	0	109	227	17	1	0	74	17	0	531
	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WH	τοται
TOTAL VOLUMES :	87	36	11	0	115	60	322	0	550	1636	70	3	0	476	69	0	3435
APPROACH %'s :	64.93%	26.87%	8.21%	0.00%	23.14%	12.07%	64.79%	0.00%	24.35%	72.42%	3.10%	0.13%	0.00%	87.34%	12.66%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	48	21	6	0	68	36	165	0	313	921	40	1	0	272	41	0	1932
PEAK HR FACTOR :	0.600	0.750	0.500	0.000	0.895	0.818	0.469	0.000	0.767	0.889	0.769	0.250	0.000	0.829	0.603	0.000	0.886
		0.69	94			0.57	75			0.91	.9			0.79	0		0.000
		NOPTH				SOUTH				EASTR				WESTR			
DM	0		0 0	0	0	0		0	0	0	0	0	0	0	0000	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
4:00 PM	60	16	4	0	20	14	92	0	48	141	8	18	0	167	6	0	594
4:15 PM	55	13	4	0	36	20	105	0	41	166	11	15	0	212	8	0	686
4:30 PM	58	14	1	0	20	19	96	0	42	106	4	10	1	245	7	0	623
4:45 PM	52	18	3	0	21	20	76	0	34	137	1	7	0	210	9	0	588
5:00 PM	35	16	2	0	14	16	70	0	44	137	6	9	1	199	13	1	563
5:15 PM	30	11	3	0	15	12	81	0	46	154	12	8	1	192	10	0	5/5
5:30 PM	32	10	6	0	19	15	/1	0	28	123	18	5	0	141	13	0	487
5.45 PM	20	15	4	U	12	10	40	0	47	145	10	2	U	130	15	U	4/4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	342	117	27	0	157	132	637	0	330	1109	78	74	3	1504	79	1	4590
APPROACH %'s :	70.37%	24.07%	5.56%	0.00%	16.95%	14.25%	68.79%	0.00%	20.74%	69.70%	4.90%	4.65%	0.19%	94.77%	4.98%	0.06%	
PEAK HR :	0.05	04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	225	61	12	0 000	9/	/3	369	0 000	165	550	24	50	1	834	30	0 000	2491
PEAK HR FACTOR :	0.938	0.04/	31	0.000	0.0/4	0.913	0.679	0.000	0.659	0.84	0.545	0.094	0.250	0.051	0.033	0.000	0.908

Location: City: Control:	Cocoanut R Palm Beach Signalized	ow & Royal	Palm Way										Pro	oject ID: 2 Date: 2	23-140105-0 2/28/2023	016	
	-							Data ·	- Cars								
NS/EW Streets:		Cocoanu	it Row			Cocoanu	it Row			Royal Pal	m Way			Royal Pal	m Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
7:00 AM	INL 11	6		NU	5L 4	2	5K 11	50	24	130		EU	VVL	36	2	WU	240
7:15 AM	9	0	1	0	5	3	35	0	34	146	8	1	0	35	7	0	284
7:30 AM	10	7	ĩ	õ	13	6	73	ŏ	54	189	1	Ô	Ő	56	2	õ	412
7:45 AM	19	7	0	0	19	10	87	0	58	249	9	1	0	58	7	0	524
8:00 AM	10	3	0	0	12	9	34	0	46	188	12	0	0	65	8	0	387
8:15 AM	8	5	3	0	19	11	23	0	88	234	7	0	0	76	16	0	490
8:30 AM	9	3	3	0	16	5	16	0	96	202	9	0	0	56	9	0	424
8:45 AM	8	2	3	0	23	12	35	0	107	213	15	1	0	70	17	0	506
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	84	33	11	0	111	58	314	0	517	1560	65	3	0	452	68	0	3276
APPROACH %'s :	65.63%	25.78%	8.59%	0.00%	22.98%	12.01%	65.01%	0.00%	24.10%	72.73%	3.03%	0.14%	0.00%	86.92%	13.08%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM		72127213												TOTAL
PEAK HR VOL :	46	18	6	0	66	35	160	0	288	873	37	1	0	255	40	0	1825
PEAK HR FACTOR :	0.605	0.643	0.500	0.000	0.868	0.795	0.460	0.000	0.750	0.877	0.771	0.250	0.000	0.839	0.625	0.000	0.871
		0.6.	/3			0.56	5			0.91	.1			0.80	)2		
		NORTH	BOUND			SOUTH				FASTB	OUND			WESTB			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	59	16	4	0	20	14	86	0	47	140	8	17	0	160	6	0	577
4:15 PM	55	13	3	0	35	20	104	0	41	162	11	15	0	198	8	0	665
4:30 PM	57	13	1	0	20	19	95	0	42	103	4	10	1	243	7	0	615
4:45 PM	52	17	2	0	20	20	74	0	33	137	1	7	0	205	9	0	577
5:00 PM	34	16	1	0	14	10	68	0	44	137	12	9	1	197	13	1	55/
5:15 PM	30	16	5	0	10	12	70	0	40	149	12	0	1	130	10	0	202
5:45 PM	19	13	4	0	12	16	45	0	47	144	17	2	0	138	13	0	470
5.15111	15	15		°,	12	10	15	0		111	1/	-	0	150	15	0	170
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	337	115	23	0	155	132	623	0	327	1095	77	73	3	1466	78	1	4505
APPROACH %'s :	/0.95%	24.21%	4.84%	0.00%	17.03%	14.51%	68.46%	0.00%	20.80%	69.66%	4.90%	4.64%	0.19%	94.70%	5.04%	0.06%	TOTAL
PEAK HR :	222	04:00 PM -	05:00 PM	0	05	70	250	0	162	540	24	10		000	20	0	TOTAL
PEAK HR VOL :	223	59	10	0 000	95	/3	359	0 000	163	542	24	49	1	806	30	0 000	2434
PEAK HK FACTOR :	0.945	0.000	0.025	0.000	0.079	0.915	0.865	0.000	0.00/	0.84	0.545	0.721	0.250	0.829	34	0.000	0.915

Location: City: Control:	Cocoanut R Palm Beach Signalized	ow & Royal	Palm Way										Pr	oject ID: 2 Date: 2	3-140105- 2/28/2023	016	
-								Data	- HT								
NS/EW Streets:		Cocoan	ut Row			Cocoanu	t Row			Royal Pa	lm Way			Royal Pal	m Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	1	0	2	2	0	0	0	1	0	0	6
7:30 AM	0	0	0	0	1	1	1	0	4	8	0	0	0	2	0	0	17
7:45 AM	1	0	0	0	0	0	1	0	7	10	0	0	0	2	0	0	21
8:00 AM	0	2	0	0	1	0	0	0	7	10	1	0	0	5	0	0	26
8:15 AM	1	1	0	0	0	0	2	0	5	15	0	0	0	6	1	0	29
8:30 AM	1	0	0	0	1	1	2	0	2	15	2	0	0	4	0	0	25
INA CF.0	1	0	U	0	1	U	1	0	2	14	2	0	0	7	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	3	0	0	4	2	8	0	33	76	5	0	0	24	1	0	159
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	28.57%	14.29%	57.14%	0.00%	28.95%	66.67%	4.39%	0.00%	0.00%	96.00%	4.00%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM				_				_						TOTAL
PEAK HR VOL :	2	3	0	0	2	1	5	0	25	48	3	0	0	17	1	0	107
PEAK HR FACTOR :	0.500	0.3/5	0.000	0.000	0.500	0.250	0.625	0.000	0.893	0.800	0.375	0.000	0.000	0.708	0.250	0.000	0.863
		0.0	23			0.50	0			0.0	20			0.0-	10		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	0	0	0	0	6	0	1	1	0	1	0	7	0	0	17
4:15 PM	0	0	1	0	1	0	1	0	0	4	0	0	0	14	0	0	21
4:30 PM	1	1	0	0	0	0	1	0	0	3	0	0	0	2	0	0	8
4:45 PM	0	1	1	0	1	0	2	0	1	0	0	0	0	5	0	0	11
5:00 PM	1	U	1	U	U	U	2	U	0	0	U	U	U	2	U	U	6
5:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	5	0	0	12
5:50 PM	1	0	1	0	0	0	1	0	0	1	1	0	0	2	1	0	0
5.45 PM	1	0	U	0	U	U	1	0	U	1	1	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	2	4	0	2	0	14	0	3	14	1	1	0	38	1	0	85
APPROACH %'s :	45.45%	18.18%	36.36%	0.00%	12.50%	0.00%	87.50%	0.00%	15.79%	73.68%	5.26%	5.26%	0.00%	97.44%	2.56%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	2	2	2	0	2	0	10	0	2	8	0	1	0	28	0	0	57
PEAK HR FACTOR :	0.500	0.500	0.500	0.000	0.500	0.000	0.41/	0.000	0.500	0.500	0.000	0.250	0.000	0.500	0.000	0.000	0.679

Location: City: Control:	Cocoanut I Palm Beac Signalized	Row & Roya h	l Palm Way										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	016	
-	-							Data -	<b>Bikes</b>								
NS/EW Streets:		Cocoan	ut Row			Cocoanu	it Row			Royal Pa	lm Way			Royal Pal	m Way		
		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	2	0	0	1	1	0	0	0	1	0	0	6
8:00 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	4
0:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	4	0	0	0	0	1	0	0	0	4	0	0	0
0.43 AM	0	0	0	0	-	0	0	0	0	1	0	0	0	-	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	6	2	1	0	1	5	0	0	0	7	0	0	24
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	66.67%	22.22%	11.11%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM			_				_				_			TOTAL
PEAK HR VOL :	0	2	0	0	2	2	1	0	1	2	0	0	0	2	0	0	12
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.500
		0.5	00			0.4.	17			0.5	/5			0.50	0		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4
4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
5:00 PM	0	0	U	U	U	U	U	U	U	1	U	U	U	2	U	U	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
5.45 PM	0	0	0	0	U	0	U	0	0	U	1	0	0	U	1	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	1	0	0	0	0	3	2	0	0	12	1	0	22
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	92.31%	7.69%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														FOTAL
PEAK HR VOL :	0	3	0	0	1	0	0	0	0	2	1	0	0	9	0	0	16
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.667

#### National Data & Surveying Services Intersection Turning Movement Count Project ID: 23-140105-016

City:	Palm Beach					Date:	2/28/2023		
			Data - P	edestria	ns (Cros	sswalks)			_
NS/EW Streets:	Cocoan	ut Row	Cocoar	nut Row	Royal Pa	alm Way	Royal Pa	alm Way	
	NORT	h leg	SOUT	'H LEG	EAST	r leg	WES	t leg	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	5	2	2	4	1	0	0	0	14
7:15 AM	7	2	1	2	0	0	0	0	12
7:30 AM	4	3	2	1	0	2	2	0	14
7:45 AM	10	1	3	3	3	1	2	1	24
8:00 AM	7	1	3	0	2	1	1	0	15
8:15 AM	3	5	2	2	0	0	0	0	12
8:30 AM	1	3	3	4	0	1	1	0	13
8:45 AM	5	10	0	3	0	7	0	0	25
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	42	27	16	19	6	12	6	1	129
APPROACH %'s :	60.87%	39.13%	45.71%	54.29%	33.33%	66.67%	85.71%	14.29%	
PEAK HR :	07:45 AM	- 08:45 AM	7:45 AM						TOTAL
PEAK HR VOL :	21	10	11	9	5	3	4	1	64
PEAK HR FACTOR :	0.525	0.500	0.917	0.563	0.417	0.750	0.500	0.250	0.667
	0.7	'05	0.7	714	0.5	500	0.4	417	0.007
		-					-	-	

	NORT	H LEG	SOUT	'H LEG	EAST	Г LEG	WES	t leg	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	7	3	2	0	1	1	1	0	15
4:15 PM	5	2	1	1	0	2	1	0	12
4:30 PM	3	2	2	3	3	1	1	5	20
4:45 PM	0	3	0	5	0	0	0	0	8
5:00 PM	5	1	1	4	0	2	1	3	17
5:15 PM	2	4	1	0	0	0	0	0	7
5:30 PM	3	5	1	4	2	0	0	2	17
5:45 PM	4	5	3	1	0	0	0	0	13
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	29	25	11	18	6	6	4	10	109
APPROACH %'s :	53.70%	46.30%	37.93%	62.07%	50.00%	50.00%	28.57%	71.43%	
PEAK HR :	04:00 PM	- 05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	15	10	5	9	4	4	3	5	55
PEAK HR FACTOR :	0.536	0.833	0.625	0.450	0.333	0.500	0.750	0.250	0,600
	0.6	525	0.7	700	0.	500	0.3	333	0.088

#### Cocoanut Row & Royal Palm Way

#### Peak Hour Turning Movement Count







Location: City: Control:	S Ocean Bl Palm Beach 3-Way Yiel	vd & Southe 1 d (NB/EB/W	ern Blvd/S O B)	cean Blvd									Pr	oject ID: 2 Date: 2	2-140105- 2/28/2023	017	
_								Data ·	- Total								
NS/EW Streets:		S Ocear	n Blvd			S Ocea	an Blvd		Sou	thern Blvd/	S Ocean Blv	/d	Sou	thern Blvd/	5 Ocean Blv	/d	
		NORTH	BOUND			SOUTI	HBOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	16	0	24	0	0	0	0	0	0	70	41	0	5	17	0	0	173
7:15 AM	21	0	44	0	0	0	0	0	0	84	45	1	11	25	0	1	232
7:30 AM	23	0	58	0	0	0	0	0	0	143	57	0	11	28	0	0	320
7:45 AM 8:00 AM	37	0	86	0	0	0	0	0	0	163	63	0	23	30	0	0	393 414
8:15 AM	30	ő	95	ő	ő	ő	ő	ő	Ő	141	62	ő	29	36	ő	3	396
8:30 AM	41	ō	103	Ō	Ō	ō	ō	ō	ō	154	79	ō	28	40	ō	3	448
8:45 AM	37	0	95	0	0	0	0	0	0	161	70	0	24	31	0	1	419
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	240	0	590	0	0	0	0	0	0	1055	489	1	166	246	0	8	2795
APPROACH %'s :	28.92%	0.00%	71.08%	0.00%					0.00%	68.28%	31.65%	0.06%	39.52%	58.57%	0.00%	1.90%	TOTAL
PEAK HR :	145	- MA UU:8U	370	0	0	0	0	0	0	610	274	0	116	137	0	7	1677
PEAK HR FACTOR :	0.884	0.000	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.949	0.867	0.000	0.829	0.856	0.000	0.583	10/7
		0.9	10							0.9	58			0.91	.5		0.936
		NODEL				0.011				-				11/2020			
DN4	0	NORTH	BOUND	0	0	SOUT	HBOUND	0	0	EASIB	OUND	0	0	WESTE	OUND	0	
PIVI	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WII	τοται
4:00 PM	82	0	57	0	0	0	0	0	0	44	49	0	89	164	0	2	487
4:15 PM	61	ō	50	ō	Ō	ō	ō	ō	ō	52	63	ō	100	159	ō	2	487
4:30 PM	61	0	54	0	0	0	0	0	0	38	50	0	104	158	0	3	468
4:45 PM	61	0	32	0	0	0	0	0	0	44	60	0	82	118	0	2	399
5:00 PM	64	0	55	0	0	0	0	0	0	42	54	1	95	134	0	2	447
5:15 PM	59	0	40	0	0	0	0	0	0	45	/0 57	0	07	106	0	1	471
5:45 PM	51	0	67	0	0 0	ő	0	0	ő	56	42	0	81	93	0	5	395
	-	-		-			-	-				-	-		-	-	
	NL 102	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	492 53.30%	0.00%	431 46.70%	0.00%	0	0	0	0	0.00%	375 45.24%	453 54.64%	۱ 0.12%	763 41.74%	1045 57.17%	0.00%	20 1.09%	3580
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	265	0	193	0	0	0	0	0	0	178	222	0	375	599	0	9	1841
PEAK HR FACTOR :	0.808	0.000	0.846	0.000	0.000	0.000	0.000	0.000	0.000	0.856	0.881	0.000	0.901	0.913	0.000	0.750	0.945

Location: City: Control:	S Ocean Bl Palm Beacl 3-Way Yiel	lvd & Southe h d (NB/EB/W	ern Blvd/S O B)	cean Blvd									Pr	oject ID: 2 Date: 2	23-140105-0 2/28/2023	017	
NS/EW Streets:		S Ocea	n Blvd			S Ocea	an Blvd	Data	- Cars Sou	thern Blvd/	S Ocean Blv	/d	Sou	thern Blvd/	S Ocean Blv	/d	
		NORTH	BOUND			SOUTI	HBOLIND			FASTB	OUND			WESTB			
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM	16 19 23 34	0 0 0 0	24 43 57 82	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0	68 82 134 130	39 42 54 67	0 1 0 0	5 11 11 22	17 24 28 38	0 0 0	0 1 0 0	169 223 307 373
8:00 AM 8:15 AM 8:30 AM 8:45 AM	36 27 40 35	0 0 0 0	77 86 97 87	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	148 130 135 150	57 58 69 62	0 0 0 0	34 27 28 23	30 36 39 29	0 0 0 0	0 3 3 1	382 367 411 387
TOTAL VOLUMES : APPROACH %'s :	NL 230 29.37%	NT 0 0.00%	NR 553 70.63%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0 0.00%	ET 977 68.51%	ER 448 31.42%	EU 1 0.07%	WL 161 39.27%	WT 241 58.78%	WR 0 0.00%	WU 8 1.95%	TOTAL 2619
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	138 0.863	0:000 AM - 0 0.000 0.8	347 0.894 85	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	563 0.938 0.9!	246 0.891 54	0 0.000	112 0.824	134 0.859 0.90	0 0.000 04	7 0.583	1547 0.941
					-												
РМ	0 NL	NORTH 0 NT	BOUND 0 NR	0 NU	0 SL	SOUTI 0 ST	HBOUND 0 SR	0 SU	0 EL	EASTB 0 ET	OUND 0 ER	<mark>0</mark> EU	0 WL	WESTB 0 WT	OUND 0 WR	0 WU	TOTAL
4:00 PM 4:15 PM 4:30 PM	79 56 61	0 0 0	55 49 54	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	44 52 37	49 63 49	0 0 0	83 100 101	150 147 152	0 0 0	2 2 3	462 469 457
5:00 PM 5:15 PM 5:30 PM 5:45 PM	60 53 56 47	0 0 0 0 0	55 67 48 67	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	42 43 55 55	54 78 57 42	1 0 0 0	92 107 96 80	109 128 113 105 92	0 0 0 0	2 1 3 5	434 462 420 388
TOTAL VOLUMES : APPROACH %'s :	NL 469 52.34%	NT 0 0.00%	NR 427 47.66%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0 0.00%	ET 370 44.96%	ER 452 54.92%	EU 1 0.12%	WL 738 42.08%	WT 996 56.78%	WR 0 0.00%	WU 20 1.14%	TOTAL 3473
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	253 0.801	04:00 PM - 0 0.000	05:00 PM 190 0.864	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	175 0.841	221 0.877	0 0.000	363 0.899	558 0.918	0.000	9 0.750	1769 0.943

Location: City: Control:	S Ocean Bly Palm Beach 3-Way Yield	/d & Southe i i (NB/EB/WI	rn Blvd/S O B)	cean Blvd									Pr	oject ID: 2 Date: 2	23-140105-0 2/28/2023	017				
								Data	- HT					Project ID: 23-140105-017 Date: 2/28/2023           Southern Blvd/S Ocean Blvd           WESTBOUND           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           3         0           0         0           0         0           0         0           0         0           0            0						
NS/EW Streets:		S Ocear	n Blvd			S Ocea	an Blvd		Sou	thern Blvd/	S Ocean Blv	/d	Sou	thern Blvd/S	S Ocean Blv	/d				
		NORTH	BOUND			SOUTI	HBOUND			EASTB	OUND			WESTB	OUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL			
7:00 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4			
7:15 AM	2	0	1	0	0	0	0	0	0	2	3	0	0	1	0	0	9			
7:30 AM	0	0	1	0	0	0	0	0	0	9	3	0	0	0	0	0	13			
7:45 AM	1	0	3	0	0	0	0	0	0	9	5	0	1	1	0	0	20			
8:00 AM	1	0	9	0	0	0	0	0	0	15	6	0	1	0	0	0	32			
8.13 AM	1	0	6	0	0	0	0	0	0	19	10	0	0	1	0	0	29			
8:45 AM	2	ŏ	8	ŏ	ŏ	ŏ	ŏ	Ő	ŏ	11	8	õ	1	2	õ	ŏ	32			
												-								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
TOTAL VOLUMES :	10	0	37	0	0	0	0	0	0	78	41	0	5	5	0	0	176			
APPROACH %'s :	21.28%	0.00%	78.72%	0.00%					0.00%	65.55%	34.45%	0.00%	50.00%	50.00%	0.00%	0.00%	TOTAL			
PEAK HR :	7	- MA 00:80	09:00 AM	0	0	0	0	0	0	50	20	0	4	2	0	0	101AL			
PEAK HR VOL : DEAK HR FACTOR :	0 583	0 000	32 0.889	0 000	0 000	0 000	0 000	0 000	0 000	0 737	20	0 000	0 500	0 375	0 000	0 000	150			
FLAK IIK FACTOR .	0.505	0.000	13	0.000	0.000	0.000	0.000	0.000	0.000	0.757	24	0.000	0.500	0.575	33	0.000	0.878			
		NORTH	BOUND			SOUTI	HBOUND			EASTB	OUND			WESTB	OUND					
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4.00 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
4:00 PM	5	0	2	0	0	0	0	0	0	0	0	0	6	14	0	0	25			
4·30 PM	0	0	0	0	0	0	0	0	0	1	1	0	3	6	0	0	11			
4:45 PM	4	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	Ő	ŏ	2	ō	õ	3	9	õ	ŏ	18			
5:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	13			
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	9			
5:30 PM	2	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	6			
5:45 PM	4	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	7			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
TOTAL VOLUMES :	23	0	4	0	0	0	0	0	0	5	1	0	25	49	0	0	107			
APPROACH %'s :	85.19%	0.00%	14.81%	0.00%					0.00%	83.33%	10.0/%	0.00%	33./8%	66.22%	0.00%	0.00%	TOTAL			
PEAK HR :	12	04:00 PM -	05:00 PM	0	0	0	0	0	0	3	1	0	12	41	0	0	72			
PEAK HR FACTOR :	0 600	0.000	0 375	0 000	0.000	0.000	0.000	0 000	0 000	0 375	0 250	0 000	0 500	0 732	0 000	0 000	12			
. Law incracion .	5.000	0.62	25	5.000	5.000	0.000	0.000	0.000	0.000	0.50	0	0.000	0.000	0.66	53	0.000	0.720			

Location: City: Control:	S Ocean Bl Palm Beach 3-Way Yiel	vd & Southe 1 1 (NB/FB/W)	rn Blvd/S O B)	cean Blvd									Pr	oject ID: 2	3-140105-0	017	
controll	o may mai	2 (110/20/11	2)					Data -	Bikes					Dutter	., 20, 2020		
NS/EW Streets:		S Ocear	n Blvd			S Ocea	an Blvd		Sou	thern Blvd/	S Ocean Blv	٧d	Sou	thern Blvd/	S Ocean Blv	/d	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	0	3	0	4	0	0	0	8
7:15 AM	1	0	2	1	0	0	0	0	0	2	0	0	2	0	0	0	8
7:30 AM	0	0	5	1	0	0	0	0	0	0	4	0	3	1	0	0	14
7:45 AM	0	0	1	0	0	0	0	0	0	2	1	0	1	0	0	0	5
8:00 AM	1	0	23	1	0	0	0	0	0	1	3	0	4	1	0	0	34
0:15 AM	1	0	2	1	0	0	0	0	0	1	2	0	0	0	0	0	10
8:45 AM	0	0	10	14	0	0	0	0	0	2	0	0	0	0	0	0	26
0.15 /11	0	0	10		0	0	0	0	° i	-	•	0	0	0	0	° .	20
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	46	18	0	0	0	0	0	8	13	0	24	2	0	0	115
APPROACH %'s :	5.88%	0.00%	67.65%	26.47%					0.00%	38.10%	61.90%	0.00%	92.31%	7.69%	0.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	3	0	37	16	0	0	0	0	0	4	5	0	14	1	0	0	80
PEAK HR FACTOR :	0.750	0.000	0.402	0.286	0.000	0.000	0.000	0.000	0.000	0.500	0.417	0.000	0.583	0.250	0.000	0.000	0.588
		0.5	50							0.56	5			0.64	.5		
		NORTH				SOLITI				FASTR				WESTR		1	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	6
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5.15111	0	0	-	•	0	0	0	0	° i	0	0	0	0	0	0	Ŭ	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	5	0	0	0	0	0	0	1	3	0	4	0	0	0	16
APPROACH %'s :	37.50%	0.00%	62.50%	0.00%					0.00%	25.00%	75.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	1	3	0	4	0	0	0	11
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.250	0.000	0.000	0.000	0.458

#### National Data & Surveying Services Intersection Turning Movement Count Project ID: 23-140105-017

City:	Palm Beach					Date:	2/28/2023		
			Data - P	edestria	ins (Cros	sswalks)			
NS/EW Streets:	S Oce	an Blvd	S Oce	an Blvd	Southern B	lvd/S Ocean vd	Southern B	lvd/S Ocean	
	NOR	THIEG	SOUT	THIEG	FAS	T I FG	WES	TIFG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	1	1
APPROACH %'s :							0.00%	100.00%	
PEAK HR :	08:00 AM	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

	NOR	TH LEG	SOUT	H LEG	EAST	Г LEG	WEST	LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	1	0	2
APPROACH %'s :			100.00%	0.00%			100.00%	0.00%	
PEAK HR :	04:00 PM	- 05:00 PM	- 4:00 PM						TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :							0.250		0.250
							0.2	50	0.250

#### S Ocean Blvd & Southern Blvd/S Ocean Blvd

Peak Hour Turning Movement Count







Location: City: Control:	S Lake Dr 8 Palm Beach 1-Way Stop	Royal Palm	n Way										Pro	oject ID: 2 Date: 3	3-140105-0	018		
_		,						Data ·	- Total					Vestbolk         Westbolk           0         0         0         0           0         0         0         0         0           0         43         0         0         0           0         43         0         0         0           0         43         0         0         0           0         10         1         1         1         1           1         163         0         1				
NS/EW Streets:		S Lake	e Dr			S La	ke Dr			Royal Pal	m Way			Royal Pal	m Way			
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND			
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
7.00 AM	1	0	4	0	0	0	0	0	0	196	26	0	0	43	0	0	270	
7:15 AM	ō	ŏ	5	ŏ	ŏ	ŏ	ŏ	õ	ŏ	233	23	Ő	Ő	81	ŏ	1	343	
7:30 AM	0	0	5	0	0	0	0	0	0	286	41	0	2	144	0	2	480	
7:45 AM	0	0	7	0	0	0	0	0	0	378	61	0	1	163	0	1	611	
8:00 AM	0	0	3	0	0	0	0	0	0	305	53	0	0	123	0	1	485	
8:15 AM	0	0	9	0	0	0	0	0	0	373	63	0	1	117	0	0	563	
8:30 AM	0	0	6	0	0	0	0	0	0	377	70	0	0	100	0	0	553	
8:45 AM	0	0	/	0	0	0	0	0	0	3/4	/1	0	1	110	0	1	564	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	1	0	46	0	0	0	0	0	0	2522	408	0	5	881	0	6	3869	
APPROACH %'s :	2.13%	0.00%	97.87%	0.00%					0.00%	86.08%	13.92%	0.00%	0.56%	98.77%	0.00%	0.67%		
PEAK HR :		07:45 AM -	08:45 AM		7:45 8.14												TOTAL	
PEAK HR VOL :	0	0	25	0	0	0	0	0	0	1433	247	0	2	503	0	2	2212	
PEAK HR FACTOR :	0.000	0.000	0.694	0.000	0.000	0.000	0.000	0.000	0.000	0.948	0.882	0.000	0.500	0.771	0.000	0.500	0.905	
		0.05	74							0.9	10			0.70	0			
		NORTH	BOUND			SOUTH	HBOUND			EASTB	OUND			WESTB	OUND			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	1	0	21	0	0	0	0	0	0	175	54	0	6	312	0	2	571	
4:15 PM	0	0	10	0	0	0	0	0	0	199	43	0	18	385	0	10	665	
4:30 PM	1	0	11	0	0	0	0	0	0	108	19	0	5	426	0	5	635	
4:45 PM	0	0	19	0	0	0	0	0	0	174	29	0	4	342	0	2	570	
5.15 PM	ő	ő	21	ő	0	0	0	0	ő	196	27	ő	4	378	ő	1	627	
5:30 PM	õ	ŏ	10	õ	ő	õ	ő	ő	ŏ	155	14	õ	o.	284	õ	Ô	463	
5:45 PM	ŏ	ŏ	5	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	211	33	ŏ	4	239	ŏ	ĭ	493	
					-													
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	2	0	105	0	0	0	0	0	0	1455	251	0	42	2726	0	21	4602	
APPROACH %'S :	1.87%	0.00%	90.13%	0.00%					0.00%	o5.29%	14./1%	0.00%	1.51%	97.74%	0.00%	0.75%	TOTAL	
PEAK HR :	2	04:00 PM -	M4 00:00	0	0	0	0	0	0	710	140	0	20	1402	0	17	2440	
PEAK HK VOL :	2 0 500	0 000	0 505	0 000	0.000	0.000	0.000	0 000	0.000	0.003	0.685	0 000	0.417	0.870	0 000	0.425	2449	
FLAR IIR FACTOR :	0.500	0.000	91	0.000	0.000	0.000	0.000	0.000	0.000	0.505	96	0.000	0.717	0.070	7	0.725	0.921	

Location: City: Control:	S Lake Dr 8 Palm Beach 1-Way Stop	k Royal Palm I I)(NB/WB)	n Way										Pro	oject ID: 2 Date: 3	3-140105-0	018		
_								Data	- Cars					Project ID: 23-140105-018 Date: 3/7/2023           Royal Palm Way           WESTBOUND           0         0         0         0           WESTBOUND         0         0         0           0         41         0         0         0           0         41         0         0         2           1         162         1         1           0         19         0         1           1         112         0         0           0         96         0         0           103         0         1         1           5         852         0         6           0.58%         98.73%         0.00%         0.70%         2           489         0         2         7         5           5.00         0.755         0.00%         0.500         0           VESTBOUND           0         0         0         0           0         0         0         0         0           500         0.525         2         1         370         1         1           5<				
NS/EW Streets:		S Lake	e Dr			S La	ke Dr			Royal Pal	m Way			Royal Pal	m Way			
		NORTH	BOUND			SOUTI	HBOUND			EASTB	OUND			WESTB	OUND			
AM	0	0 NT	0 NP	0	0	0 ST	0 SP	0	0 El	0 FT	0 EP	0 EU	0	0	0	0	τοται	
7:00 AM	1	0	4	0	0	0	0	0	0	190	25	0	0	41	0	0	261	
7:15 AM	ō	ō	5	Ō	Ō	ō	ō	ō	ō	230	22	ō	ō	79	ō	1	337	
7:30 AM	0	0	5	0	0	0	0	0	0	278	41	0	2	140	0	2	468	
7:45 AM	0	0	7	0	0	0	0	0	0	357	57	0	1	162	0	1	585	
8:00 AM	0	0	3	0	0	0	0	0	0	285	52	0	0	119	0	1	460	
8:15 AM	0	0	9	0	0	0	0	0	0	346	60	0	1	112	0	0	528	
8:30 AM	0	0	6	0	0	0	0	0	0	362	67	0	0	96	0	0	531	
8:45 AM	0	0	6	0	0	0	U	0	U	359	/1	0	1	103	0	1	541	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	1	0	45	0	0	0	0	0	0	2407	395	0	5	852	0	6	3711	
APPROACH %'s :	2.17%	0.00%	97.83%	0.00%					0.00%	85.90%	14.10%	0.00%	0.58%	98.73%	0.00%	0.70%		
PEAK HR :		07:45 AM -	08:45 AM		7:45 4.14												TOTAL	
PEAK HR VOL :	0	0	25	0	0	0	0	0	0	1350	236	0	2	489	0	2	2104	
PEAK HR FACTOR :	0.000	0.000	0.694	0.000	0.000	0.000	0.000	0.000	0.000	0.932	0.881	0.000	0.500	0./55	0.000	0.500	0.899	
I I		0.0.	F							0.92	-7			0.75	2			
		NORTH	BOUND			SOUTI	HBOUND			EASTB	OUND			WESTB	OUND			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	1	0	21	0	0	0	0	0	0	172	54	0	6	295	0	2	551	
4:15 PM	0	0	10	0	0	0	0	0	0	196	43	0	18	3/0	0	10	647	
4:50 PM	1	0	7	0	0	0	0	0	0	104	19	0	5	917	0	о 0	022 E60	
5.00 PM	0	0	19	0	0	0	0	0	0	174	29	0	4	341	0	2	569	
5:15 PM	õ	ŏ	21	õ	Ő	ő	Ő	ő	ŏ	193	27	õ	4	371	õ	1	617	
5:30 PM	ō	ō	9	ō	Ō	ō	ō	ō	ō	153	14	ō	Ó	279	ō	ō	455	
5:45 PM	0	0	5	0	0	0	0	0	0	210	33	0	4	235	0	1	488	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	2	0	103	0	0	0	0	0	0	1437	251	0	42	2662	0	21	4518	
APPROACH %'s :	1.90%	0.00%	98.10%	0.00%					0.00%	85.13%	14.87%	0.00%	1.54%	97.69%	0.00%	0.77%		
PEAK HR :		04:00 PM -	05:00 PM														TOTAL	
PEAK HR VOL :	2	0	49	0	0	0	0	0	0	707	148	0	30	1436	0	17	2389	
PEAK HR FACTOR :	0.500	0.000	0.583 80	0.000	0.000	0.000	0.000	0.000	0.000	0.902	0.685	0.000	0.417	0.861	0.000	0.425	0.923	

Location: City: Control:	S Lake Dr & Palm Beach 1-Way Stop	& Royal Paln h p(NB/WB)	n Way										Pr	oject ID: 2 Date: 3	23-140105-0 8/7/2023	018	
_	, ,							Data	- HT								
NS/EW Streets:		S Lak	e Dr			S La	ke Dr			Royal Pal	m Way			Royal Pal	m Way		
		NORTH	IBOUND			SOUTI	HBOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	2	0	0	9
7:15 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	2	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	12
7:45 AM	0	0	0	0	0	0	0	0	0	21	4	0	0	1	0	0	26
8:00 AM	0	0	0	0	0	0	0	0	0	20	1	0	0	4	0	0	25
0:15 AM 8:30 AM	0	0	0	0	0	0	0	0	0	15	3	0	0	2	0	0	22
8:45 AM	0	0	1	0	0	0	0	0	0	15	0	0	0	7	0	0	22
0.15 AH	0	0	1	0	0	0	0	Ŭ	Ŭ	15	0	0	Ū	·	0	Ŭ	23
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	115	13	0	0	29	0	0	158
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	89.84%	10.16%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL
PEAK HR :	0	07:45 AM -	08:45 AM			0	0	0	0	02		0	0		0	0	TOTAL
PEAK HR VOL :	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	83	11	0 000	0 000	14	0 000	0 000	108
PEAK HK FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.709	33	0.000	0.000	0.700	0.000	0.000	0.771
										0.70				0.70	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
		NORTH	IBOUND			SOUTI	HBOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	17	0	0	20
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	15	0	0	18
4.30 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	5	0	0	15
5.00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
5:15 PM	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	3	ŏ	ŏ	ŏ	7	ŏ	ŏ	10
5:30 PM	Ō	ō	1	ō	Ō	ō	ō	ō	ō	2	ō	Ō	ō	5	ō	ō	8
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
	A.U	NT	ND			CT	CD	CLL	-		50	<b>E</b> 11	140	MAT	11/0	1.01	TOTAL
TOTAL VOLUMES	NL		NR	UVI	SL	51	SR	50	EL	10 10	EK	EU	VVL	W I	WR	WU	
APPROACH %'s	0.00%	0.00%	100 00%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	04
PFAK HR :	0.0070	04:00 PM -	05:00 PM	0.00 /0					0.0070	100.00 /0	0.0070	0.00 /0	0.0070	100.00 /0	0.00 /0	0.0070	TOTAL
PEAK HR VOL	0	0	1	0	0	0	0	0	0	12	0	0	0	47	0	0	60
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.691	0.000	0.000	0.750
		0.2	50			2.500	2.500	2.500		0.75	50		212.00	0.69	91		0.750

Location: City: Control:	S Lake Dr 8 Palm Beach 1-Way Stop	& Royal Paln 1 b(NB/WB)	n Way										Pr	oject ID: 2 Date: 3	23-140105-0 8/7/2023	018	
		/						Data -	<b>Bikes</b>								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Royal Pa	lm Way			Royal Pal	m Way		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	2	0	0	0	0	1	0	2	6	3	0	0	0	0	0	14
7:15 AM	0	0	0	0	0	0	0	0	2	2	3	0	0	1	0	0	8
7:30 AM	0	0	0	0	0	1	1	0	0	1	2	0	0	1	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	2	2	4	0	0	2	0	0	10
8:00 AM	0	0	0	0	0	1	2	0	0	0	8	0	0	1	0	0	12
8:15 AM	0	0	0	0	1	1	0	0	1	1	4	0	0	0	0	0	8
8:30 AM	1	2	0	0	0	1	0	0	2	0	1	0	0	0	0	0	28
INA CF.0	5	0	U	0	0	U	0	0	t	1	1	0	0	U	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	4	0	0	1	4	4	0	13	13	47	0	0	5	0	0	95
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	11.11%	44.44%	44.44%	0.00%	17.81%	17.81%	64.38%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	1	2	0	0	1	3	2	0	5	3	38	0	0	3	0	0	58
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.250	0.750	0.250	0.000	0.625	0.375	0.432	0.000	0.000	0.375	0.000	0.000	0.518
		0.2	50			0.50	0			0.4	/9			0.3.	/5		
		NORTH				SOLITH				FASTR				WESTE			
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
E IVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	ŴT	WR	WU	TOTAL
4:00 PM	1	0	0	0	0	1	2	0	3	2	3	0	1	3	0	0	16
4:15 PM	2	1	0	0	0	0	2	0	0	1	3	0	0	2	2	0	13
4:30 PM	4	2	0	0	0	0	5	0	3	0	1	0	0	2	4	0	21
4:45 PM	2	3	0	0	0	0	1	0	0	1	2	0	0	4	0	0	13
5:00 PM	4	0	0	0	0	2	0	0	2	1	3	1	0	0	0	0	13
5:15 PM	4	0	0	0	0	1	2	0	2	1	1	1	0	5	0	0	17
5:30 PM	0	0	0	0	0	0	1	0	3	3	0	0	0	1	0	0	8
5:45 PM	1	0	0	0	0	3	0	0	1	3	1	0	0	3	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	6	0	0	0	7	13	0	14	12	14	2	1	20	6	0	113
APPROACH %'s :	75.00%	25.00%	0.00%	0.00%	0.00%	35.00%	65.00%	0.00%	33.33%	28.57%	33.33%	4.76%	3.70%	74.07%	22.22%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM		- 2200 PM												TOTAL
PEAK HR VOL :	9	6	0	0	0	1	10	0	6	4	9	0	1	11	6	0	63
PEAK HR FACTOR :	0.563	0.500	0.000	0.000	0.000	0.250	0.500	0.000	0.500	0.500	0.750	0.000	0.250	0.688	0.375	0.000	0.750

# National Data & Surveying Services Intersection Turning Location: S Lake Dr & Royal Palm Way

City: Palm Beach			Date: 3/7/2023									
Data - Pedestrians (Crosswalks)												
NS/EW Streets:	S Lake Dr		S Lake Dr		Royal Palm Way		Royal Palm Way					
Λ N.I	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG					
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL			
7:00 AM	5	2	1	3	0	1	0	1	13			
7:15 AM	4	2	5	6	1	2	1	0	21			
7:30 AM	5	3	1	1	5	3	0	1	19			
7:45 AM	4	3	8	2	3	3	1	1	25			
8:00 AM	4	3	5	3	7	4	1	3	30			
8:15 AM	1	5	2	2	1	0	0	1	12			
8:30 AM	8	1	6	1	3	0	0	2	21			
8:45 AM	5	9	5	4	2	3	3	2	33			
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL			
TOTAL VOLUMES :	36	28	33	22	22	16	6	11	174			
APPROACH %'s :	56.25%	43.75%	60.00%	40.00%	57.89%	42.11%	35.29%	64.71%				
PEAK HR :	07:45 AM - 08:45 AM		7:45 AM						TOTAL			
PEAK HR VOL :	17	12	21	8	14	7	2	7	88			
PEAK HR FACTOR :	0.531	0.600	0.656	0.667	0.500	0.438	0.500	0.583	0 722			
	0.806		0.725		0.477		0.563		0.733			

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	4	0	3	1	13	0	1	23
4:15 PM	4	6	1	4	5	9	0	0	29
4:30 PM	4	0	6	4	0	1	0	0	15
4:45 PM	4	1	1	2	1	2	0	2	13
5:00 PM	2	4	8	4	6	2	0	0	26
5:15 PM	0	4	4	6	0	0	3	0	17
5:30 PM	5	2	1	5	1	1	4	0	19
5:45 PM	2	10	4	6	1	0	1	0	24
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	31	25	34	15	28	8	3	166
APPROACH %'s :	41.51%	58.49%	42.37%	57.63%	34.88%	65.12%	72.73%	27.27%	
PEAK HR :	04:00 PM - 05:00 PM		4:00 PM						TOTAL
PEAK HR VOL :	13	11	8	13	7	25	0	3	80
PEAK HR FACTOR :	0.813	0.458	0.333	0.813	0.350	0.481		0.375	0.600
	0.600		0.525		0.571		0.375		0.090

#### Prepared by National Data & Surveying Services

#### S Lake Dr & Royal Palm Way

#### Peak Hour Turning Movement Count






Location: City: Control:	S Lake Dr & Palm Beach 3-Way Stop	& Brazilian A ו ס(NB/SB/WB	ve )										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	019	
								Data -	• Total								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Brazilia	n Ave			Brazilia	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	1	0	3	12	0	0	0	0	0	0	1	0	1	0	19
7:15 AM	0	5	1	0	5	19	1	0	1	0	0	0	2	0	0	0	34
7:30 AM	0	3	3	0	3	39	0	0	0	0	0	0	2	0	1	0	51
7:45 AM	1	4	2	0	15	4/	2	0	0	0	0	0	2	0	2	0	/5
8:00 AM	1	2	2	0	25	39 46	2	0	0	1	0	0	9	0	1	0	80
8·30 AM	0	11	5	0	16	45	0	0	0	1	0	0	7	0	4	0	89
8:45 AM	Ő	12	6	ő	23	53	2	ő	ő	ō	ő	ő	18	1	5	ő	120
				-					-			-				-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	43	21	0	101	300	8	0	1	2	0	0	50	1	15	0	544
APPROACH %'s :	3.03%	65.15%	31.82%	0.00%	24.69%	73.35%	1.96%	0.00%	33.33%	66.67%	0.00%	0.00%	75.76%	1.52%	22.73%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM		8:00 AM												TOTAL
PEAK HR VOL :	1	30	14	0	75	183	5	0	0	2	0	0	43	1	11	0	365
PEAK HR FACTOR :	0.250	0.625	0.583	0.000	0.750	0.863	0.625	0.000	0.000	0.500	0.000	0.000	0.597	0.250	0.550	0.000	0.760
		0.6	25			0.84	13			0.5	JU			0.57	/3		
		NODTH				SOUTH				EASTR				WESTR			
DM	0	0	000100	0	0	0	0	0	0	0	00110	0	0	0	00100	0	
L IAI	NL	NT	NR	NU	SL	ST	SR	SU	FL	ET	ER	EU	WL	WT	WR	wu	TOTAL
4:00 PM	0	12	5	0	13	33	0	0	1	0	0	0	8	0	7	0	79
4:15 PM	0	17	3	1	9	42	0	1	0	1	0	1	3	1	8	0	87
4:30 PM	0	13	6	0	6	23	1	1	2	1	0	0	8	2	2	0	65
4:45 PM	0	10	3	0	4	32	0	1	2	0	0	0	4	0	2	0	58
5:00 PM	0	5	5	0	4	25	2	0	1	0	1	0	7	0	2	0	52
5:15 PM	0	19	2	1	4	18	0	0	0	0	0	0	2	0	3	0	52
5:50 PM	0	0	2	0	2	21	0	0	2	0	0	0	5	0	2	0	45
5.45 PM	U	7	2	U	2	24	U	U	2	U	U	U	э	U	U	U	22
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	88	28	2	52	218	3	3	8	2	1	1	42	3	26	0	477
APPROACH %'s :	0.00%	74.58%	23.73%	1.69%	18.84%	78.99%	1.09%	1.09%	66.67%	16.67%	8.33%	8.33%	59.15%	4.23%	36.62%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM						_								TOTAL
PEAK HR VOL :	0	52	17	1	32	130	1	3	5	2	0	1	23	3	19	0	289
PEAK HR FACTOR :	0.000	0.765	0.708	0.250	0.615	0.7/4	0.250	0.750	0.625	0.500	0.000	0.250	0./19	0.3/5	0.594	0.000	0.830

Location: City: Control:	S Lake Dr 8 Palm Beach 3-Way Stop	k Brazilian A 1 0(NB/SB/WB	we										Pr	oject ID: 2 Date: 2	2-140105- 2/28/2023	019	
								Data ·	- Cars								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Brazilia	n Ave			Brazilia	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	1	0	3	12	0	0	0	0	0	0	1	0	1	0	19
7:15 AM	0	5	1	0	5	18	1	0	1	0	0	0	2	0	0	0	33
7:30 AM	0	3	2	0	3	34	0	0	0	0	0	0	2	0	1	0	45
7:45 AM	1	4	1	0	15	46	2	0	0	0	0	0	2	0	2	0	73
8:00 AM	0	2	1	0	11	3/	2	0	0	1	0	0	9	0	1	0	64
0:15 AM	1	5 11	1	0	25	44	1	0	0	1	0	0	6	0	2	0	00
8:45 AM	0	12	6	0	23	50	2	0	0	0	0	0	17	1	4	0	115
0.15 /11	0	12	0	0	25	50	-	•	U U	0	0	0	1/	-	1.1	0	115
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	43	17	0	100	283	8	0	1	2	0	0	47	1	13	0	517
APPROACH %'s :	3.23%	69.35%	27.42%	0.00%	25.58%	72.38%	2.05%	0.00%	33.33%	66.67%	0.00%	0.00%	77.05%	1.64%	21.31%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	1	30	12	0	74	173	5	0	0	2	0	0	40	1	9	0	347
PEAK HR FACTOR :	0.250	0.625	0.500	0.000	0.740	0.865	0.625	0.000	0.000	0.500	0.000	0.000	0.588	0.250	0.563	0.000	0 754
		0.5	97			0.84	ŧO			0.5	00			0.56	8		
		NODTH				SOUTH				EASTR				W/ESTR			
DM	0	0	0	0	0	0	0	0	0	0	00110	0	0	0	00100	0	
L IAI	NL	NT	NR	NU	SL	ST	SR	SU	FL	ET	ER	EU	WL	ŴT	WR	wu	TOTAL
4:00 PM	0	11	5	0	13	33	0	0	1	0	0	0	8	0	6	0	77
4:15 PM	0	17	3	1	9	42	0	1	0	1	0	1	3	1	8	0	87
4:30 PM	0	13	5	0	6	23	1	1	2	1	0	0	7	2	2	0	63
4:45 PM	0	10	3	0	4	32	0	1	2	0	0	0	4	0	2	0	58
5:00 PM	0	5	5	0	4	25	2	0	1	0	1	0	6	0	2	0	51
5:15 PM	0	19	2	1	4	18	0	0	0	0	0	0	2	0	3	0	52
5:30 PM	0	8	2	0	2	21	0	0	0	0	0	0	5	0	1	0	44
5:45 PM	U	4	2	U	2	24	U	U	2	U	U	0	4	U	U	U	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	87	27	2	52	218	3	3	8	2	1	1	39	3	24	0	470
APPROACH %'s :	0.00%	75.00%	23.28%	1.72%	18.84%	78.99%	1.09%	1.09%	66.67%	16.67%	8.33%	8.33%	59.09%	4.55%	36.36%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	51	16	1	32	130	1	3	5	2	0	1	22	3	18	0	285
PEAK HR FACTOR :	0.000	0.750	0.800	0.250	0.615	0.7/4	0.250	0.750	0.625	0.500	0.000	0.250	0.688	0.3/5	0.563	0.000	0.819

Location: City: Control:	S Lake Dr & Palm Beach 3-Way Stop	k Brazilian A I (NB/SB/WB)	ve )										Pro	oject ID: 2 Date: 2	3-140105-0 2/28/2023	019	
								Data	- HT								
NS/EW Streets:		S Lake	e Dr			S Lake	e Dr			Brazili	an Ave			Braziliar	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	3
8:30 AM	0	0	1	0	1	2	0	0	0	0	0	0	1	0	1	0	7
8:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	1	0	1	0	5
0.15 AN	U U	0	0	0	U U	5	0	0	Ŭ	0	0	0	-	0	-	° .	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	4	0	1	17	0	0	0	0	0	0	3	0	2	0	27
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	5.56%	94.44%	0.00%	0.00%					60.00%	0.00%	40.00%	0.00%	
PEAK HR :		- MA 00:80	09:00 AM														TOTAL
PEAK HR VOL :	0	0	2	0	1	10	0	0	0	0	0	0	3	0	2	0	18
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.250	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.643
		0.50	00			0.68	88							0.62	25		01015
	r	NODTU				COLITU				EACT				WECTD			
DM	0		DOUND	0	0	0	DUUND	0	0	CASI 0	DUUND	0	0	WESTD		0	
FIVI	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WU	τοται
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	Ō	ō	ō	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	0	0	0	0	0	0	0	3	0	2	0	7
APPROACH %'s :	I 0.00%	50.00%	50.00%	0.00%									60.00%	0.00%	40.00%	0.00%	
DEAK HD .	0.0070																TOTAL
FLAR HR .	0.0070	04:00 PM -	05:00 PM	0	0	0	0	0	0	0	0	0		0		0	TOTAL
PEAK HR VOL :	0	04:00 PM -	05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	TOTAL 4

Location: City: Control:	S Lake Dr 8 Palm Beach 3-Way Stop	& Brazilian A n o(NB/SB/WB	ve i)										Pro	oject ID: 2 Date: 2	23-140105-0 2/28/2023	019	
								Data -	Bikes								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Brazilia	n Ave			Brazilia	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	2	1	0	0	2	1	0	0	0	0	0	0	2	0	0	0	8
8:00 AM	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	9
0:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	6
0.15 AP	0	-	0	•	-	1.1	0	0	U U	0	•	0	0	0	•	°.	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	4	0	0	6	20	0	0	0	0	0	0	2	0	0	0	34
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	23.08%	76.92%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM		BILL BILL												TOTAL
PEAK HR VOL :	0	2	0	0	2	18	0	0	0	0	0	0	0	0	0	0	22
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.500	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.611
		0.5	00			0.55	56										0.011
		NODTU	POLIND			COUTU				ГАСТО				WECTO			
DM	0	NORTH	BOUND	0	0	SOUTH		0	0	EASTE		0	0	WESTE		0	
PIVI	NI	NT	ND	NU	SI	ST	SD	SU	FI	FT	ED	FU	14/1	WT	WP	WII	τοται
4.00 PM	0	4	0	1	0	10	0	0	0	0	0	0	0	0	1	0	16
4:15 PM	õ	1	1	ō	4	5	ō	õ	Ő	ō	ō	õ	ō	ō	3	ō	14
4:30 PM	0	1	0	0	0	4	1	0	0	1	0	0	0	0	0	0	7
4:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	5
5:00 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	1	0	6
5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4
5:30 PM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	4	0	1	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	13	1	1	4	31	2	0	0	1	0	0	4	0	8	0	65
APPROACH %'s :	0.00%	86.67%	6.67%	6.67%	10.81%	83.78%	5.41%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	TOTAL
PEAK HR :	0	04:00 PM -	05:00 PM			22		0	0		0	0	0	0	-	0	TOTAL
PEAK HR VOL :	0 000	/	0 250	1 0 250	4	22	0 250	0 000	0 000	0 250	0 000	0 000	0 000	0 000	5	0 000	42
PEAK HR FACTOR :	0.000	0.438	0.250	0.250	0.250	0.550	0.250	0.000	0.000	0.250	50	0.000	0.000	0.000	0.41/	0.000	0.656

Location: City:	S Lake Dr & I Palm Beach	Brazilian Ave				Project ID: Date:	23-140105-0 2/28/2023	19	
NS/EW Streets:	S La	ke Dr	S Lal	ke Dr	Brazili	an Ave	Brazilia	an Ave	
AM	NORT EB	H LEG WB	SOUT EB	H LEG WB	EAST NB	T LEG SB	WES <sup>-</sup> NB	T LEG SB	TOTAL
7:00 AM 7:15 AM 7:30 AM	0 0 0	0 0 0	0 2 1	2 0 0	3 1 4	4 2 4	0 0 0	0 3 2	9 8 11
8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 1	2 0 0 0	3 2 2 4	1 4 0 6 5	5 4 4 3	1 4 0 2 5	3 0 4 2	3 3 2 0 7	0 24 8 18 27
TOTAL VOLUMES : APPROACH %'s :	EB 1 25.00%	WB 3 75.00%	EB 14 43.75%	WB 18 56.25%	NB 24 52.17%	SB 22 47.83%	NB 9 31.03%	SB 20 68.97%	TOTAL 111
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	08:00 AM 1 0.250 0.3	- <b>09:00 AM</b> 2 0.250 375	11 0.688 0.7	15 0.625 722	16 0.800 0.7	11 0.550 750	9 0.563 0.5	12 0.429 583	TOTAL 77 0.713
	NORT				5.0				
<b>PM</b>	EB	H LEG WB	EB	H LEG WB	NB	I LEG SB 15	NB 4	I LEG SB 12	TOTAL

	NOKI	II LLG	3001	II LLG	LAS	I LLG	VVLS	I LLG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	15	4	12	31
4:15 PM	1	1	1	0	1	9	3	3	19
4:30 PM	1	0	3	4	7	1	6	2	24
4:45 PM	0	0	4	2	0	0	7	6	19
5:00 PM	3	2	2	2	2	4	8	4	27
5:15 PM	0	0	3	2	1	0	4	5	15
5:30 PM	2	0	2	2	0	0	2	3	11
5:45 PM	0	0	0	0	2	2	0	5	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	3	15	12	13	31	34	40	155
APPROACH %'s :	70.00%	30.00%	55.56%	44.44%	29.55%	70.45%	45.95%	54.05%	
PEAK HR :	04:00 PM	- 05:00 PM	4300 PM						TOTAL
PEAK HR VOL :	2	1	8	6	8	25	20	23	93
PEAK HR FACTOR :	0.500	0.250	0.500	0.375	0.286	0.417	0.714	0.479	0.750
	0.3	375	0.5	500	0.	550	0.6	572	0.750

#### S Lake Dr & Brazilian Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	S Lake Dr 8 Palm Beach 1-Way Stop	& Australian ז ס(NB)	Ave					Data	Tabal				Р	roject ID: Date:	23-140105 2/28/2023	-020	
NC /FW Chroader		C L els	• D=			Clake	Dr	Data -	- Totai	Austral	lien Aug			Austra	line Aug		1
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Austral	lian Ave			Austra	ian Ave		
	_	NORTH	BOUND			SOUTH	BOUND	_	_	EAST	BOUND		_	WEST	BOUND		
AIVI	0 NL	0 NT	0 NR	U NU	SL	ST	SR	U SU	EL	ET	ER	U EU	WL	WT	0 WR	WU	TOTAL
7:00 AM	0	1	0	0	3	10	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	5	1	0	3	17	0	0	0	0	0	0	0	0	0	0	26
7:30 AM	0	6	2	0	15	23	0	0	0	0	0	0	0	0	0	0	46
7:45 AM	0	7	1	0	11	36	0	0	0	0	0	0	0	0	0	0	55
8:00 AM	0	4	3	0	8	39	0	0	0	0	0	0	0	0	0	0	54
8:15 AM	0	6	3	0	11	44	0	0	0	0	0	0	0	0	0	0	64
8:30 AM	0	14	0	0	20	31	0	0	0	0	0	0	0	0	0	0	65
8:45 AM	0	15	3	0	1/	48	0	1	0	0	0	0	0	0	0	0	84
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	58	13	0	88	248	0	1	0	0	0	0	0	0	0	0	408
APPROACH %'s :	0.00%	81.69%	18.31%	0.00%	26.11%	73.59%	0.00%	0.30%									
PEAK HR :		08:00 AM -	09:00 AM		18100 AM												TOTAL
PEAK HR VOL :	0	39	9	0	56	162	0	1	0	0	0	0	0	0	0	0	267
PEAK HR FACTOR :	0.000	0.650	0.750	0.000	0.700	0.844	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0 705
		0.6	57			0.83	30										0.755
		NODTU				COUTU			1	FACT	DOLIND		1	MECT	DOUND		1
DM	0		DOUND	0	0	0		0	0	CAST 0	DOUND	0	0	WEST	DOUND	0	
PIVI	NI	NT	ND	NU	SI	ST	SD	SU	FI	FT	FD	FU	WI	WT	WP	WII	τοται
4.00 PM	0	16	9	0	13	25	0	0	0	0	0	0	0	0	0	0	63
4·15 PM	ő	22	4	ŏ	20	28	ő	ő	ő	ő	ő	ő	ő	ő	ő	ő	74
4:30 PM	ŏ	19	5	ŏ	15	15	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	54
4:45 PM	0	12	1	ō	12	23	Ō	ō	0	ō	ō	ō	0	ō	ō	ō	48
5:00 PM	0	9	1	0	11	17	0	1	0	0	0	0	0	0	0	0	39
5:15 PM	0	18	4	0	7	12	0	0	0	0	0	0	0	0	0	0	41
5:30 PM	0	10	4	0	8	16	0	0	0	0	0	0	0	0	0	0	38
5:45 PM	0	6	3	0	5	23	0	0	0	0	0	0	0	0	0	0	37
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	112	31	0	91	159	0	1	0	0	0	0	0	0	0	0	394
APPROACH %'s :	0.00%	78.32%	21.68%	0.00%	36.25%	63.35%	0.00%	0.40%									
PEAK HR :		04:00 PM -	05:00 PM	-	10000												TOTAL
PEAK HR VOL :	0	69	19	0	60	91	0	0	0	0	0	0	0	0	0	0	239
PEAK HR FACTOR :	0.000	0.784	0.528	0.000	0.750	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.807
		0.8	46			0.78	36										

Location: City: Control:	S Lake Dr 8 Palm Beach 1-Way Stop	& Australian 1 b(NB)	Ave										Р	roject ID: Date:	23-140105 2/28/2023	-020	
-								Data	- Cars								
NS/EW Streets:		S Lake	e Dr			S Lake	e Dr			Austral	ian Ave			Austral	lian Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	0	0	3	10	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	5	1	0	3	16	0	0	0	0	0	0	0	0	0	0	25
7:30 AM	0	5	2	0	15	18	0	0	0	0	0	0	0	0	0	0	40
7:45 AM	0	6	1	0	11	35	0	0	0	0	0	0	0	0	0	0	53
8:00 AM	0	5	3	0	0	37 41	0	0	0	0	0	0	0	0	0	0	51
8·30 AM	0	13	0	0	18	29	0	0	0	0	0	0	0	0	0	0	60
8:45 AM	ŏ	15	2	õ	16	45	õ	1	ŏ	ŏ	ŏ	õ	Ő	ŏ	õ	ŏ	79
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	54	12	0	85	231	0	1	0	0	0	0	0	0	0	0	383
APPROACH %'s :	0.00%	81.82%	18.18%	0.00%	26.81%	72.87%	0.00%	0.32%									TOTAL
PEAK HR :	0	- MA 00:80	09:00 AM	0	50	150	0			0	0	0	0	0	0	0	TOTAL
PEAK HR VOL :	0 000	3/	8	0 000	53	152	0 000	1	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	251
PEAK HK FACTOR :	0.000	0.017	52	0.000	0.750	0.044	10.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.794
		0.00	52			0.0.	/1										
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	15	9	0	13	25	0	0	0	0	0	0	0	0	0	0	62
4:15 PM	0	22	4	0	20	28	0	0	0	0	0	0	0	0	0	0	74
4:30 PM	0	18	5	0	14	15	U	0	U	0	0	U	U	0	U	0	52
5:00 PM	0	9	1	0	12	17	0	1	0	0	0	0	0	0	0	0	38
5:15 PM	ő	18	4	ő	7	12	ő	Ō	ő	ő	ő	ő	ő	ő	ő	ő	41
5:30 PM	ō	10	4	ō	8	16	ō	ō	0	ō	ō	ō	Ō	ō	ō	ō	38
5:45 PM	0	6	3	0	5	23	0	0	0	0	0	0	0	0	0	0	37
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	110	31	U 0.00%	89 25 7404	159	0	1	0	0	0	0	0	0	0	0	390
DFAK HP	0.00%	70.01%	21.99%	0.00%	33.74%	03.00%	0.00%	0.40%									τοται
PEAK HR VOL	0	67	19	0	59	91	0	0	0	0	0	0	0	0	0	0	236
PEAK HR FACTOR :	0.000	0.761	0.528	0.000	0.738	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.50
		0.8	27			0.78	31										0.797

Location: City: Control:	S Lake Dr & Palm Beach 1-Way Stop	& Australian h p(NB)	Ave										Р	roject ID: Date:	23-140105 2/28/2023	-020	
								Data	- HT								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Austral	lian Ave			Austral	lian Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8-30 AM	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	5
0110711			Ť.	Ŭ	-		Ŭ	Ŭ	Ŭ				Ŭ				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	1	0	3	17	0	0	0	0	0	0	0	0	0	0	25
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	15.00%	85.00%	0.00%	0.00%									
PEAK HR :		08:00 AM -	09:00 AM		8300.004												TOTAL
PEAK HR VOL :	0	2	1	0	3	10	0	0	0	0	0	0	0	0	0	0	16
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.375	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.800
		0.7	50			0.8.	13										
		NORTH				SOUTH				EAST				WEST	BOUND		1
DM	0	0	0	0	0	0	0	0	0	0	000100	0	0	0	000100	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	U	U	0	0	U	0	0	0	0	0	0	U	U	0	0	0	U
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%									TOTA
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.000	50	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375

Location: City: Control:	S Lake Dr Palm Beac 1-Way Sto	& Australian h p(NB)	Ave										Pr	oject ID: Date:	23-140105- 2/28/2023	020	
								Data -	Bikes								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Austral	lian Ave			Australia	an Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
0.45 AM	0	0	0	0	1	5	0	0	U	0	0	0	0	0	0	0	т
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	0	0	7	13	0	0	0	0	0	0	0	0	0	0	26
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	35.00%	65.00%	0.00%	0.00%									TOTAL
PEAK HR :	0	- MA 00:80	09:00 AM	0	4	10	0	0	0	0	0	0	0	0	0	0	10TAL
PEAK HK VUL :	0 000	0.250	0 000	0 000	4	10	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	10
PEAK HK FACTOR :	0.000	0.250	50	0.000	0.500	0.500	33	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4.00 844	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	3	8	0	0	0	0	0	0	0	0	1	0	16
4:15 PM 4:30 PM	0	2	0	0		4	0	0	0	0	0	0	0	0	0	0	4
4.45 PM	0	1	0	0	0	3	0	ő	ő	0	ő	0	0	ő	0	0	4
5:00 PM	Ő	î	Ő	Ő	1	3	ŏ	Ő	ŏ	ŏ	ŏ	Ő	Õ	ŏ	Ő	Õ	5
5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	13	0	0	5	30	0	0	0	0	0	0	0	0	1	0	49
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	14.29%	85.71%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	7	0	0	4	19	0	0	0	0	0	0	0	0	1	0	31
PEAK HP FACTOR -	0 0 0 0	0 400	0 000	0.000	0 222	0 504	0 000	0.000	0.000	0.000	0.000	0.000	0 000	0.000	0.250	0.000	

# National Data & Surveying Services Intersection Turning Location: S Lake Dr & Australian Ave

City:	Palm Beach	Australian Ave				Date:	2/28/2023	20	
,-			Data - P	edestria	ins (Cros	sswalks)	_, ,		_
NS/EW Streets:	S La	ke Dr	S La	ke Dr	Austral	ian Ave	Austral	ian Ave	
	NORT	TH LEG	SOUT	'H LEG	EAST	T LEG	WES	T LEG	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	0	3	0	0	0	4
7:15 AM	0	0	0	1	1	5	0	0	7
7:30 AM	0	1	0	1	4	4	0	0	10
7:45 AM	0	0	0	1	1	3	0	0	5
8:00 AM	0	2	1	0	5	2	0	0	10
8:15 AM	0	0	2	0	4	0	0	0	6
8:30 AM	0	0	2	0	4	2	0	0	8
8:45 AM	0	0	0	0	3	5	0	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	3	6	3	25	21	0	0	58
APPROACH %'s :	0.00%	100.00%	66.67%	33.33%	54.35%	45.65%			
PEAK HR :	08:00 AM	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	0	2	5	0	16	9	0	0	32
PEAK HR FACTOR :		0.250	0.625		0.800	0.450			0.000
	0.	250	0.6	525	0.7	781			0.800

DM	NORT	h leg	SOUT	H LEG	EAST	Г LEG	WES	t leg	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	3	3	0	5	0	0	11
4:15 PM	0	0	0	1	0	10	0	0	11
4:30 PM	0	0	3	1	11	3	0	0	18
4:45 PM	1	0	0	1	0	1	0	0	3
5:00 PM	1	0	2	3	2	4	0	0	12
5:15 PM	0	0	2	1	3	1	0	0	7
5:30 PM	0	0	4	0	4	0	0	0	8
5:45 PM	0	0	6	3	2	1	0	0	12
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	20	13	22	25	0	0	82
APPROACH %'s :	100.00%	0.00%	60.61%	39.39%	46.81%	53.19%			
PEAK HR :	04:00 PM -	05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	1	0	6	6	11	19	0	0	43
PEAK HR FACTOR :	0.250		0.500	0.500	0.250	0.475			0 507
	0.2	50	0.5	500	0.	536			0.397

#### S Lake Dr & Australian Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	S Lake Dr & Chilean Ave Palm Beach Z-Way Stop(NB/WB)																
								Data -	Total								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Chilea	in Ave			Chilean	Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	10
7:15 AM	0	5	0	0	0	16	0	0	0	0	0	0	1	0	0	0	22
7:30 AM	0	3	0	0	0	20	0	0	0	0	0	0	0	0	4	0	27
7:45 AM	0		0	0	0	36	0	0	0	0	0	0	3	0	2	0	48
8:00 AM	0	4	0	0	0	38	0	0	0	0	0	0	0	0	2	0	44 E1
8-30 AM	0	6	0	0	0	31	0	0	0	0	0	0	3	0	8	0	49
8:45 AM	0	9	0	0	0	46	0	0	0	0	0	0	2	0	6	0	63
0110711	° °		Ŭ	Ŭ	Ŭ	10			Ŭ				-			Ŭ	00
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	37	0	0	0	239	0	0	0	0	0	0	10	0	27	0	313
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					27.03%	0.00%	72.97%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	0	22	0	0	0	158	0	0	0	0	0	0	6	0	20	0	206
PEAK HR FACTOR :	0.000	0.611	0.000	0.000	0.000	0.859	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.625	0.000	0.817
		0.6	11			0.85	59							0.59	91		0.017
		NODTU				COUTU				FACT				WECTD			
DM	0		DOUND	0	0	0		0	0	CASI 0	DOUND	0	0	WESTD		0	
FIVI	NI	NT	NR	NU	SI	ST	SR	SU	FI	FT	FR	FU	WI	WT	WR	WU	τοται
4:00 PM	0	20	0	0	0	25	0	1	0	0	0	0	6	0	5	0	57
4:15 PM	Ő	10	ō	ō	Ő	26	Ō	1	Ő	õ	Ő	õ	3	ō	11	ō	51
4:30 PM	0	21	0	0	0	12	0	0	0	0	0	0	1	0	3	0	37
4:45 PM	0	9	0	0	0	23	0	0	0	0	0	0	5	0	3	0	40
5:00 PM	0	6	0	0	0	16	0	0	0	0	0	0	3	0	5	0	30
5:15 PM	0	10	0	0	0	14	0	1	0	0	0	0	3	0	8	0	36
5:30 PM	0	10	0	0	0	17	0	0	0	0	0	0	3	0	4	0	34
5:45 PM	0	6	0	0	0	22	0	0	0	0	0	0	1	0	2	0	31
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	92	0	0	0	155	0	3	0	0	0	0	25	0	41	0	316
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	98.10%	0.00%	1.90%					37.88%	0.00%	62.12%	0.00%	
PEAK HR :		04:00 PM -	05:00 PM														FOTAL
PEAK HR VOL :		~ ~ ~		0		0.0				•							108
	0	60	0	0	0	86	0	2	0	0	0	0	15	0	22	0	185

Location: City: Control:	S Lake Dr Palm Beac 2-Way Sto	& Chilean Av h p(NB/WB)	e										Pro	oject ID: 2 Date: 2	23-140105-0 2/28/2023	021	
		,						Data	- Cars								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Chilea	an Ave			Chilear	Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	10
7:15 AM	0	5	0	0	0	15	0	0	0	0	0	0	1	0	0	0	21
7:30 AM	0	3	0	0	0	16	0	0	0	0	0	0	0	0	3	0	22
7:45 AM	0		0	0	0	34	0	0	0	0	0	0	2	0	1	0	44
0:00 AM	0	4	0	0	0	30	0	0	0	0	0	0	1	0	1	0	41
8·30 AM	0	6	0	0	0	20	0	0	0	0	0	0	2	0	7	0	40
8:45 AM	0	8	0	0	0	44	0	0	0	0	0	0	2	0	6	0	60
	-	-	-	-	-		-	-	-	-	-	-	_	-	-	-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	36	0	0	0	223	0	0	0	0	0	0	8	0	23	0	290
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					25.81%	0.00%	74.19%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM		800.441						_		_				TOTAL
PEAK HR VOL :	0	21	0	0	0	149	0	0	0	0	0	0	5	0	18	0	193
PEAK HR FACTOR :	0.000	0.656	0.000	0.000	0.000	0.847	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.643	0.000	0.804
		0.0.	50			0.0-	1/							0.0.	))		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	19	0	0	0	25	0	1	0	0	0	0	5	0	5	0	55
4:15 PM	0	10	0	0	0	26	0	1	0	0	0	0	3	0	11	0	51
4:30 PM	0	20	0	0	0	12	0	0	0	0	0	0	1	0	3	0	36
4:45 PM	0	9	0	0	0	23	0	0	0	0	0	0	2	0	5	0	40
5.00 PM	0	10	0	0	0	14	0	1	0	0	0	0	3	0	8	0	36
5.30 PM	ő	10	ő	ő	ő	17	ő	ō	ő	ő	ő	ő	3	ő	4	ő	34
5:45 PM	ŏ	6	õ	õ	Ő	22	õ	ŏ	ŏ	ŏ	ŏ	õ	1	õ	2	õ	31
																-	-
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	90	0	0	0	155	0	3	0	0	0	0	24	0	41	0	313
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	98.10%	0.00%	1.90%					36.92%	0.00%	63.08%	0.00%	TOTAL
PEAK HR :	0	04:00 PM -	05:00 PM	0	0	00	0	2	0	0	0	0	14	0	22	0	TOTAL
PEAK HR VOL :	0 000	58	0 000	0 000	0 000	0 927	0 000	2	0 000	0 000	0 000	0 000	14	0 000	22	0 000	182
PEAK IIK FACTOR :	0.000	0.725	25	0.000	0.000	0.627	0.000	0.500	0.000	0.000	0.000	0.000	0.700	0.000	13	0.000	0.827

Location: City: Control:	S Lake Dr 8 Palm Beach 2-Way Stop	& Chilean Av h p(NB/WB)	e										Pro	oject ID: 2 Date: 2	23-140105-0 2/28/2023	)21	
								Data	- HT								
NS/EW Streets:		S Lake	e Dr			S Lak	e Dr			Chilea	an Ave			Chilear	Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	1	0	4
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3
8·30 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	1	0	4
8:45 AM	õ	ĩ	õ	õ	ŏ	2	õ	ŏ	ŏ	ŏ	ŏ	õ	ō	õ	ō	ŏ	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	16	0	0	0	0	0	0	2	0	4	0	23
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					33.33%	0.00%	66.67%	0.00%	TOTAL
PEAK HR :	0	08:00 AM -	09:00 AM	0	0	0	0	0	0	0	0	0	1	0	2		101AL
PEAK HR VOL :	0 000	0.250	0 000	0 000	0 000	9	0 000	0 000	0 000	0 000	0 000	0 000	0 250	0 000	2	0 000	15
PLAK IIK FACTOR .	0.000	0.250	50	0.000	0.000	0.750	50	0.000	0.000	0.000	0.000	0.000	0.230	0.000	75	0.000	0.813
															-		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.00.011	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:15 PM 4:20 DM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4.45 PM	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	Ő	Ő	0	Ő	Ő	0	0	0	0	0	0	Ő	Ő	0	0
5:15 PM	Ó	0	0	0	0	0	0	0	Ō	ō	ō	ō	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%									100.00%	0.00%	0.00%	0.00%	TOTA
PEAK HR :	0	04:00 PM -	05:00 PM	0	0	0	0	0		0	0	0		0	0	0	TOTAL
PEAK HR VOL :	0 000	2	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0.250	0 000	0 000	0 000	3
PEAK IIK FACTOR :	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	50	0.000	0.375

Location: City: Control:	S Lake Dr & Palm Beach 2-Way Stor	& Chilean Av 1 0(NB/WB)	e										Pro	oject ID: 2 Date: 2	23-140105-0 2/28/2023	021	
	.,,	( , ,						Data -	Bikes								
NS/EW Streets:		S Lake	e Dr			S Lake	e Dr			Chilea	in Ave			Chilear	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	4
7:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
0:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2
0.15 AH	Ŭ	0	0	Ŭ	0	5	0	0		0	0	0		0	0	•	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	12	0	0	0	0	0	0	0	0	2	0	19
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM								_				_		TOTAL
PEAK HR VOL :	0	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	12
PEAK HR FACTOR :	0.000	0.3/5	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.37	0			0.50	55										
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	1	0	8
4:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	6
4:30 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	1	1	U	0	5	0	0	0	0	0	0	U	0	0	U	5
5:00 PM	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5.30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	ő	1	ő	ő	ő	6	ő	ő	ő	ő	ő	ő	0	ő	ő	ő	7
5115111	•	-	0	Ŭ	•	Ŭ	0	ő	Ŭ				Ŭ		°	•	,
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	1	0	2	26	0	0	0	0	0	0	0	0	4	0	39
APPROACH %'s :	0.00%	85./1%	14.29%	0.00%	7.14%	92.86%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	TOTAL
PEAK HR :	0	04:00 PM -	05:00 PM	0	2	10	0	0	0	0	0	0	0	0	2	0	TOTAL
PEAK HR VOL :	0.000	2	0.250	0 000	0.250	10	0 000	0 000	0.000	0 000	0 000	0 000	0.000	0 000	2 0 E00	0 000	23
PEAK HK FACTUR :	0.000	0.300	75	0.000	0.230	0.007	50	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.719

# National Data & Surveying Services Intersection Turning

Location: City:	S Lake Dr & Palm Beach	Chilean Ave	NOV	emen		Project ID: Date:	23-140105-02 2/28/2023	21	
-			Data - P	edestria	ns (Cros	sswalks)			_
NS/EW Streets:	S La	ke Dr	S Lal	ke Dr	Chilea	an Ave	Chilea	in Ave	
AM	NORT EB	TH LEG WB	SOUT EB	H LEG WB	EAST NB	T LEG SB	WES <sup>-</sup> NB	T LEG SB	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 1 0 0 5 5 5 5 5 6 6 7 0 0 0 5 7 5 7 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	1 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 4 1 2 1 4 4 4 8 8 47.37%	0 5 2 1 3 2 3 4 5 52.63%	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 5 8 4 5 4 7 8 TOTAL 44 TOTAL 24
PEAK HR FACTOR :	0	0	0.250 0.2	250	0.688	0.750 719	0	0	0.750
	NOD		COUT		EAC				11
PM	FB	H LEG WB	FB	H LEG WB	NB	SB	NB	SB	τοται
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM				0 0 0 1 2 0 3	0 1 6 1 2 1 1 4	4 9 3 0 1 5 0 7			4 10 9 1 5 8 1 14
TOTAL VOLUMES :	<u>ев</u> 0	0	EB 1 14 2004	6 95 7106	16	58 29	0	0 58	52
				(1) (1) (1)	17 70%	D4 44 %			

0

0

16

0.444

8

0.333

0.600

0

24

0.600

0

0

0

PEAK HR VOL :

**PEAK HR FACTOR :** 

#### S Lake Dr & Chilean Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	S Lake Dr 8 Palm Beach 2-Way Stop	k Peruvian A 1 0(NB/SB)	ve										Р	roject ID: Date:	23-140105 2/28/2023	-022	
								Data -	• Total								
NS/EW Streets:		S Lake	e Dr			S Lake	e Dr			Peruvi	an Ave			Peruvi	an Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	5	0	0	14	0	1	0	0	0	0	0	0	0	0	0	20
7:30 AM	0	3	3	0	18	0	0	0	0	0	0	0	0	0	0	0	24
7:45 AM	0	4	6	0	34	0	1	0	0	0	0	0	0	0	0	0	45
8.15 AM	0	4	5	0	44	0	2	0	0	0	0	0	0	0	0	0	42 55
8:30 AM	ő	6	14	ő	30	ő	0	ő	ő	ő	ő	ő	ő	ő	ő	ő	50
8:45 AM	0	8	3	ō	43	Ō	3	1	0	ō	ō	ō	Ō	ō	ō	ō	58
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	33	36	0	227	0	7	2	0	0	0	0	0	0	0	0	305
APPROACH %'s :	0.00%	47.83%	52.17%	0.00%	96.19%	0.00%	2.97%	0.85%									TOTAL
PEAK HR :	0	21	26	0	151	0	5	2	0	0	0	0	0	0	0	0	205
DEAK HR FACTOR	0 000	0.656	0 464	0 000	0.858	0 000	0 417	0 500	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	205
PEAKING PACION .	0.000	0.050	88	0.000	0.050	0.84	10	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.884
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 DM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	19	2	0	29	0	1	0	0	0	0	0	0	0	0	0	22
4.13 PM	0	18	8	0	14	ő	0	1	0	0	0	0	0	0	0	0	41
4:45 PM	ŏ	10	ĭ	ŏ	26	ŏ	ĭ	Ô	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	38
5:00 PM	0	6	6	0	20	0	1	0	0	0	0	0	0	0	0	0	33
5:15 PM	0	10	2	0	17	0	0	0	0	0	0	0	0	0	0	0	29
5:30 PM	0	10	9	0	23	0	0	0	0	0	0	0	0	0	0	0	42
5:45 PM	0	5	6	0	18	0	0	0	0	0	0	0	0	0	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	87	41	0	176	0	3	1	0	0	0	0	0	0	0	0	308
APPROACH %'s :	0.00%	67.97%	32.03%	0.00%	97.78%	0.00%	1.67%	0.56%									TOTAL
PEAK HR :	0	56	19 19	0	0.8	0	2	1	0	0	0	0	0	0	0	0	175
PEAK HR FACTOR	0 000	0 737	0 563	0 000	0.845	0 000	0 500	0 250	0.000	0.000	0 000	0 000	0 000	0 000	0 000	0 000	1/5
FLAK IN FACTOR .	0.000	0.7	12	0.000	0.015	0.84	12	0.230	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.795

Location: City: Control:	S Lake Dr & Palm Beach 2-Way Stop	& Peruvian A ו ס(NB/SB)	ve										Р	roject ID: Date:	23-140105 2/28/2023	-022	
								Data ·	- Cars								
NS/EW Streets:		S Lake	e Dr			S Lake	e Dr			Peruvi	an Ave			Peruvi	an Ave		
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WEST	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	5	0	0	13	0	1	0	0	0	0	0	0	0	0	0	19
7:30 AM	0	3	3	0	14	0	0	0	0	0	0	0	0	0	0	0	20
7:45 AM 8:00 AM	0	3	6	0	31	0	1	1	0	0	0	0	0	0	0	0	42
8.15 AM	0	4	2	0	41	0	2	0	0	0	0	0	0	0	0	0	49
8:30 AM	õ	6	10	õ	28	Ő	ō	ŏ	Ő	ŏ	ŏ	õ	ŏ	ŏ	ŏ	ŏ	44
8:45 AM	0	6	3	0	40	0	3	1	0	0	0	0	0	0	0	0	53
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	31	29	0	209	0	7	2	0	0	0	0	0	0	0	0	278
APPROACH %'s :	0.00%	51.6/%	48.33%	0.00%	95.8/%	0.00%	3.21%	0.92%									TOTAL
PEAK HR :	0	10 10	10 10	0	141	0	5	2	0	0	0	0	0	0	0	0	101AL
DEAK HR FACTOR	0 000	0 792	0 475	0 000	0.860	0 000	0 417	0 500	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	100
PEAKING PACION .	0.000	0.752	94	0.000	0.000	0.84	1	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.877
																	1
		NORTH	BOUND			SOUTHE	BOUND			EAST	BOUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.00.011	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	18	6	0	28	0	1	0	0	0	0	0	0	0	0	0	53
4:15 PM 4:30 PM	0	9	3	0	29	0	0	1	0	0	0	0	0	0	0	0	41
4.45 PM	0	10	1	0	26	0	1	0	0	0	0	0	0	0	0	0	38
5:00 PM	0	6	5	0	20	0	1	0	0	0	Ő	0	0	0	0	0	32
5:15 PM	0	10	2	0	17	0	0	0	0	0	0	0	0	0	0	0	29
5:30 PM	0	10	9	0	23	0	0	0	0	0	0	0	0	0	0	0	42
5:45 PM	0	5	5	0	18	0	0	0	0	0	0	0	0	0	0	0	28
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	85	38	0	175	0	3	1	0	0	0	0	0	0	0	0	302
APPROACH %'s :	0.00%	69.11%	30.89%	0.00%	97.77%	0.00%	1.68%	0.56%									
PEAK HR :	0	04:00 PM -	05:00 PM	0	07	0	2		0	0	0	0	0	0	0	0	TOTAL
PEAK HR VOL :	0 000	54	1/	0 000	9/	0 000	2	1	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	1/1
PEAK FIK FACTOR :	0.000	0.750	40	0.000	0.030	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.807

Location: City: Control:	S Lake Dr & Palm Beach 2-Way Stop	& Peruvian A h p(NB/SB)	lve										Р	roject ID: Date:	23-140105 2/28/2023	-022	
-								Data	- HT								_
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Peruvi	an Ave			Peruvi	an Ave		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	2	4	0	2	0	0	0	0	0	0	0	0	0	0	0	5
MA CF.0	0	2	0	U	0	0	0	0	U	U	0	U	U	U	U	U	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	7	0	18	0	0	0	0	0	0	0	0	0	0	0	27
APPROACH %'s :	0.00%	22.22%	77.78%	0.00%	100.00%	0.00%	0.00%	0.00%									TOTAL
PEAK HR :	0	- MA 00:80	09:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10TAL
PEAK HR VUL :	0 000	0 250	/ 120	0 000	10	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	19
PEAK HK FACTOR :	0.000	0.250	63	0.000	0.035	0.000	33	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.792
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.00.011	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	U	0	1	U	U	U	0	0	0	0	0	0	0	0	2
4:15 PM	U	1	1	U	U	U	U	U	U	U	U	U	U	U	U	U	0
4.30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	Ő	õ	ō	õ	ő	ō	ō	õ	Ő	Ő	ŏ	õ	ő	Ő	ő	Ő	Ō
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	6
APPROACH %'s :	0.00%	40.00%	60.00%	0.00%	100.00%	0.00%	0.00%	0.00%									
PEAK HR :		04:00 PM -	05:00 PM														TOTAL
PEAK HR VOL :	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

Location: City: Control:	S Lake Dr Palm Beac 2-Way Sto	& Peruvian A h p(NB/SB)	lve										Pr	oject ID: Date:	23-140105-( 2/28/2023	022	
								Data -	Bikes								
NS/EW Streets:		S Lak	e Dr			S Lake	e Dr			Peruvia	an Ave			Peruvia	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	4
8:30 AM	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2
0.45 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	10	2	0	0	0	0	2	0	0	0	0	0	18
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	83.33%	16.6/%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					TOTAL
PEAK HR :	0	08:00 AM -	09:00 AM	0	7	2	0	0	0	0	2	0	0	0	0	0	101AL
PEAK HR VUL :	0 000	2	0 000	0 000	0.438	2	0 000	0 000	0 000	0 000	2 0.250	0 000	0 000	0 000	0 000	0 000	15
PLAK IIK FACTOR .	0.000	0.250	50	0.000	0.450	0.500	53	0.000	0.000	0.000	50	0.000	0.000	0.000	0.000	0.000	0.813
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	4	2	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	4	0	0	0	0	0	0	0	0	0	1	0	6
5.15 PM	ő	0	0	ő	0	ő	0	ő	ő	0	0	0	0	ő	Ō	0	0
5:30 PM	õ	2	õ	õ	1	Ő	Ő	õ	ŏ	õ	õ	ő	õ	ő	õ	õ	3
5:45 PM	Ō	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0 000/	0 0004	24	4	1	0 000/	U	U	U	U	0 000/	0 0004	2	0	37
APPROACH %'S :	0.00%	100.00%	0.00%	0.00%	02.70%	13./9%	3.45%	0.00%					0.00%	0.00%	100.00%	0.00%	TOTAL
PEAK HR :	0	04:00 PM -	05:00 PM	0	13	4	0	0	0	0	0	0	0	0	1	0	20
PEAK HR FACTOR	0 000	0 500	0.000	0 000	0 542	0 500	0 000	0.000	0.000	0.000	0 000	0 000	0.000	0 000	0 250	0 000	20
FLAK IIK FACTOR .	0.000	0.5	00	0.000	0.512	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	50	0.000	0.714

#### National Data & Surveying Services Intersection Turning Movement Count Project ID: 23-140105-022

Location:	S Lake Dr & F Palm Beach	Peruvian Ave				Project ID: Date:	23-140105-0.	22	
Cityr			Data - P	edestria	ns (Cros	sswalks)	2,20,2025		_
NS/EW Streets:	S Lal	ke Dr	S La	ke Dr	Peruvi	an Ave	Peruvi	an Ave	
A N A	NORT	H LEG	SOUT	'H LEG	EAST	r leg	WES	T LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	4	2	1	6	3	17
7:15 AM	1	0	2	3	0	4	6	2	18
7:30 AM	1	4	4	0	8	1	0	5	23
7:45 AM	2	0	2	2	1	0	2	3	12
8:00 AM	0	1	1	0	2	2	2	1	9
8:15 AM	2	4	2	1	4	5	1	3	22
8:30 AM	4	2	0	0	6	5	0	0	17
8:45 AM	6	0	2	0	4	6	0	3	21
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	16	11	14	10	27	24	17	20	139
APPROACH %'s :	59.26%	40.74%	58.33%	41.67%	52.94%	47.06%	45.95%	54.05%	
PEAK HR :	08:00 AM	- 09:00 AM	8:00 AM						TOTAL
PEAK HR VOL :	12	7	5	1	16	18	3	7	69
PEAK HR FACTOR :	0.500	0.438	0.625	0.250	0.667	0.750	0.375	0.583	0 794
	0.7	792	0.5	500	0.7	773	0.6	525	0.784

DNA	NORT	'H LEG	SOUT	'H LEG	EAST	Г LEG	WEST	Г LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	1	0	2	0	0	4
4:15 PM	2	5	0	0	1	5	5	7	25
4:30 PM	0	5	0	3	3	1	6	0	18
4:45 PM	1	3	4	0	1	1	2	6	18
5:00 PM	1	5	0	0	5	1	0	1	13
5:15 PM	2	13	2	0	11	2	0	4	34
5:30 PM	5	2	4	0	2	6	0	4	23
5:45 PM	6	3	3	1	4	14	2	6	39
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	18	36	13	5	27	32	15	28	174
APPROACH %'s :	33.33%	66.67%	72.22%	27.78%	45.76%	54.24%	34.88%	65.12%	
PEAK HR :	04:00 PM	- 05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	4	13	4	4	5	9	13	13	65
PEAK HR FACTOR :	0.500	0.650	0.250	0.333	0.417	0.450	0.542	0.464	0 650
	0.6	507	0.5	500	0.!	583	0.5	542	0.050

#### S Lake Dr & Peruvian Ave

#### Peak Hour Turning Movement Count







Location: City: Control:	Cocoanut Palm Beau 1-Way Sto	Row & Wort ch op(SB)	North Ave Brite 23-140105-02 Data - Total   Data - Total   Data - Total   NRTH60VIND Cocoanut Row Worth Ave Werth Ave Werth Ave   NRTH60VIND Cocoanut Row Worth Ave Werth Ave Werth Ave   0 0 O Worth Ave Werth Ave Werth Ave   NR SUTHBOUND Cocoanut Row Werth Ave Werth Ave WERTH BOUND WESTBOUND WE   0 0 0 0 <th colspan="</th> <th></th>														
								Data -	• Total								
NS/EW Streets:		Cocoar	nut Row			Cocoanu	it Row			Wort	h Ave			Worth	Ave		
		NORTH	HBOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	12
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	7	0	11
7:45 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	13	10	0	27
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	5	9	0	16
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	7	9	0	17
8:30 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	16	8	0	30
8:45 AM	0	0	U	0	U	0	0	0	U	0	0	0	U	10	13	0	23
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	13	1	0	0	0	0	0	60	67	0	141
APPROACH %'s :					0.00%	0.00%	92.86%	7.14%					0.00%	47.24%	52.76%	0.00%	
PEAK HR :		07:45 AM	- 08:45 AM														TOTAL
PEAK HR VOL :	0	0	0	0	0	0	12	1	0	0	0	0	0	41	36	0	90
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500 12	0.250	0.000	0.000	0.000	0.000	0.000	0.641	0.900	0.000	0.750
															-		
		NORTH	HBOUND			SOUTH	BOUND			EAST	BOUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	5	1	0	0	0	0	0	18	48	0	72
4:15 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	9	48	0	61
4:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	15	39	0	58
4:45 PM	U	0	0	0	U	0	2	U	U	0	0	0	U	8	46	U	56
5:00 PM	U	U	U	U	U	U	3	U	U	U	U	U	0	6	49	U	58
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	9	27	0	62
5.45 DM	0	0	0	0	0	0	5	0	0	0	0	0	0	10	51	0	50
5.45 PM	0	0	0	0	0	0	0	0	U	0	0	0	U	9	51	0	00
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	34	2	0	0	0	0	0	84	369	0	489
APPROACH %'s :					0.00%	0.00%	94.44%	5.56%					0.00%	18.54%	81.46%	0.00%	
PEAK HR :		04:00 PM	- 05:00 PM											= 0			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	14	2	0	0	0	0	0	50	181	0	247
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.500	0.000	0.000	0.000	0.000	0.000	0.694	0.943 75	0.000	0.858

Location: City: Control:	Location: Coccanut Row & Worth Ave City: Palm Beach Control: 1-Way Stop(SB)												Project ID: 23-140105-023 Date: 2/28/2023					
								Data ·	- Cars									
NS/EW Streets:		Cocoar	nut Row		Cocoanut Row					Wort	h Ave		Worth Ave					
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	11	
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	6	0	10	
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	13	9	0	12	
8.15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	0	14	
8:30 AM	ŏ	õ	ŏ	õ	ŏ	õ	4	õ	ŏ	ŏ	ŏ	ŏ	ŏ	11	8	ŏ	23	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	13	0	20	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	0	0	10 000/	0	0	0	0	0	0	50	60	0	120	
APPROACH % S :		07:45 AM	- 09:45 AM		0.00%	0.00%	100.00%	0.00%					0.00%	43.43%	54.55%	0.00%	τοται	
PEAK HR VOL :	0	07.45 AM	00.45 AM	0	0	0	9	0	0	0	0	0	0	34	31	0	74	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.654	0.861	0.000		
						0.56	53							0.73	39		0.740	
	NORTHBOUND				SOUTHBOUND					EAST	BOUND		WESTBOUND					
PIM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
4:00 DM	NL 0	N I	NR	NU	SL	51	SR	50	EL	EI	ER	EU	VVL	16	WR 49	WU	101AL	
4.15 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	9	48	0	61	
4:30 PM	ŏ	õ	ŏ	õ	ŏ	õ	4	ō	ŏ	ŏ	ŏ	ŏ	ŏ	15	39	ŏ	58	
4:45 PM	Ō	ō	ō	ō	Ō	ō	2	ō	0	ō	ō	ō	0	7	46	ō	55	
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	6	49	0	58	
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	9	50	0	61	
5:30 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	10	36	0	55	
5:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	8	51	0	65	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	0	0	34	2	0	0	0	0	0	80	367	0	483	
APPROACH %'s :		04.00 PM	05.00 PM		0.00%	0.00%	94.44%	5.56%					0.00%	17.90%	82.10%	0.00%	TOTAL	
PEAK HR :	0	04:00 PM	- 05:00 PM	0	0	0	14	2	0	0	0	0	0	47	1.91	0	244	
PEAK HR FACTOR :	0.000	0 000	0.000	0 000	0 000	0 000	0 700	0 500	0.000	0.000	0 000	0 000	0.000	0 734	0.943	0.000	2-14	
. LANTIN FACTOR .	0.000	0.000	0.000	0.000	0.000	0.000	57	0.000	0.000	0.000	0.000	0.000	5.000	0.871				

Location: Cocoanut Row & Worth Ave City: Palm Beach Control: 1-Way Stop(SB)													Project ID: 23-140105-023 Date: 2/28/2023					
-								Data	- HT									
NS/EW Streets:		Cocoar	nut Row		Cocoanut Row					Wort	h Ave		Worth Ave					
	NORTHBOUND				SOUTHBOUND					EAST	BOUND							
AM	0 NI	0 NT	0 NR	0 NU	0 SI	0 ST	0 SR	0 SU	0 Fl	0 FT	0 FR	0 FU	0 WI	0 WT	0 WR	0 WU	ΤΟΤΑΙ	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	3	
0:50 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2	
PIA CF.0	0	0	0	0	U	U	0	0	U	U	U	U	U	5	0	0	C	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	0	0	3	1	0	0	0	0	0	10	7	0	21	
APPROACH %'s :					0.00%	0.00%	75.00%	25.00%					0.00%	58.82%	41.18%	0.00%	TOTAL	
PEAK HR :	: 07:45 AM - 08:45 AM					0	2			0	0	0		-	-	0	TOTAL	
PEAK HR VOL :	0 000	0 000	0 000	0 000	0 000	0 000	5	0 250	0 000	0 000	0 000	0 000	0 000	0 250	5	0 000	16	
PEAK HK FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.350	0.417	0.000	0.571	
	NORTHBOUND				SOUTHBOUND				_	EAST	BOUND		WESTBOUND					
PIM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4.00 DM	NL	NI	NR	NU	SL	SI	SR	SU	EL	EI	ER	EU	WL	WI	WR	WU		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
4·30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	ő	ŏ	ŏ	ŏ	ő	ŏ	õ	ŏ	ő	ő	ő	õ	ŏ	1	ő	õ	1	
5:00 PM	0	Ő	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	
APPROACH %'s :													0.00%	66.67%	33.33%	0.00%		
PEAK HR :		04:00 PM	- 05:00 PM														TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	
## National Data & Surveying Services Intersection Turning Movement Count

Location: City: Control:	Cocoanut Palm Beac 1-Way Sto	Row & Wort th pp(SB)	th Ave										Pr	oject ID: 2 Date: 2	23-140105- 2/28/2023	023	
								Data -	Bikes								
NS/EW Streets:		Cocoar	nut Row			Cocoanu	it Row			Worth	Ave			Worth	Ave		
		NORTH	HBOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0110711		Ŭ	Ŭ		, in the second s	Ŭ			, i i i i i i i i i i i i i i i i i i i	Ť.	Ŭ			Ŭ			-
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	6	0	0	0	9	1	0	17
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	90.00%	10.00%	0.00%	
PEAK HR :		07:45 AM	- 08:45 AM		7:45 AM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	4	0	0	0	5	1	0	11
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.625	0.250	0.000	0.550
						0.23	50			0.5.	33			0.73	50		
		NORTH	HBOUIND			SOUTH				FASTB				WESTE			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00 PM	U	U	U	U	U	U	U	U	U	U	U	U	U	2	2	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5.45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5.15114		0	0	0	° i	0	0	0	U U	0	0	•	0	-	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	2	4	0	0	0	8	3	2	19
APPROACH %'s :									33.33%	66.67%	0.00%	0.00%	0.00%	61.54%	23.08%	15.38%	
PEAK HR :		04:00 PM	- 05:00 PM											_			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	4	0	0	0	3	1	0	10
	~ ~ ~ ~ ~ ~	0 000	0 000	0.000	0.000	0.000	0.000	0.000	0.050	0 500	0.000	0.000	0.000	0.275	0.250	0.000	

## National Data & Surveying Services Intersection Turning Location: Cocoanut Row & Worth Ave Movement Count Project ID: 23-140105-023

City:	Palm Beach					Date:	2/28/2023		
			Data - P	edestria	ans (Cros	sswalks)			
NS/EW Streets:	Cocoan	ut Row	Cocoar	nut Row	Wort	h Ave	Wort	h Ave	
A N /	NORT	h leg	SOUT	'H leg	EAST	r leg	WES	t leg	
Alvi	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	4	8	0	0	2	5	0	1	20
7:15 AM	6	3	0	0	4	6	0	0	19
7:30 AM	2	3	0	0	3	2	0	0	10
7:45 AM	4	2	0	0	6	21	0	0	33
8:00 AM	8	0	0	0	3	2	2	0	15
8:15 AM	11	4	0	0	9	12	1	1	38
8:30 AM	7	9	0	0	11	5	0	0	32
8:45 AM	7	4	0	0	7	12	0	1	31
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	49	33	0	0	45	65	3	3	198
APPROACH %'s :	59.76%	40.24%			40.91%	59.09%	50.00%	50.00%	
PEAK HR :	07:45 AM ·	- 08:45 AM	7:45 AM						TOTAL
PEAK HR VOL :	30	15	0	0	29	40	3	1	118
PEAK HR FACTOR :	0.682	0.417			0.659	0.476	0.375	0.250	0 776
	0.7	703			0.6	539	0.5	500	0.770

DNA	NORT	'H LEG	SOUT	'H LEG	EAS	Г LEG	WES	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	6	0	0	4	3	2	2	19
4:15 PM	5	4	0	0	4	9	0	0	22
4:30 PM	8	4	0	0	8	11	0	0	31
4:45 PM	10	8	0	0	8	6	3	3	38
5:00 PM	17	15	0	0	5	7	0	0	44
5:15 PM	14	8	0	0	7	13	0	0	42
5:30 PM	6	9	0	0	5	10	0	2	32
5:45 PM	24	8	0	0	7	12	0	0	51
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	86	62	0	0	48	71	5	7	279
APPROACH %'s :	58.11%	41.89%			40.34%	59.66%	41.67%	58.33%	
PEAK HR :	04:00 PM	- 05:00 PM	4:00 PM						TOTAL
PEAK HR VOL :	25	22	0	0	24	29	5	5	110
PEAK HR FACTOR :	0.625	0.688			0.750	0.659	0.417	0.417	0 724
	0.6	553			0.	597	0.4	117	0.724

## Cocoanut Row & Worth Ave

## Peak Hour Turning Movement Count







			Tl	JRNING M	OVEMEN	T COUNT	S (AM PE	AK)					
B				Ţ	L					Ţ			L
× R	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
viev	RAW COUNTS- 2023	8	1	7	9	0	7	0	187	17	40	224	0
iolfi	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ad & G	ADJUSTED EXISTING VOLUMES	8	1	7	9	0	7	0	187	17	40	224	0
Ro	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
ounty	GROWTH ADJUSTED VOLUMES	8	1	7	9	0	7	0	197	18	42	235	0
С О	125 Worth Avenue									9		7	
	2028 FUTURE TRAFFIC	8	1	7	9	0	7	0	197	27	42	242	0

			TI	JRNING M	IOVEMEN		S (PM PE	AK)					
7		L			L			L,			L,		
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	8	6	10	7	0	31	0	147	16	124	358	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	8	6	10	7	0	31	0	147	16	124	358	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	8	6	11	7	0	33	0	154	17	130	376	0
5	125 Worth Avenue									8		37	
	2028 FUTURE TRAFFIC	8	6	11	7	0	33	0	154	25	130	413	0

			TI	JRNING N	IOVEMEN		S (AM PE	AK)					
				Ţ	L			L		Ţ			L
ke	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Ρ̈́Υ	RAW COUNTS- 2023	0	0	0	19	61	83	62	142	0	0	237	42
to	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d & W	ADJUSTED EXISTING VOLUMES	0	0	0	19	61	83	62	142	0	0	237	42
х У	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Count	GROWTH ADJUSTED VOLUMES	0	0	0	20	64	87	65	149	0	0	249	44
S	125 Worth Avenue				7	2	14						
	2028 FUTURE TRAFFIC	0	0	0	27	66	101	65	149	0	0	249	44

			ті					<b>VK</b> )					
		L									L,		
Ve	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
À	RAW COUNTS- 2023	0	0	0	68	68	110	52	146	0	0	337	145
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
5	ADJUSTED EXISTING VOLUMES	0	0	0	68	68	110	52	146	0	0	337	145
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	71	71	116	55	153	0	0	354	152
S	125 Worth Avenue				37	13	75						
	2028 FUTURE TRAFFIC	0	0	0	108	84	191	55	153	0	0	354	152

			TI	JRNING N	IOVEMEN	T COUNTS	S (AM PE	AK)					
					L	Ļ		L			L		Ļ
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	20	35	35	0	0	0	0	217	17	48	230	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	20	35	35	0	0	0	0	217	17	48	230	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	21	37	37	0	0	0	0	228	18	50	242	0
ר ס	125 Worth Avenue								14		24		
	2028 FUTURE TRAFFIC	21	37	37	0	0	0	0	242	18	74	242	0

			τι	JRNING M	IOVEMEN	T COUNTS	S (PM PE	AK)					
				Ţ		→	Ţ	L		Ţ			Ļ
Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
an	RAW COUNTS- 2023	61	73	133	0	0	0	0	254	24	63	391	0
uvi	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
& Pei	ADJUSTED EXISTING VOLUMES	61	73	133	0	0	0	0	254	24	63	391	0
Rd	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
ounty	GROWTH ADJUSTED VOLUMES	64	77	140	0	0	0	0	267	25	66	411	0
s S	125 Worth Avenue								75		19		
	2028 FUTURE TRAFFIC	64	77	140	0	0	0	0	342	25	85	411	0

			TL	JRNING M	OVEMEN	T COUNT	S (AM PE	AK)					
lve					L,	Ļ		L	Ļ	Ţ	L,		L
an A	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
iilea	RAW COUNTS- 2023	0	0	0	0	0	54	0	225	0	1	310	38
С Ч	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
/ Rd 8	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	54	0	225	0	1	310	38
unty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Col	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	57	0	236	0	1	326	40
	2028 FUTURE TRAFFIC	0	0	0	0	0	57	0	236	0	1	326	40

			TI	JRNING M	OVEMEN	T COUNT	S (PM PE	AK)					
ve		L									L,		L
N A	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
llee	RAW COUNTS- 2023	0	0	0	0	0	68	0	338	0	2	404	75
5	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
/ Rd &	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	68	0	338	0	2	404	75
unty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Co	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	71	0	355	0	2	425	79
	2028 FUTURE TRAFFIC	0	0	0	0	0	71	0	355	0	2	425	79

			TL	JRNING M	OVEMEN		S (AM PE	AK)					
Ave					L	Ļ		L	Ļ	Ţ	L,		L
ian	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
tral	RAW COUNTS- 2023	0	0	70	0	0	0	0	302	42	0	354	0
Aus	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Rd & /	ADJUSTED EXISTING VOLUMES	0	0	70	0	0	0	0	302	42	0	354	0
١ty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Coul	GROWTH ADJUSTED VOLUMES	0	0	74	0	0	0	0	317	44	0	372	0
•	2028 FUTURE TRAFFIC	0	0	74	0	0	0	0	317	44	0	372	0

			Tl	JRNING M	OVEMEN		S (PM PE	AK)					
Ave		L									L		Ļ
ian	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
tral	RAW COUNTS- 2023	0	0	121	0	0	0	0	488	41	0	490	0
Aus	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Rd & /	ADJUSTED EXISTING VOLUMES	0	0	121	0	0	0	0	488	41	0	490	0
nty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Coul	GROWTH ADJUSTED VOLUMES	0	0	127	0	0	0	0	513	43	0	515	0
	2028 FUTURE TRAFFIC	0	0	127	0	0	0	0	513	43	0	515	0

			Tl	JRNING M	OVEMEN		S (AM PE	AK)					
Ave					L	Ļ		L	Ļ	Ţ	L,		L
an	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
zili	RAW COUNTS- 2023	5	13	35	4	15	17	25	229	13	21	318	13
Bra	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Rd &	ADJUSTED EXISTING VOLUMES	5	13	35	4	15	17	25	229	13	21	318	13
Inty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Cou	GROWTH ADJUSTED VOLUMES	5	14	37	4	16	18	26	241	14	22	334	14
	2028 FUTURE TRAFFIC	5	14	37	4	16	18	26	241	14	22	334	14

			τι	JRNING M	OVEMEN		S (PM PE	AK)					
Ave		L											L
an /	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ili	RAW COUNTS- 2023	17	10	39	21	23	37	34	400	23	15	421	39
Bra	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Rd &	ADJUSTED EXISTING VOLUMES	17	10	39	21	23	37	34	400	23	15	421	39
inty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Cou	GROWTH ADJUSTED VOLUMES	18	11	41	22	24	39	36	420	24	16	442	41
	2028 FUTURE TRAFFIC	18	11	41	22	24	39	36	420	24	16	442	41

			TL	JRNING M	OVEMEN		S (AM PE	AK)					
Way					L	Ļ	Ţ	L		Ţ	L		L
alm	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
el P.	RAW COUNTS- 2023	433	193	179	0	103	32	110	152	5	0	154	90
loya	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
کم & R	ADJUSTED EXISTING VOLUMES	433	193	179	0	103	32	110	152	5	0	154	90
ty F	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Coun	GROWTH ADJUSTED VOLUMES	455	203	188	0	108	34	116	160	5	0	162	95
Ś	2028 FUTURE TRAFFIC	455	203	188	0	108	34	116	160	5	0	162	95

			TI	JRNING M	OVEMEN		S (PM PE	AK)					
•		L						L			L,		
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	247	199	230	1	191	30	238	200	17	9	249	250
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	247	199	230	1	191	30	238	200	17	9	249	250
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
500	GROWTH ADJUSTED VOLUMES	260	209	242	1	201	32	250	210	18	9	262	263
S	2028 FUTURE TRAFFIC	260	209	242	1	201	32	250	210	18	9	262	263

			Tl	JRNING M	OVEMEN	T COUNT	S (AM PE	AK)					
Ave		L		Ţ	L	Ļ			Ļ	Ţ	L,		L
M M	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
avie	RAW COUNTS- 2023	0	0	0	0	1	11	155	480	0	0	219	66
Se	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
r Rd &	ADJUSTED EXISTING VOLUMES	0	0	0	0	1	11	155	480	0	0	219	66
Inty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Cou	GROWTH ADJUSTED VOLUMES	0	0	0	0	1	12	163	504	0	0	230	69
	2028 FUTURE TRAFFIC	0	0	0	0	1	12	163	504	0	0	230	69

			TI	JRNING M	OVEMEN		S (PM PE	AK)					
Ave		L									L		L
N.	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
avie	RAW COUNTS- 2023	0	0	0	4	1	28	49	425	0	0	501	26
Se	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
r Rd &	ADJUSTED EXISTING VOLUMES	0	0	0	4	1	28	49	425	0	0	501	26
unty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Col	GROWTH ADJUSTED VOLUMES	0	0	0	4	1	29	51	447	0	0	527	27
	2028 FUTURE TRAFFIC	0	0	0	4	1	29	51	447	0	0	527	27

			Tl	JRNING N	IOVEMEN	T COUNT	S (AM PE	AK)					
Ν				Ţ	L			L		L			L
na	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Icia	RAW COUNTS- 2023	250	53	175	7	35	3	102	571	43	0	227	143
Poir	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
koyal	ADJUSTED EXISTING VOLUMES	250	53	175	7	35	3	102	571	43	0	227	143
్ ర	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
ıty Rd	GROWTH ADJUSTED VOLUMES	263	56	184	7	37	3	107	600	45	0	239	150
our	Paramount Palm Beach	4							2			2	3
S													
	2028 FUTURE TRAFFIC	267	56	184	7	37	3	107	602	45	0	241	153

			TI	JRNING N	IOVEMEN		S (PM PE	AK)					
×					L			L,			L,		
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	162	68	154	32	100	20	197	318	35	0	227	143
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	162	68	154	32	100	20	197	318	35	0	227	143
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	170	71	162	34	105	21	207	334	37	0	239	150
	Paramount Palm Beach	24							16			10	14
ບ													
	2028 FUTURE TRAFFIC	194	71	162	34	105	21	207	350	37	0	249	164

			TL	JRNING M	OVEMEN	T COUNT	S (AM PE	AK)					
Row					L	Ļ		L	Ļ	Ţ	L,		L
l Si	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ake	RAW COUNTS- 2023	0	0	0	20	0	18	0	691	36	14	377	0
Bre	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Rd &	ADJUSTED EXISTING VOLUMES	0	0	0	20	0	18	0	691	36	14	377	0
nty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Cou	GROWTH ADJUSTED VOLUMES	0	0	0	21	0	19	0	726	38	15	396	0
	2028 FUTURE TRAFFIC	0	0	0	21	0	19	0	726	38	15	396	0

			Tl	JRNING M	OVEMEN		S (PM PE	AK)					
Row		L		Ţ						L	L		L
rs F	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ake	RAW COUNTS- 2023	0	0	0	70	0	46	0	504	75	44	539	0
ם	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Rd &	ADJUSTED EXISTING VOLUMES	0	0	0	70	0	46	0	504	75	44	539	0
nty	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
S Cou	GROWTH ADJUSTED VOLUMES	0	0	0	74	0	48	0	530	79	46	566	0
	2028 FUTURE TRAFFIC	0	0	0	74	0	48	0	530	79	46	566	0

			Tl	JRNING M	OVEMEN		S (AM PE	AK)					
		L			L			L		Ţ	L,		L
Ve	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
et A	RAW COUNTS- 2023	24	2	44	10	2	4	50	745	25	6	315	18
sur	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d & Sı	ADJUSTED EXISTING VOLUMES	24	2	44	10	2	4	50	745	25	6	315	18
y R	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Count	GROWTH ADJUSTED VOLUMES	25	2	46	11	2	4	53	783	26	6	331	19
Z	Paramount Palm Beach		1		5				2	4	2		
	2028 FUTURE TRAFFIC	25	3	46	16	2	4	53	785	30	8	331	19

			τι	JRNING M	<b>IOVEMEN</b>	T COUNTS	S (PM PE	AK)					
				Ţ		→	Ţ			L			L
Ve	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
et A	RAW COUNTS- 2023	20	1	67	11	7	4	54	434	14	3	677	23
sur	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d & Sı	ADJUSTED EXISTING VOLUMES	20	1	67	11	7	4	54	434	14	3	677	23
y R	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Count	GROWTH ADJUSTED VOLUMES	21	1	70	12	7	4	57	456	15	3	712	24
Z	Paramount Palm Beach		4		24	2	22		16	24	12		
ľ	2028 FUTURE TRAFFIC	21	5	70	36	9	26	57	472	39	15	712	24

			Tl	JRNING M	OVEMEN	T COUNT	S (AM PE	AK)					
		L		Ţ	L		Ţ			Ţ			L
Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
se /	RAW COUNTS- 2023	54	19	25	62	22	13	43	657	76	17	251	21
Inri	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d & Su	ADJUSTED EXISTING VOLUMES	54	19	25	62	22	13	43	657	76	17	251	21
ς Rc	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
County	GROWTH ADJUSTED VOLUMES	57	20	26	65	23	14	45	691	80	18	264	22
z	Paramount Palm Beach		1						3	3	2	2	
	2028 FUTURE TRAFFIC	57	21	26	65	23	14	45	694	83	20	266	22

			TI	JRNING M	IOVEMEN		S (PM PE	AK)					
		L			L			L,	↓		L,		Ļ
Ve	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
se l	RAW COUNTS- 2023	42	33	62	70	58	9	40	318	98	17	568	49
Inriș	PSCF	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 & SU	ADJUSTED EXISTING VOLUMES	42	33	62	70	58	9	40	318	98	17	568	49
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
County	GROWTH ADJUSTED VOLUMES	44	35	65	74	61	9	42	334	103	18	597	51
z	Paramount Palm Beach		4					2	14	21	12	12	
	2028 FUTURE TRAFFIC	44	39	65	74	61	9	44	348	124	30	609	51

			TL	JRNING M	OVEMEN	T COUNTS	S (AM PE	AK)					
e					L,	Ļ		L	Ļ	Ţ	L,		L
H Av	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
lsel	RAW COUNTS- 2023	5	7	15	58	6	12	27	491	188	5	243	3
Sur	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
/ PI &	ADJUSTED EXISTING VOLUMES	5	7	15	58	6	12	27	491	188	5	243	3
dley	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Bra	GROWTH ADJUSTED VOLUMES	5	7	16	61	6	13	28	516	198	5	255	3
	2028 FUTURE TRAFFIC	5	7	16	61	6	13	28	516	198	5	255	3

			TI	JRNING M	OVEMEN		S (PM PE	AK)					
		L		Ţ					↓		L		Ļ
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	2	4	32	112	4	16	27	328	178	3	517	4
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
5	ADJUSTED EXISTING VOLUMES	2	4	32	112	4	16	27	328	178	3	517	4
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	2	4	34	118	4	17	28	345	187	3	543	4
	2028 FUTURE TRAFFIC	2	4	34	118	4	17	28	345	187	3	543	4

			TL	JRNING M	OVEMEN	T COUNT	S (AM PE	AK)					
/e				Ţ	L	Ļ		L	Ļ	Ţ	L,		L
e Av	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Irise	RAW COUNTS- 2023	0	0	0	54	0	55	0	414	77	19	190	0
Sun	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PI &	ADJUSTED EXISTING VOLUMES	0	0	0	54	0	55	0	414	77	19	190	0
lley	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Brad	GROWTH ADJUSTED VOLUMES	0	0	0	57	0	58	0	435	81	20	200	0
	2028 FUTURE TRAFFIC	0	0	0	57	0	58	0	435	81	20	200	0

			Tl	JRNING N	OVEMEN		S (PM PE	AK)					
/e		L							↓	Ţ	L		L
Ă	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LISE	RAW COUNTS- 2023	0	0	0	160	0	37	0	250	87	27	353	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
อี	ADJUSTED EXISTING VOLUMES	0	0	0	160	0	37	0	250	87	27	353	0
alley	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Bra	GROWTH ADJUSTED VOLUMES	0	0	0	168	0	39	0	263	91	28	371	0
	2028 FUTURE TRAFFIC	0	0	0	168	0	39	0	263	91	28	371	0