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CONCEPTUAL DESIGN VISION » WESTERN CORRIDOR

LAS OLAS BOULEVARD CORRIDOR DESIGN PROJECT

Traffic Analysis

February 2025



DOCUMENT CONTROLS

Issue/Revision	First Issue	Revision 1
Remarks		
Date	02/10/2025	02/12/2025
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ACRONYMS

TMC	Turning Movement Counts
ADT	Average Daily Traffic
SBR	Southbound Right
WBR	Westbound Right
FDOT	Florida Department of Transportation
HCM	Highway Capacity Manual
NEMA	National Electrical Manufacturers Association
LOS	Level of Service
QLOS	Quality Level of Service

1 | INTRODUCTION

The City of Fort Lauderdale intends to develop the design for Las Olas Boulevard corridor phase 1 segment from South Andrews Avenue to Southeast 17th Avenue. The design will be based on the Las Olas Conceptual Design Vision Master Plan (Western and Eastern Corridor) prepared in June 2021. This report will primarily focus on the traffic analysis associated with the Las Olas Boulevard corridor design.

The project limits include Broward Boulevard from SE 12th Avenue to SE 17th Avenue, as well as Las Olas Boulevard from SE 12th Avenue to SE 17th Avenue. Broward Boulevard from SE 12th Avenue to SE 15th Avenue is a two-way street with two (2) through lanes and a two-way left turn lane in the middle. Broward Boulevard from SE 15th Avenue to SE 17th Avenue has a one-lane each way. Las Olas Boulevard from SE 12th Avenue to SE 15th Avenue is a two-way street with one (1) through lane and a bike lane on both sides of the roadway. Las Olas Boulevard from SE 15th Avenue to SE 17th Avenue is a two-way street with two (2) through lanes. Both Broward Boulevard and Las Olas Boulevard have parallel parking along most parts of both sides (north and south) of the roadway.

There are a total of eight intersections within the study limits. The intersections of Broward Boulevard & SE 15th Avenue and Las Olas Boulevard & SE 15th Avenue operate as signalized intersections. Broward Boulevard at SE 12th Avenue, SE 16th Avenue and SE 17th Avenue and Las Olas Boulevard at SE 12th Avenue, SE 16th Avenue and SE 17th Avenue operate as unsignalized intersections. A project location map is shown in **Figure 1**.



Figure 1. Project Location Map

2 | ANALYSIS SCENARIOS

A traffic analysis was performed to capture the impacts of the following three scenarios. A base scenario was also conducted to establish a baseline traffic operational condition. It should be noted that all the analyses were conducted for the existing condition only.

- **Scenario A:** In this scenario, an analysis was performed for the closure of SE 17th Avenue at Las Olas Boulevard. Currently, a right turn movement is allowed from southbound SE 17th Avenue to westbound Las Olas Boulevard, which would be closed in this scenario.
- **Scenario B:** In this scenario, an analysis was performed to convert SE 16th Avenue from two-way to one-way. Currently, SE 16th Avenue operates as a two-way road between Broward Boulevard and Las Olas Boulevard. In this scenario, SE 16th Avenue segment between SE 2nd Street and Las Olas Boulevard would operate as southbound only.
- **Scenario C:** Both Scenario A and Scenario B were combined in this scenario, which means SE 17th Avenue southbound right turn movement would be closed at Las Olas Boulevard (Scenario A) and the SE 16th Avenue segment between SE 2nd Street and Las Olas Boulevard would operate as southbound only (Scenario B).



3 | DATA COLLECTION

The WSP Consultant team collected existing (2024) traffic data for this project. Data collection included Turning Movement Counts (TMCs) at the locations shown in **Figure 1** and 72-hour Average Daily Traffic (ADT) counts. The data collection was conducted after construction of the dual southbound left turn lanes at SE 15th Avenue and Las Olas Boulevard was completed.

TMCs during AM peak period (from 7:00 AM to 9:00 AM) and during PM peak period (from 4:00 PM to 6:00 PM) were collected on September 17th, 2024, at the following intersections:

- Broward Boulevard and SE 12th Avenue (unsignalized intersection)
- Broward Boulevard and SE 15th Avenue (signalized intersection)
- Broward Boulevard and SE 16th Avenue (unsignalized intersection)
- Broward Boulevard and SE 17th Avenue (unsignalized intersection)
- Las Olas Boulevard and SE 12th Avenue (unsignalized intersection)
- Las Olas Boulevard and SE 15th Avenue (signalized intersection)
- Las Olas Boulevard and SE 16th Avenue (unsignalized intersection)
- Las Olas Boulevard and SE 17th Avenue (unsignalized intersection)

72-hour counts were collected on September 17th, 18th, and 19th of 2024, at the following locations:

- SE 15th Avenue between SE 2nd Street and SE 1st Street
- SE 16th Avenue between SE 2nd Street and SE 1st Street
- SE 17th Avenue between SE 2nd Street and SE 2nd Court

TMCs and 72-hour counts are included in **Appendix A. Figure 2** provides a graphical representation of the peak-hour TMCs at the intersections and ADT volumes.

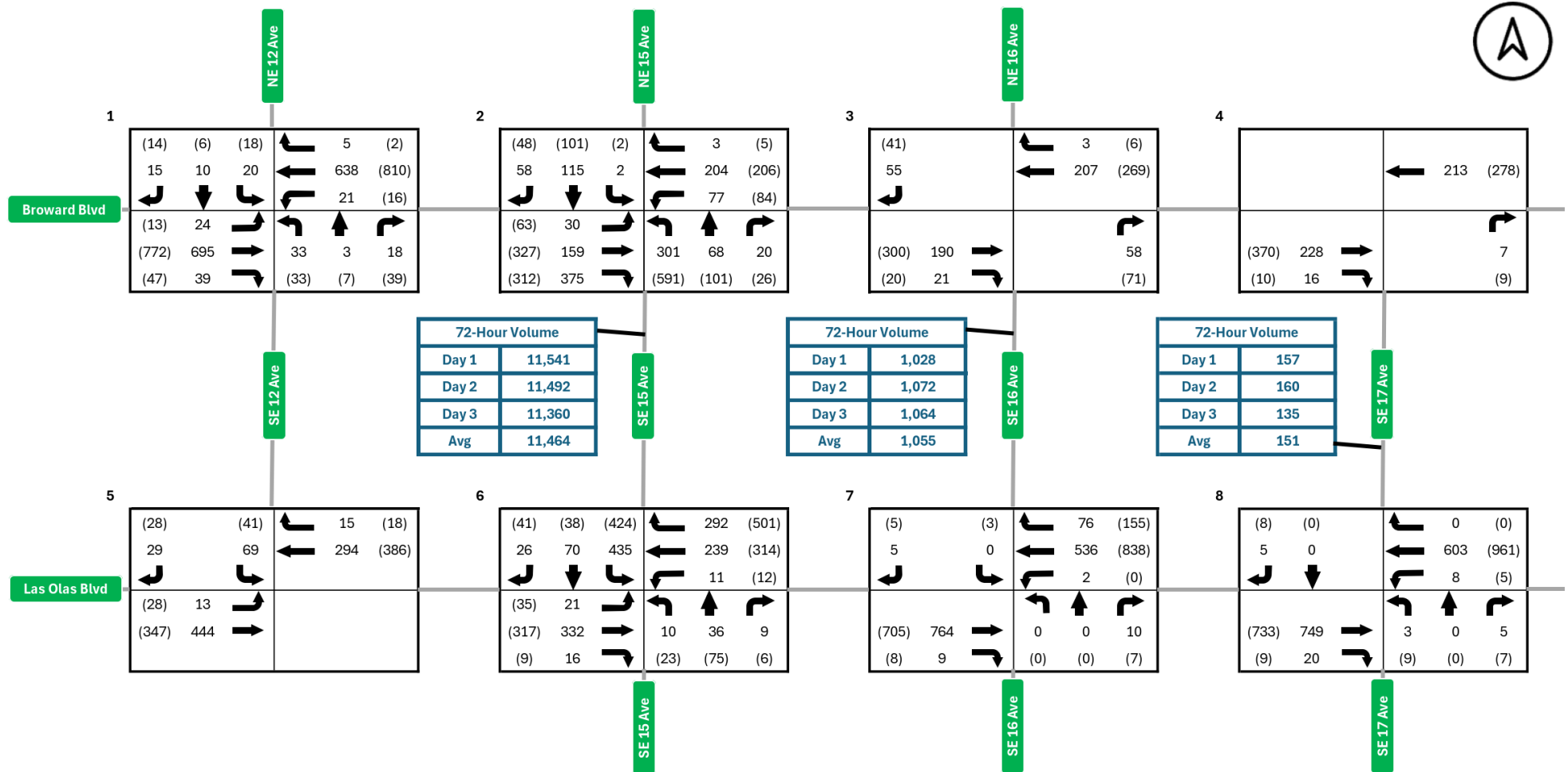


Figure 2. Peak-Hour Turning Movement Counts - Base Scenario



4 | TRAFFIC DIVERSION

Traffic diversion due to the proposed scenarios and the proposed dual northbound left turn lanes at SE 15th Avenue and Broward Boulevard was originally assumed to be obtained from a prior engineering study. In this regard, the 'SE 15th Avenue and SE 12th/SE 13th Avenue' study conducted in 2015 was reviewed. However, the 2015 study (i) did not assume dual northbound left turn lanes at the SE 15th Avenue and Broward Boulevard intersection and (ii) did not include the intersections east of SW 15th Avenue in the study area (e.g., SW 16th Avenue, SW 17th Avenue), which are a major focus in the current study. Hence, traffic diversion for this study was assumed as described below. In addition, an assessment was conducted to determine committed developments within and near the study area. However, based on the City of Fort Lauderdale Zoning Map and correspondence with the Development Services Department, it was determined that no committed developments need to be considered for this study.

- **Scenario A:** SBR movement during AM and PM peak hours (<10 vehicles) at SE 17th Avenue and Las Olas Boulevard would be impacted by the road closure in this scenario. It was assumed that these vehicles would be using SW 16th Avenue to make the right turn onto the Las Olas Blvd. **Figure 3** provides a graphical representation of the TMCs under Scenario A.
- **Scenario B:** WBR movement (76 vehicles in the AM peak hour and 155 vehicles in the PM peak hour) at SE 16th Avenue and Las Olas Boulevard would be impacted by the road closure due to the one-way conversion. It was assumed that these vehicles would be re-routed and use the westbound right turn movement at the Las Olas Boulevard and SW 15th Avenue intersection. **Figure 4** provides a graphical representation of the TMCs under Scenario B.
- **Scenario C:** Traffic diversion assumptions from Scenario A and Scenario B were combined in this scenario. Therefore, it was assumed that SBR vehicles at SE 17th Avenue and Las Olas Boulevard would be using SW 16th Avenue to make the right turn onto the Las Olas Blvd (Scenario A) and WBR vehicles at SE 16th Avenue and Las Olas Boulevard would be using the intersection at Las Olas Boulevard and SW 15th Avenue to make the WB right turn movement. **Figure 5** provides a graphical representation of the TMCs under Scenario C..

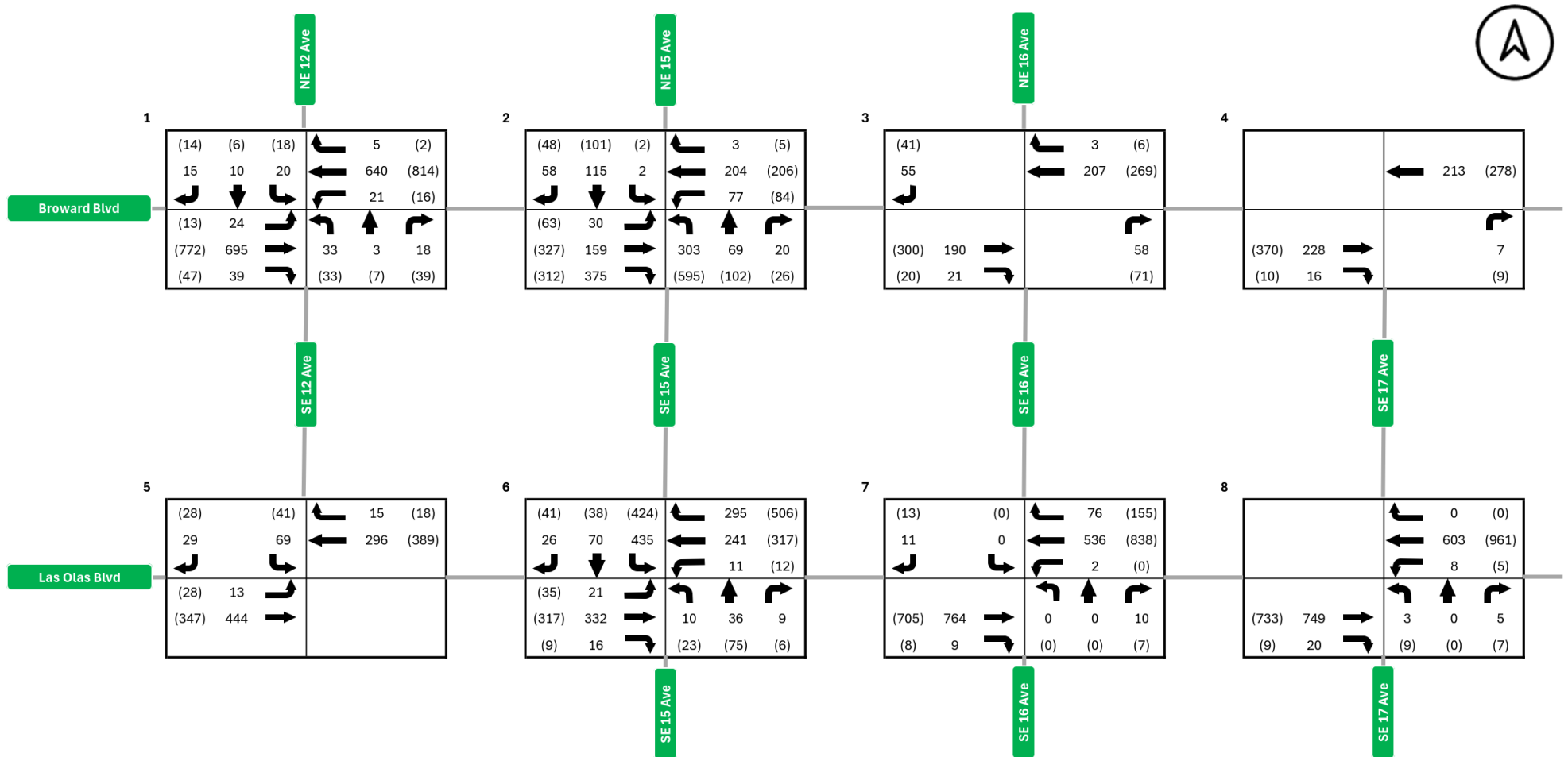


Figure 3. Peak-Hour Turning Movement Counts - Scenario A

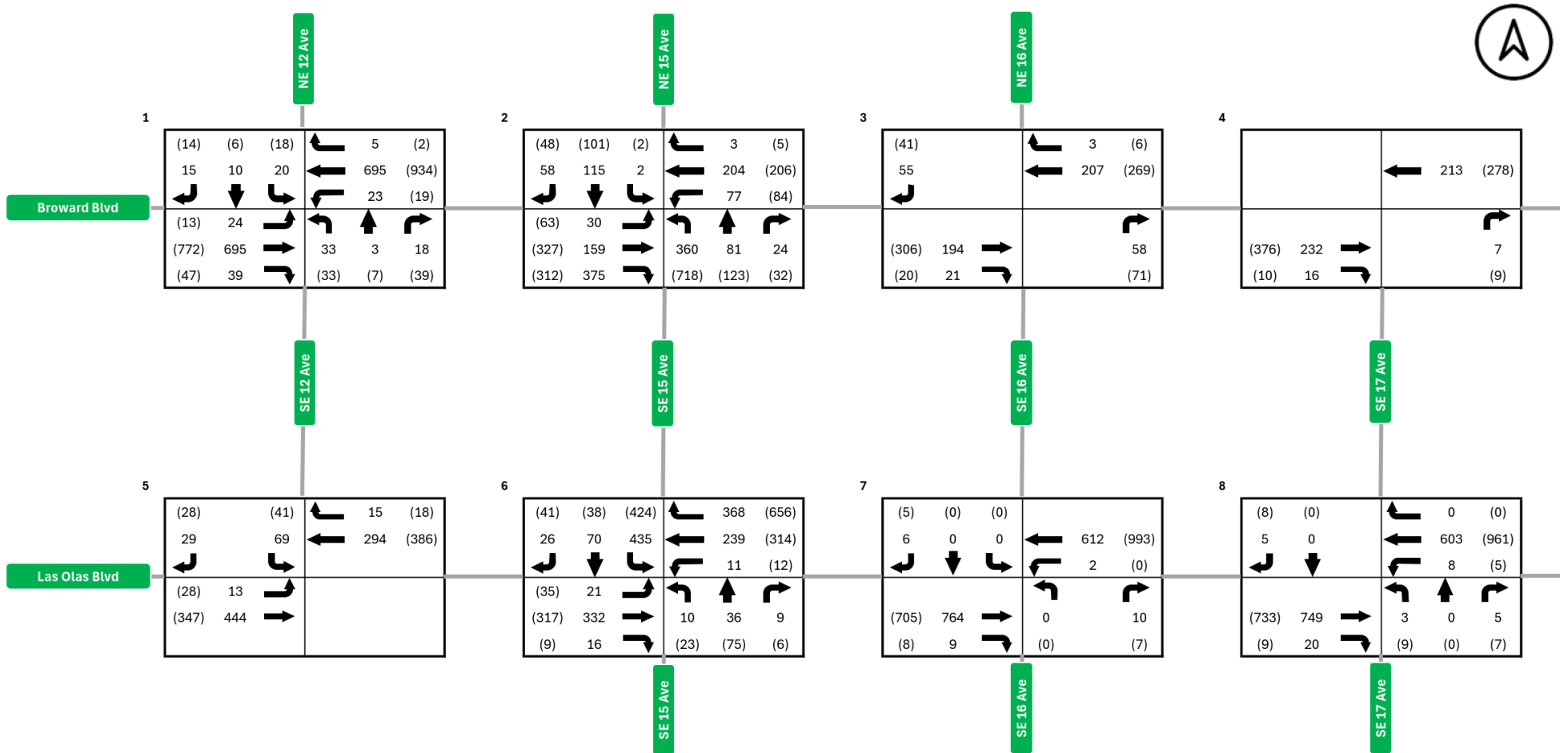


Figure 4. Peak-Hour Turning Movement Counts - Scenario B

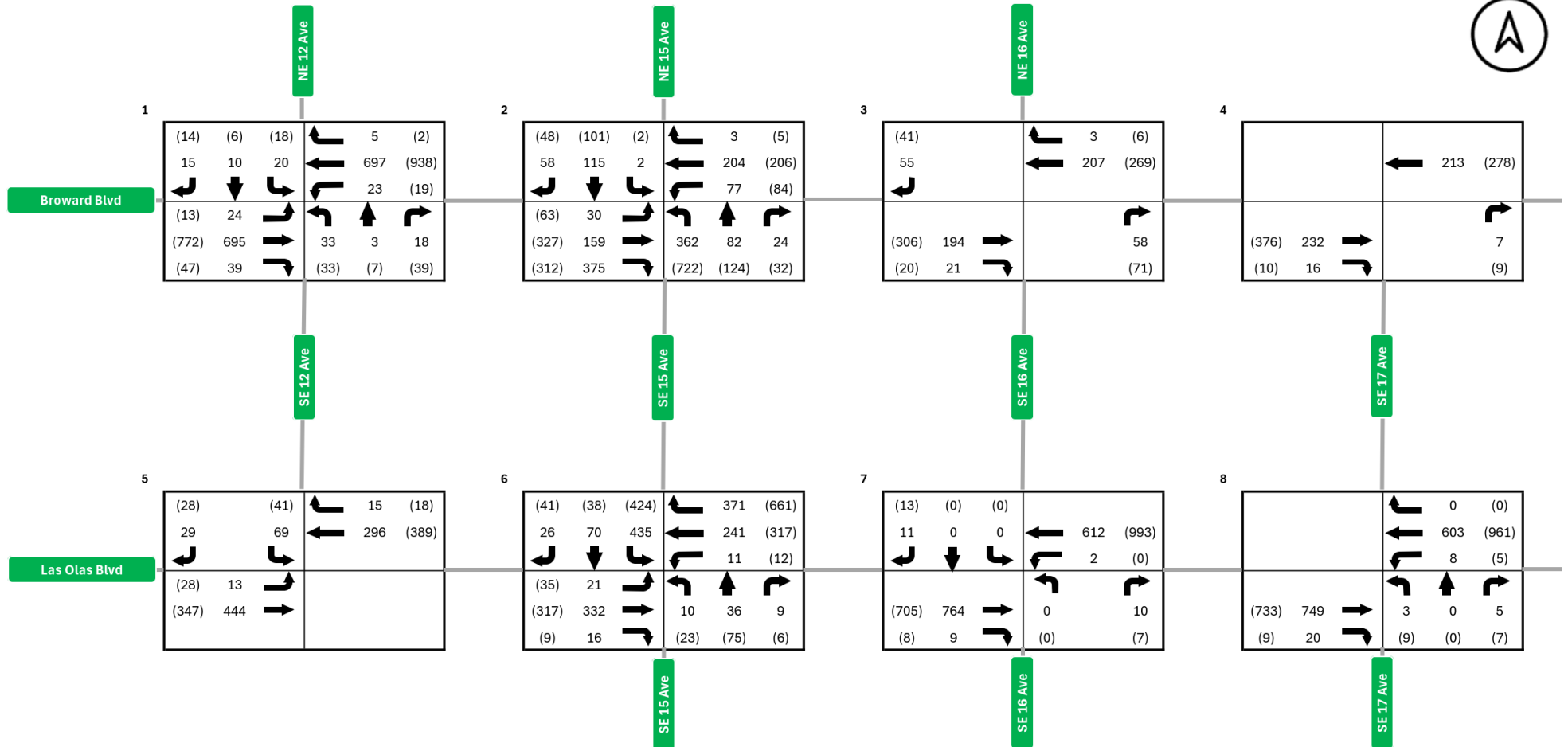


Figure 5. Peak-Hour Turning Movement Counts - Scenario C



5 | INTERSECTION ANALYSIS

Collected TMCs data were used to perform a traffic operational analysis for the Base Scenario, Scenario A, Scenario B, and Scenario C using the following assumptions.

- All traffic volumes were collected in 15-minute intervals and were adjusted to peak season conditions (peak season factor 1.15). The TMCs and FDOT peak season factor category report is provided in **Appendix A**.
- Signalized intersections were analyzed using the Highway Capacity Manual (HCM) 2000 methodology as HCM 6th Edition does not support non NEMA phasing. Unsignalized intersections were also analyzed using HCM 2000 methodology, as implemented in Synchro 12. Existing AM and PM peak hour intersection performance measures (e.g., Delay and LOS) for each study intersection and approaches were analyzed.
- Signal timing information for signalized intersections within the study area were obtained from the Broward County. Signal timing data and traffic operational analysis Synchro model outputs are included in **Appendix B**.

5.1 Base Scenario

This section summarizes the analysis of the Base Scenario during the weekday AM and PM peak hours for all intersections within the project limits. Intersection delay and level of service (LOS) operational analysis results are summarized below and provided in **Table 1**.

1. Broward Boulevard & SE 12th Avenue:
 - The intersection operates at LOS A during both AM and PM peak hours.
 - All movements at this intersection operate within acceptable LOS during AM and PM peak hours.
2. Broward Boulevard & SE 15th Avenue:
 - The intersection operates at LOS C during the AM peak hour and at LOS D during the PM peak hour.
 - All movements at this intersection operate within acceptable LOS during AM and PM peak hours.

3. Broward Boulevard & SE 16th Avenue:

- The intersection operates at LOS A during both AM and PM peak hours.
- All movements at this intersection operate within acceptable LOS during AM and PM peak hours.

4. Broward Boulevard & SE 17th Avenue:

- The intersection operates at LOS A during both AM and PM peak hours.
- All movements at this intersection operate within acceptable LOS during AM and PM peak hours.

5. Las Olas Boulevard & SE 12th Avenue:

- The intersection operates at LOS A during both AM and PM peak hours.
- All movements at this intersection operate within acceptable LOS during AM and PM peak hours.

6. Las Olas Boulevard & SE 15th Avenue:

- The intersection operates at LOS C during AM peak hours and LOS D during PM peak hours.
- All movements at this intersection operate within acceptable LOS during AM and PM peak hours.

7. Las Olas Boulevard & SE 16th Avenue:

- The intersection operates at LOS A during both AM and PM peak hours.
- All movements at this intersection operate within acceptable LOS during AM and PM peak hours.

8. Las Olas Boulevard & SE 17th Avenue:

- The intersection operates at LOS A during both AM and PM peak hours.
- All movements at this intersection operate within acceptable LOS during AM and PM peak hours.

Table 1. Intersection Analysis - Base Scenario

Intersection	Measure ¹	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
Broward Blvd & SE 12th Ave	Delay ²	1.4	0.3	0.3	17.5	16.6	1.4	0.2	0.2	18.6	18.5
	LOS ²	A*	A**	A**	C	C	A*	A**	A**	C	C
Broward Blvd & SE 15th Ave	Delay ³	23.6	23.3	15.4	25.4	33.8	44.8	40.0	21.6	58.9	44.9
	LOS ³	C	C	B	C	C	D	D	C	E	D
Broward Blvd & SE 16th Ave	Delay ²	2.0	-	-	9.5	9.8	1.6	-	-	10	10.2
	LOS ²	A*	**	**	A	A	A*	**	**	A	B
Broward Blvd & SE 17th Ave	Delay ²	0.2	-	-	9.7	-	0.1	-	-	10.2	-
	LOS ²	A*	**	**	A	***	A*	**	**	B	***
Las Olas Blvd & SE 12th Ave	Delay ²	2.2	0.3	-	-	17.4	1.7	0.9	-	-	16.1
	LOS ²	A*	A**	**	***	C	A*	A**	**	***	C
Las Olas Blvd & SE 15th Ave	Delay ³	27.5	11.4	15.8	46	48.7	36.2	30.8	41.6	64.5	25.2
	LOS ³	C	B	B	D	D	D	C	D	E	C
Las Olas Blvd & SE 16th Ave	Delay ²	0.1	-	-	10.6	10.5	0.1	-	-	9.9	12.5
	LOS ²	A*	**	A**	B	B	A*	**	**	A	B
Las Olas Blvd & SE 17th Ave	Delay ²	0.2	-	0.2	18.6	10.4	0.3	-	0.1	26.5	12.3
	LOS ²	A*	**	A**	C	B	A*	**	A**	D	B

Notes:

¹Delay is measured in seconds per vehicle

²Delay and LOS are measured based on HCM 2000 Unsignalized Intersections Capacity Analysis

³Delay and LOS are measured based on HCM 2000 Signalized Intersections Capacity Analysis

* Intersection operates as stop-controlled

**Approach operates as free flow

***Approach does not exit, hence approach Delay & LOS are not defined



5.2 Scenario A

This section summarizes the analysis of Scenario A during the weekday AM and PM peak hours for all intersections within the project limits. Intersection delay and level of service (LOS) operational analysis results are summarized below and provided in **Table 2**.

1. Broward Boulevard & SE 12th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
2. Broward Boulevard & SE 15th Avenue:
 - The intersection would operate at LOS C during AM peak hours and at LOS D during PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
3. Broward Boulevard & SE 16th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
4. Broward Boulevard & SE 17th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
5. Las Olas Boulevard & SE 12th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
6. Las Olas Boulevard & SE 15th Avenue:
 - The intersection would operate at LOS C during AM peak hours and LOS D during PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

7. Las Olas Boulevard & SE 16th Avenue:

- The intersection would operate at LOS A during both AM and PM peak hours.
- All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

8. Las Olas Boulevard & SE 17th Avenue:

- The intersection would operate at LOS A during both AM and PM peak hours.
- All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

Table 2. Intersection Analysis – Scenario A

Intersection	Measure ¹	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
Broward Blvd & SE 12th Ave	Delay ²	1.4	0.3	0.3	17.5	16.6	1.4	0.2	0.2	18.7	18.6
	LOS ²	A*	A**	A**	C	C	A*	A**	A**	C	C
Broward Blvd & SE 15th Ave	Delay ³	23.6	23.4	15.4	25.4	33.9	45.5	40.0	21.6	60.7	44.9
	LOS ³	C	C	B	C	C	D	D	C	E	D
Broward Blvd & SE 16th Ave	Delay ²	2.0	-	-	9.5	9.8	1.6	-	-	10.0	10.2
	LOS ²	A*	**	**	A	A	A*	**	**	A	B
Broward Blvd & SE 17th Ave	Delay ²	0.2	-	-	9.7	-	0.1	-	-	10.2	-
	LOS ²	A*	**	**	A	***	A*	**	**	B	***
Las Olas Blvd & SE 12th Ave	Delay ²	2.2	0.3	-	-	17.5	1.7	0.9	-	-	16.2
	LOS ²	A*	A**	**	***	C	A*	A**	**	***	C
Las Olas Blvd & SE 15th Ave	Delay ³	27.5	11.4	15.8	46.0	48.7	36.3	30.8	41.7	64.5	25.2
	LOS ³	C	B	B	D	D	D	C	D	E	C
Las Olas Blvd & SE 16th Ave	Delay ²	0.2	-	-	10.6	10.5	0.1	-	-	9.9	12.6
	LOS ²	A*	**	A**	B	B	A*	**	**	A	B
Las Olas Blvd & SE 17th Ave	Delay ²	0.2	-	0.2	16.5	-	0.2	-	0.1	21.6	-
	LOS ²	A*	**	A**	C	***	A*	**	A	C	***

Notes:

¹Delay is measured in seconds per vehicle

²Delay and LOS are measured based on HCM 2000 Unsignalized Intersections Capacity Analysis

³Delay and LOS are measured based on HCM 2000 Signalized Intersections Capacity Analysis

* Intersection operates as stop-controlled

**Approach operates as free flow

***Approach does not exit, hence approach Delay & LOS are not defined

5.3 Scenario B

This section summarizes the analysis of Scenario B during the weekday AM and PM peak hours for all intersections within the project limits. Intersection delay and level of service (LOS) operational analysis results are summarized below and provided in **Table 3**.

1. Broward Boulevard & SE 12th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
2. Broward Boulevard & SE 15th Avenue:
 - The intersection would operate at LOS C during AM peak hours and at LOS E during PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours. The northbound approach during the PM peak hours would operate at LOS F.
3. Broward Boulevard & SE 16th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
4. Broward Boulevard & SE 17th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
5. Las Olas Boulevard & SE 12th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
6. Las Olas Boulevard & SE 15th Avenue:
 - The intersection would operate at LOS C during AM peak hours and LOS D during PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

7. Las Olas Boulevard & SE 16th Avenue:

- The intersection would operate at LOS A during both AM and PM peak hours.
- All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

8. Las Olas Boulevard & SE 17th Avenue:

- The intersection would operate at LOS A during both AM and PM peak hours.
- All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

Table 3. Intersection Analysis – Scenario B

Intersection	Measure ¹	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
Broward Blvd & SE 12th Ave	Delay ²	1.4	0.3	0.3	17.8	17.4	1.4	0.2	0.2	19.4	21.0
	LOS ²	A*	A**	A**	C	C	A*	B**	A**	C	C
Broward Blvd & SE 15th Ave	Delay ³	25.3	24.7	16.7	27.1	36.3	73.8	40.0	21.6	123.5	44.9
	LOS ³	C	C	B	C	D	E	D	C	F	D
Broward Blvd & SE 16th Ave	Delay ²	2.0	-	-	9.5	9.8	1.6	-	-	10.0	10.2
	LOS ²	A*	**	**	A	A	A*	**	**	B	B
Broward Blvd & SE 17th Ave	Delay ²	0.2	-	-	9.7	-	0.1	-	-	10.3	-
	LOS ²	A*	**	**	A	***	A*	**	**	B	***
Las Olas Blvd & SE 12th Ave	Delay ²	2.2	0.3	-	-	17.4	1.7	0.9	-	-	16.1
	LOS ²	A*	A**	**	***	C	A*	A**	**	***	C
Las Olas Blvd & SE 15th Ave	Delay ³	27.1	11.4	16.1	46.0	48.7	37.1	30.8	42.7	64.5	25.2
	LOS ³	C	B	B	D	D	D	C	D	E	C
Las Olas Blvd & SE 16th Ave	Delay ²	0.1	-	-	10.6	10.5	0.1	-	-	9.9	12.5
	LOS ²	A*	**	A**	B	B	A*	**	**	A	B
Las Olas Blvd & SE 17th Ave	Delay ²	0.2	-	0.2	18.6	10.4	0.3	-	0.1	26.5	12.3
	LOS ²	A*	**	A**	C	B	A*	**	A**	D	B

Notes:

¹Delay is measured in seconds per vehicle

²Delay and LOS are measured based on HCM 2000 Unsignalized Intersections Capacity Analysis

³Delay and LOS are measured based on HCM 2000 Signalized Intersections Capacity Analysis

* Intersection operates as stop-controlled

**Approach operates as free flow

***Approach does not exit, hence approach Delay & LOS are not defined



5.4 Scenario C

This section summarizes the analysis of Scenario C during the weekday AM and PM peak hours for all intersections within the project limits. Intersection delay and level of service (LOS) operational analysis results are summarized below and provided in **Table 4**.

1. Broward Boulevard & SE 12th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
2. Broward Boulevard & SE 15th Avenue:
 - The intersection would operate at LOS C during AM peak hours and at LOS E during PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours. The northbound approach during the PM peak hours would operate at LOS F.
3. Broward Boulevard & SE 16th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
4. Broward Boulevard & SE 17th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
5. Las Olas Boulevard & SE 12th Avenue:
 - The intersection would operate at LOS A during both AM and PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.
6. Las Olas Boulevard & SE 15th Avenue:
 - The intersection would operate at LOS C during AM peak hours and LOS D during PM peak hours.
 - All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

7. Las Olas Boulevard & SE 16th Avenue:

- The intersection would operate at LOS A during both AM and PM peak hours.
- All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

8. Las Olas Boulevard & SE 17th Avenue:

- The intersection would operate at LOS A during both AM and PM peak hours.
- All movements at this intersection would operate within acceptable LOS during AM and PM peak hours.

Table 4. Intersection Analysis – Scenario C

Intersection	Measure ¹	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
Broward Blvd & SE 12th Ave	Delay ²	1.4	0.3	0.3	17.8	17.4	1.4	0.2	0.2	19.4	21.1
	LOS ²	A*	A**	A**	C	C	A*	B**	A**	C	C
Broward Blvd & SE 15th Ave	Delay ³	25.4	24.7	16.7	27.3	36.3	75.1	40.0	21.6	126.2	44.9
	LOS ³	C	C	B	C	D	E	D	C	F	D
Broward Blvd & SE 16th Ave	Delay ²	2.0	-	-	9.5	9.8	1.6	-	-	10.0	10.2
	LOS ²	A*	**	**	A	A	A*	**	**	B	B
Broward Blvd & SE 17th Ave	Delay ²	0.2	-	-	9.7	-	0.1	-	-	10.3	-
	LOS ²	A*	**	**	A	***	A*	**	**	B	***
Las Olas Blvd & SE 12th Ave	Delay ²	2.2	0.3	-	-	17.5	1.7	0.9	-	-	16.2
	LOS ²	A*	A**	**	***	C	A*	A**	**	***	C
Las Olas Blvd & SE 15th Ave	Delay ³	27.0	11.4	16.2	46.0	48.7	37.2	30.8	42.8	64.5	25.2
	LOS ³	C	B	B	D	D	D	C	D	E	C
Las Olas Blvd & SE 16th Ave	Delay ²	0.2	-	-	10.6	10.5	0.1	-	-	9.9	12.6
	LOS ²	A*	**	A**	B	B	A*	**	**	A	B
Las Olas Blvd & SE 17th Ave	Delay ²	0.2	-	0.2	16.5	-	0.2	-	0.1	21.6	-
	LOS ²	A*	**	A**	C	***	A*	**	A**	C	***

Notes:

¹Delay is measured in seconds per vehicle

²Delay and LOS are measured based on HCM 2000 Unsignalized Intersections Capacity Analysis

³Delay and LOS are measured based on HCM 2000 Signalized Intersections Capacity Analysis

* Intersection operates as stop-controlled

**Approach operates as free flow

***Approach does not exit, hence approach Delay & LOS are not defined

6 | SEGMENT ANALYSIS

Volume counts were also conducted at one location along the SE 15th Avenue, SE 16th Avenue, and SE 17th Avenue between Broward Boulevard and Las Olas Boulevard to capture the impact of the three scenarios. Daily segment Level of Service (LOS) was estimated using the 2023 FDOT Quality Level of Service (QLOS). Segment analysis was performed by comparing 72-hour Average Daily Traffic (ADT) counts with the 2023 FDOT Quality Level of Service (QLOS) thresholds. It should be noted that all three segments analyzed were identified as a C4 (Urban General) context class roadway based on the FDOT Preliminary Context Classification.

- Segment 1: SE 15th Avenue between SE 2nd Street and SE 1st Street
- Segment 2: SE 16th Avenue between SE 2nd Street and SE 1st Street
- Segment 3: SE 17th Avenue between SE 2nd Street and SE 2nd Court

For the segment analysis, corresponding adjustment factors were applied where appropriate. For instance, non-state-owned roadways generally have lower service volumes than state-owned facilities due to lower green times at signalized intersections. Hence, a 10% service volume reduction factor (0.90 adjustment factor) was applied on all three segments analyzed in this study as per the 2023 FDOT QLOS Handbook. Detailed LOS calculations are provided in **Appendix C**.

As shown in **Table 5**, all three segments are currently operating at LOS D. The daily segment analysis was assumed to be identical across all scenarios, given the minimal impacts observed at the intersections during peak periods.

Table 5. Segment Analysis – All Scenarios

Segment	Volume			Level of Service			
	ADT	SF	AADT	LOS D Threshold	Overall Adjustment Factor	Adjusted LOS D	Segment LOS
Segment 1	11,464	1.15	13,200	17,600	0.90	15,840	LOS D
Segment 2	1,055	1.15	1,200	17,600	0.72	12,672	LOS D
Segment 3	151	1.15	200	17,600	0.72	12,672	LOS D



7 | SUMMARY

The purpose of the project is to assess the impacts of the following three scenarios under existing conditions to assist with the Las Olas Boulevard corridor design project. A base scenario was also analyzed to establish a baseline traffic operational condition. The study collected existing (2024) traffic data, including TMCs at eight (8) intersections and 72-hour Average Daily Traffic (ADT) counts at three (3) locations.

- **Scenario A:** In this scenario, an analysis was performed for the closure of SE 17th Avenue at Las Olas Boulevard. Currently, a right turn movement is allowed from SE 17th Avenue to Las Olas Boulevard, which would be closed in this scenario.
- **Scenario B:** In this scenario, an analysis was performed to convert SE 16th Avenue from two-way to one-way. Currently, SE 16th Avenue operates as a two-way road between Broward Boulevard and Las Olas Boulevard. In this scenario, the SE 16th Avenue segment between SE 2nd Street and Las Olas Boulevard would operate as southbound only.
- **Scenario C:** Both Scenario A and Scenario B were combined in this scenario, which means SE 17th Avenue southbound right turn movement would be closed at Las Olas Boulevard (Scenario A) and the SE 16th Avenue segment between SE 2nd Street and Las Olas Boulevard would operate as southbound only (Scenario B).
- A summary of the intersections and segments LOS analyzed within the study corridor is presented in **Table 1, Table 2, Table 3, Table 4, and Table 5**. The traffic operational analysis reveals the following findings:
- The traffic impacts as a result of the implementation of the different scenarios are minimal across the study intersections, increasing in the following order: Scenario A < Scenario B < Scenario C.
 - All unsignalized intersections would operate at LOS A across all scenarios.
 - For the two signalized intersections;
 - At Las Olas Boulevard & SE 15th Avenue, the LOS remained the same across all scenarios (LOS C during the AM peak and LOS D during the PM peak).
 - At Broward Boulevard & SE 15th Avenue, the LOS remained LOS C during the AM peak but changed from LOS D to LOS E during the PM peak.
- Segment analysis indicates that all three analyzed segments are currently operating within the acceptable LOS (LOS D).

APPENDICES



APPENDIX A



Turning Movement Counts

Broward Blvd and SE 12th Ave - TMC

Tue Sep 17, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227837, Location: 26.12259, -80.131383



Provided by: Marlin Engineering Inc.
Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	SW 12th Ave Southbound						Broward Blvd Westbound						SW 12th Ave Northbound						Broward Blvd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-17 7:00AM	5	2	1	0	8	3	2	127	2	0	131	1	3	0	8	0	11	3	5	157	3	0	165	0	315
7:15AM	3	1	1	0	5	1	1	113	5	0	119	2	2	1	2	0	5	1	8	140	3	0	151	0	280
7:30AM	7	2	3	0	12	2	4	129	12	0	145	0	4	1	3	0	8	1	17	151	3	0	171	1	336
7:45AM	7	3	3	0	13	0	4	157	5	0	166	0	9	2	6	0	17	4	13	125	5	0	143	0	339
Hourly Total	22	8	8	0	38	6	11	526	24	0	561	3	18	4	19	0	41	9	43	573	14	0	630	1	1270
8:00AM	5	3	4	0	12	1	1	160	6	0	167	0	4	0	9	0	13	0	13	155	7	0	175	0	367
8:15AM	2	1	6	0	9	1	1	148	4	0	153	2	5	0	8	0	13	1	7	161	7	0	175	1	350
8:30AM	2	2	5	0	9	0	1	104	7	0	112	0	4	1	4	0	9	0	5	135	2	0	142	0	272
8:45AM	4	3	2	0	9	0	1	143	1	0	145	0	3	2	8	0	13	1	9	153	5	0	167	0	334
Hourly Total	13	9	17	0	39	2	4	555	18	0	577	2	16	3	29	0	48	2	34	604	21	0	659	1	1323
4:00PM	5	3	3	0	11	2	0	219	5	0	224	1	10	1	8	0	19	1	7	194	2	0	203	0	457
4:15PM	0	2	7	0	9	0	1	206	2	0	209	0	8	1	5	0	14	5	10	175	4	0	189	0	421
4:30PM	4	0	2	0	6	0	0	141	3	0	144	0	5	3	7	0	15	3	9	148	1	0	158	1	323
4:45PM	3	0	4	0	7	2	1	138	4	0	143	0	11	1	9	0	21	2	15	154	4	0	173	0	344
Hourly Total	12	5	16	0	33	4	2	704	14	0	720	1	34	6	29	0	69	11	41	671	11	0	723	1	1545
5:00PM	2	0	1	0	3	4	1	145	3	0	149	0	2	1	6	0	9	2	16	149	2	0	167	1	328
5:15PM	1	2	4	0	7	2	1	119	5	0	125	1	6	0	6	0	12	1	12	127	3	0	142	0	286
5:30PM	4	1	1	0	6	3	0	116	3	0	119	1	0	2	4	0	6	3	11	152	4	0	167	0	298
5:45PM	1	2	5	0	8	3	2	117	3	0	122	1	4	3	10	0	17	0	16	165	4	0	185	0	332
Hourly Total	8	5	11	0	24	12	4	497	14	0	515	3	12	6	26	0	44	6	55	593	13	0	661	1	1244
Total	55	27	52	0	134	24	21	2282	70	0	2373	9	80	19	103	0	202	28	173	2441	59	0	2673	4	5382
% Approach	41.0%	20.1%	38.8%	0%	-	-	0.9%	96.2%	2.9%	0%	-	-	39.6%	9.4%	51.0%	0%	-	-	6.5%	91.3%	2.2%	0%	-	-	-
% Total	1.0%	0.5%	1.0%	0%	2.5%	-	0.4%	42.4%	1.3%	0%	44.1%	-	1.5%	0.4%	1.9%	0%	3.8%	-	3.2%	45.4%	1.1%	0%	49.7%	-	-
Lights	53	23	51	0	127	-	17	2248	66	0	2331	-	78	13	102	0	193	-	170	2402	58	0	2630	-	5281
% Lights	96.4%	85.2%	98.1%	0%	94.8%	-	81.0%	98.5%	94.3%	0%	98.2%	-	97.5%	68.4%	99.0%	0%	95.5%	-	98.3%	98.4%	98.3%	0%	98.4%	-	98.1%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	2	-	0	24	2	0	26	-	0	0	1	0	1	-	1	36	0	0	37	-	66
% Articulated Trucks and Single-Unit Trucks	3.6%	0%	0%	0%	1.5%	-	0%	1.1%	2.9%	0%	1.1%	-	0%	0%	1.0%	0%	0.5%	-	0.6%	1.5%	0%	0%	1.4%	-	1.2%
Buses	0	0	0	0	0	-	0	5	1	0	6	-	0	0	0	0	0	-	1	0	0	0	1	-	7
% Buses	0%	0%	0%	0%	0%	-	0%	0.2%	1.4%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.6%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	4	1	0	5	-	4	5	1	0	10	-	2	6	0	0	8	-	1	3	1	0	5	-	28
% Bicycles on Road	0%	14.8%	1.9%	0%	3.7%	-	19.0%	0.2%	1.4%	0%	0.4%	-	2.5%	31.6%	0%	0%	4.0%	-	0.6%	0.1%	1.7%	0%	0.2%	-	0.5%
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	7	-	-	-	-	-	23	-	-	-	-	-	4	-
% Pedestrians	-	-	-	-	-	75.0%	-	-	-	-	-	77.8%	-	-	-	-	-	82.1%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	25.0%	-	-	-	-	-	22.2%	-	-	-	-	-	17.9%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 12th Ave - TMC

Tue Sep 17, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227837, Location: 26.12259, -80.131383



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SW 12th Ave

Total: 233

In: 134 Out: 99

55
27
52

14 10

[W] Broward Blvd

Total: 5113
In: 2673 Out: 2440

59
2441
173

21
2282
70

Out: 2573 In: 2373
Total: 4946
[E] Broward Blvd

9 19
103 19 80

Out: 270 In: 202
Total: 472

[S] SW 12th Ave

Broward Blvd and SE 12th Ave - TMC

Tue Sep 17, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227837, Location: 26.12259, -80.131383



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,

Ft. Lauderdale, FL, 33309, US

Leg Direction	SW 12th Ave Southbound						Broward Blvd Westbound						SW 12th Ave Northbound						Broward Blvd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-17 7:30AM	7	2	3	0	12	2	4	129	12	0	145	0	4	1	3	0	8	1	17	151	3	0	171	1	336
7:45AM	7	3	3	0	13	0	4	157	5	0	166	0	9	2	6	0	17	4	13	125	5	0	143	0	339
8:00AM	5	3	4	0	12	1	1	160	6	0	167	0	4	0	9	0	13	0	13	155	7	0	175	0	367
8:15AM	2	1	6	0	9	1	1	148	4	0	153	2	5	0	8	0	13	1	7	161	7	0	175	1	350
Total	21	9	16	0	46	4	10	594	27	0	631	2	22	3	26	0	51	6	50	592	22	0	664	2	1392
% Approach	45.7%	19.6%	34.8%	0%	-	-	1.6%	94.1%	4.3%	0%	-	-	43.1%	5.9%	51.0%	0%	-	-	7.5%	89.2%	3.3%	0%	-	-	-
% Total	1.5%	0.6%	1.1%	0%	3.3%	-	0.7%	42.7%	1.9%	0%	45.3%	-	1.6%	0.2%	1.9%	0%	3.7%	-	3.6%	42.5%	1.6%	0%	47.7%	-	-
PHF	0.750	0.667	0.750	-	0.846	-	0.438	0.925	0.542	-	0.936	-	0.583	0.250	0.722	-	0.800	-	0.735	0.919	0.786	-	0.949	-	0.941
Lights	20	8	15	0	43	-	7	584	26	0	617	-	21	1	26	0	48	-	48	578	22	0	648	-	1356
% Lights	95.2%	88.9%	93.8%	0%	93.5%	-	70.0%	98.3%	96.3%	0%	97.8%	-	95.5%	33.3%	100%	0%	94.1%	-	96.0%	97.6%	100%	0%	97.6%	-	97.4%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	1	-	0	7	0	0	7	-	0	0	0	0	0	-	1	14	0	0	15	-	23
% Articulated Trucks and Single-Unit Trucks	4.8%	0%	0%	0%	2.2%	-	0%	1.2%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	2.0%	2.4%	0%	0%	2.3%	-	1.7%
Buses	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1	0	0	0	1	-	2
% Buses	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	2.0%	0%	0%	0%	0.2%	-	0.1%
Bicycles on Road	0	1	1	0	2	-	3	2	1	0	6	-	1	2	0	0	3	-	0	0	0	0	0	-	11
% Bicycles on Road	0%	11.1%	6.3%	0%	4.3%	-	30.0%	0.3%	3.7%	0%	1.0%	-	4.5%	66.7%	0%	0%	5.9%	-	0%	0%	0%	0%	0%	-	0.8%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	75.0%	-	-	-	-	-	50.0%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	25.0%	-	-	-	-	-	50.0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 12th Ave - TMC

Tue Sep 17, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses,
Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227837, Location: 26.12259, -80.131383



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SW 12th Ave

Total: 81

In: 46 Out: 35

21
9
16

3

1

[W] Broward Blvd

Total: 1305

Out: 641

In: 664

2

22

592

50

10

594

27

Out: 630 In: 631

Total: 1261

[E] Broward Blvd

2

26
3
22

4

Out: 86 In: 51

Total: 137

[S] SW 12th Ave

Broward Blvd and SE 12th Ave - TMC

Tue Sep 17, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227837, Location: 26.12259, -80.131383



Provided by: Marlin Engineering Inc.
Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	SW 12th Ave Southbound							Broward Blvd Westbound							SW 12th Ave Northbound							Broward Blvd Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		Int
2024-09-17 4:00PM	5	3	3	0	11	2		0	219	5	0	224	1		10	1	8	0	19	1		7	194	2	0	203	0		457
4:15PM	0	2	7	0	9	0		1	206	2	0	209	0		8	1	5	0	14	5		10	175	4	0	189	0		421
4:30PM	4	0	2	0	6	0		0	141	3	0	144	0		5	3	7	0	15	3		9	148	1	0	158	1		323
4:45PM	3	0	4	0	7	2		1	138	4	0	143	0		11	1	9	0	21	2		15	154	4	0	173	0		344
Total	12	5	16	0	33	4		2	704	14	0	720	1		34	6	29	0	69	11		41	671	11	0	723	1		1545
% Approach	36.4%	15.2%	48.5%	0%	-	-		0.3%	97.8%	1.9%	0%	-	-		49.3%	8.7%	42.0%	0%	-	-		5.7%	92.8%	1.5%	0%	-	-		-
% Total	0.8%	0.3%	1.0%	0%	2.1%	-		0.1%	45.6%	0.9%	0%	46.6%	-		2.2%	0.4%	1.9%	0%	4.5%	-		2.7%	43.4%	0.7%	0%	46.8%	-		-
PHF	0.600	0.417	0.571	-	0.750	-		0.500	0.801	0.700	-	0.801	-		0.750	0.625	0.806	-	0.798	-		0.667	0.863	0.688	-	0.888	-		0.842
Lights	12	5	16	0	33	-		2	698	13	0	713	-		33	5	29	0	67	-		40	669	11	0	720	-		1533
% Lights	100%	100%	100%	0%	100%	-		100%	99.1%	92.9%	0%	99.0%	-		97.1%	83.3%	100%	0%	97.1%	-		97.6%	99.7%	100%	0%	99.6%	-		99.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	4	1	0	5	-		0	0	0	0	0	-		0	1	0	0	1	-		6
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0.6%	7.1%	0%	0.7%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0.4%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Bicycles on Road	0	0	0	0	0	-		0	2	0	0	2	-		1	1	0	0	2	-		1	1	0	0	2	-		6
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0.3%	0%	0%	0.3%	-		2.9%	16.7%	0%	0%	2.9%	-		2.4%	0.1%	0%	0%	0.3%	-		0.4%
Pedestrians	-	-	-	-	-	3		-	-	-	-	-	1		-	-	-	-	-	10		-	-	-	-	-	1		
% Pedestrians	-	-	-	-	-	75.0%		-	-	-	-	-	100%		-	-	-	-	-	90.9%		-	-	-	-	-	100%		-
Bicycles on Crosswalk	-	-	-	-	-	1		-	-	-	-	-	0		-	-	-	-	-	1		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	25.0%		-	-	-	-	-	0%		-	-	-	-	-	9.1%		-	-	-	-	-	0%		-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 12th Ave - TMC

Tue Sep 17, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses,
Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227837, Location: 26.12259, -80.131383



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SW 12th Ave

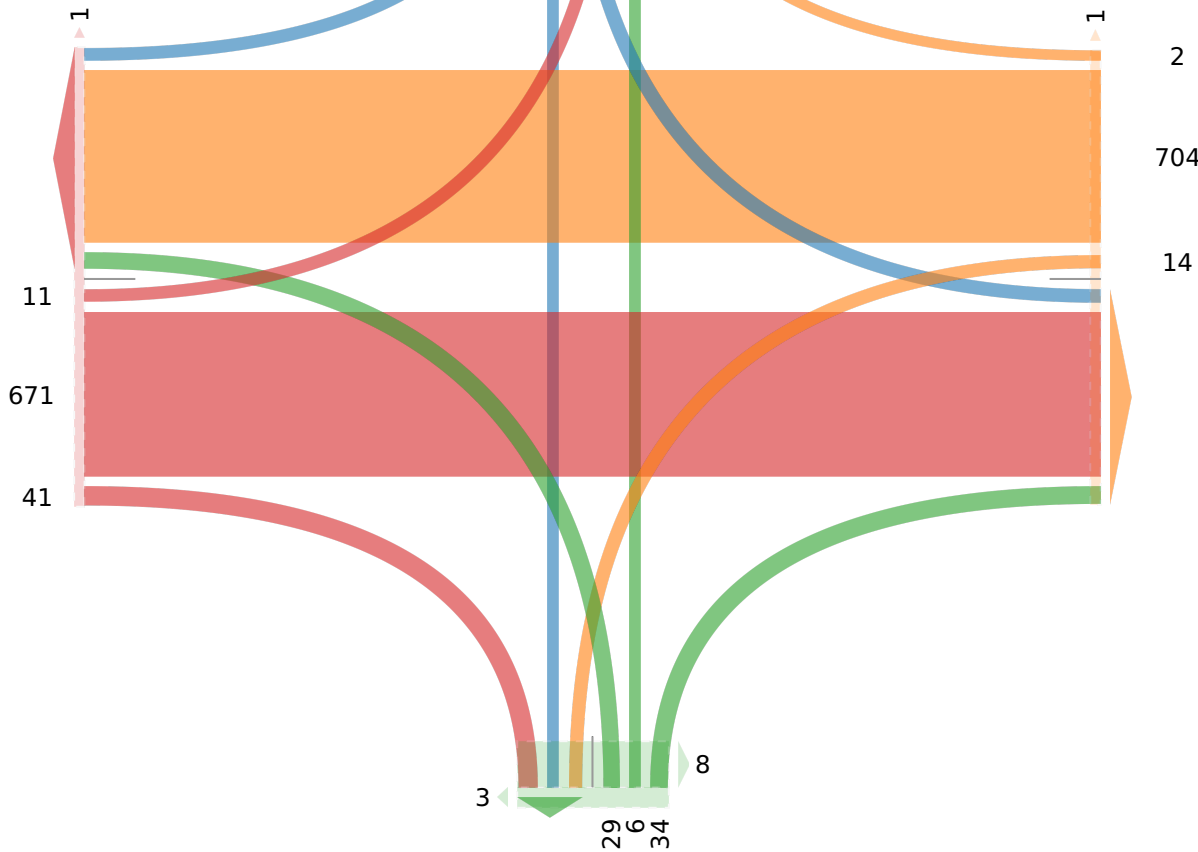
Total: 52

In: 33 Out: 19

12
5
16

2 2

[W] Broward Blvd
Total: 1468
In: 723 Out: 745



Out: 60 In: 69

Total: 129

[S] SW 12th Ave

Broward Blvd and SE 15th Ave - TMC

Tue Sep 17, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227841, Location: 26.122679, -80.128622



Provided by: Marlin Engineering Inc.
Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	SE 15th Ave Southbound						Broward Blvd Westbound						SE 15th Ave Northbound						Broward Blvd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-17 7:00AM	5	4	0	0	9	0	0	23	4	0	27	1	2	6	60	0	68	0	44	18	2	0	64	0	168
7:15AM	16	13	0	0	29	0	2	39	9	0	50	0	3	6	75	0	84	0	54	25	5	0	84	1	247
7:30AM	10	20	4	0	34	2	1	34	8	0	43	1	3	12	73	0	88	1	51	30	1	0	82	0	247
7:45AM	13	22	1	0	36	0	1	32	19	0	52	0	4	11	47	0	62	0	81	32	8	0	121	0	271
Hourly Total	44	59	5	0	108	2	4	128	40	0	172	2	12	35	255	0	302	1	230	105	16	0	351	1	933
8:00AM	9	31	1	0	41	2	0	38	15	0	53	0	0	14	61	0	75	1	92	34	9	0	135	0	304
8:15AM	16	21	0	0	37	0	2	40	19	0	61	0	4	14	60	0	78	0	78	39	5	0	122	0	298
8:30AM	13	25	1	0	39	0	0	40	17	0	57	1	6	19	64	0	89	0	79	40	8	0	127	0	312
8:45AM	12	23	0	0	35	0	1	59	16	0	76	0	7	12	77	0	96	0	77	25	4	0	106	0	313
Hourly Total	50	100	2	0	152	2	3	177	67	0	247	1	17	59	262	0	338	1	326	138	26	0	490	0	1227
4:00PM	16	19	0	0	35	2	2	44	13	0	59	2	7	22	148	0	177	0	62	72	14	0	148	0	419
4:15PM	6	33	0	0	39	0	0	47	20	0	67	2	4	16	132	0	152	1	77	62	15	0	154	0	412
4:30PM	11	23	0	0	34	1	1	44	25	0	70	0	6	21	118	0	145	0	63	73	12	0	148	0	397
4:45PM	9	13	2	0	24	1	1	44	15	0	60	0	6	29	116	0	151	0	69	77	14	0	160	0	395
Hourly Total	42	88	2	0	132	4	4	179	73	0	256	4	23	88	514	0	625	1	271	284	55	0	610	0	1623
5:00PM	8	25	0	0	33	1	0	45	17	0	62	1	5	24	122	0	151	0	74	65	18	0	157	1	403
5:15PM	9	28	2	0	39	0	3	61	30	0	94	2	5	30	120	0	155	1	76	70	21	0	167	0	455
5:30PM	3	18	1	0	22	0	3	41	18	0	62	0	7	22	76	0	105	0	59	57	17	0	133	0	322
5:45PM	8	19	2	0	29	4	1	38	10	0	49	1	1	16	80	0	97	0	69	57	6	0	132	0	307
Hourly Total	28	90	5	0	123	5	7	185	75	0	267	4	18	92	398	0	508	1	278	249	62	0	589	1	1487
Total	164	337	14	0	515	13	18	669	255	0	942	11	70	274	1429	0	1773	4	1105	776	159	0	2040	2	5270
% Approach	31.8%	65.4%	2.7%	0%	-	-	1.9%	71.0%	27.1%	0%	-	-	3.9%	15.5%	80.6%	0%	-	-	54.2%	38.0%	7.8%	0%	-	-	-
% Total	3.1%	6.4%	0.3%	0%	9.8%	-	0.3%	12.7%	4.8%	0%	17.9%	-	1.3%	5.2%	27.1%	0%	33.6%	-	21.0%	14.7%	3.0%	0%	38.7%	-	-
Lights	158	328	14	0	500	-	17	662	252	0	931	-	69	265	1402	0	1736	-	1084	766	157	0	2007	-	5174
% Lights	96.3%	97.3%	100%	0%	97.1%	-	94.4%	99.0%	98.8%	0%	98.8%	-	98.6%	96.7%	98.1%	0%	97.9%	-	98.1%	98.7%	98.7%	0%	98.4%	-	98.2%
Articulated Trucks and Single-Unit Trucks	4	6	0	0	10	-	1	3	1	0	5	-	0	5	22	0	27	-	19	9	2	0	30	-	72
% Articulated Trucks and Single-Unit Trucks	2.4%	1.8%	0%	0%	1.9%	-	5.6%	0.4%	0.4%	0%	0.5%	-	0%	1.8%	1.5%	0%	1.5%	-	1.7%	1.2%	1.3%	0%	1.5%	-	1.4%
Buses	0	0	0	0	0	-	0	1	0	0	1	-	0	0	5	0	5	-	2	0	0	0	2	-	8
% Buses	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0.3%	0%	0.3%	-	0.2%	0%	0%	0%	0.1%	-	0.2%
Bicycles on Road	2	3	0	0	5	-	0	3	2	0	5	-	1	4	0	0	5	-	0	1	0	0	1	-	16
% Bicycles on Road	1.2%	0.9%	0%	0%	1.0%	-	0%	0.4%	0.8%	0%	0.5%	-	1.4%	1.5%	0%	0%	0.3%	-	0%	0.1%	0%	0%	0%	-	0.3%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	3	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	69.2%	-	-	-	-	-	81.8%	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	30.8%	-	-	-	-	-	18.2%	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 15th Ave - TMC

Tue Sep 17, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227841, Location: 26.122679, -80.128622



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SE 15th Ave

Total: 966

In: 515 Out: 451

164 337 14

5

8

4

18
669

255

Out: 860 In: 942

Total: 1802

[E] Broward Blvd

7

[W] Broward Blvd

Total: 4302

Out: 2262

In: 2040

159

776

1105

2

1

3

1429

274

70

Out: 1697

In: 1773

Total: 3470

[S] SE 15th Ave

Broward Blvd and SE 15th Ave - TMC

Tue Sep 17, 2024

AM Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227841, Location: 26.122679, -80.128622



Provided by: Marlin Engineering Inc.
Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	SE 15th Ave Southbound						Broward Blvd Westbound						SE 15th Ave Northbound						Broward Blvd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-17 8:00AM	9	31	1	0	41	2	0	38	15	0	53	0	0	14	61	0	75	1	92	34	9	0	135	0	304
8:15AM	16	21	0	0	37	0	2	40	19	0	61	0	4	14	60	0	78	0	78	39	5	0	122	0	298
8:30AM	13	25	1	0	39	0	0	40	17	0	57	1	6	19	64	0	89	0	79	40	8	0	127	0	312
8:45AM	12	23	0	0	35	0	1	59	16	0	76	0	7	12	77	0	96	0	77	25	4	0	106	0	313
Total	50	100	2	0	152	2	3	177	67	0	247	1	17	59	262	0	338	1	326	138	26	0	490	0	1227
% Approach	32.9%	65.8%	1.3%	0%	-	-	1.2%	71.7%	27.1%	0%	-	-	5.0%	17.5%	77.5%	0%	-	-	66.5%	28.2%	5.3%	0%	-	-	-
% Total	4.1%	8.1%	0.2%	0%	12.4%	-	0.2%	14.4%	5.5%	0%	20.1%	-	1.4%	4.8%	21.4%	0%	27.5%	-	26.6%	11.2%	2.1%	0%	39.9%	-	-
PHF	0.781	0.825	0.500	-	0.944	-	0.375	0.746	0.882	-	0.809	-	0.607	0.763	0.851	-	0.878	-	0.886	0.863	0.722	-	0.907	-	0.978
Lights	48	95	2	0	145	-	3	175	66	0	244	-	17	56	253	0	326	-	319	135	24	0	478	-	1193
% Lights	96.0%	95.0%	100%	0%	95.4%	-	100%	98.9%	98.5%	0%	98.8%	-	100%	94.9%	96.6%	0%	96.4%	-	97.9%	97.8%	92.3%	0%	97.6%	-	97.2%
Articulated Trucks and Single-Unit Trucks	2	4	0	0	6	-	0	0	1	0	1	-	0	2	6	0	8	-	7	3	2	0	12	-	27
% Articulated Trucks and Single-Unit Trucks	4.0%	4.0%	0%	0%	3.9%	-	0%	0%	1.5%	0%	0.4%	-	0%	3.4%	2.3%	0%	2.4%	-	2.1%	2.2%	7.7%	0%	2.4%	-	2.2%
Buses	0	0	0	0	0	-	0	1	0	0	1	-	0	0	3	0	3	-	0	0	0	0	0	-	4
% Buses	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.4%	-	0%	0%	1.1%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	1	0	0	1	-	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	3
% Bicycles on Road	0%	1.0%	0%	0%	0.7%	-	0%	0.6%	0%	0%	0.4%	-	0%	1.7%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 15th Ave - TMC

Tue Sep 17, 2024

AM Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses,
Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227841, Location: 26.122679, -80.128622



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SE 15th Ave

Total: 240

In: 152 Out: 88

50 100 2

1

1

3

177

67

1

Out: 157 In: 247

Total: 404

[E] Broward Blvd

[W] Broward Blvd

Total: 979

Out: 489

In: 490

26

138

326

Out: 493

In: 338

Total: 831

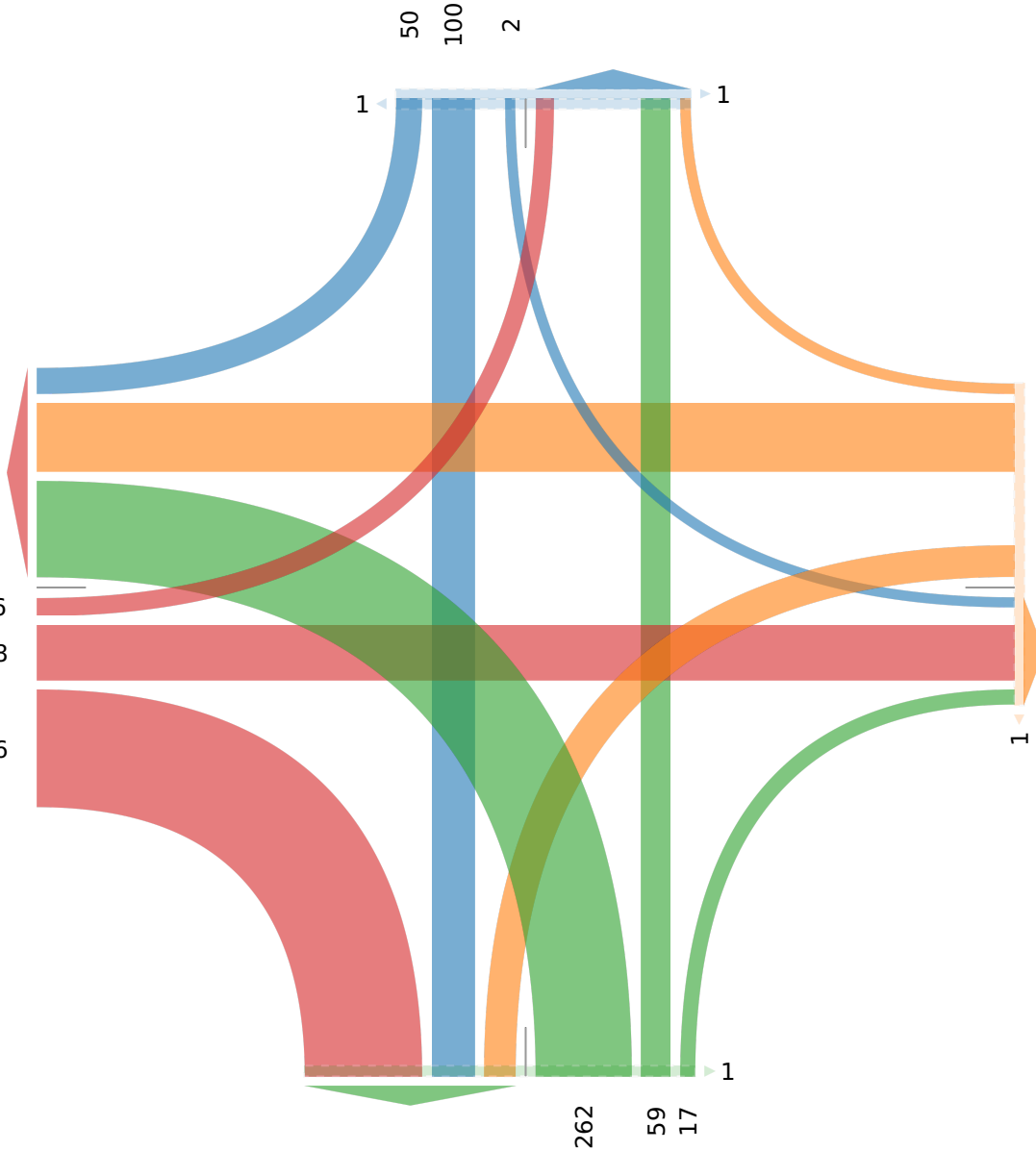
[S] SE 15th Ave

262

59

17

1



Broward Blvd and SE 15th Ave - TMC

Tue Sep 17, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227841, Location: 26.122679, -80.128622



Provided by: Marlin Engineering Inc.
Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	SE 15th Ave Southbound						Broward Blvd Westbound						SE 15th Ave Northbound						Broward Blvd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-17 4:30PM	11	23	0	0	34	1	1	44	25	0	70	0	6	21	118	0	145	0	63	73	12	0	148	0	397
4:45PM	9	13	2	0	24	1	1	44	15	0	60	0	6	29	116	0	151	0	69	77	14	0	160	0	395
5:00PM	8	25	0	0	33	1	0	45	17	0	62	1	5	24	122	0	151	0	74	65	18	0	157	1	403
5:15PM	9	28	2	0	39	0	3	61	30	0	94	2	5	30	120	0	155	1	76	70	21	0	167	0	455
Total	37	89	4	0	130	3	5	194	87	0	286	3	22	104	476	0	602	1	282	285	65	0	632	1	1650
% Approach	28.5%	68.5%	3.1%	0%	-	-	1.7%	67.8%	30.4%	0%	-	-	3.7%	17.3%	79.1%	0%	-	-	44.6%	45.1%	10.3%	0%	-	-	-
% Total	2.2%	5.4%	0.2%	0%	7.9%	-	0.3%	11.8%	5.3%	0%	17.3%	-	1.3%	6.3%	28.8%	0%	36.5%	-	17.1%	17.3%	3.9%	0%	38.3%	-	-
PHF	0.841	0.786	0.500	-	0.827	-	0.417	0.795	0.725	-	0.761	-	0.917	0.879	0.975	-	0.974	-	0.928	0.925	0.774	-	0.946	-	0.907
Lights	37	88	4	0	129	-	4	193	87	0	284	-	22	99	469	0	590	-	279	285	65	0	629	-	1632
% Lights	100%	98.9%	100%	0%	99.2%	-	80.0%	99.5%	100%	0%	99.3%	-	100%	95.2%	98.5%	0%	98.0%	-	98.9%	100%	100%	0%	99.5%	-	98.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-	1	1	0	0	2	-	0	3	6	0	9	-	3	0	0	0	3	-	14
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	20.0%	0.5%	0%	0%	0.7%	-	0%	2.9%	1.3%	0%	1.5%	-	1.1%	0%	0%	0%	0.5%	-	0.8%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	1
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	3
% Bicycles on Road	0%	1.1%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	1.9%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 15th Ave - TMC

Tue Sep 17, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses,
Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1227841, Location: 26.122679, -80.128622



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SE 15th Ave

Total: 304

In: 130 Out: 174

37 89 4

1

2

1

5
194

Out: 311 In: 286

Total: 597

[E] Broward Blvd

87

2

1

65
285
282

476

104

22

1

Out: 458

In: 602

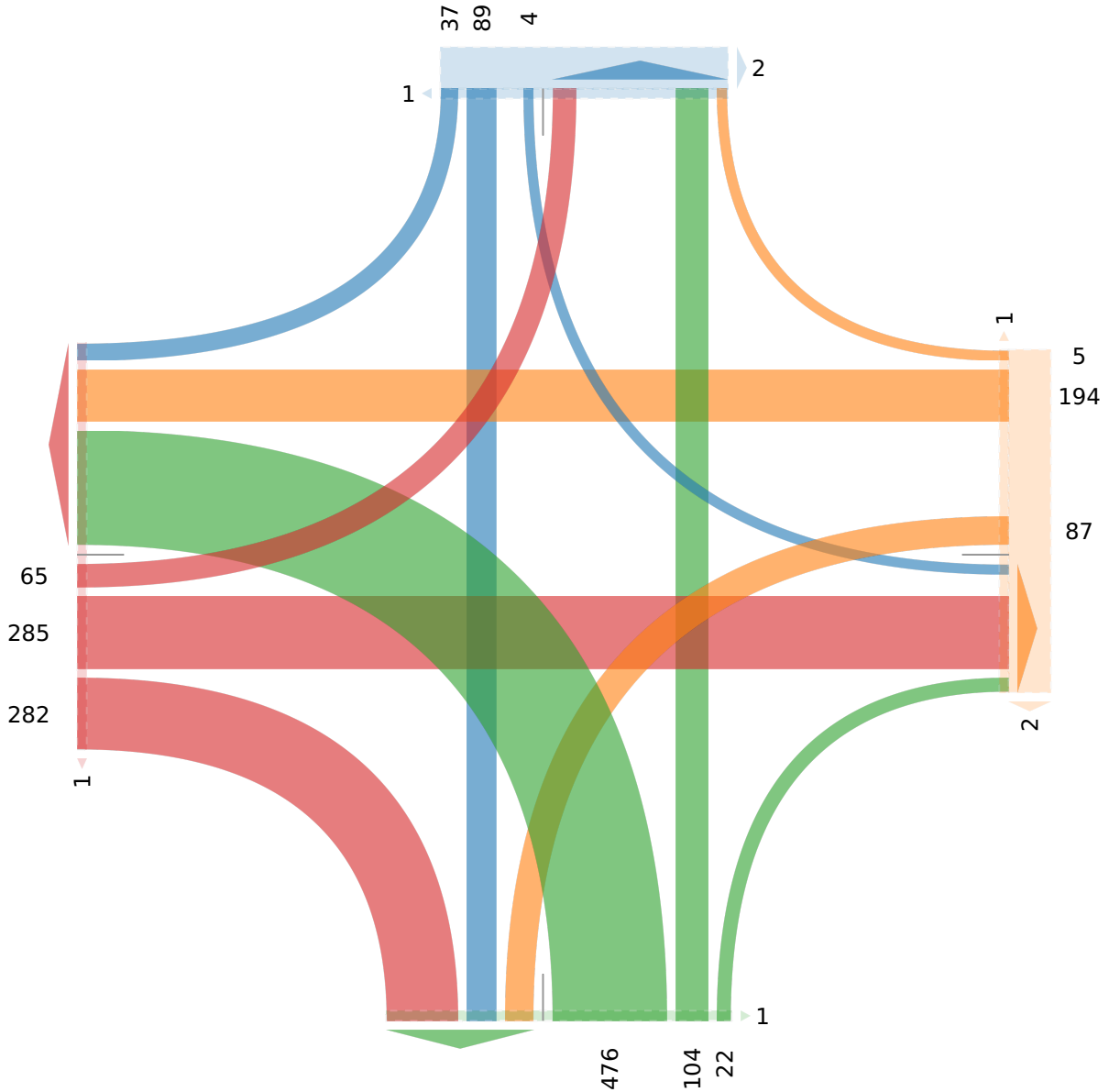
Total: 1060

[S] SE 15th Ave

[W] Broward Blvd

Total: 1339

In: 632 Out: 707



Broward Blvd and SE 16th Ave - TMC

Tue Sep 17, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230028, Location: 26.122681, -80.127272



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	SE 16th Ave Southbound							E Broward Blvd Westbound							SE 16th Ave Northbound							E Broward Blvd Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*	Int	
2024-09-17 7:00AM	5	0	0	0	5	2		1	50	0	0	51	0		14	0	0	0	14	0		1	30	0	0	31	1	101	
7:15AM	14	0	0	0	14	0		1	46	0	0	47	1		14	0	0	0	14	0		3	32	0	0	35	1	110	
7:30AM	11	0	0	0	11	1		2	57	0	0	59	2		11	0	0	0	11	0		4	32	0	0	36	1	117	
7:45AM	21	0	0	0	21	0		1	64	0	0	65	0		19	0	0	0	19	0		3	33	0	0	36	2	141	
Hourly Total	51	0	0	0	51	3		5	217	0	0	222	3		58	0	0	0	58	0		11	127	0	0	138	5	469	
8:00AM	18	0	0	0	18	0		1	60	0	0	61	2		10	0	0	0	10	1		3	45	0	0	48	1	137	
8:15AM	12	0	0	0	12	1		0	54	0	0	54	0		15	0	0	0	15	2		4	44	0	0	48	2	129	
8:30AM	11	0	0	0	11	1		0	30	0	0	30	0		14	0	0	0	14	0		4	35	0	0	39	1	94	
8:45AM	7	0	0	0	7	0		2	36	0	0	38	0		11	1	0	0	12	1		7	41	0	0	48	3	105	
Hourly Total	48	0	0	0	48	2		3	180	0	0	183	2		50	1	0	0	51	4		18	165	0	0	183	7	465	
4:00PM	11	0	0	0	11	1		2	58	0	0	60	0		15	0	0	0	15	0		4	66	0	0	70	7	156	
4:15PM	10	0	0	0	10	0		0	70	0	0	70	0		20	0	0	0	20	0		2	72	0	0	74	2	174	
4:30PM	13	0	0	0	13	1		3	56	0	0	59	0		13	0	0	0	13	5		6	69	0	0	75	4	160	
4:45PM	2	0	0	0	2	1		0	50	0	0	50	1		14	0	0	0	14	1		5	54	0	0	59	2	125	
Hourly Total	36	0	0	0	36	3		5	234	0	0	239	1		62	0	0	0	62	6		17	261	0	0	278	15	615	
5:00PM	5	0	0	0	5	1		0	58	0	0	58	0		17	0	0	0	17	0		3	54	0	0	57	1	137	
5:15PM	8	0	0	0	8	3		0	39	1	0	40	2		11	0	0	0	11	0		5	55	0	0	60	2	119	
5:30PM	2	0	0	0	2	6		0	49	0	0	49	1		9	0	0	0	9	2		6	48	0	0	54	1	114	
5:45PM	8	0	0	0	8	1		2	39	0	0	41	2		9	0	0	0	9	1		5	46	0	0	51	0	109	
Hourly Total	23	0	0	0	23	11		2	185	1	0	188	5		46	0	0	0	46	3		19	203	0	0	222	4	479	
Total	158	0	0	0	158	19		15	816	1	0	832	11		216	1	0	0	217	13		65	756	0	0	821	31	2028	
% Approach	100%	0%	0%	0%	-	-		1.8%	98.1%	0.1%	0%	-	-		99.5%	0.5%	0%	0%	-	-		7.9%	92.1%	0%	0%	-	-	-	
% Total	7.8%	0%	0%	0%	7.8%	-		0.7%	40.2%	0%	0%	41.0%	-		10.7%	0%	0%	0%	10.7%	-		3.2%	37.3%	0%	0%	40.5%	-	-	
Lights	153	0	0	0	153	-		13	805	0	0	818	-		208	1	0	0	209	-		62	746	0	0	808	-	1988	
% Lights	96.8%	0%	0%	0%	96.8%	-		86.7%	98.7%	0%	0%	98.3%	-		96.3%	100%	0%	0%	96.3%	-		95.4%	98.7%	0%	0%	98.4%	-	98.0%	
Articulated Trucks and Single-Unit Trucks	2	0	0	0	2	-		0	5	0	0	5	-		3	0	0	0	3	-		1	7	0	0	8	-	18	
% Articulated Trucks and Single-Unit Trucks	1.3%	0%	0%	0%	1.3%	-		0%	0.6%	0%	0%	0.6%	-		1.4%	0%	0%	0%	1.4%	-		1.5%	0.9%	0%	0%	1.0%	-	0.9%	
Buses	0	0	0	0	0	-		0	1	0	0	1	-		1	0	0	0	1	-		0	0	0	0	0	-	2	
% Buses	0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0.5%	0%	0%	0%	0.5%	-		0%	0%	0%	0%	0%	-	0.1%	
Bicycles on Road	3	0	0	0	3	-		2	5	1	0	8	-		4	0	0	0	4	-		2	3	0	0	5	-	20	
% Bicycles on Road	1.9%	0%	0%	0%	1.9%	-		13.3%	0.6%	100%	0%	1.0%	-		1.9%	0%	0%	0%	1.8%	-		3.1%	0.4%	0%	0%	0.6%	-	1.0%	
Pedestrians	-	-	-	-	-	19		-	-	-	-	-	7		-	-	-	-	-	13		-	-	-	-	-	26		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	63.6%		-	-	-	-	-	100%		-	-	-	-	-	83.9%	-	
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	4		-	-	-	-	-	0		-	-	-	-	-	5		
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	36.4%		-	-	-	-	-	0%		-	-	-	-	-	16.1%	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 16th Ave - TMC

Tue Sep 17, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230028, Location: 26.122681, -80.127272



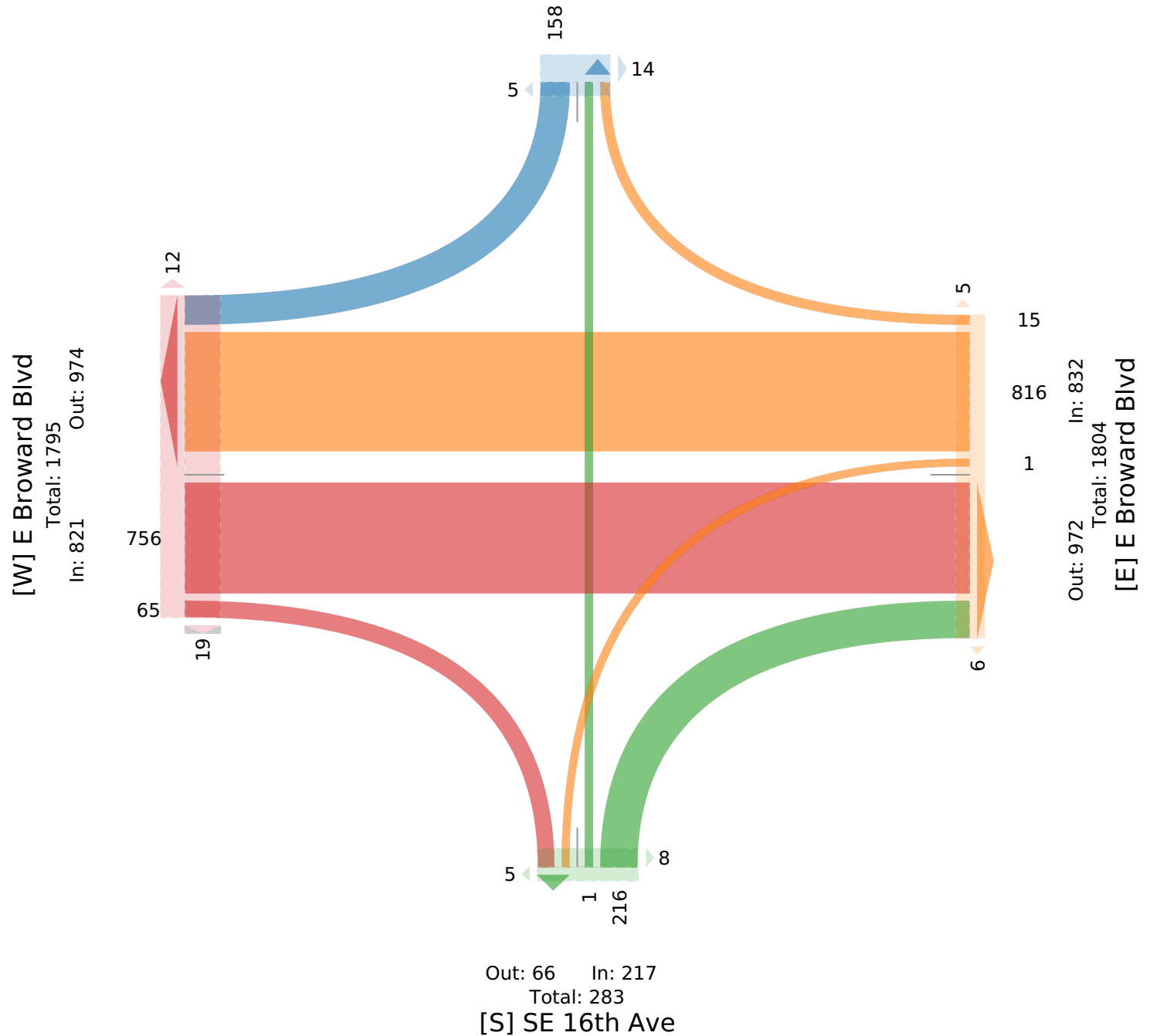
Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SE 16th Ave

Total: 174

In: 158 Out: 16



Broward Blvd and SE 16th Ave - TMC

Tue Sep 17, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230028, Location: 26.122681, -80.127272



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	SE 16th Ave Southbound							E Broward Blvd Westbound							SE 16th Ave Northbound							E Broward Blvd Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*	Int	
2024-09-17 7:30AM	11	0	0	0	11	1		2	57	0	0	59	2		11	0	0	0	11	0		4	32	0	0	36	1	117	
7:45AM	21	0	0	0	21	0		1	64	0	0	65	0		19	0	0	0	19	0		3	33	0	0	36	2	141	
8:00AM	18	0	0	0	18	0		1	60	0	0	61	2		10	0	0	0	10	1		3	45	0	0	48	1	137	
8:15AM	12	0	0	0	12	1		0	54	0	0	54	0		15	0	0	0	15	2		4	44	0	0	48	2	129	
Total	62	0	0	0	62	2		4	235	0	0	239	4		55	0	0	0	55	3		14	154	0	0	168	6	524	
% Approach	100%	0%	0%	0%	-	-		1.7%	98.3%	0%	0%	-	-		100%	0%	0%	0%	-	-		8.3%	91.7%	0%	0%	-	-	-	
% Total	11.8%	0%	0%	0%	11.8%	-		0.8%	44.8%	0%	0%	45.6%	-		10.5%	0%	0%	0%	10.5%	-		2.7%	29.4%	0%	0%	32.1%	-	-	
PHF	0.763	-	-	-	0.763	-		0.500	0.918	-	-	0.919	-		0.724	-	-	-	0.724	-		0.875	0.850	-	-	0.870	-	0.932	
Lights	60	0	0	0	60	-		4	234	0	0	238	-		54	0	0	0	54	-		13	153	0	0	166	-	518	
% Lights	96.8%	0%	0%	0%	96.8%	-		100%	99.6%	0%	0%	99.6%	-		98.2%	0%	0%	0%	98.2%	-		92.9%	99.4%	0%	0%	98.8%	-	98.9%	
Articulated Trucks and Single-Unit Trucks	1	0	0	0	1	-		0	1	0	0	1	-		0	0	0	0	0	-		1	0	0	0	1	-	3	
% Articulated Trucks and Single-Unit Trucks	1.6%	0%	0%	0%	1.6%	-		0%	0.4%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		7.1%	0%	0%	0%	0.6%	-	0.6%	
Buses	0	0	0	0	0	-		0	0	0	0	0	-		1	0	0	0	1	-		0	0	0	0	0	-	1	
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		1.8%	0%	0%	0%	1.8%	-		0%	0%	0%	0%	0%	-	0.2%	
Bicycles on Road	1	0	0	0	1	-		0	0	0	0	0	-		0	0	0	0	0	-		0	1	0	0	1	-	2	
% Bicycles on Road	1.6%	0%	0%	0%	1.6%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.6%	0%	0%	0.6%	-	0.4%	
Pedestrians	-	-	-	-	-	2		-	-	-	-	-	4		-	-	-	-	-	3		-	-	-	-	-	5		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	83.3%	-	
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	1		
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	16.7%		

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 16th Ave - TMC

Tue Sep 17, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses,
Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230028, Location: 26.122681, -80.127272



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SE 16th Ave

Total: 66

In: 62 Out: 4

62

2

4

1

4

235

154

14

2

3

2

1

55

Out: 14 In: 55

Total: 69

[S] SE 16th Ave

[W] E Broward Blvd

Total: 465

In: 168 Out: 297

Out: 209 In: 239

Total: 448

[E] E Broward Blvd

Broward Blvd and SE 16th Ave - TMC

Tue Sep 17, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230028, Location: 26.122681, -80.127272



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	SE 16th Ave Southbound							E Broward Blvd Westbound							SE 16th Ave Northbound							E Broward Blvd Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*	Int	
2024-09-17 4:00PM	11	0	0	0	11	1		2	58	0	0	60	0		15	0	0	0	15	0		4	66	0	0	70	7	156	
4:15PM	10	0	0	0	10	0		0	70	0	0	70	0		20	0	0	0	20	0		2	72	0	0	74	2	174	
4:30PM	13	0	0	0	13	1		3	56	0	0	59	0		13	0	0	0	13	5		6	69	0	0	75	4	160	
4:45PM	2	0	0	0	2	1		0	50	0	0	50	1		14	0	0	0	14	1		5	54	0	0	59	2	125	
Total	36	0	0	0	36	3		5	234	0	0	239	1		62	0	0	0	62	6		17	261	0	0	278	15	615	
% Approach	100%	0%	0%	0%	-	-		2.1%	97.9%	0%	0%	-	-		100%	0%	0%	0%	-	-		6.1%	93.9%	0%	0%	-	-	-	
% Total	5.9%	0%	0%	0%	5.9%	-		0.8%	38.0%	0%	0%	38.9%	-		10.1%	0%	0%	0%	10.1%	-		2.8%	42.4%	0%	0%	45.2%	-	-	
PHF	0.692	-	-	-	0.692	-		0.500	0.829	-	-	0.843	-		0.763	-	-	-	0.763	-		0.708	0.899	-	-	0.932	-	0.875	
Lights	36	0	0	0	36	-		4	231	0	0	235	-		59	0	0	0	59	-		17	258	0	0	275	-	605	
% Lights	100%	0%	0%	0%	100%	-		80.0%	98.7%	0%	0%	98.3%	-		95.2%	0%	0%	0%	95.2%	-		100%	98.9%	0%	0%	98.9%	-	98.4%	
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	-		0	1	0	0	1	-		2	0	0	0	2	-		0	1	0	0	1	-	4	
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0.4%	0%	0%	0.4%	-		3.2%	0%	0%	0%	3.2%	-		0%	0.4%	0%	0%	0.4%	-	0.7%	
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-	0	
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	
Bicycles on Road	0	0	0	0	0	-		1	2	0	0	3	-		1	0	0	0	1	-		0	2	0	0	2	-	6	
% Bicycles on Road	0%	0%	0%	0%	0%	-		20.0%	0.9%	0%	0%	1.3%	-		1.6%	0%	0%	0%	1.6%	-		0%	0.8%	0%	0%	0.7%	-	1.0%	
Pedestrians	-	-	-	-	-	3		-	-	-	-	-	1		-	-	-	-	-	6		-	-	-	-	-	14		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	93.3%	-	
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	1		
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	6.7%		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broward Blvd and SE 16th Ave - TMC

Tue Sep 17, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses,
Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230028, Location: 26.122681, -80.127272



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

[N] SE 16th Ave

Total: 41

In: 36 Out: 5

36

3

5

1

5

234

In: 239

Total: 562

Out: 323

[E] E Broward Blvd

[W] E Broward Blvd

Total: 548

Out: 270

In: 278

261

17

10

1

5

62

Out: 17 In: 62

Total: 79

[S] SE 16th Ave

Broward Blvd and SE 17th Ave - TMC

Tue Sep 17, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230055, Location: 26.122657, -80.125879



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	Broward Blvd Westbound					SE 17th Ave Northbound					Broward Blvd Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-09-17 7:00AM	55	0	0	55	1	5	0	0	5	1	4	45	0	49	1	109
7:15AM	52	0	0	52	0	2	0	0	2	0	0	45	0	45	0	99
7:30AM	57	0	0	57	0	0	0	0	0	1	2	47	0	49	0	106
7:45AM	64	0	0	64	0	2	0	0	2	1	2	50	0	52	1	118
Hourly Total	228	0	0	228	1	9	0	0	9	3	8	187	0	195	2	432
8:00AM	66	0	0	66	0	1	0	0	1	0	2	54	0	56	0	123
8:15AM	52	0	0	52	0	2	0	0	2	2	4	49	0	53	0	107
8:30AM	32	0	0	32	0	2	0	0	2	2	2	49	0	51	0	85
8:45AM	35	0	0	35	0	1	0	0	1	0	6	46	0	52	0	88
Hourly Total	185	0	0	185	0	6	0	0	6	4	14	198	0	212	0	403
4:00PM	62	0	0	62	0	0	0	0	0	0	1	94	0	95	0	157
4:15PM	77	0	0	77	0	4	0	0	4	3	3	87	0	90	0	171
4:30PM	51	0	0	51	0	3	0	0	3	3	2	76	0	78	0	132
4:45PM	52	0	0	52	0	1	0	0	1	4	3	65	0	68	0	121
Hourly Total	242	0	0	242	0	8	0	0	8	10	9	322	0	331	0	581
5:00PM	55	0	0	55	0	1	0	0	1	0	4	67	0	71	3	127
5:15PM	42	0	0	42	1	0	0	0	0	2	2	56	0	58	0	100
5:30PM	45	0	0	45	0	1	0	0	1	2	3	54	0	57	0	103
5:45PM	42	0	0	42	2	2	0	0	2	3	5	53	0	58	0	102
Hourly Total	184	0	0	184	3	4	0	0	4	7	14	230	0	244	3	432
Total	839	0	0	839	4	27	0	0	27	24	45	937	0	982	5	1848
% Approach	100%	0%	0%	-	-	100%	0%	0%	-	-	4.6%	95.4%	0%	-	-	-
% Total	45.4%	0%	0%	45.4%	-	1.5%	0%	0%	1.5%	-	2.4%	50.7%	0%	53.1%	-	-
Lights	829	0	0	829	-	24	0	0	24	-	43	924	0	967	-	1820
% Lights	98.8%	0%	0%	98.8%	-	88.9%	0%	0%	88.9%	-	95.6%	98.6%	0%	98.5%	-	98.5%
Articulated Trucks and Single-Unit Trucks	3	0	0	3	-	0	0	0	0	-	2	8	0	10	-	13
% Articulated Trucks and Single-Unit Trucks	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	4.4%	0.9%	0%	1.0%	-	0.7%
Buses	2	0	0	2	-	0	0	0	0	-	0	1	0	1	-	3
% Buses	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.2%
Bicycles on Road	5	0	0	5	-	3	0	0	3	-	0	4	0	4	-	12
% Bicycles on Road	0.6%	0%	0%	0.6%	-	11.1%	0%	0%	11.1%	-	0%	0.4%	0%	0.4%	-	0.6%
Pedestrians	-	-	-	-	3	-	-	-	-	23	-	-	-	-	5	-
% Pedestrians	-	-	-	-	75.0%	-	-	-	-	95.8%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	25.0%	-	-	-	-	4.2%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn