



PALM BEACH MPO
CONGESTION MANAGEMENT PROCESS




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EXECUTIVE SUMMARY

Congestion in the transportation system is an issue that plagues urban communities, and is one of the most consistently cited issues of concern in citizen surveys. Time unnecessarily spent waiting for traffic signals to clear, or for buses to arrive, is frustrating to many citizens. Communities that seek to attract businesses often cite good transportation systems as a selling point in their promotion of good local quality of life. While Palm Beach County does not suffer the levels of congestion that are experienced in other, communities, it is important to keep an eye on travel trends and congestion levels for two reasons:

- Transportation is a very costly public infrastructure, and early corrective measures to reverse adverse trends lessens the fiscal impacts, and
- Because of the size of the infrastructure, it is easy to lose sight of slow deterioration. Quantitative measures can identify if progress is being made towards system goals at a pace that is satisfactory to the community.

This report complies with the Federally-mandated procedures in 23 CFR 450.320a & b, which requires that all modes of transportation be addressed. It follows a 2011 "guideline report" published by the Federal Highway Administration (FHWA) that lays out a sequential process: define the study boundary, establish regional goals and measurable objectives, collect data, identify and analyze problem areas, generate and assess strategies, implement mitigation measures, and evaluate the outcome. This report was created with the help of various Palm Beach MPO stakeholders and data resources, including Palm Beach County Engineering, the Florida Department of Transportation, local municipalities, PalmTran, and Tri-Rail.

This edition of the report is one of the first of its kind so, while trends are not readily apparent yet, solutions to existing deficiencies are discussed. As subsequent updates to this report are undertaken, valuable trends analyses will follow. The report card on the following page summarizes the various measures that the CMP tracks and relates to Table 01. Section 6 of the report discusses implementation of solutions, making use of a project ranking/prioritization procedure that transcends modes of travel. Appropriate project development phases of financially feasible mitigation measures should be included in the Long Range Transportation Plan (LRTP), the MPO Priority Project List, and the Transportation Improvement Program (TIP), as appropriate.

Measurement of transportation performance trends on a large-scale basis is challenging, and conditions may vary up or down from year to year, so immediate trend observations may not be accurate this early in the life of the congestion management program. However, of the 27 measures, early indications are that progress is being made in 14 measurement areas, no measureable change in six (yet), and that ground has been lost in seven. In some of the measures where ground was lost, such as park-n-ride spaces, the decline may be a result of formalizing the measurement procedure in this update. Others, such as decreasing the percentage of truck routes that are congested or reducing the number of congested intersections will likely be difficult to achieve since creation of transportation system capacity lags the rate at which travel is growing. For the "alternate" modes of travel measures, continued coordinated development of the alternate modes system is likely to show benefits over time.

This report provides policy-makers with a periodic review of local transportation conditions to support identification of trends in congestion so that solutions to congestion issues can be advanced.

Specific potential projects for improvement are identified in the report. In many cases the initial steps of advancing involve undertaking additional study to establish priorities and develop specifics of implementation, while others could advance into design and implementation sooner. There is a need, addressable as MPO transportation planning moves forward, to consider the financial and practical ability of MPO funding sources to achieve the stated goals and to assess the magnitude of the needs and integrate their costs into the County-wide transportation budget.

PALM BEACH MPO
CONGESTION MANAGEMENT PROCESS
2016 ANNUAL REPORT CARD

INDICATORS
- PROGRESSED
- NEEDS IMPROVEMENT
- NO CHANGE

2040 LRTP GOALS & OBJECTIVES

GOAL 1 — VEHICULAR TRANSPORTATION

Provide an efficient and reliable vehicular transportation system

Reduce the number of throughfare intersections with critical sum >1,400
- ↓ **36** EXISTING
- **40** IN 2014
- **30/25** 2025/2040 TARGET

Increase the % of traffic signals connected to the control system by fiber optic network
- ↑ **81%** EXISTING
- **78%** IN 2014
- **85%/90%** 2025/2040 TARGET

Increase the % of prinicipal arterials covered by closed circuit TV cameras
- — **55%** EXISTING
- **55%** IN 2014
- **65%/75%** 2025/2040 TARGET

Increase the percentage of traffic signals with operable vehicle detection
- ↑ **87%** EXISTING
- **75%** IN 2014
- **85%/95%** 2025/2040 TARGET

Increase the % of facilities that accomodate 2 ft. sea level rise

SIS Network
- — **99%** EXISTING
- **99%** IN 2014
- **90%/90%** 2025/2040 TARGET

Non-SIS Throughfare Network
- — **99%** EXISTING
- **99%** IN 2014
- **75%/75%** 2025/2040 TARGET

GOAL 2 — MASS TRANSIT

Prioritize an efficient and interconnected mass transit system

Increase the % of transit mode choice
- ↑ **1.9%** EXISTING
- **1.6%** IN 2014
- **3%/5%** 2025/2040 TARGET

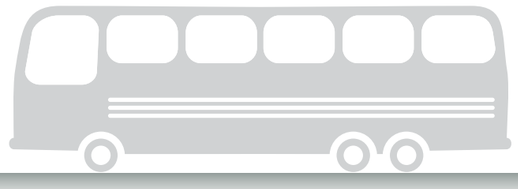
Increase passenger trips per revenue mile

Tri-Rail Service
- ↓ **1.29** EXISTING
- **1.36** IN 2014
- **1.5/2.0** 2025/2040 TARGET

Palm Tran Fixed Route Service
- ↓ **1.56** EXISTING
- **1.61** IN 2014
- **2.0/2.5** 2025/2040 TARGET

Increase the number of park-n-ride spaces
- ↑ **2,308** EXISTING
- **2,196** IN 2014
- **3,000/4,000** 2025/2040 TARGET

Reduce the average ratio of transit travel time to auto travel time for Palm Tran fixed route system
- ↓ **2.52** EXISTING
- **2.87** IN 2014
- **2.50/2.00** 2025/2040 TARGET



GOAL 3 — NON-MOTORIZED

Prioritize a safe and convenient non-motorized transportation network

Increase the % of

Pedestrian Mode Choice
- ↓ **1.6%** EXISTING
- **1.7%** IN 2014
- **3.5%/5%** 2025/2040 TARGET

Bicycling Mode Choise
- — **0.5%** EXISTING
- **0.5%** IN 2014
- **1.5%/3%** 2025/2040 TARGET

Increase the centerline mileage of

Buffered Bike Lanes
- — **8** EXISTING
- **8** IN 2014
- **50/100** 2025/2040 TARGET

10 ft. or Wider Shared Use Pathways
- ↑ **50** EXISTING
- **25** IN 2014
- **75/125** 2025/2040 TARGET

Designated Bike Lanes
- ↑ **160** EXISTING
- **125** IN 2014
- **250/500** 2025/2040 TARGET

Priority Network Operating at LOS C or Better
- ↑ **158** EXISTING
- **140** IN 2014
- **350/500** 2025/2040 TARGET

Increase % of throughfare mileage near transit hubs that provide dedicated

Bicycle Facilities (within 3 miles)
- ↓ **7%** EXISTING
- **10%** IN 2014
- **20%/40%** 2025/2040 TARGET

Pedestrian Facilities (within 1 mile)
- — **85%** EXISTING
- **85%** IN 2014
- **100/100%** 2025/2040 TARGET

GOAL 4 — FREIGHT MOVEMENT

Maximize the efficient movement of freight through the region

Decrease the % of SIS facilities, SIS connectors, and non-SIS designated truck routes that exceed capacity (v/c>1.1)
- ↑ **8.4%** EXISTING
- **3.3%** IN 2014
- **2.5%/1.5%** 2025/2040 TARGET

Increase the annual tonnage of freight through

The Port of Palm Beach
- ↓ **1.96M** EXISTING
- **2.14M** IN 2014
- **2.5M/3.0M** 2025/2040 TARGET

Palm Beach International Airport
- ↑ **26K** EXISTING
- **22K** IN 2014
- **25K/35K** 2025/2040 TARGET

GOAL 5 — SOCIAL & ENVIRONMENTAL

Preserve and enhance social and environmental resources

Decrease per capita daily fuel use (gallons/person)
- ↓ **1.236** EXISTING
- **1.54** IN 2014
- **1.25/1.00** 2025/2040 TARGET

Decrease per capita daily NO emissions (gallons/person)
- ↓ **20** EXISTING
- **50** IN 2014
- **35/25** 2025/2040 TARGET

Decrease per capita daily Hydrocarbon emissions (gallons/person)
- ↓ **25** EXISTING
- **30** IN 2014
- **20/10** 2025/2040 TARGET

Decrease per capita daily Carbon Monoxide emissions (gallons/person)
- ↓ **160** EXISTING
- **400** IN 2014
- **300/250** 2025/2040 TARGET

Decrease per capita daily Vehicles Miles Travelled (VMT/person)
- ↓ **20.7** EXISTING
- **25** IN 2014
- **21/20** 2025/2040 TARGET

TABLE 01 **PALM BEACH MPO DIRECTIONS 2040 LRTP GOALS & OBJECTIVES**

	OBJECTIVE	DESCRIPTION	2014 VALUE	2016 VALUE	2025 VALUE	2040 VALUE
Goal 1: Provide an efficient and reliable vehicular transportation system						
1	1.1	Reduce the number of thoroughfare intersections with critical sum > 1400	40	36	30	25
	1.2	Increase the percentage of traffic signals connected to the central control system by fiber optic network	78%	81%	85%	90%
	1.3	Increase the percentage of principal arterials covered by closed circuit TV cameras	55%	55%	65%	75%
	1.4	Increase the percentage of traffic signals with operable vehicle detection	75%	87%	85%	95%
	1.5	Increase the percentage of facilities that accommodate two feet sea level rise For the SIS network For the non-SIS thoroughfare network	 99% 99%	 99%+ 99%	 90% 75%	 90% 75%
Goal 2: Prioritize an efficient and interconnected mass transit system						
2	2.1	Increase the percentage of transit commuter mode choice	1.6%	1.9%	3%	5%
	2.2	Increase passenger trips per revenue mile For Tri-Rail service For Palm Tran fixed route service	 1.36 1.61	 1.29 1.56	 1.5 2.0	 2.0 2.5
	2.3	Increase the number of park-n-ride spaces	2,196	2,014	3,000	4,000
	2.4	Reduce the average ratio of transit travel time to auto travel time for Palm Tran fixed route system	2.87	2.52	2.5	2.00
Goal 3: Prioritize a safe and convenient non-motorized transportation network						
3	3.1	Increase the percentage of Pedestrian commuter mode choice Bicycling commuter mode choice	 1.7% 0.5%	 1.6% 0.5%	 3.5% 1.5%	 5% 3%
	3.2	Increase centerline mileage of Buffered bike lanes 10-ft or wider shared use pathways Designated bike lanes Priority bike network operating at LOS C or better	 8 25 125 140	 8 50 160 158	 50 75 250 350	 100 125 500 500
	3.3	Increase percentage of thoroughfare mileage near transit hubs That provides dedicated bicycle facilities (within 3 miles) That provides dedicated pedestrian facilities (within 1 mile)	 10% 85%	 7% 85%	 20% 100%	 40% 100%
Goal 4: Maximize the efficient movement of freight through the region						
4	4.1	Decrease the percentage of SIS facilities, SIS connectors, and non-SIS designated truck routes that exceed capacity (v/c > 1.1)	3.3%	8.4%	2.5%	1.5%
	4.2	Increase the annual tonnage of freight through The Port of Palm Beach Palm Beach International Airport	 2.14M 22K	 1.96M 24K	 2.5M 25K	 3.0M 35K
Goal 5: Preserve and Enhance Social and Environmental Resources						
5	5.1	Decrease per capita daily fuel use (gallons/person)	1.54	1.24	1.25	1.00
	5.2	Decrease per capita daily NOx emissions (grams/person)	50	20	35	25
	5.3	Decrease per capita daily Hydrocarbon emissions (grams/person)	30	25	20	10
	5.4	Decrease per capita daily Carbon Monoxide emissions (grams/person)	400	160	300	250
	5.5	Decrease per capita daily Vehicles Miles Travelled (VMT/person)	25	20.7	21	20

TABLE 02 **MITIGATION STRATEGIES**

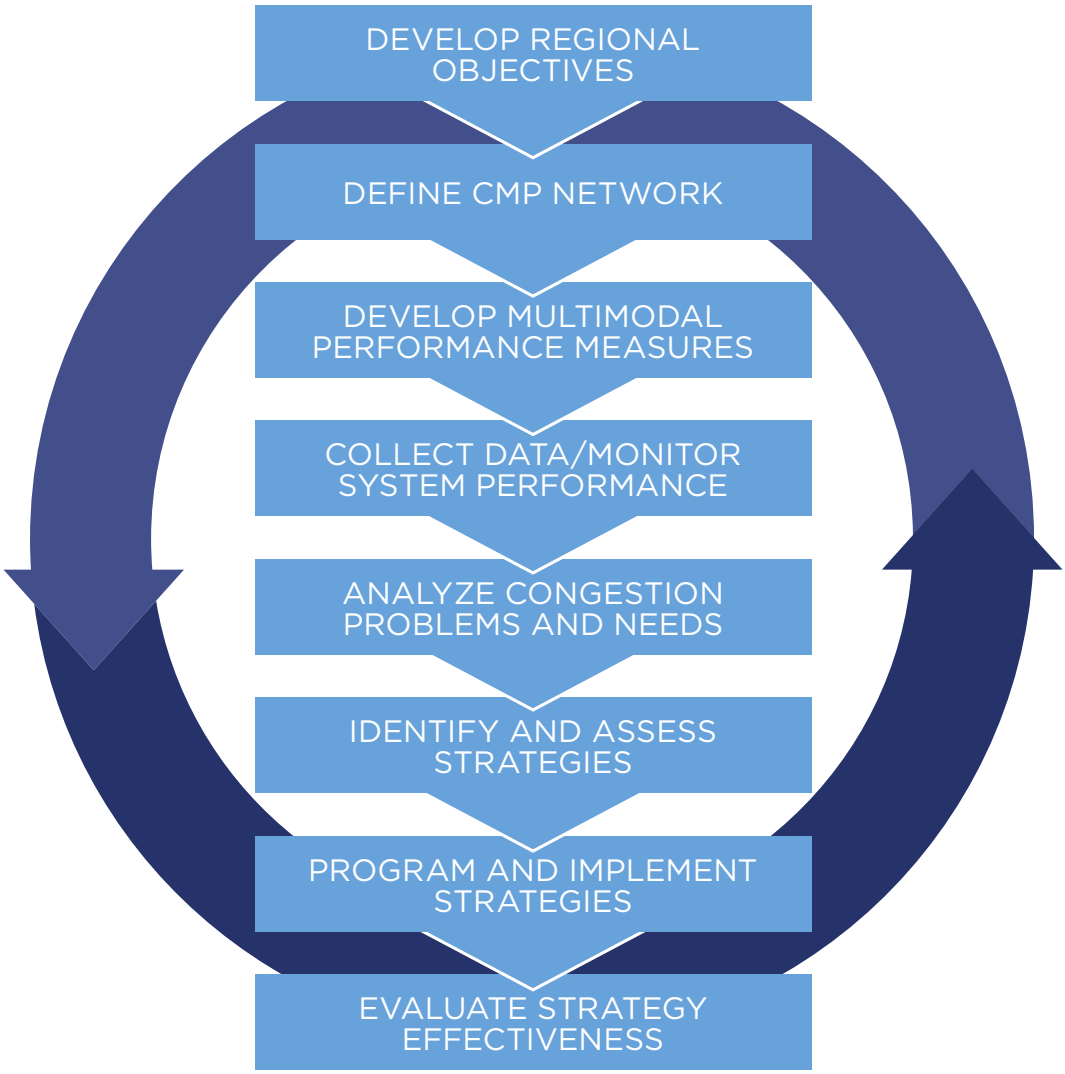
		DESCRIPTION	STRATEGY
Goal 1: Provide an efficient and reliable vehicular transportation system			
1	1.1	**Reduce the number of thoroughfare intersections with critical sum > 1400**	Conceptual schematic diagrams of the 36 potential improvements and a summary of all 400 intersection capacity analyses are included in Appendix C. Upon review by local agency staff, those locations judged to be in greatest need of improvement should be advanced for further study to refine the solution and feasibility of improvement.
	1.2	**Increase the percentage of traffic signals connected to the central control system by fiber optic network**	To address measures 1.2 and 1.3, an update to Palm Beach County's Intellegent Transportation Systems Master Plan should be undertaken to establish the next logical expansion of the ATMS.
	1.3	**Increase the percentage of principal arterials covered by closed circuit TV cameras**	
	1.4	**Increase the percentage of traffic signals with operable vehicle detection**	The MPO currently has a Local Initiative prioritized project with design funding in the TIP in year 2018. Once construction funds are programmed, this project will move the MPO closer to achieving its target.
	1.5	**Increase the percentage of facilities that accommodate two feet sea level rise** **For the SIS network** **For the non-SIS thoroughfare network**	In regard to the identified road segments the MPO suggests each responsible agency incorporate an engineering solution which will
Goal 2: Prioritize an efficient and interconnected mass transit system			
2	2.1	**Increase the percentage of transit commuter mode choice**	Fund identified LRTP and TDP projects.
	2.2	**Increase passenger trips per revenue mile** **For Tri-Rail service** **For Palm Tran fixed route service**	Funding TDP recommendations and system enhancements.
	2.3	**Increase the number of park-n-ride spaces**	Fund future TDP recommended Park-n-ride lots.
	2.4	**Reduce the average ratio of transit travel time to auto travel time for Palm Tran fixed route system**	A TDP, in progress for PalmTran, will identify appropriate strategies to make bus transit service more effecient.
Goal 3: Prioritize a safe and convenient non-motorized transportation network			
3	3.1	**Increase the percentage of** **Pedestrian commuter mode choice** **Bicycling commuter mode choice**	Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Intiative (LI) programs.
	3.2	**Increase centerline mileage of** **Buffered bike lanes** **10-ft or wider shared use pathways** **Designated bike lanes** **Priority bike network operating at LOS C or better**	Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Intiative (LI) programs.
	3.3	**Increase percentage of thoroughfare mileage near transit hubs** **That provides dedicated bicycle facilities (within 3 miles)** **That provides dedicated pedestrian facilities (within 1 mile)**	Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Initiative (LI) programs.
Goal 4: Maximize the efficient movement of freight through the region			
4	4.1	**Decrease the percentage of SIS facilities, SIS connectors, and non-SIS designated truck routes that exceed capacity (v/c > 1.1)**	A solution strategy would be to implement capacity-increasing improvements such as intersection lane additions or capacity increases where possible, and according higher priorities to such improvements that fall on the SIS and non-SIS truck routes.
	4.2	**Increase the annual tonnage of freight through** **The Port of Palm Beach** **Palm Beach International Airport**	While the MPO does not directly participate in attracting freight movement though Palm Beach County's ports, the MPO can influence the identification and assignment of higher priorities to improvements to land-side access roads to minimize congestion, as discussed above in Section 4.1.
Goal 5: Preserve and Enhance Social and Environmental Resources			
5	5.1	**Decrease per capita daily fuel use (gallons/person)**	Methods to decrease fuel consumption per capita would include: › Continue to improve service provided by alternative modes › Support CAFÉ standards and alternative energy vehicles (electric/hydrogen) › Improve mix of land uses to bring homes and needs/ employment closer (density and diversity of land uses) › Reduce congestion/delay/idle-time through intersection, roadway, and ITS/signal timing improvements
	5.2	**Decrease per capita daily NOx emissions (grams/person)**	Research capital funding of air quality stations in Palm Beach County; reduce VMT and promote alternatives modes of transportation.
	5.3	**Decrease per capita daily Hydrocarbon emissions (grams/person)**	
	5.4	**Decrease per capita daily Carbon Monoxide emissions (grams/person)**	
	5.5	**Decrease per capita daily Vehicles Miles Travelled (VMT/person)**	Three strategic options to reduce motor fuel consumption that can be funded by MPO programs are: › Shift travel to alternate modes by improving the quality of service provided for those modes. › Shorten necessary trips by promoting higher densities and diversity of land uses, › Reduce the need for trip-making through improved communications and goods and service delivery technologies.

SECTION 1: INTRODUCTION

A Congestion Management Process, or CMP, involves routinely monitoring all modes of travel and activity on the transportation network and managing the system's performance by identifying and advancing effective solutions, or improvements, that mitigate the adverse impacts of congestion. The majority of congestion occurs when demand exceeds the capacity of a transportation facility, resulting in significant increases in user travel time. Congestion also arises due to non-recurring events, such as accidents, adverse weather, work zone activity, and special events. The goal of the CMP is to maintain acceptable levels of congestion through the implementation of agreed upon mitigation solutions.

According to federal legislation (23 CFR 450.320a & b), MPOs that reside in Transportation Management Areas (TMAs), which are urban areas that have a population of at least 200,000, "shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system." Figure 01 outlines the 8-step process of the CMP as recommended by FHWA.

FIGURE 01 **CONGESTION MANAGEMENT PROCESS 8-STEP FLOW-CHART**



If performance falls short of the regional goals and objectives, then the process is re-evaluated to consider the need for additional funding, adjusting goals, and/or identifying alternative or adjusted mitigation strategies. Otherwise, the CMP is showing evidence of effectiveness, and stability. Such an iterative process is characteristic of the '3C' (Continuing, Comprehensive, and Cooperative) transportation planning process required of Metropolitan Planning Organizations (MPOs) under the Federal-Aid Highway Act of 1962.

Prior to instituting an on-going performance-monitoring and mitigation-driven system, the MPO was only required to produce planning-level (i.e., Long Range Transportation Plans, or LRTP), and investment allocation (i.e., Transportation Improvement Program, or TIP) documents. What these two documents fail to capture, however, is an on-going, continuous monitoring process of the transportation network at the level of operations to ensure the established regional goals and objectives are in fact being achieved at the person-trip level. The CMP makes up for this shortfall by ensuring not only that the performance targets are being achieved, but that they maintain this status over time by creating an iterative and robust process that evaluates and implements congestion-mitigation strategies dynamically.

Each of the eight steps of the CMP is stated in general form, allowing for the flexibility of the respective MPO to define their own objectives, performance measures, targets, and mitigation strategies. This is to be expected since the CMP is context sensitive and that each MPO is independent and unique in nature with respect to (among others) population and network infrastructure, socioeconomic characteristics, geography, and political structure.

A unique feature to this new version of the 8-step CMP is the added feedback mechanism after the final step, resulting in a repeat of step 1 and the assurance of an on-going, continuous process. Such an analytical and iterative framework is what makes the 8-step CMP a dynamic process, as opposed to a static system. In the early 1990's the CMP was originally called CMS, or Congestion Management System, and was produced in a fashion that would reflect a combination of the LRTP and TIP, but without any form of on-going monitoring of the performance of the system and would essentially be treated as a static document. By converting the system to a process, the CMP has become a more influential planning tool that can be utilized by MPOs to ensure their LRTPs and TIPs are being fully executed.

The subsequent Sections will cover in further detail each of the eight steps of the CMP with respect to the Palm Beach Metropolitan Planning Organization (PBMPO), including established performance measures and desired targets, existing data collection programs, project prioritization selection process, evaluation, and implementation, and recommended future steps to help further the evolution and development of the CMP. A summary with final conclusions will also be provided that will summarize the lessons learned by the Palm Beach MPO and what future steps are recommended in order to help improve the overall congestion management process.

SECTION 2: DEFINE THE CMP NETWORK

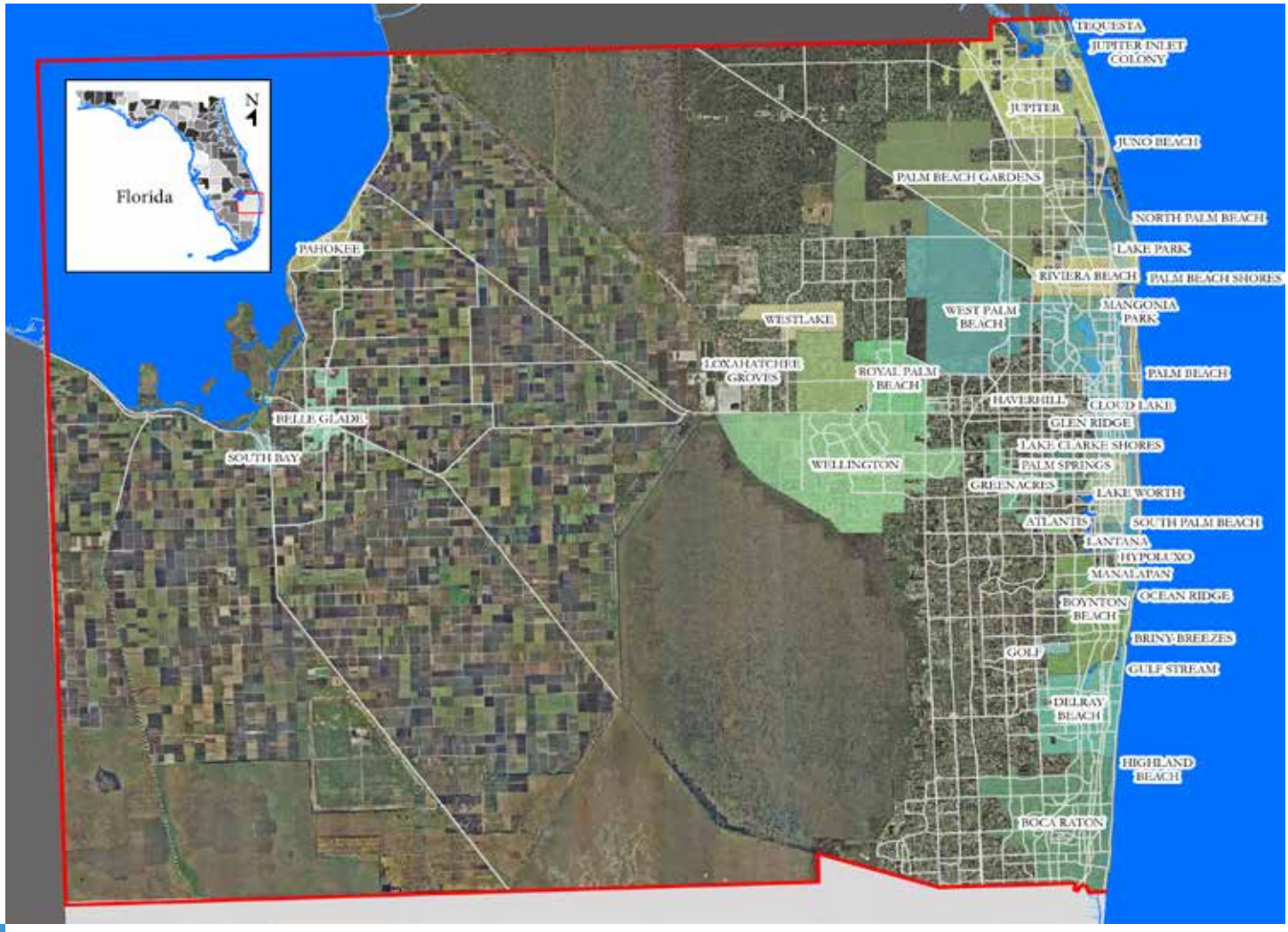
The second step of the CMP is to define the study area, or boundary, that will encompass the entire scope of analysis. This is typically done at the county level, as opposed to the city level, and would encompass all modes of the transportation network. Figure 02 displays the study area (outlined in red) for the Palm Beach MPO CMP. The total area (land and water) of Palm Beach County is approximately 2,400 square miles, making it the second largest county in the state of Florida.

Palm Beach County's population is expected to grow by 26 percent from 2015 to 2040, and Vehicle Miles Travelled by 34 percent, annual growth rates of 0.93 and 1.24 percent per year, respectively, according to the Southeast (Florida) Regional (Transportation) Planning Model (SERPM).

ROADS

Palm Beach County's transportation network includes a dense array of freeways, arterials, collector non-motorized facilities, airports, a deep-water seaport, and extensive rail facilities serving passenger and freight purposes. The system includes 4,650 lane-miles of major roads (excluding local streets, 600 limited access, 3,340 arterial, and 710 collector, see Appendix A for 2014 Federal Functional Classification map) which carries 29.7 million vehicle-miles of travel per day. The major corridors include I-95, the longest north-south interstate in the country stretching 1,925 miles along the US eastern coastline, Florida's Turnpike, a limited access toll facility that provides auto and truck

FIGURE 02 **CMP STUDY AREA**



drivers with an alternate, parallel route to I-95. Major east-west arterial roads include: Beeline Highway, Southern Boulevard, Indiantown Road, Northlake Blvd, Okeechobee Blvd, Lake Worth Road, Atlantic Avenue, and Glades Road. Figure 03 and Figure 04 chart the distribution of roadways designated on the 2014 Federal Functional Classification map by responsible agency and municipality (local roads only), respectively.

TRANSIT

The two major transit operators in the county are PalmTran (Bus), with a fleet of 192 buses operating 35 fixed routes and averaging approximately 36,000 riders per weekday, and Tri-Rail (commuter train) who has 18 stations along 71 miles of track with a ridership of approximately 14,800 per weekday. Figure 05 and Figure 06 provide system maps of the PalmTran and Tri-Rail operators. Other smaller operators include local municipal shuttle and trolley services.

FIGURE 03 **2014 FEDERAL ARTERIAL AND COLLECTOR ROAD CENTERLINE MILE DISTRIBUTION**

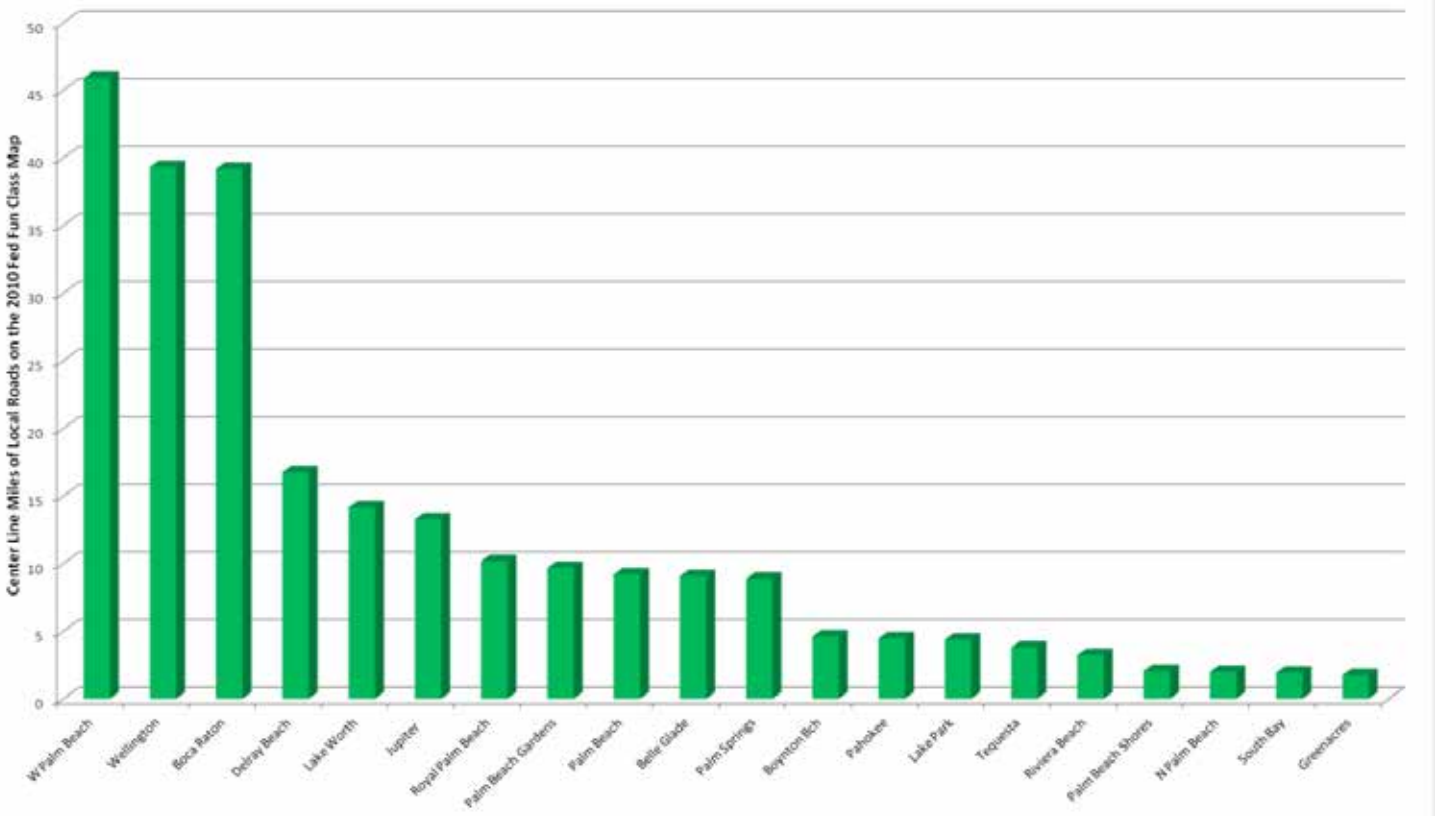


FIGURE 04 **2014 MUNICIPAL ROAD CENTERLINE MILES ON FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM**

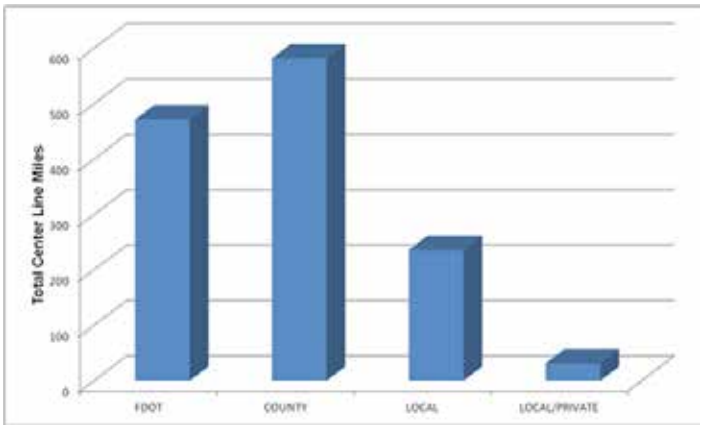


FIGURE 05 **PALM TRAN BUS ROUTE SYSTEM MAP**

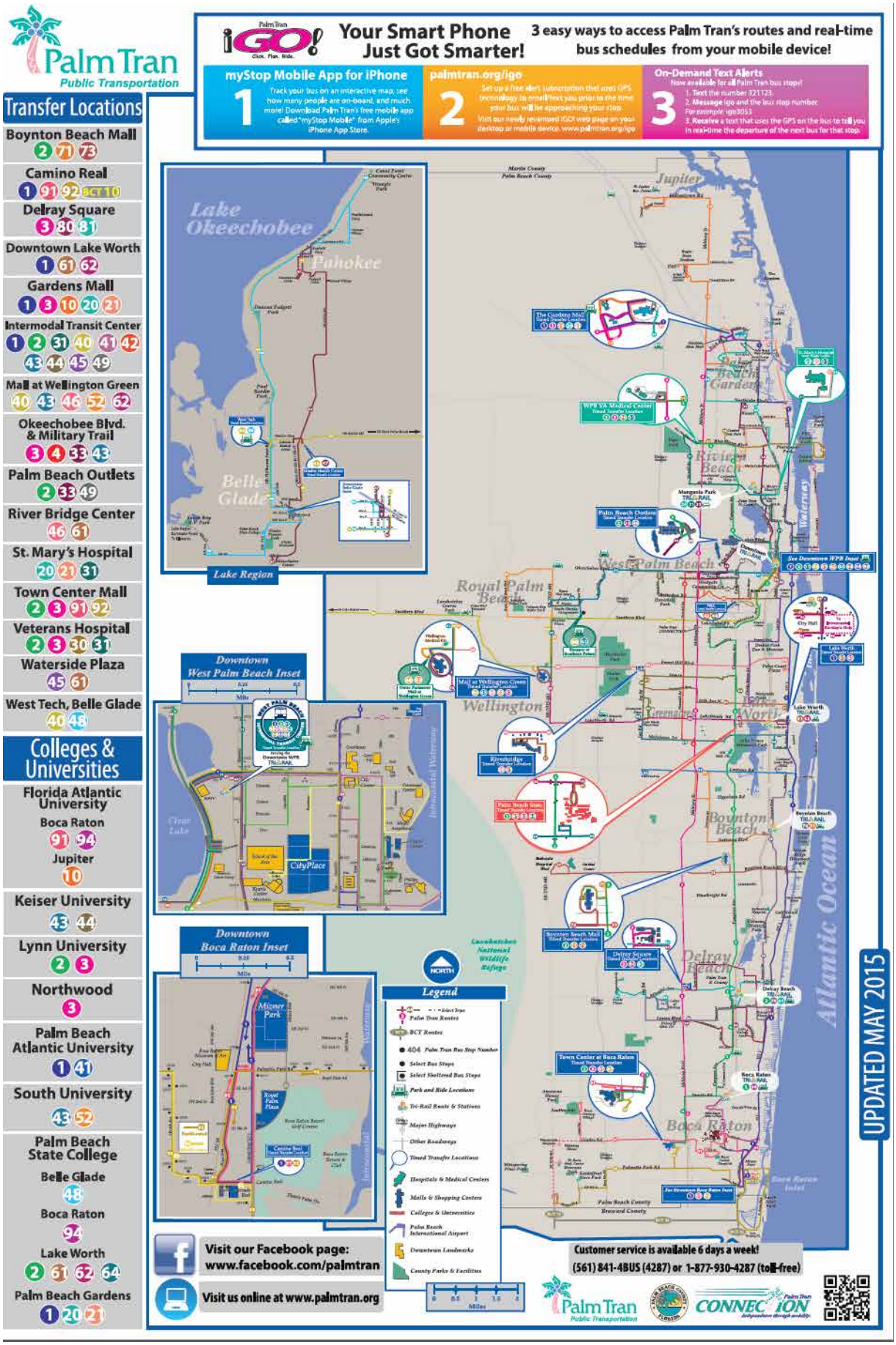


FIGURE 06 **TRI-RAIL SYSTEM MAP**

NON-MOTORIZED

Bike lanes and other non-motorized facilities, including greenways, are also prevalent throughout the County. A map illustrating the extent of on-road bicycle facilities is provided in Figure 07.

Sidewalks are an important component of the non-motorized network. At the time of publication, sidewalk data was not complete, but will be used in future iterations of the report.

FIGURE 07 **PALM BEACH COUNTY ON-ROAD BICYCLE FACILITIES MAP**

SECTION 3: DEVELOP REGIONAL GOALS, OBJECTIVES & PERFORMANCE MEASURES

After defining the CMP network, the next step of the CMP is to establish and define the region's desired transportation goals and associated objectives; and in turn, performance measures to be met. The goals are comprised of generalized statements that are traditionally transportation-specific and would ideally address a particular mode of transport (e.g., goals in terms of automobile versus transit). The objectives on the other hand are more specific and measurable in nature. Each objective is also tied to a goal to maintain consistency, and is stated in a manner that is regional in scale.

The Palm Beach MPO preceded the formal unveiling of the region's goals and objectives by first establishing a set of Values that were used to develop the long range plan. Table 03 provides the Values of the Palm Beach MPO's 2040 LRTP. In parallel with the state and federal transportation administrations, the first value of the Palm Beach MPO is to improve the safety and security of the transportation system, followed by maintaining and utilizing the existing system to its maximum potential and design-life.

The values range across all modes, users, and geographic- and economic-type areas of the Palm Beach County region. Value #3: "Implement Transportation Systems Management and Operations (TSM&O) and Transportation Demand Management (TDM) strategies to maximize efficiency of existing system before expanding." foreshadows the efforts of developing and maintaining a CMP since TSM&O and TDM strategies are critical components of the overall Congestion Management Process. The Values provide a framework for the Palm Beach MPO to work from when generating the goals and objectives for the CMP.

TABLE 03 **PALM BEACH MPO DIRECTIONS 2040 LONG RANGE TRANSPORTATION PLAN VALUES**

1	Improve the safety and security of the transportation system for all users.
2	Fund maintenance and rehabilitation of existing infrastructure before expanding.
3	Implement Transportation Systems Management and Operations (TSM&O) and Transportation Demand Management (TDM) strategies to maximize efficiency of existing system before expanding.
4	Maximize benefits of existing transportation revenues.
5	Provide multimodal access to areas with low income and/or traditionally under served populations.
6	Support context-sensitive implementation of complete street principles in or near identified redevelopment areas or urban centers.
7	Support economic growth and development through projects consistent with local comprehensive plans and with minimal environmental impacts.
8	Promote regionally significant facilities and coordination of projects crossing jurisdictional boundaries to facilitate effective movement of people and goods.
9	Prioritize non-motorized facilities at all transit hubs, interchanges, bridges, and railroad crossings.
10	Invest in efficient, convenient and attractive mass transit system.

Table 04 outlines the desired goals and objectives for the Palm Beach MPO's Directions 2040 Long Range Transportation Plan and are derived from the Values shown in Table 03. Each of the five goals has been partitioned by mode: Vehicular, Public Transit, Non-Motorized, and Freight (with a final category that includes Energy and Environmentally-driven goals). Each goal also has assigned to it a set of objectives, or performance measures, which will be used to measure the effectiveness of the MPO's long range plan and associated cost feasible projects.

The objectives were explicitly defined in a manner that ensures the MPO's ability to measure and quantify each performance metric, including base year conditions, and desired target values for future horizon years. Further discussion of these performance measures will be provided in subsequent Sections given they are a separate step in the CMP process. Note that the goals, objectives, and values (or GOVs) of the LRTP are used as the GOVs for the CMP, ensuring both consistency and continuity between the MPO's long range planning efforts and its near-term congestion management process. Performance measures in addition to those shown on Table 04 may be added to the CMP, given the time-scale of several of the objectives.

Following identification of goals and objectives is the selection of the appropriate Performance Measures (PMs) that will be utilized to assess the functionality and operation of the transportation system. According to MAP-21, "...MPOs shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning," 23 USC Section 134(c)(1). The regional values and goals of the Palm Beach MPO were introduced in Table 03 to set a foundation for the PMs through means of the objectives shown in Table 04. Each one of the five goals shown in the table has been assigned specific, measurable, agreed-upon, realistic, and time-bound (SMART) objectives. For the purposes of the CMP, and with respect to the aforementioned MAP-21 guidelines, these objectives will be used as a proxy for PMs of the transportation system, in addition to other measures that will be discussed in the subsequent sections.

3.1 LONG RANGE TRANSPORTATION PLAN OBJECTIVES AND TARGETS

There are a total of 27 PMs shown on Table 04, each one presented as goal- and mode-specific. Partnered with the Performance Measures are a set of target values, including the 2014 base year value. The "2016 Value" column is the condition measured in 2016, and addresses the data gathering process of this report. These measures are early indicators with respect to future desired outcomes. The 2025 target serves as a midway check-point between the base year and horizon year. By providing midpoint target values, the MPO could make adjustments to policy decisions in certain areas that are showing poor performance with respect to the established objectives.

TABLE 04 **PALM BEACH MPO DIRECTIONS 2040 LRTP GOALS & OBJECTIVES**

	OBJECTIVE	DESCRIPTION	2014 VALUE	2016 VALUE	2025 VALUE	2040 VALUE
Goal 1: Provide an efficient and reliable vehicular transportation system						
1	1.1	Reduce the number of thoroughfare intersections with critical sum > 1400	40	36	30	25
	1.2	Increase the percentage of traffic signals connected to the central control system by fiber optic network	78%	81%	85%	90%
	1.3	Increase the percentage of principal arterials covered by closed circuit TV cameras	55%	55%	65%	75%
	1.4	Increase the percentage of traffic signals with operable vehicle detection	75%	87%	85%	95%
	1.5	Increase the percentage of facilities that accommodate two feet sea level rise For the SIS network For the non-SIS thoroughfare network	 99% 99%	 99%+ 99%	 90% 75%	 90% 75%
Goal 2: Prioritize an efficient and interconnected mass transit system						
2	2.1	Increase the percentage of transit commuter mode choice	1.6%	1.9%	3%	5%
	2.2	Increase passenger trips per revenue mile For Tri-Rail service For Palm Tran fixed route service	 1.36 1.61	 1.29 1.56	 1.5 2.0	 2.0 2.5
	2.3	Increase the number of park-n-ride spaces	2,196	2,014	3,000	4,000
	2.4	Reduce the average ratio of transit travel time to auto travel time for Palm Tran fixed route system	2.87	2.52	2.5	2.00
Goal 3: Prioritize a safe and convenient non-motorized transportation network						
3	3.1	Increase the percentage of Pedestrian commuter mode choice Bicycling commuter mode choice	 1.7% 0.5%	 1.6% 0.5%	 3.5% 1.5%	 5% 3%
	3.2	Increase centerline mileage of Buffered bike lanes 10-ft or wider shared use pathways Designated bike lanes Priority bike network operating at LOS C or better	 8 25 125 140	 8 50 160 158	 50 75 250 350	 100 125 500 500
	3.3	Increase percentage of thoroughfare mileage near transit hubs That provides dedicated bicycle facilities (within 3 miles) That provides dedicated pedestrian facilities (within 1 mile)	 10% 85%	 7% 85%	 20% 100%	 40% 100%
Goal 4: Maximize the efficient movement of freight through the region						
4	4.1	Decrease the percentage of SIS facilities, SIS connectors, and non-SIS designated truck routes that exceed capacity (v/c > 1.1)	3.3%	8.4%	2.5%	1.5%
	4.2	Increase the annual tonnage of freight through The Port of Palm Beach Palm Beach International Airport	 2.14M 22K	 1.96M 24K	 2.5M 25K	 3.0M 35K
Goal 5: Preserve and Enhance Social and Environmental Resources						
5	5.1	Decrease per capita daily fuel use (gallons/person)	1.54	1.24	1.25	1.00
	5.2	Decrease per capita daily NOx emissions (grams/person)	50	20	35	25
	5.3	Decrease per capita daily Hydrocarbon emissions (grams/person)	30	25	20	10
	5.4	Decrease per capita daily Carbon Monoxide emissions (grams/person)	400	160	300	250
	5.5	Decrease per capita daily Vehicles Miles Travelled (VMT/person)	25	20.7	21	20

SECTION 4: DATA COLLECTION, ANALYSIS, AND RECOMMENDATIONS

An important aspect of establishing the performance measures is to be sure the needed data is collected consistently by responsible agencies, that subsequent preparers of this report know exactly where the data resides and how to convert the data to measures for consistency of reporting, and that the data itself represents the desired measure. This Section, and its associated appendices, summarizes the data sources and analysis procedures.

The following sections describe in further detail the variables quantified for each respective transportation mode, starting with the mode exhibiting the highest share of travel throughout Palm Beach County: Vehicular Travel.

1. VEHICULAR PERFORMANCE MEASURES

1.1 REDUCE THE NUMBER OF THOROUGHFARE INTERSECTIONS WITH CRITICAL SUM > 1,400

To measure how congested an intersection is you must analyze the sum of critical movement volumes at a signalized intersection. The higher the value, the greater the congestion, with a sum of 1,400 being near the limit of capacity. The level of congestion at signalized intersections is a good measure to monitor because urban roadway operations are largely controlled by the operation of signalized intersections.

Using peak-hour turning movement counts provided by the County's traffic division, the critical movement sum for 400 of approximately 1,175 signalized locations was calculated using the FHWA's Critical Movement Analysis (CMA) methodology. The methodology is summarized in Appendix B. The premise of the CMA is to determine the sum of the per-lane volumes that conflict with each other at an intersection.

A listing of the intersections with current critical movement sums greater than 1,400 is provided in Table 05, which also includes a notation if the intersection is included in a roadway lane-addition project in the cost-feasible transportation plan and an indication of a potential improvement to restore the sum of critical movements to less than 1,400, if possible. Three of the 36 intersections are located on roads scheduled for improvement in the first ten years of the adopted cost-feasible transportation plan.

Mitigation Strategy

Conceptual schematic diagrams of the 36 potential improvements and a summary of all 400 intersection capacity analyses are included in Appendix C. Upon review by local agency staff, those locations judged to be in greatest need of improvement should be advanced for further study to refine the solution and feasibility of improvement.

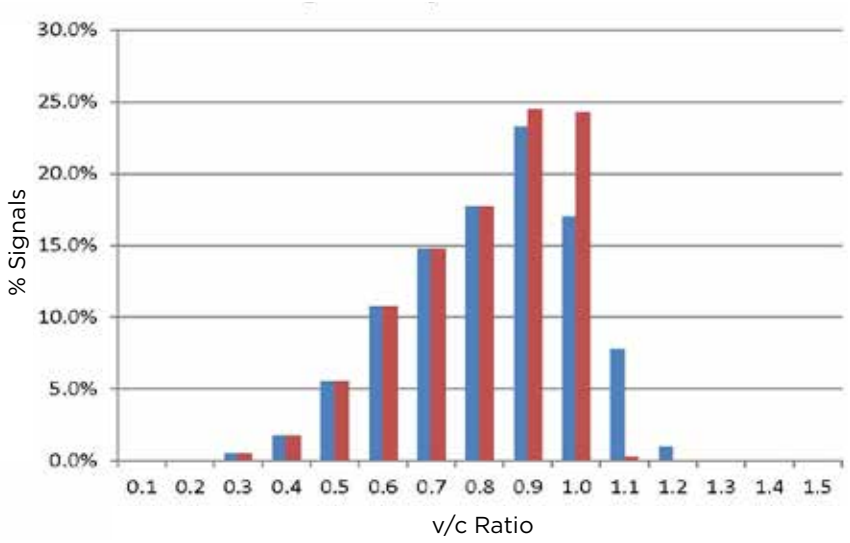
The 2040 Long-Range Transportation Plan includes a $954 million budget from 2020 through 2040 for "Local Initiatives" projects, which could be used to fund improvements identified for the measure.

Figure 08 shows the distribution of CMA results, using the critical sum divided by 1,400 as a volume-to-capacity (v/c) ratio, and the weighted average value as a single measure of overall conditions, for intersections using data collected in 2012 through 2016. These counts indicate that 36 locations have critical sums over 1,400, and the 400 intersections have an average volume-to-capacity ratio (weighted by the volume of traffic using the intersections) of 0.827. While the figure and accompanying table shows the 36 intersections with critical sums over 1,400 today (v/c ratios greater than 1.0), another 171 intersections are indicated as operating in the range from 0.80 to 1.00. At an annual traffic growth rate of 1.24 percent per year, over the coming 15 years, they will also exceed the 1,400 limit. Analysis of potential "cures" to reduce the critical sums to less than 1,400 indicate that many of the 36 intersections will need further improvements within the coming 15-year timeframe. The implication is that capacity-adding improvements will be required at more than 11 intersections per year over the coming 15 years.

TABLE 05 SUMMARY OF POTENTIAL INTERSECTION IMPROVEMENTS

Signal ID	Intersection	TMC Year	Max CMS	Added Lanes:												Max CMS	Total Lanes:										
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
58005	Clint Moore Rd at Lyons Rd	2016	1,460								1					1,265								2				
27127	Community Dr at Military Tr	2016	1,400									1				1,361									1			
33500	Forest Hill Bl at Congress Ave	2015	1,438									1				1,368									1			
33475	Forest Hill Bl at Kirk Rd	2015	1,400										1	-1		1,287											2	
33405	Forest Hill Bl at Lyons Rd	2015	1,438								1					1,192								2				
33450	Forest Hill at Military Tr	2016	1,532										1		1	1,399										2		1
62635	Glades Rd at Airport Rd/NW 15th Ave	2013	1,513							1				1		1,346						3					2	
62510	Glades Rd at Fl Turnpike	2016	1,492	1												1,335	3											
4750	Indiantown Rd at Alt A1A/SR 811	2016	1,440							1						1,281							2					
4660	Indiantown Rd at Central Bl	2016	1,408								1					1,332								2				
37001	Lake Worth at SR 7	2016	1,465	1								1				1,380	3								1			
40150	Lantana Rd at High Ridge Rd	2015	1,539									1	1			1,379									1	2		
55160	Linton Bl at Federal Hwy/US 1	2016	1,466					1								1,369					3							
55075	Linton Bl at Military Tr	2015	1,499				1								1	1,372				3								1
17380	Northlake Bl at Alt A1A/SR 811	2016	1,443	1												1,169	2											
17290	Northlake Bl at Beeline HWY	2015	1,523					1								1,289					3							
27728	Okeechobee Bl at Benoist Farms Rd/WPB FS #7	2015	1,430								1					1,397								2				
27750	Okeechobee Bl at Jog Rd	2015	1,495							1						1,395							3					
27850	Okeechobee Bl at Military Tr	2016	1,483							1			1			1,399							3			3		
27885	Okeechobee Bl at Palm Beach Lakes Bl	2016	1,481													1,481												
26020	Palm Beach Lakes Bl at Robbins Dr	2015	1,559		1											1,344		4										
64021	Palmetto Park Rd at Lyons Rd	2016	1,460										1			1,397										3		
64050	Palmetto Park Rd at Powerline Rd	2016	1,645	1	1									1		1,390	3	4									3	
14300	PGA Bl at Fla Turnpike/Fairway Dr	2016	1,412				1									1,277				2								
14450	PGA Bl at Prosperity Farms Rd	2016	1,401										1			1,353										3		
30735	Southern Bl at Forest Hill/Crestwood Bl	2016	1,454				1									1,305				3								
30860	Southern Bl at Kirk Rd	2016	1,409				1									1,399				3								
30790	Southern Bl at Lyons Rd/Sansbury Way	2016	1,511				1						1	1		1,397				2						3	2	
34500	Stribling Way at SR 7	2016	1,413				1									1,321				2								
67410	SW 18th St Lyons Rd	2016	1,575				1			1						1,368				3			2					
67530	SW 18th St at Military Tr	2015	1,536	1				1			1			1		1,193	2				2			3			3	
67500	SW 18th St at Powerline Rd	2016	1,489											1		1,374											3	
53043	W Atlantic Ave at Fl Turnpike/Tranquility	2016	1,459						1							1,350						1						
47575	Woolbright Rd at Seacrest Bl	2015	1,414			1										1,142			1									
59000	Yamato Rd at Lyons Rd	2016	1,574		1											1,320		3										
300024	Yamato Rd at Military Tr	2014	1,507				1			1						1,396				3			3					

FIGURE 08 DISTRIBUTION OF CRITICAL MOVEMENT ANALYSIS RESULTS



V/C Ratio (<=to)	Existing		Improved	
	Count	%	Count	%
0.10	0	0.0%	0	0.0%
0.20	0	0.0%	0	0.0%
0.30	2	0.5%	2	0.5%
0.40	7	1.8%	7	1.8%
0.50	22	5.5%	22	5.5%
0.60	43	10.8%	43	10.8%
0.70	59	14.8%	59	14.8%
0.80	71	17.8%	71	17.8%
0.90	93	23.3%	98	24.5%
1.00	68	17.8%	97	24.3%
1.10	31	7.8%	1	0.3%
1.20	4	1.0%	0	0.0%
1.30	0	0.0%	0	0.0%
1.40	0	0.0%	0	0.0%
1.50	0	0.0%	0	0.0%
Count	400		400	

	Existing	Improved
Number w/CMS > 1,400:	36	1
Weighted Average V/C:	0.827	0.814

While it will be desirable to keep congestion as low as practicable in upcoming years, it will not be possible to keep all intersections operating at good levels of service -- as both the social and economic costs of continuing to widen roads is not affordable. In several of the intersection improvement cases studied for this CMP update, the ability to widen roadways (e.g. six or eight through lanes) and the number of auxiliary turn lanes (three lefts and two rights) are at their practical limits.

Grade-separation with significant impacts on surrounding properties, or development of parallel corridors would be the next step of roadway improvement. In addition, since the rate of funding to add capacity lags the rate of growth in travel, roadway congestion levels will increase in the future. Thus, shifts in travel to modes with greater capacity (e.g. express bus or rail) and redevelopment at increased land use densities to reduce per capita travel demand are the longer-term solutions to mobility. This intersection congestion monitoring exercise remains valuable, however, to minimize roadway congestion where effective opportunities exist.

1.2 INCREASE THE PERCENTAGE OF TRAFFIC SIGNALS CONNECTED TO THE CENTRAL CONTROL SYSTEM BY FIBER-OPTIC NETWORK.

Fiber-optic communications from remote traffic signals to a central control system allows the maintaining agency to respond more readily to congestion. Fiber-optic communications allows video observations of an intersection and for county staff to modify traffic signal timings or for emergency-response vehicles to respond more quickly and better-equipped to incidents that cause congestion. At the end of 2015, there were 1,175 traffic signals in Palm Beach County, 952 of them (81 percent) were connected to the County or City traffic control centers by fiber-optic communication lines. To achieve the goal of 85 percent connected by 2025, an additional 47 signals need to be connected.

1.3 INCREASE THE PERCENTAGE OF PRINCIPAL ARTERIALS COVERED BY CLOSED-CIRCUIT TV CAMERAS

The purpose of being able to monitor traffic flow through closed-circuit television (CCTV) is to be able to identify the specific cause of non-recurring congestion and allow corrective measures to be implemented from the remote traffic control center, or for emergency-response to be deployed more quickly with a better understanding of the cause of the congestion. At the end of 2015, 229 of the 416 centerline miles (55 percent) of major roads in Palm Beach County were monitored via 141 CCTV's. At this rate of coverage, an additional 26 cameras need to be installed to meet the 2025 goal of 270 miles (65 percent) coverage.

Mitigation Strategy

To address measures 1.2 and 1.3, an update to Palm Beach County's Intellegent Transportation Systems Master Plan should be undertaken to establish the next logical expansion of the Adaptive Traffic Management System (ATMS).

1.4 INCREASE THE PERCENTAGE OF TRAFFIC SIGNALS WITH OPERABLE VEHICLE DETECTION

Vehicle detection at traffic signals enable a signal controller to reduce congestion by responding to varying traffic volumes on each movement. Detectors are most commonly wire loops cut into the pavement, video cameras, or infrared heat detectors, and the traffic signal controller must have the capability of accepting their communications.

Some traffic signals in Palm Beach County and its municipalities are not capable of having vehicle detection due to "legacy" equipment, and others do not have working detection as a result of inadequate maintenance capability. In Palm Beach County, the number of intersections having non-functioning detection due to maintenance issues is 158 (13%). Additional capital funding to modernize traffic signals and additional maintenance funding to improve agency ability to respond to broken or non-functioning equipment is needed.

Mitigation Strategy

The MPO currently has a Local Initiative prioritized project with design funding in the TIP in year 2018. Once construction funds are programmed, this project will move the MPO closer to achieving its target.

1.5 INCREASE THE PERCENTAGE OF FACILITIES THAT ACCOMMODATE TWO FEET SEA LEVEL RISE:

- FOR THE STRATEGIC INTERMODAL SYSTEM (SIS) NETWORK
- FOR THE NON-SIS THOROUGHFARE NETWORK

Global warming threatens to flood the road network in coastal areas. The effects of sea-level rise on transportation facilities have been estimated by the Southeast Florida Regional Climate Change Compact ("Climate Change Study"), and this analysis is used for this assessment. A two-foot rise in sea level has been estimated by the Climate Change Study to submerge 1.42 miles of major roadway in Palm Beach County, as follows:

ROAD SEGMENT	JURISDICTION
S Ocean Blvd/SR-A1A from Lantana-Manalapan border to E Ocean Ave	Florida DOT
Bradley Place from Flagler Memorial Bridge to Dunbar Rd	City of Palm Beach
Flagler Dr from 7th St to 9th St	City of Palm Beach/ Palm Beach County
Flagler Dr from LA Kirksey St to Lakeside Ct	City of Palm Beach/ Palm Beach County
Cocoanut Row from Worth Ave to Brazilian Ave	City of Palm Beach

No SIS facilities are compromised.

Currently, none of these potentially affected roads are scheduled for improvement in the cost-feasible LRTP, so to reduce the number of "at-risk" miles of road, additional funds must be allocated for this purpose.

Solutions proposed in the Climate Change Study to eliminate the flooding risk include either raising the elevation of the road, or building a dike system.

Mitigation Strategy

In regard to the identified road segments the MPO suggests each responsible agency incorporate an engineering solution which will accomodate a two-foot sea level rise.

2. PUBLIC TRANSPORTATION MEASURES

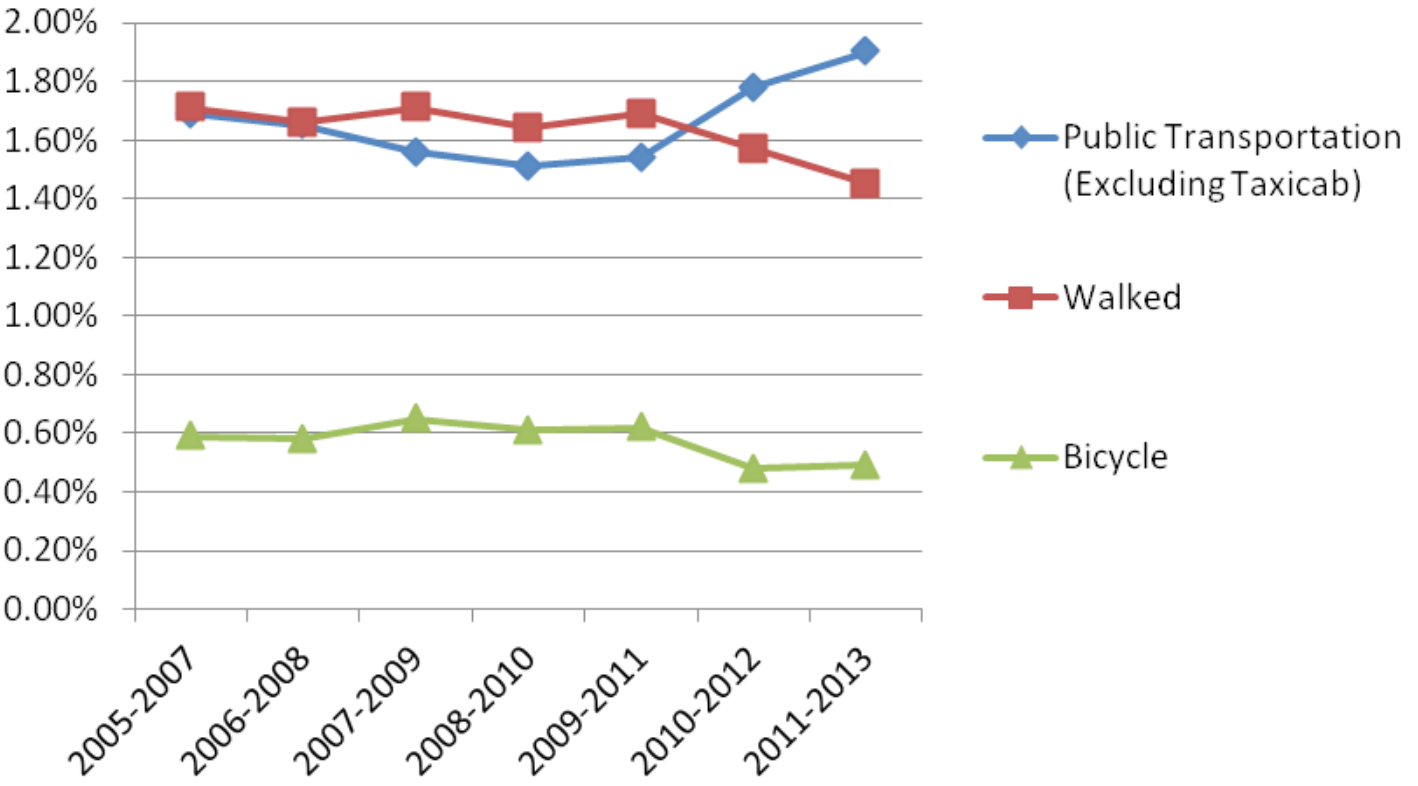
2.1 INCREASE THE PERCENTAGE OF TRANSIT COMMUTER MODE-CHOICE.

Public transit ridership, as a percentage of commute trips, is used as the primary measure for this objective. This percentage is monitored by the American Community Survey (http://www.census.gov/programs-surveys/acs/about.html), which is a continuously on-going survey effort undertaken by the U.S. Census Bureau. The three-year average value is used for this measure. Figure 09 shows the mode share of work trips made by public transit (blue), walking (red), and bicycle (green) in Palm Beach County from the 3-year data from the 2015-2013 American Community Survey (ACS), Table B08301. Data from 2013 (reported in 2015) indicates an increase in transit usage of 1.9 percent, up from 1.5 percent in 2010.

Transit is most effective at serving the work trip, and the increase in transit ridership is likely attributed to continuing maturation of the Tri-Rail system. With continued coordination between Palm Tran bus service and the Tri-Rail system, and encouragement of higher-density land uses in the vicinity of Tri-Rail stations, will encourage more utilization of public transportation services.

Similarly to measure 2.1, increasing the passenger trips per revenue-mile is a matter of making transit service more competitive with the alternatives. The competition includes cost, travel time, convenience, comfort, and safety in all phases of the transit trip – from the front door to the transit stop/station, parking, the environment for waiting for a transit vehicle at the stop/station, the "line-haul", and the travel from the destination stop/station to the final destination. All of these elements are considered in periodic updates to the Transit Development Plan. Improving frequency and coverage of service, land use shifts, improved convenience, more competitive travel times, and managing

FIGURE 09 **PALM BEACH COUNTY COMMUTE MODE CHOICE**



Source: U.S. Census. 2015. American Community Survey. 3 Year Data : 2005-2013 Means of Transportation to Work (Table B08301)

parking at the destination-end of the transit trip are common strategies for increasing the attractiveness of transit travel. Other social factors, such as increasing costs of operating personal vehicles, over which agencies have little control, also influence transit ridership.

Plans are in progress for developing the Tri-Rail "Coastal Link", a second major north-south commuter rail corridor in southeast Florida, with goals of service initiation prior to 2025. Projects that are currently underway to make transit usage more convenient and competitive include transit signal priority and implementing a universal fare card system.

The currently adopted LRTP for Palm Beach County proposes improvements to the bus system network involving increasing geographic coverage, increasing the frequency of service, and improving the quality of service through coordination between Tri-Rail and Palm Tran.

Mitigation Strategy

Fund identified LRTP and TDP projects.

2.2 INCREASE PASSENGER TRIPS PER REVENUE MILE:

- FOR TRI-RAIL SERVICE
- FOR PALMTRAN FIXED ROUTE SERVICE

Increased ridership per revenue mile is a second measure indicative of public transportation use. This measure differs from the mode-choice measure above because it relates to economic efficiency. Fleet-miles and ridership are reported annually to the Federal Transit Administration (FTA) by each local transit agency. The measure is calculated from reported data as the Unlinked Passenger Trips / Total Actual Revenue Miles. The Tri-Rail system reports 1.29 passenger trips per revenue-mile, and Palm Tran 1.56.

Mitigation Strategy

Funding TDP recommendations and system enhancements.

2.3 INCREASE THE NUMBER OF PARK-N-RIDE SPACES

Park-n-ride spaces improve the convenience of transit travel and car-pooling, making it more convenient for commuters to drive a car or bike to a transit stop/station, park, then ride a bus or train. Since public transportation stops and stations are the primary location for park-n-ride lots, and since transit funding inevitably involves federal and state funding, the inventory of park-n-ride spaces maintained by the Florida DOT's district public transportation office is drawn upon for this report. The current inventory of spaces is 2,014. Table 06 summarizes the current inventory of park-n-ride facilities in Palm Beach County.

Park-n-ride lots are developed as a part of the public transportation system, and funding for park-n-ride spaces is included in the cost-feasible plan. Transit Development Plans (TDP's) are in progress for both PalmTran and SFRTA, and these studies will identify the need for and location of additional park-n-ride facilities.

Mitigation Strategy

Fund future TDP recommended Park-n-ride lots.

TABLE 06 **PALM BEACH COUNTY 2015 PARK-N-RIDE INVENTORY**

Site ID	Page Number	Facility Name	2015 Spring Inventory		
			Park-and-Ride Spaces	Occupied Spaces	Percent Occupied
PALM BEACH COUNTY					
10	51	Boca Raton Tri-Rail Station	172	90	52%
11	56	Congress Avenue Park-and-Ride	100	0	0%
12	61	Delray Beach Tri-Rail/Amtrak Station	129	120	93%
13	66	Boynton Beach Tri-Rail Station	336	191	57%
14	71	Lake Worth Tri-Rail Station	318	162	51%
15	76	Lake Worth Road and Turnpike Mile Post 93 Park-and-Ride	76	33	43%
16	81	West Palm Beach Tri-Rail/ Amtrak Station	280	151	54%
17	86	Magnolia Park Tri-Rail Station	273	149	55%
18	91	PGA Boulevard Turnpike Mile Post 109 park-and-Ride	44	12	27%
19	96	Indiantown Road and Turnpike Mile Post 116 Park-and-Ride	38	20	53%
24	121	West Palm Beach Park-and-Ride	46	8	17%
27	136	Wellington Park-and-Ride	138	2	1%
30	151	Oakton Commons Park-and-Ride	34	17	50%
31	156	Indiantown Road and Central Boulevard Park-and-Ride	30	9	30%
PALM BEACH COUNTY TOTALS			2,014	964	48%

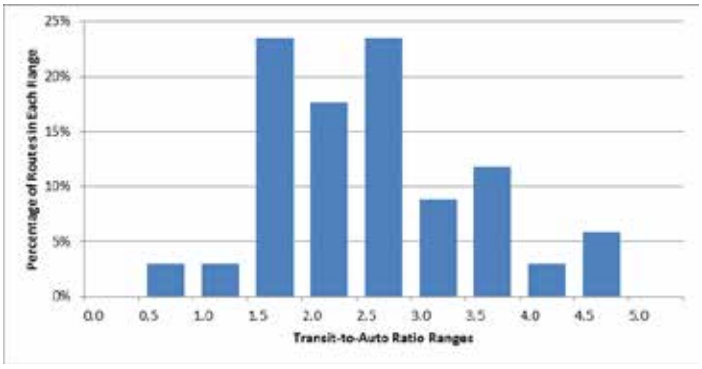
2.4 REDUCE THE AVERAGE RATIO OF TRANSIT TRAVEL TIME TO AUTO TRAVEL TIME FOR PALMTRAN FIXED ROUTE SYSTEM

This measure compares the competitiveness of public transportation with the privately owned vehicle. To make transit an attractive alternative to the private auto and encourage motorists to switch to transit for their commutes, the Palm Beach MPO has set goals to reduce the ratio of transit-to-auto travel time to 2.50 by 2025 and to 2.00 by 2040.

This measure compares the travel time from one end of a transit route to the route end, as measured by the bus schedule (for buses) to the travel time during the a.m. and p.m. peak period as determined using Google Map directions (for autos).

During the PM peak period of a weekday in May 2016, the in-vehicle transit travel time across Palm Tran's routes is about 2.52 times the auto travel time. The distribution of ratios across routes shows that 29 percent of the bus routes are meeting the 2040 goal of 2.0 or less, and an additional 47 percent are meeting the 2025 goal of 2 or less. Figure 10 presents the distribution of transit-to-auto travel time ratios, and the individual route comparisons are provided in Appendix D.

FIGURE 10 **DISTRIBUTION OF TRANSIT-TO-AUTO TRAVEL TIME RATIOS**



To meet the 2025 goal (2.5), the average transit-to-auto travel time ratio must be reduced by only one percent. To achieve the 2040 goal (2.0), the ratio must be further reduced by twenty percent. The strategies summarized below seek to reduce transit travel time with minimal or no impact to automobile travel time.

Transit Network Optimization >> Optimizing the transit network can create substantial travel time and operating savings at a fraction of the cost of building new transit infrastructure. It can also set the stage for micro-level transit treatments that can further add to the efficiency of the network.

A common first step in transit network optimization is to simplify existing routes (National Association of City Transportation Officials, 2016):

- Direct, simple routes are easy to use and save time compared with circuitous routes.
- Transit routes that have evolved in a piecemeal fashion over decades can be simplified to create more frequent and direct service.
- Reducing the number of turns, especially through complex intersections, eliminates a large source of transit delay.
- Simplifying routes can create opportunities for other transit treatments, including exclusive lanes and transit signal priority.

Exclusive Lanes >> Giving transit vehicles exclusive lanes can significantly decrease transit travel times, but may impact automobile travel times on congested corridors. Transit lanes are a portion of the street designated by signs and markings for the preferential or exclusive use of transit vehicles, sometimes permitting limited use by other vehicles. Transit lanes are not physically separated from other traffic, unlike on-street transit-ways.

Transit Signal Priority (TSP) >> TSP is a general term for a set of operational improvements to reduce transit delay at traffic signals by holding green lights longer or shortening red lights. TSP may be implemented at individual intersections or across corridors or entire street systems.

Queue Jumps >> queue jumps enable transit vehicles to bypass long queues at signalized intersections. An intersection with a queue jump provides an additional travel lane, which can be transit-only or shared, on the approach to the signal.

Bus Bulb-Outs >> are curb extensions that allow buses to stop and board passengers without ever leaving the travel lane. Bus bulbs help buses move faster and more reliably by decreasing the amount of time lost when merging in and out of traffic.

Fare Pre-Payment >> Fare collection and boarding can be time consuming, accounting for half to a third of vehicle revenue time. Strategies that streamline fare collection and allow for multi-door boarding can dramatically speed up passenger boarding time, reducing dwell time and total run-time.

Mitigation Strategy

A TDP, in progress for PalmTran, will identify appropriate strategies to make bus transit service more effecient.

3. BICYCLE AND PEDESTRIAN MEASURES

3.1 INCREASE THE PERCENTAGE OF:

- PEDESTRIAN COMMUTER MODE CHOICE
- BICYCLING COMMUTER MODE CHOICE

As discussed under measure 2.1, the percentage of trips to work by mode, including bicycle and walking, is monitored by the American Community Survey (http://www.census.gov/programs-surveys/acs/about.html). The three-year average value is used for this measure. Figure 09 shows the mode share of work trips made by walking (red), and bicycle (green) in Palm Beach County from the 3-year data from the 2015-2013 American Community Survey (ACS), Table B08301.

Where walking and bicycling is a viable option for travel, making provision for these modes is the best action for further increases in mode-share. Walking trips typically are less than one mile, and rarely more than two, while bicycling trips are usually less than five miles and rarely more than ten. Thus, assigning priority to providing facilities, or bringing existing facilities to standards, at locations within these distances that have higher trip-end densities and higher potential for traffic conflicts would be appropriate.

Mitigation Strategy

Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Intiative (LI) programs.

3.2 INCREASE CENTERLINE MILEAGE OF:

- BUFFERED BIKE LANES
- 10-FT OR WIDER SHARED USE PATHWAYS
- DESIGNATED BIKE LANES
- PRIORITY BIKE NETWORK OPERATING AT LOS C OR BETTER

Providing suitable facilities for bicycle and pedestrian travel facilitates and encourages use of these modes. A bicycle facility master plan was undertaken by the Palm Beach MPO in 2010, and an inventory of bicycle facilities and the level of service provided by the bicycle facilities at that time was prepared. The database continues to be maintained by MPO staff, and was updated for this report to reflect roadway lane-addition improvements and 2015 AADT data. A goal of 725 miles of bicycle facilities by 2040 has been set, with 156 miles existing today. Thus, the needs are substantial. At an assumed cost of $200,000 per mile, a funding commitment of $113 million is needed over the coming 24 years, and a rate of construction of 24 miles per year.

Mitigation Strategy

Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Intiative (LI) programs.

3.3 INCREASE PERCENTAGE OF THOROUGHFARE MILEAGE NEAR TRANSIT HUBS:

- THAT PROVIDES DEDICATED BICYCLE FACILITIES (WITHIN 3 MILES)
- THAT PROVIDES DEDICATED PEDESTRIAN FACILITIES (WITHIN 1 MILE)

This measure indicates the extent to which non-automobile travel is facilitated by providing safe and convenient access for walk and bike travel to public transportation hubs. Palm Beach County's thoroughfare network is dominated with auto-oriented design; however, because these corridors and hubs are the most economically active, they are often the best places to provide facilities which promote active transportation. The benefits of providing dedicated bicycle and pedestrian facilities include having a safer space to walk or ride in, perhaps illuminated, and are reasonably unaffected by puddles or flooding.

The transit hubs were identified by MPO staff and include Tri-Rail stations, bus transit transfer stations, and several shopping centers. Geographic Information System inventories of the existing bicycle facilities and sidewalks maintained by MPO staff were used for this analysis and the results indicate substantial needed facilities. The measures identify the proportion of major roads within the typical "trip-shed" for bicycle and pedestrian travel to the transit centers that have such facilities.

Within the 3-mile "catchment area" for dedicated bicycle facilities 126 miles of 418 miles (23%) of roadway do not have bike lanes, and within the 1-mile catchment area for sidewalks, there are 7 miles of 104 miles (7%) of roadways that do not have any sidewalks and an additional 20 miles (19%) that have sidewalks only on one side. 77 miles (74%) have sidewalks on both sides. These measures exclude freeway ramps and interstate facilities, which would not have such facilities. Maps in Appendices E and F, respectively, identify the locations where bicycle and pedestrian facilities are missing in the vicinity of transit hubs.

Mitigation Strategy

Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Initiative (LI) programs.

4. FREIGHT MOVEMENT MEASURES

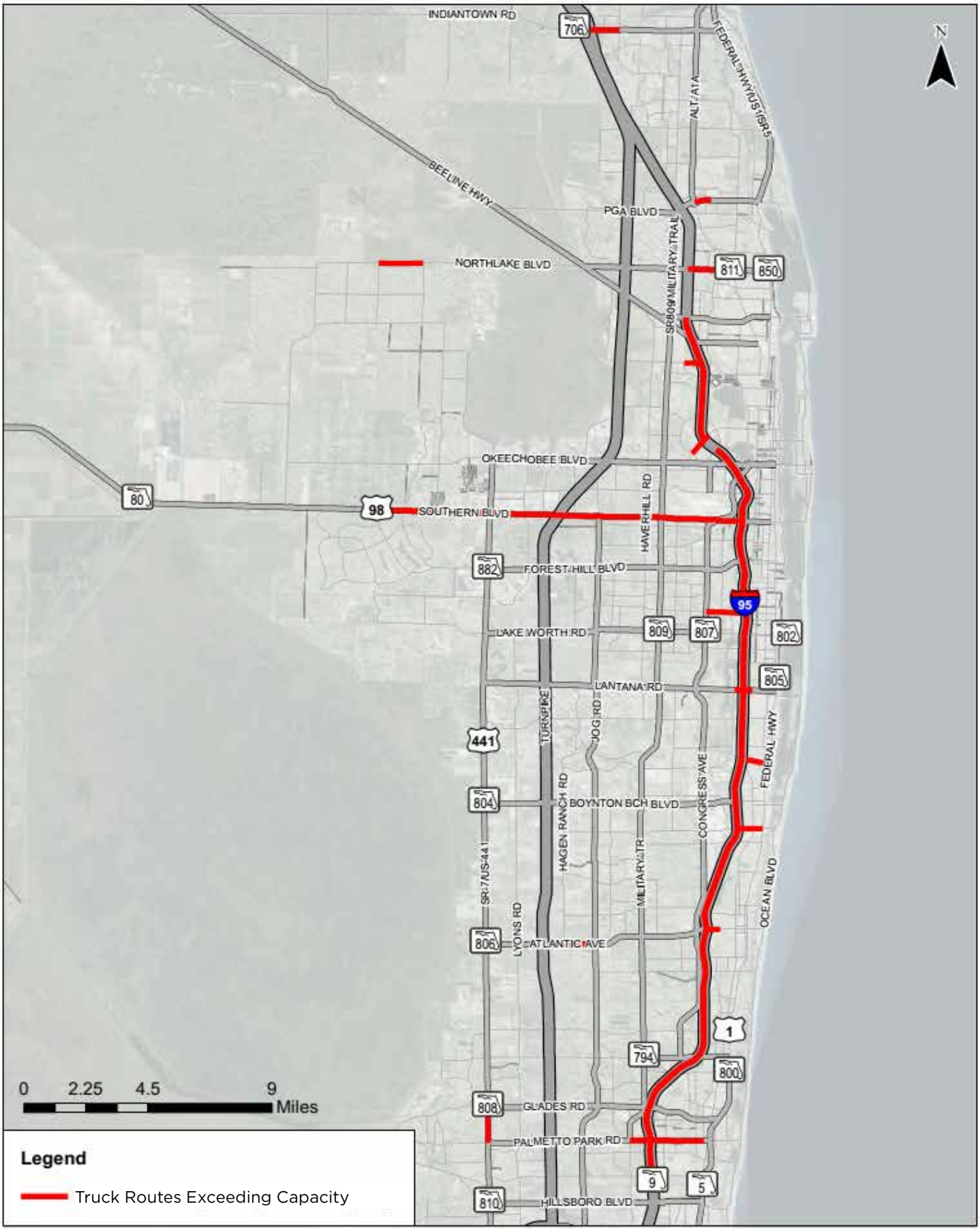
4.1 DECREASE THE PERCENTAGE OF SIS FACILITIES, SIS CONNECTORS, AND NON-SIS DESIGNATED TRUCK ROUTES THAT EXCEED CAPACITY (V/C > 1.1)

Trucks that move goods and materials are a critical component of economic vitality and cost-efficiency, so it is a good investment to minimize congestion on designated truck routes. The measure makes use of the traffic counts recorded annually by the Florida DOT and Palm Beach County on major roads and a roadway inventory database maintained by MPO staff that indicates number of lanes and capacity of the major roads. For this report, the number of lanes indicated in the inventory were updated to reflect recently improved roads (MPO website—"Recent Major Projects"), and the daily traffic volumes on roads were updated to 2015 values from Palm Beach County Traffic Engineering Division's "Counts4Web" database. Using a volume/capacity ratio of 1.1 identifies the more significantly congested roadways in the network. Figure 11 illustrates the locations of these truck route segments, totaling 17.3 miles.

Mitigation Strategy

A solution strategy would be to implement capacity-increasing improvements such as intersection lane additions or capacity increases where possible, and according higher priorities to such improvements that fall on the SIS and non-SIS truck routes.

FIGURE 11 **CONGESTED TRUCK ROUTE SEGMENTS**



4.2 INCREASE THE ANNUAL TONNAGE OF FREIGHT THROUGH

- THE PORT OF PALM BEACH
- PALM BEACH INTERNATIONAL AIRPORT

Annual tonnage of freight provides an indication of the utilization of the freight facilities and the importance of access to the airport and port. This data is reported monthly in publications of the Palm Beach County Department of Airports ("Traffic Report") and Port of Palm Beach District ("Cumulative All Cargo Tonnage" report).

The Port of Palm Beach attracts approximately 1.96 million tonnage of freight into the county. Additionally, the Palm Beach International Airport brings in approximately 25,800 tons of freight into Palm Beach County.

Mitigation Strategy

While the MPO does not directly participate in attracting freight movement though Palm Beach County's ports, the MPO can influence the identification and assignment of higher priorities to improvements to land-side access roads to minimize congestion, as discussed above in Section 4.1.

5. SOCIAL AND ENVIRONMENTAL RESOURCE MEASURES

5.1 DECREASE PER CAPITA DAILY FUEL USE (GALLONS/PERSON)

The State of Florida Department of Revenue collects information regarding the number of gallons of motor vehicle fuel sold in each county for the purposes of distributing motor fuel tax revenues. In addition, the Florida Bureau of Economic and Business Research annually publishes County population estimates. These two sources of data are combined to create this measure. Table 07 summarizes fuel use per capita in Palm Beach County since the 1981, and shows increases in the '80's, '90's, and early 2000's, then decreases during the "great recession" of 2008 through 2014, and has recently shown an increase in 2015.

Mitigation Strategy

Methods to decrease fuel consumption per capita would include:

- Continue to improve service provided by alternative modes
- Support CAFÉ standards and alternative energy vehicles (electric/hydrogen)
- Improve mix of land uses to bring homes and needs/employment closer (density and diversity of land uses)
- Reduce congestion/delay/idle-time through intersection, roadway, and ITS/ signal timing improvements

TABLE 07 **HISTORICAL FUEL USE**

Year	Population	Daily Gallons Motor Fuel + Diesel	Gallons/ Capital/ Day	Fleet Fuel Efficiency (mpg)	Estimated Dailt VMT	VMT/ Capital/ Day
1981	618,370	734,256	1.187	14.53	10,668,736	17.3
1986	753,724	886,215	1.176	14.29	12,664,014	16.8
1991	887,893	1,183,332	1.333	17.15	20,294,359	21.7
2001	1,156,550	1,458,168	1.261	19.34	28,200,976	24.4
2006	1,291,426	1,743,233	1.350	19.90	34,690,332	26.9
2007	1,302,451	1,704,616	1.309	20.51	34,961,665	26.8
2008	1,307,784	1,631,692	1.248	20.96	34,200,263	26.2
2009	1,312,016	1,572,630	1.199	20.69	32,537,710	24.8
2010	1,320,134	1,568,190	1.188	21.03	32,979,029	25.0
2011	1,325,758	1,571,356	1.185	20.71	32,542,776	24.5
2012	1,335,415	1,579,429	1.183	20.70	32,694,183	24.5
2013	1,345,652	1,582,012	1.176	20.57	32,541,990	24.2
2014	1,360,238	1,629,694	1.198	20.36	33,172,466	24.4
2015	1,378,417	1,703,591	1.236	20.70	35,264,337	25.6

Sources: Florida Office of Economic and Demographic Research, Florida Department of Revenue, and Federal Highway Administration

http://edr.state.fl.us/Content/population-demographics/data/CountyPopulation_2015.pdf
http://dor.myflorida.com/taxes/pages/distributions.aspx
http://www.fhwa.dot.gov/policyinformation/index.cfm
http://google.com/publicdata/explore?ds=gb66iodhisaab

Estimated value, data not yet available.

Most of the above strategies involving enhancement of alternative mode systems are discussed in the sections above regarding those alternative modes. Not specifically addressed are: providing electric vehicle recharging features to strengthen public perception that electric vehicles are here to stay, encouraging shorter trip lengths by advocating for land development regulations that promote and incentivize more dense urban forms of development, such as geographically varied impact fees and easier development approvals in core areas.

Some improvements to make the transportation system more fuel-efficient by reducing congestion fall within the MPO's influence; however, current funding levels suggest increased roadway congestion is inevitable. A balance must be found between funding roadway improvements and improvements to alternative modes of transportation.

5.2 DECREASE PER CAPITA DAILY NOX EMISSIONS (GRAMS/PERSON)

5.3 DECREASE PER CAPITA DAILY HYDROCARBON EMISSIONS (GRAMS/PERSON)

5.4 DECREASE PER CAPITA DAILY CARBON MONOXIDE EMISSIONS (GRAMS/PERSON)

Oxides of nitrogen and hydrocarbons are precursors to the formation of Ozone in the atmosphere. Carbon monoxide is unhealthy for humans. These are common emissions of the internal combustion engine, and are more cost-effectively managed through engine technology and vehicle design, rather than through implementation of transportation system improvements. That said, increased levels of congestion do contribute to unnecessary fuel consumption and thus increased emissions.

The measures adopted by the MPO are generated by the computer models used by the MPO for urban transportation systems planning, and thus the measures are based on planning assumptions and theoretical models. The MPO desires to move toward direct measurement of air quality conditions, such as making use of air quality monitoring stations maintained by Palm Beach County and reported on the Florida Department of Environmental Protection monitors for oxides of nitrogen and ozone concentrations. One such station is located in Lantana Nature Preserve. Standard reports include the top ten days of ozone concentrations, and oxides of nitrogen concentrations each year. A specific measure that could be used is the computation of the fourth-highest 8-hour average reading for the past three years. If this value exceeds 75 parts per billion (ppb), the Federal standard would be exceeded, triggering mandatory actions to improve air quality. The current three-year average is not available, as the station did not measure ozone concentrations in 2014 or 2013. The 2015 value was 62 ppb.

Mitigation Strategy

Research capital funding of air quality stations in Palm Beach County; reduce VMT and promote alternatives modes of transportation.

5.5 DECREASE PER CAPITA DAILY VEHICLE MILES TRAVELLED (VMT/ PERSON)

The fuel consumption per capita measure from measure 5.1 was multiplied by the average fleet fuel efficiency (miles per gallon), obtaining fleet fuel efficiency measures from the Federal Highway Administration. Historical data of this measure is also summarized in Table 07, and indicates that travel per capita increased in the late 20th century, but remained relatively stable during the "great recession" of the early 21st century. Of interest to note also is that fleet fuel efficiency improved in the late 20th century, but has not significantly improved in the early 21st. New corporate average fuel economy standards and the introduction of electric vehicles into the fleet should cause this number to increase in upcoming years.

Mitigation Strategy

Three strategic options to reduce motor fuel consumption that can be funded by MPO programs are:

- Shift travel to alternate modes by improving the quality of service provided for those modes.
- Shorten necessary trips by promoting higher densities and diversity of land uses,
- Reduce the need for trip-making through improved communications and goods and service delivery technologies.

SECTION 5: EVALUATION OF ALTERNATIVE SOLUTIONS

The next step, and perhaps the most challenging step in terms of project advancement, is the evaluation of potential solutions. These solutions include capital investments, operational improvements, and policy initiatives aimed toward demand management. Further, adequate funding is not available to address all needs, so a procedure that balances the allocation of resources to needs and chooses the set of improvements that best supports the goals of the community is needed.

The Palm Beach MPO created a Priority Scoring Procedure to allocate funding for the Local Initiatives funding program that reflects the 10 values presented earlier in Section 3. Table 08 shows the point distribution (100 point scale) of the 10 Values, or categories, and is based on a number of criteria that are specific, measurable, agreed-upon, realistic, and time-bound (SMART). This scoring procedure was established collaboratively by MPO staff and the advisory committees and is able to be modified on an annual basis before the MPO's application cycle begins..

TABLE 08 **PALM BEACH MPO 2015 LOCAL INITIATIVES PROJECTS SCORING CRITERIA**

LRTP ID	LRTP Category	Crietria	Value	Scoring	Max
1&6	Safety, Security and Complete Streets	Project improves non-motorized safety by providing:	buffered bike lanes - 4*	8	15
			10'+ shared-use pathways - 3*	5	
			designated bike lanes - 2*	4	
			new sidewalks - 1*	2	
		Project improves safety and convenience for users (project must demonstrate)		5	5
		Project improves performance of hurricane evacuation route		3	
		Project mitigates impacts of sea level rise		2	
2	Maintenance	Project improves infrastructure in unacceptable condition with widespread advanced signs of deterioration; potential imminent failure		7	10
		Project improves infrastructure in poor condition and mostly below standard, approaching the end of its service life, exhibiting significant deterioration and of strong risk of failure		5	
		Project improves non-motorized and/or transit infrastructure or improves transit service level		3	
3	TSM&O / TDM	Non-capacity project implements TSM strategies		7	10
		Non-capacity project implements TDM strategies		3	
		Capacity project improves Thoroughfare intersection(s) where critical sum > 1400		5	
		Capacity project expands fiber optic traffic signal network		3	
		Capacity project expands CCTV camera coverage area on principal arterials		2	
4	Maximize MPO Funds	Local Implementation via Local Area Participation(LAP) Agreement or FTA Flex		5	5
		FDOT Implementation on State Highway System with Local Funding for design		3	
		FDOT Implementation with Local Funding for design		1	
5	Equity	Median HH income within 1 mile of project vs PBC median income ($52,806)	<60%	10	10
			60 - <80%	7	
			80% - <100%	3	
		Traditionally underserved population percentage within 1 mile of project	>80%	5	5
			>60 - 80%	4	
			>40% - 60%	3	
			>20% - 40%	2	
			5-20%	1	
7a	Local Support	Project is endorsed by members of benefit area (HOA, POA, petition, etc.)		5	10
7b	Environmental	Project will have positive environmental impacts (project must demonstrate)		5	
8	Regional Freight	Project improves capacity on congested SIS facility/connector or non-SIS truck route	v/c > 1.2	5	5
			v/c > 1.1	3	
			v/c > 1	2	
		Project improves efficient movement of freight in region		5	5
9	Non-motorized Connectors	Project improves non-motorized facilities at an interchange, bridge, or railroad crossing		6	10
		Project improves non-motorized connectivity to facilities on PBC Thoroughfare Map within 2 miles of a transit hub		4	
10	Efficient Transit	Project improves service at a transit hub		6	10
		Project reduces transit travel time between transit hubs		4	
					100

Note: Non-motorized Point System
*Multiply length (up to 2 miles) by factor shown in value column

SECTION 6: IMPLEMENTATION

After evaluating all proposed transportation improvement projects and assigning each a respective score that reflects the 10 Values of the MPO, the projects are ranked and listed in order of priority. The list of priority projects are broken into three categories based on scale and implementation cost: Major Highway, Transit and Freight Projects, the Local Initiatives Program (for non-regionally significant projects), and the Transportation Alternatives Program for smaller non-motorized projects. These lists act as a vehicle for guiding the MPO staff and Board in terms of which areas in the network require significant attention. Flexibility in the selection process allows for any unforeseen engineering, right-of-way, construction, environmental, or stakeholder conflicts. These three lists are compiled into one Priority Projects document and submitted to the Florida Department of Transportation (FDOT) for funding in the Five-Year Draft Tentative Work Program. The MPO and FDOT collaboratively work together to include as many projects as possible into the final Work Program given the funding availability and project constraints.

The higher-ranking, financially feasible projects are then included in the MPO's 5-year Transportation Improvement Program (TIP). This process is repeated on an annual basis and is the platform through which congestion management solutions are fully evaluated and implemented.

SECTION 7: FEEDBACK

Feedback is the direct act of taking output produced from a sequential process, such as the CMP, and reverting back to the initial step of the procedure to ensure consistency (or convergence). If the output does not match the input, then the model is considered "inconsistent", and the process must therefore be repeated until convergence (or equilibrium) is achieved. This test for consistency adds an iterative feature to the overall CMP, resulting in a framework that is dynamic, as opposed to a static system. Recall, the initial step of the CMP was to establish a set of goals and objectives with respect to the region's transportation system, leading to a selected set of improvement projects that were formulized to meet the region's travel demand needs, and thus achieve the desired goals and objectives that were initially defined at the onset.

The final step of the CMP will be to feedback to the initial step of the process and ensure the goals and objectives of the Palm Beach MPO are in fact being achieved (and sustained over time). Feedback is achieved in the Congestion Management Process on a recurring three-year cycle of updates to the transportation system performance measures through the CMP. Table 04 lists the overall goals of the Palm Beach MPO's transportation planning efforts, including their associated objectives that are specific and measurable. The annual calculation of performance measures allows for measurement of progress toward the establish targets once projects selected from the list of priorities have been completely implemented. This feedback mechanism is a critical component of the CMP; the outcome will direct future policy refinements, updated target values, and/or funding decisions.

SECTION 8: CONCLUSIONS

The CMP has evolved from what was originally called the Congestion Management System to a more systematic, continuous process that includes a feedback mechanism for ensuring consistency between the established goals and objectives and the alternative improvement projects that are selected to meet the desired goals. The current version of the CMP can now be classified as an analytical process that takes a large problem of managing congestion and breaks it into smaller units that can be computationally evaluated and addressed.

Recall, the congestion management process comprises of the following eight steps:

1. Establish regional goals and objectives;
2. Define the study area boundary and CMP network;
3. Develop multimodal performance measures;
4. Collect the necessary data;
5. Analyze the data, calculate the performance measures, and identify areas in need of improvement;
6. Evaluate feasible solutions and/or improvements;
7. Implement the agreed-upon projects from the list of priorities; and
8. Feedback to Step 1 to ensure goals and objectives are being achieved (and sustained).

The project prioritization process described earlier in Section 6 includes a variety of transportation projects, including capital expansion, infrastructure reconstruction, increased service, and safety and operation improvements. The Palm Beach MPO's philosophy has adapted to today's planning climate where road widening projects are no longer the only viable solutions considered for addressing traffic congestion. Widening projects tend to carry the highest price tag given the amount of resources that are required to add a general purpose lane in each direction of travel, including right of way acquisition, engineering design, environmental studies, purchasing of materials, and final construction. These types of projects tend to be in reaction to an instantaneous increase in demand of a certain facility (say due to a recent development), as opposed to proactively shaping travel behavior and addressing demand before it exceeds capacity.

History has shown that investments in infrastructure expansion projects have not kept pace with user demand, population growth, or improvements in vehicle and operation control technologies. Investments in modes other than single-occupant-vehicle transport facilities on the other hand, such as public transit and bicycle and pedestrian infrastructure, will offer travelers other feasible alternatives of travel and will indirectly result in a positive impact on network travel times by removing vehicles from the traffic stream.

The CMP is a perfect example of the 3C process: Continuing, Comprehensive, and Cooperative. The 8-step framework is an on-going (Continuing) process that will be implemented on an annual basis as new traffic information is collected, especially with the assistance of emerging data retrieval technologies and monitoring systems. The management and evaluation of network congestion encompasses all modes of travel throughout the entire County (Comprehensive) with the assistance of numerous agencies, including all 39 municipalities, the county traffic division, the Florida Department of Transportation, and the Port of Palm Beach (Cooperative).

The end goal of the Congestion Management Process is to "take back" that capacity that is lost to congestion by bottlenecks, accidents, incidents, road construction, weather, and traffic control delay. According to the FHWA, non-recurring congestion (such as accidents) account for nearly 25% of travel time delay, which is currently being addressed by the Florida Department of Transportation through enhanced roadway safety measures and the creation of the Traffic Incident Management Program. Future work will look into further incorporating performance measures related to safety into the congestion management process, as well as additional measures with respect to freight and socioeconomic data. The Palm Beach MPO will also analyze the DOT's definition of network "Reliability" and how this performance measure can be inserted into the next version of the CMP. Also, a newly formed committee called the TSM+O (Transportation Systems Management and Operations) subcommittee of SEFTC is another example of how the Southeast Florida MPOs are addressing congestion management practices from a regional perspective by bringing together traffic operations and transportation planning divisions.

Moving forward, the framework of the CMP will continue to be evaluated in order to identify areas of improvement. For example, as technology evolves (e.g., Intelligent Transportation Systems, or ITS) and transportation data becomes more readily accessible (e.g., telecommunications), the performance measures may be redefined in order to adapt to emerging state-of-the-art practices. Also, draft policies by the MPO are currently underway involving a comprehensive analysis of potential hazardous walking conditions to school, and guidelines on Complete Streets design and funding prioritization that can then be added to the CMP.

Following are the summarized Mitigation Strategies this report recommendations.

MITIGATION STRATEGIES

1.1 REDUCE THE NUMBER OF THOROUGHFARE INTERSECTIONS WITH CRITICAL SUM > 1,400

Conceptual schematic diagrams of the 36 potential improvements and a summary of all 400 intersection capacity analyses are included in Appendix C. Upon review by local agency staff, those locations judged to be in greatest need of improvement should be advanced for further study to refine the solution and feasibility of improvement.

1.2 INCREASE THE PERCENTAGE OF TRAFFIC SIGNALS CONNECTED TO THE CENTRAL CONTROL SYSTEM BY FIBER-OPTIC NETWORK.

1.3 INCREASE THE PERCENTAGE OF PRINCIPAL ARTERIALS COVERED BY CLOSED-CIRCUIT TV CAMERAS

To address measures 1.2 and 1.3, an update to Palm Beach County's Intellegent Transportation Systems Master Plan should be undertaken to establish the next logical expansion of the ATMS.

1.4 INCREASE THE PERCENTAGE OF TRAFFIC SIGNALS WITH OPERABLE VEHICLE DETECTION

The MPO currently has a Local Initiative prioritized project with design funding in the TIP in year 2018. Once construction funds are programmed, this project will move the MPO closer to achieving its target.

1.5 INCREASE THE PERCENTAGE OF FACILITIES THAT ACCOMMODATE TWO FEET SEA LEVEL RISE:

- FOR THE SIS NETWORK
- FOR THE NON-SIS THOROUGHFARE NETWORK

In regard to the identified road segments the MPO suggests each responsible agency incorporate an engineering solution which will accomodate a two-foot sea level rise.

2.1 INCREASE THE PERCENTAGE OF TRANSIT COMMUTER MODE-CHOICE.

Fund identified LRTP and TDP projects.

2.2 INCREASE PASSENGER TRIPS PER REVENUE MILE:

- FOR TRI-RAIL SERVICE
- FOR PALMTRAN FIXED ROUTE SERVICE

Funding TDP recommendations and system enhancements.

2.3 INCREASE THE NUMBER OF PARK-N-RIDE SPACES

Fund future TDP recommended Park-n-ride lots.

2.4 REDUCE THE AVERAGE RATIO OF TRANSIT TRAVEL TIME TO AUTO TRAVEL TIME FOR PALMTRAN FIXED ROUTE SYSTEM

A TDP, in progress for PalmTran, will identify appropriate strategies to make bus transit service more effecient.

3.1 INCREASE THE PERCENTAGE OF:

- PEDESTRIAN COMMUTER MODE CHOICE
- BICYCLING COMMUTER MODE CHOICE

Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Intiative (LI) programs.

3.2 INCREASE CENTERLINE MILEAGE OF:

- BUFFERED BIKE LANES
- 10-FT OR WIDER SHARED USE PATHWAYS
- DESIGNATED BIKE LANES
- PRIORITY BIKE NETWORK OPERATING AT LOS C OR BETTER

Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Intiative (LI) programs.

3.3 INCREASE PERCENTAGE OF THOROUGHFARE MILEAGE NEAR TRANSIT HUBS:

- THAT PROVIDES DEDICATED BICYCLE FACILITIES (WITHIN 3 MILES)
- THAT PROVIDES DEDICATED PEDESTRIAN FACILITIES (WITHIN 1 MILE)

Fund sidewalks and bicycle facilities through Transportation Alternatives (TA) and Local Initiative (LI) programs.

4.1 DECREASE THE PERCENTAGE OF SIS FACILITIES, SIS CONNECTORS, AND NON-SIS DESIGNATED TRUCK ROUTES THAT EXCEED CAPACITY (V/C > 1.1)

A solution strategy would be to implement capacity-increasing improvements such as intersection lane additions or capacity increases where possible, and according higher priorities to such improvements that fall on the SIS and non-SIS truck routes.

4.2 INCREASE THE ANNUAL TONNAGE OF FREIGHT THROUGH

- THE PORT OF PALM BEACH
- PALM BEACH INTERNATIONAL AIRPORT

While the MPO does not directly participate in attracting freight movement though Palm Beach County's ports, the MPO can influence the identification and assignment of higher priorities to improvements to land-side access roads to minimize congestion, as discussed above in Section 4.1.

5.1 DECREASE PER CAPITA DAILY FUEL USE (GALLONS/PERSON)

Methods to decrease fuel consumption per capita would include:

- Continue to improve service provided by alternative modes
- Support CAFÉ standards and alternative energy vehicles (electric/hydrogen)
- Improve mix of land uses to bring homes and needs/employment closer (density and diversity of land uses)
- Reduce congestion/delay/idle-time through intersection, roadway, and ITS/ signal timing improvements

5.2 DECREASE PER CAPITA DAILY NOX EMISSIONS (GRAMS/PERSON)

5.3 DECREASE PER CAPITA DAILY HYDROCARBON EMISSIONS (GRAMS/PERSON)

5.4 DECREASE PER CAPITA DAILY CARBON MONOXIDE EMISSIONS (GRAMS/PERSON)

Research capital funding of air quality stations in Palm Beach County; reduce VMT and promote alternatives modes of transportation.

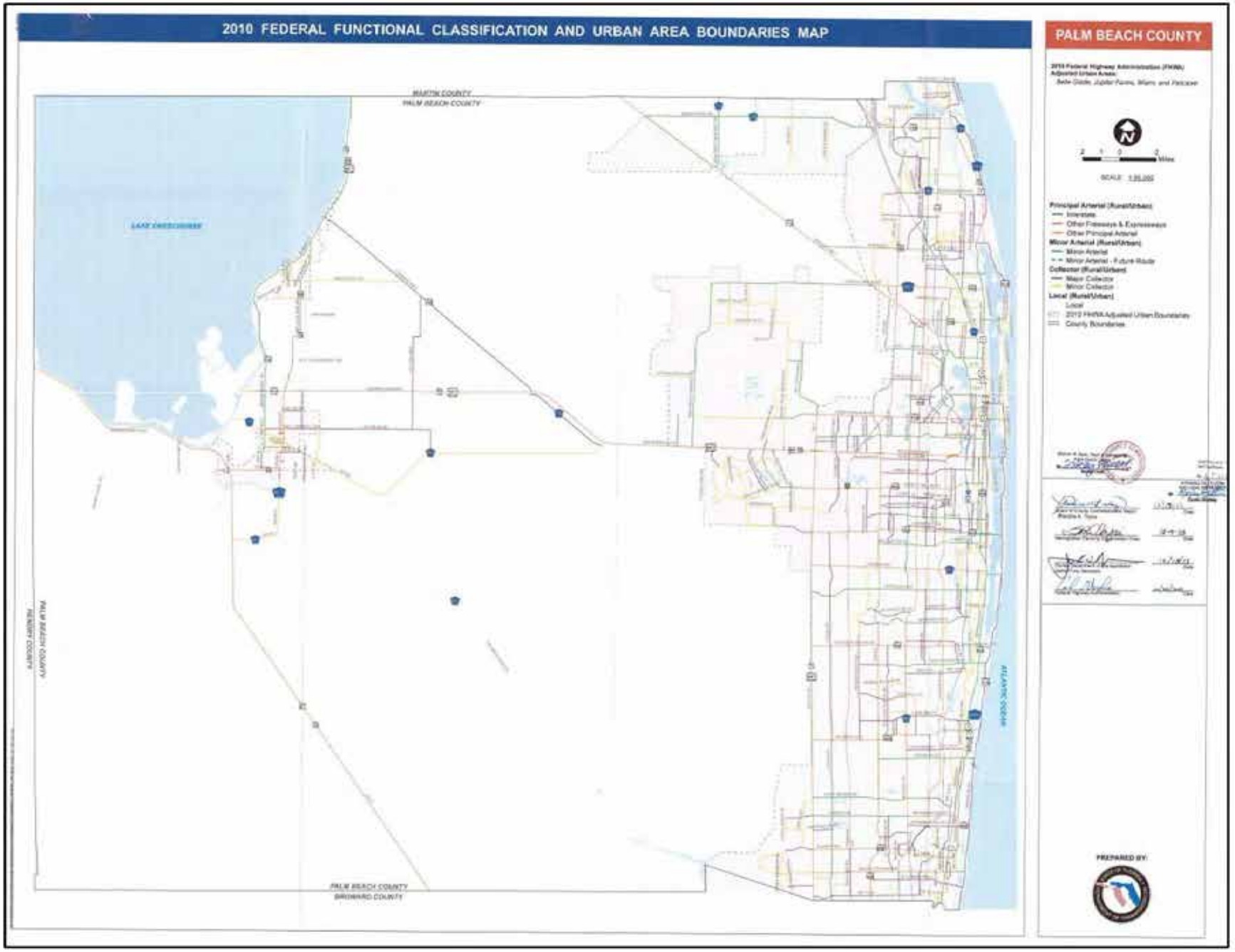
5.5 DECREASE PER CAPITA DAILY VEHICLE MILES TRAVELLED (VMT/ PERSON)

Three strategic options to reduce motor fuel consumption that can be funded by MPO programs are:

- Shift travel to alternate modes by improving the quality of service provided for those modes.
- Shorten necessary trips by promoting higher densities and diversity of land uses,
- Reduce the need for trip-making through improved communications and goods and service delivery technologies.

APPENDICES

APPENDIX A
2010 FEDERAL FUNCTIONAL CLASSIFICATION MAP


2010 FEDERAL FUNCTIONAL CLASSIFICATION AND URBAN AREA BOUNDARIES MAP
PALM BEACH COUNTY
Principal Arterial (Rural/Urban)
Interstate
Other Freeways & Expressways
Other Principal Arterial
Minor Arterial (Rural/Urban)
Minor Arterial
Minor Arterial - Future Route
Collector (Rural/Urban)
Major Collector
Minor Collector
Local (Rural/Urban)
Local
2010 FHWA Adjusted Urban Boundaries
County Boundaries
PREPARED BY:
MARTIN COUNTY
PALM BEACH COUNTY
PALM BEACH COUNTY
BROWARD COUNTY
PALM BEACH COUNTY
HENDRY COUNTY
ATLANTIC OCEAN

APPENDIX B
INTERSECTION CAPACITY ANALYSIS

Intersection Capacity Analysis

Procedure

The *Critical Sum* is calculated as follows:

$$EB/WB = maximum\ of\ \left[\frac{(EB_{thru}+EB_{right})}{N_{lanes}}+\frac{(WB_{left})}{N_{lanes}}\right]\ \ \boldsymbol{or}\ \ \left[\frac{(WB_{thru}+WB_{right})}{N_{lanes}}+\frac{(EB_{left})}{N_{lanes}}\right] \quad (1)$$

$$NB/SB = maximum\ of\ \left[\frac{(NB_{thru}+NB_{right})}{N_{lanes}}+\frac{(SB_{left})}{N_{lanes}}\right]\ \ \boldsymbol{or}\ \ \left[\frac{(SB_{thru}+SB_{right})}{N_{lanes}}+\frac{(NB_{left})}{N_{lanes}}\right] \quad (2)$$

$$\boldsymbol{Critical\ Sum} = Max[EB/WB] \quad + \quad Max[NB/SB] \quad (3)$$

Where;

EB = Eastbound direction of travel, *WB* = Westbound direction of travel,

NB = Northbound direction of travel, *SB* = Southbound direction of travel, &

N = Number of lanes in direction of travel

Steps to update countywide CMA Calculation	
1	Copy latest Palm Beach County TurnCount.mdb Access database from N:\TRAFFIC\DATA SECTION\COUNTS (Note - database file may have a date in the name) to S:\DATA\Traffic Counts\[YEAR]
2	Open database and open query entitled "Current CMA" in design view
3	Update criteria for COUNT_YEAR field to only produce records for the most recent 3 years (e.g. for counts in 2013 thru 2015, criteria is ">2012")
4	Select all records and copy to the Excel spreadsheet named "Get Latest Turn Counts.xls" tab "TMC Data". This database may have duplicate counts for the same intersection for a given year, so you'll need to sort and select the latest count for each intersection, or average multiple counts if there is more than one count at a location. In addition, for intersection ID 43870, there are actually two intersections -- one on either side of the Forida Turnpike, so you'll need to assign a separate temporary ID to each location. To find the latest count year for each signal, we created a character string of the Signal ID plus the year of count on the TMC Data layer, copied this and sorted from high to low, then created a "0/1" flag that assigned a value of 1 if that record was the first of each unique ID (therefore having the highest year number) and zero if not. Be sure in this step that you get all of the rows of the imported data. Set the column with the "0/1" flag to values, and sort on the "0/1" flag from high to low and with Signal ID as the second level in the sort. Separate the signal ID and the year value out from the character string, and copy the ID and the year to columns Copy the unique Signal ID's to column B of the "Most Recent Only" tab, which then updates columns G through AL to retrieve the a.m. and p.m. peak hour TMC's. Note that this layer also gets the a.m. and p.m. peak hour TMC's onto the same row, and changes the nomenclature used in the TurnCount.mdb database of "NAL" (north approach left) to "SL" (southbound left).
5	Copy the range of a.m. and p.m. peak hour TMC's from the "Most Recent Only" layer and "Paste Special" as values into the Objective 1.1 Analysis.xls spreadsheet "TMC" layer.
6	Tab to the KAI CMS layer. This layer computes the Critical Sums and allows development of solutions. Intersections are ordered in alphabletical order, on the East-West then North-South street name convention to make them easier to find in printed reports. The layer pulls the appropriated TMC's into the appropriate row, then computes the a.m. and the p.m. critical movement sum. Note that signals having split-phases must be so-denoted in columns AY (for existing) and CD (for improved) conditions. If the east-west direction is split-phased code "S-EW", if north-south then "S-NS", and if both directions then "S-B".
7	Check to be sure existing intersection goemtery in columns AM through AX is correct. The maximum of a.m. or p.m. critical sums are reported in column BJ.
8	You can use a filter at the top of column BJ to see only those intersections with CMS greater than 1,400.
9	You can add lanes to restore the critical sum to less than 1,400 in columns BR through CC. Note, these are the added lanes, the spreadsheet will total the existing lanes plus the lanes you indicate here.
10	The "SummaryKAI" layer provides a summary of the number of intersections at various levels of congestion and a weighted v:c ratio.
11	Confirm correct TMC's and lane geometry with County Traffic division. Correct in the County's Access database and this spreadsheet as needed.
12	For each intersection where CMS > 1400, review traffic count and calculated CMS against previous year values for the same time period (AM or PM) to confirm trend
13	If no trend exists, request Traffic Division to perform a new peak hour traffic count at the intersection to confirm
14	Update TMC's for any intersections where demand data was determined to be an anomaly
15	Report number of intersections in updated CMP report as new value for Objective 1.1
16	For each intersection where the CMS > 1400, filter the records and report Signal_ID, Location, Date, lane additions, and Adjusted_CS columns to new tab entitled "Potential Projects".
17	Check locations where CMS>1,400 against MPO LRTP Cost-Feasible Plan to see if an improvement is scheduled/planned that would cure the issue, and so denote on a summary table.
18	Create a column entitled "Potential operational improvements" and identify operational improvements that could be implemented to mitigate congestion (e.g. improved vehicle detection, installation of adaptive signal system, improved timing, etc.)

6/15/2016

Signal ID	Intersection	TMC Year	AM WL	AM WT	AM WR	AM WU	AM EL	AM ET	AM ER	AM EU	AM SL	AM ST	AM SR	AM SU	AM NL	AM NT	AM NR	AM NU
35340	10th Ave N at Barnett Dr	2015	158	1248	196	0	37	1140	53	0	152	5	45	0	19	20	142	0
35330	10th Ave N at Boutwell Rd	2015	179	979	17	0	17	1302	133	0	28	7	10	0	91	5	209	0
35810	10th Ave N at Congress Ave	2015	430	566	240	5	228	771	238	75	282	1084	92	45	118	806	291	10
35800	10th Ave N at Davis Rd	2014	46	601	46	0	53	900	55	0	75	98	74	0	61	106	110	0
35720	10th Ave N at Haverhill Rd	2014	110	370	192	0	164	503	104	2	164	665	110	0	81	458	93	2
35700	10th Ave N at Jog Rd	2014	204	167	249	3	103	129	69	0	259	1427	67	0	39	1136	92	5
35775	10th Ave N at Kirk Rd	2014	47	583	77	0	78	841	56	0	148	207	107	0	53	201	115	0
35750	10th Ave N at Military Tr	2014	155	344	161	2	161	586	140	0	176	984	145	20	105	1110	152	19
35701	10th Ave N at Sherwood Forest Bl	2014	44	451	82	1	32	465	83	0	128	236	68	0	82	120	42	0
21150	13th St at Broadway/US 1	2014	4	3	5	0	44	20	63	0	25	724	25	1	38	523	23	0
21095	13th St at Old Dixie Hwy	2015	109	43	34	0	16	46	17	0	35	475	32	0	10	331	83	0
36800	2nd Ave N at Congress Ave	2015	46	50	40	0	94	98	122	0	88	1483	68	8	32	1047	53	2
23815	36th St at Broadway/US 1	2015	24	64	146	0	55	64	22	0	57	621	34	0	12	403	24	0
22425	45th St at Australian Ave	2015	158	758	35	4	434	1227	262	8	86	346	312	12	221	511	140	1
22475	45th St at Broadway/US 1	2015	11	139	28	0	203	142	278	0	63	833	152	0	202	501	8	0
22380	45th St at Congress Ave	2015	100	1351	156	4	505	1900	243	21	287	380	230	20	176	313	150	2
22376	45th St at Corporate Way	2015	4	1607	77	5	195	2441	10	1	53	0	46	0	18	0	5	0
22300	45th St at Haverhill Rd	2016	531	234	158	7	10	172	151	0	190	400	8	2	163	472	884	0
22325	45th St at Military Tr	2016	304	586	265	53	307	876	86	2	371	586	173	9	169	1051	659	45
22374	45th St at Northpoint Bl	2014	150	1473	370	29	106	2477	56	0	229	11	93	0	26	13	115	0
22450	45th St at Old Dixie Hwy/Greenwood Ave	2015	17	455	97	0	271	544	6	0	164	44	273	0	24	39	21	0
22350	45th St at Village Bl	2015	304	1241	165	1	263	1628	64	3	36	9	48	0	108	79	527	0
37875	8th Ave S at A St	2014	17	840	28	1	198	563	22	4	63	97	188	4	130	70	14	0
37900	8th Ave S at Dixie Hwy	2015	36	293	32	0	169	227	185	0	47	370	145	2	200	295	25	0
37825	8th Ave S at FBSC	2014	18	1002	467	0	140	1390	12	2	51	2	45	0	32	1	17	0
2800	Alt A1A/Beach Rd at US 1	2015	38	80	28	0	316	214	10	1	78	756	557	2	43	204	52	1
55151	Banyan Tree Ln at Federal Hwy/US 1	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20090	Beeline Hwy at Fl Turnpike/Jog Rd	2016	41	509	401	0	191	1246	90	1	521	109	183	1	58	108	41	0
20095	Beeline Hwy at Haverhill Rd/Steeplechase Dr	2016	144	713	15	5	2	1904	124	0	54	6	9	0	158	3	267	0
20400	Beeline Hwy/Martin Luther King Jr Bl at Military Tr	2014	192	223	76	0	76	658	198	0	114	613	16	0	105	1206	314	0
29300	Belvedere Rd at Australian Ave	2016	188	717	174	0	211	1015	263	0	164	651	89	0	311	1969	502	3
29055	Belvedere Rd at Benoist Farms Rd	2014	66	722	135	18	95	802	26	4	150	114	107	0	33	66	41	0
29285	Belvedere Rd at Congress Ave	2016	19	547	332	0	234	1200	42	4	392	20	105	2	14	7	15	0
29375	Belvedere Rd at Dixie Hwy	2015	11	79	26	0	342	254	403	0	28	326	119	0	223	503	46	0
29287	Belvedere Rd at Florida Mango Rd	2016	20	744	121	17	156	1334	39	0	120	9	79	0	139	74	46	0
29360	Belvedere Rd at Georgia Ave	2014	14	434	11	0	55	771	134	3	6	11	33	0	81	10	26	0
29200	Belvedere Rd at Haverhill Rd	2015	91	387	131	17	136	906	148	6	149	427	186	1	97	579	102	0
29070	Belvedere Rd at Jog Rd	2015	209	331	166	9	244	619	294	2	137	718	120	0	249	1009	211	1
29225	Belvedere Rd at Military Tr	2016	220	363	77	14	228	915	145	0	121	805	100	5	152	1258	277	10
29025	Belvedere Rd at SR 7	2016	332	38	191	1	80	174	179	0	436	1249	70	15	57	904	488	1
20230	Blue Heron Bl at Australian Ave	2015	313	629	0	1	0	985	329	0	0	0	0	0	220	0	222	0
20250	Blue Heron Bl at Ave H	2014	6	665	30	0	145	786	22	0	29	18	112	0	37	22	5	0
20276	Blue Heron Bl at Ave S	2015	74	901	23	10	65	1353	47	0	63	77	123	0	51	80	78	0
20270	Blue Heron Bl at Broadway/US 1	2014	173	293	82	0	129	340	116	0	62	627	80	0	107	299	100	0
20176	Blue Heron Bl at Congress Ave	2015	148	918	77	36	312	1339	123	7	141	305	396	10	154	399	131	0
20175	Blue Heron Bl at Garden Rd	2014	69	1305	83	1	330	1561	100	21	72	67	157	0	126	113	49	1
20100	Blue Heron Bl at Military Tr	2015	359	634	338	0	90	630	9	0	349	645	101	6	94	871	469	29
20240	Blue Heron Bl at Old Dixie Hwy	2015	100	700	81	0	176	1081	88	6	103	379	222	0	36	260	116	0
64001	Boca Woods Ln at SR 7	2014	241	0	247	0	38	1	14	0	260	1652	54	0	44	2123	123	44
45599	Boynton Bch Mall/Boynton Town Center at Congre	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45598	Boynton Bch Mall/Boynton Village at Congress Av	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46017	Boynton Beach Bl at Acme Dairy Rd	2016	118	1133	38	1	20	1561	287	20	23	3	18	0	229	3	495	0
46150	Boynton Beach Bl at Congress Ave	2015	146	664	116	17	193	1144	278	8	221	875	152	12	182	588	90	4
46040	Boynton Beach Bl at El Clair Ranch Rd	2016	102	1389	31	12	34	1454	134	45	93	54	83	0	67	8	84	0
46225	Boynton Beach Bl at Federal Hwy/US 1	2015	24	77	20	0	133	40	284	0	13	860	155	2	133	390	12	1
46021	Boynton Beach Bl at Fl Turnpike East	2016	245	2145	9	2	2	1621	169	4	28	3	22	0	125	0	493	0
46025	Boynton Beach Bl at Hagen Ranch Rd	2015	230	1587	30	25	91	1401	298	77	87	221	432	0	330	62	122	4
46030	Boynton Beach Bl at Jog Rd	2015	169	1088	198	25	268	1100	277	32	430	1598	432	2	196	376	67	1
46095	Boynton Beach Bl at Lawrence Rd	2014	21	795	52	1	74	1343	61	0	195	308	145	0	30	57	36	0
46015	Boynton Beach Bl at Lyons Rd	2016	183	818	246	12	125	1239	90	0	722	319	225	0	190	159	256	1
46100	Boynton Beach Bl at Military Tr	2015	137	942	46	18	272	1018	326	1	237	991	278	1	181	408	112	0
46174	Boynton Beach Bl at Old Boynton Rd	2016	82	1072	258	12	9	1282	52	0	453	102	10	0	66	59	105	0
46026	Boynton Beach Bl at Palm Isles Dr/Mizner Falls W	2015	4	1902	20	0	12	1591	3	5	25	0	12	0	11	0	26	0
46200	Boynton Beach Bl at Seacrest Bl	2014	45	376	11	0	144	492	151	0	42	269	158	0	149	201	53	0
46010	Boynton Beach Bl at SR 7	2015	202	35	282	1	30	50	44	0	470	1508	16	3	19	411	126	0
46050	Boynton Beach Bl at Sun Valley Rd/Boynton Pl Ci	2014	71	1377	19	0	29	1422	23	4	36	0	16	0	56	1	141	2
46148	Boynton Beach Bl at Winchester Park Bl	2015	64	1027	64	24	87	1352	66	29	62	22	45	2	42	14	113	0
27124	Brandywine Rd at Village Bl	2014	69	56	173	0	29	14	73	0	289	891	52	1	74	351	13	4
4000	Breakwater Ct at US 1	2015	47	2	41	0	5	0	24	0	84	651	17	2	41	235	119	8
15550	Burns Rd at Alt A1A/SR 811	2014	152	295	211	0	216	388	186	3	209	546	219	0	134	571	188	0
15551	Burns Rd at Gardens East Dr	2014	34	421	71	2	164	653	65	0	67	27	163	0	85	31	37	0
15500	Burns Rd at Military Tr	2014	204	1	353	0	29	8	9	0	520	842	41	0	7	1063	505	16

Signal ID	PM WL	PM WT	PM WR	PM WU	PM EL	PM ET	PM ER	PM EU	PM SL	PM ST	PM SR	PM SU	PM NL	PM NT	PM NR	PM NU
35340	125	1401	115	0	43	1070	39	0	225	13	75	0	47	15	109	0
35330	202	1416	22	0	14	1163	161	0	38	19	21	0	153	9	171	0
35810	423	853	280	13	224	621	214	26	238	1008	204	10	250	969	397	18
35800	97	1221	82	0	48	924	106	2	48	42	40	0	119	52	96	0
35720	99	638	244	0	186	541	65	0	162	456	226	0	132	681	53	0
35700	167	146	239	4	94	134	41	0	176	1277	91	1	48	1737	181	8
35775	111	1059	165	0	93	862	41	0	197	277	102	0	73	327	112	0
35750	218	610	300	0	115	505	131	0	213	1061	213	13	158	1265	144	35
35701	62	612	138	0	42	542	33	0	62	166	26	0	56	224	37	0
21150	32	26	23	0	32	3	31	0	8	533	32	4	54	800	8	0
21095	137	75	60	0	21	94	7	0	55	417	11	1	11	502	86	0
36800	47	180	100	0	88	60	83	0	78	1440	126	30	66	1519	44	9
23815	13	29	60	1	52	23	28	0	63	680	68	0	28	790	11	0
22425	322	1214	58	3	329	792	203	12	78	446	420	17	302	627	107	1
22475	21	177	58	0	203	112	202	0	26	658	183	0	205	689	3	0
22380	77	1588	94	6	300	1164	206	6	289	601	294	12	392	458	93	7
22376	7	2496	39	3	51	1847	12	21	43	1	214	0	10	0	7	0
22300	927	206	230	19	6	198	184	0	219	726	13	0	92	360	646	0
22325	672	911	308	14	322	750	98	7	328	1059	314	11	107	683	377	74
22374	116	2173	84	15	81	1706	47	19	467	8	159	0	72	9	141	0
22450	18	477	133	0	264	516	6	0	132	65	325	3	8	36	11	0
22350	565	1843	35	5	81	1502	138	10	272	111	256	0	100	36	402	0
37875	18	968	21	3	210	1207	60	0	66	74	149	0	121	81	13	0
37900	27	151	8	0	255	272	226	0	46	488	180	0	262	484	25	0
37825	2	1320	261	0	73	949	1	0	229	0	151	0	58	0	21	0
2800	86	182	39	0	643	156	24	2	71	547	408	9	124	713	47	0
55151	51	10	37	0	54	8	84	0	70	1066	51	9	226	1330	25	8
20090	35	1085	582	5	172	569	69	0	261	130	144	3	108	125	44	1
20095	365	1714	48	10	5	858	107	0	27	9	7	0	151	4	101	0
20400	423	538	53	0	21	136	92	0	31	1237	17	1	160	988	225	1
29300	488	996	44	12	104	890	434	0	465	1609	226	0	364	686	218	0
29055	51	916	101	22	103	814	16	8	75	52	82	0	21	57	49	0
29285	67	1170	481	23	209	605	54	3	479	33	252	17	46	19	38	1
29375	26	194	25	0	151	129	274	0	45	587	400	0	302	379	26	0
29287	44	1423	66	26	82	1028	33	6	100	43	228	0	179	57	65	0
29360	23	761	14	0	39	447	102	0	4	15	53	0	112	19	35	0
29200	223	1020	152	5	125	625	70	3	113	719	270	4	139	486	88	1
29070	251	632	184	26	286	525	316	0	156	919	201	3	321	703	211	0
29225	452	1107	166	32	258	450	96	1	75	1363	278	9	260	1231	181	24
29025	441	179	564	17	63	109	113	0	365	1206	100	15	182	1378	333	12
20230	233	1195	0	1	0	813	167	8	0	0	0	0	550	0	242	0
20250	17	925	27	0	74	760	45	0	32	18	67	0	22	17	16	0
20276	66	1471	51	5	63	1141	41	0	84	66	94	0	110	41	73	0
20270	175	460	93	0	178	348	46	0	160	464	100	4	132	579	110	0
20176	161	1311	190	26	358	1289	93	6	141	330	325	25	312	668	127	1
20175	51	1819	51	1	150	1274	80	53	80	73	235	0	202	74	52	0
20100	423	747	328	7	119	608	43	0	291	868	119	6	40	807	411	30
20240	40	961	137	1	224	982	36	13	135	247	249	0	86	400	74	0
64001	280	0	250	0	36	1	25	0	149	2231	47	1	18	2004	99	57
45599	73	16	139	0	151	25	138	0	129	1040	94	1	127	1479	118	27
45598	51	3	32	0	283	4	58	1	62	1353	72	5	86	1880	44	3
46017	294	1288	7	0	6	1160	103	19	14	0	14	0	76	0	190	0
46150	135	987	329	22	354	992	228	64	226	650	229	35	357	1009	130	3
46040	95	1381	84	7	76	1622	72	93	43	9	44	0	137	42	127	0
46225	24	79	44	0	264	53	242	0	19	531	175	6	318	798	23	4
46021	203	1841	69	2	10	1625	121	3	39	3	10	0	414	0	960	0
46025	146	1185	87	36	312	1470	261	84	109	96	123	14	403	217	243	9
46030	150	1088	344	44	413	1092	168	27	329	513	382	7	281	1062	176	6
46095	71	1279	179	8	136	1182	33	1	99	142	105	0	67	275	69	0
46015	179	547	621	10	51	606	43	0	338	160	50	3	67	464	147	4
46100	207	1181	58	40	414	1136	181	4	180	746	165	12	208	1144	220	3
46174	94	1443	692	15	43	991	70	0	369	115	23	0	110	141	64	0
46026	23	1370	57	1	12	1752	19	40	36	1	23	0	3	0	27	0
46200	116	458	55	0	226	504	143	0	50	216	103	0	281	303	53	0
46010	138	19	450	4	38	28	23	0	321	508	6	8	22	1196	244	0
46050	133	1556	37	0	19	1465	75	0	20	0	8	0	37	0	89	1
46148	147	1215	136	50	160	1238	66	56	156	52	181	5	193	50	134	0
27124	36	82	345	0	157	91	147	0	146	554	61	5	174	780	71	2
4000	60	6	67	0	30	4	111	0	61	591	53	1	82	865	135	5
15550	172	406	191	0	197	275	250	5	87	772	173	3	141	692	151	2
15551	37	515	70	0	120	450	54	1	70	43	137	0	89	31	33	0
15500	537	27	654	0	10	1	6	0	358	1202	31	4	7	1122	291	6

Signal ID	Existing Lanes EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	AM CMS ET-WL	AM WT-EL	AM NT-SL	AM ST-NL	AM CMS	PM CMS ET-WL	PM WT-EL	PM NT-SL	PM ST-NL	PM CMS	Max CMS
35340	1	2	0	1	2	0	1	1	0	1	1	0	820	827	341	75	1,168	739	871	379	147	1,250	1,250
35330	1	2	0	1	2	0	1	1	0	1	1	0	974	560	263	117	1,238	961	797	237	210	1,198	1,238
35810	2	2	1	2	2	1	1	3	1	1	3	0	655	436	502	565	1,257	574	599	618	730	1,329	1,329
35800	1	2	0	1	2	1	1	1	0	1	1	0	569	384	316	253	885	665	718	212	218	936	936
35720	1	2	0	1	2	1	1	2	0	1	2	0	449	382	478	511	961	437	549	575	514	1,124	1,124
35700	1	1	1	1	1	1	1	3	0	1	3	0	365	293	725	589	1,091	332	261	887	557	1,219	1,219
35775	1	2	0	1	2	1	1	1	1	1	1	1	539	402	379	283	918	511	677	570	380	1,246	1,246
35750	1	2	0	1	2	0	1	3	0	1	3	0	565	449	670	544	1,236	583	620	756	671	1,376	1,376
35701	1	2	1	1	2	1	1	1	0	1	1	0	302	280	315	420	721	362	378	351	268	729	729
21150	1	2	0	1	2	1	1	2	0	1	2	0	49	49	325	448	498	53	49	452	366	505	505
21095	1	1	0	1	1	1	1	2	0	1	2	0	187	66	263	286	473	259	104	380	245	639	639
36800	1	1	0	1	1	0	1	3	0	1	3	0	289	200	503	599	888	207	400	684	651	1,084	1,084
23815	1	1	0	1	1	0	1	2	0	1	2	0	120	288	343	532	820	71	185	504	442	680	820
22425	2	2	1	2	3	0	2	2	1	1	2	1	755	528	384	309	1,139	607	646	442	407	1,088	1,139
22475	1	1	1	1	1	0	1	2	0	1	2	0	166	402	345	760	1,163	145	477	404	680	1,157	1,163
22380	2	3	1	2	3	1	2	3	1	2	3	1	767	775	280	234	1,056	474	774	330	529	1,303	1,303
22376	1	3	0	1	3	0	1	1	0	1	1	0	898	823	63	70	967	684	997	61	245	1,241	1,241
22300	2	2	1	2	1	1	1	1	1	1	2	0	386	260	722	399	1,108	622	227	629	502	1,251	1,251
22325	2	3	1	2	2	1	2	3	1	2	3	1	511	486	587	329	1,099	645	674	431	482	1,156	1,156
22374	2	3	1	2	3	1	2	1	1	2	1	0	995	591	139	127	1,133	689	842	264	232	1,105	1,133
22450	1	2	0	1	2	0	1	1	0	1	1	1	317	595	243	74	838	304	618	198	79	816	838
22350	2	3	1	2	3	1	1	1	2	2	2	0	756	504	105	148	904	849	717	187	314	1,162	1,162
37875	1	2	0	1	2	0	1	1	0	1	1	1	338	691	164	247	938	711	766	174	212	978	978
37900	1	1	1	1	2	0	1	2	0	1	2	0	286	360	227	497	858	325	364	327	648	1,011	1,011
37825	1	2	0	1	2	1	1	1	0	1	1	0	782	705	75	86	867	518	797	272	227	1,068	1,068
2800	2	1	1	2	2	1	1	3	1	1	3	1	253	215	161	322	575	216	449	345	333	795	795
55151	1	1	0	1	1	0	1	2	1	1	2	1	0	0	0	0	0	155	110	809	833	989	989
20090	1	2	1	1	2	1	2	1	1	2	1	1	722	485	401	150	1,123	353	777	279	198	1,056	1,123
20095	1	2	1	1	2	1	1	1	1	1	1	0	1197	390	62	199	1,396	874	937	34	182	1,118	1,396
20400	1	2	1	2	2	1	1	3	1	1	3	1	462	204	562	409	1,024	305	315	393	623	938	1,024
29300	2	3	1	2	2	1	2	3	1	2	3	1	470	504	803	407	1,307	594	598	501	781	1,379	1,379
29055	1	3	0	1	3	0	1	1	0	1	1	0	424	418	278	276	702	380	489	197	168	686	702
29285	1	3	1	1	2	1	1	2	1	2	1	1	455	556	218	37	774	317	866	280	87	1,146	1,146
29375	1	2	0	1	2	0	1	2	0	1	2	0	369	429	329	484	913	247	283	269	865	1,148	1,148
29287	1	3	0	1	3	0	1	1	0	1	1	1	538	483	261	161	799	451	636	335	241	971	971
29360	1	2	0	1	2	0	1	1	0	1	1	0	507	305	46	136	643	323	464	63	196	659	659
29200	2	2	1	2	2	0	2	2	1	1	2	1	551	359	478	285	1,029	464	707	391	467	1,173	1,173
29070	2	2	1	2	3	1	2	3	1	2	3	1	455	254	440	396	895	436	384	341	507	943	943
29225	2	2	1	2	2	1	2	3	1	2	3	1	624	321	524	380	1,149	508	742	492	648	1,391	1,391
29025	1	1	1	2	2	1	1	3	1	2	3	1	370	108	573	516	943	367	166	706	648	1,073	1,073
20230	1	3	0	1	3	0	2	1	1	1	1	0	817	228	0	120	937	617	442	0	299	916	937
20250	1	2	0	1	2	0	1	1	0	1	1	0	446	530	61	182	711	456	598	71	116	714	714
20276	1	3	0	1	3	0	1	1	0	1	1	0	599	405	240	273	871	505	620	215	293	913	913
20270	1	2	1	1	2	0	1	2	1	1	2	0	373	344	230	501	873	380	494	493	450	987	987
20176	1	3	0	1	3	0	2	2	1	2	2	1	730	707	299	249	1,029	704	939	448	349	1,387	1,387
20175	1	3	0	1	3	0	1	1	0	1	1	1	711	884	254	211	1,139	547	908	224	299	1,207	1,207
20100	2	3	0	2	3	1	2	3	1	2	3	1	427	279	509	301	935	470	335	454	353	923	935
20240	1	2	1	1	3	0	1	2	0	1	2	1	696	481	316	245	1,013	578	655	404	206	1,060	1,060
64001	1	1	0	1	1	0	1	3	1	1	3	1	278	310	1,052	694	1,362	347	311	889	890	1,237	1,362
45599	2	1	0	1	1	0	1	3	1	1	3	0	0	0	0	0	0	257	251	677	578	934	934
45598	2	1	0	1	1	0	1	4	0	1	3	0	0	0	0	0	0	123	192	596	613	805	805
46017	1	3	1	1	3	0	1	1	1	1	1	0	695	468	28	272	967	740	496	15	98	838	967
46150	2	3	1	2	3	1	2	3	1	2	3	1	503	350	340	418	921	445	535	509	431	1,093	1,093
46040	1	3	1	1	3	1	1	1	1	1	1	0	651	589	113	222	872	599	684	92	207	905	905
46225	1	1	1	1	2	0	2	2	0	1	2	0	70	197	213	624	822	84	354	473	559	913	913
46021	1	3	1	1	3	1	2	1	1	2	1	0	856	784	15	96	951	812	681	21	239	1,051	1,051
46025	2	3	1	2	3	1	2	1	1	2	1	1	646	666	115	422	1,088	632	645	300	327	972	1,088
46030	2	3	1	2	3	1	2	3	1	2	3	1	504	557	371	686	1,243	501	633	567	342	1,201	1,243
46095	1	2	0	1	3	0	1	1	0	1	1	1	787	387	313	367	1,154	748	677	482	227	1,229	1,229
46015	2	2	1	2	2	1	2	2	1	2	2	0	779	513	479	399	1,258	648	325	438	158	1,086	1,258
46100	2	3	1	2	3	1	2	3	1	2	3	1	453	400	310	457	947	551	655	519	434	1,174	1,174
46174	1	3	0	1	3	1	1	1	0	1	1	0	586	398	671	193	1,256	503	570	624	270	1,193	1,256
46026	1	3	0	1	3	1	1	1	1	1	1	1	582	708	27	12	735	668	553	39	4	707	735
46200	1	2	0	1	2	0	1	2	0	1	2	0	398	367	184	394	792	478	524	248	479	1,003	1,003
46010	1	1	1	2	1	1	2	3	1	2	3	1	214	71	406	557	770	108	62	609	196	716	770
46050	1	3	0	1	3	0	1	2	0	1	1	0	601	542	116	80	717	703	598	70	50	773	773
46148	1	3	0	1	3	0	1	1	0	1	1	1	609	521	208	70	817	687	724	375	266	1,099	1,099
27124	1	1	1	1	1	0	1	2	0	1	2	0	90	280	513	597	878	138	635	629	526	1,264	1,264
4000	1	1	1	1	1	1	1	3	0	1	2	1	51	8	240	407	458	70	39	426	416	496	496
15550	1	2	1	1	2	1	1	2	1	1	2	0	376	308	538	616	1,014	336	440	474	669	1,109	1,109
15551	1	2	0	1	2	0	1	1	1	1	1	1	429	446	107	122	567	314	449	110	143	593	593
15500	1	1	0	2	1	1	1	3	1	1	3	0	129	33	950	345	1,080	299	40	800	461	1,099	1,099

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5/16/2016

Signal ID	Intersection	TMC Year	AM WL	AM WT	AM WR	AM WU	AM EL	AM ET	AM ER	AM EU	AM SL	AM ST	AM SR	AM SU	AM NL	AM NT	AM NR	AM NU
15555	Burns Rd at Prosperity Farms Rd	2015	7	13	21	0	194	2	91	0	18	479	138	1	155	582	9	0
15540	Burns Rd at Riverside Dr/West Park Cir	2014	171	385	25	0	97	612	230	0	20	78	38	0	201	34	115	0
64575	Camino Real Rd at Powerline Rd	2015	113	39	250	0	36	19	24	0	321	831	72	3	62	1209	477	2
19190	Canopy Ln at Congress Ave	2015	26	2	36	0	127	0	167	0	15	754	50	4	39	569	10	0
27824	Century Corners at Haverhill Rd	2013	5	1	3	0	3	0	5	0	7	875	10	0	20	1020	2	8
58015	Champion Way/Newport Bay Bl at Jog Rd	2015	46	1	33	0	29	1	38	0	63	1842	20	2	37	1050	83	1
28800	Cherry Rd at Military Tr	2015	47	9	60	0	38	14	42	0	58	1051	23	3	24	1446	114	9
58005	Clint Moore Rd at Lyons Rd	2016	179	380	101	0	101	1210	160	0	290	448	81	0	133	359	432	0
57990	Clint Moore Rd at SR 7	2016	317	5	62	2	0	3	7	0	434	1233	9	3	7	932	796	19
32550	Collin Dr at Congress Ave	2015	2	0	7	1	53	0	81	0	11	1170	30	6	43	1333	4	14
27129	Community Dr at Haverhill Rd	2014	238	0	174	0	0	1	2	0	246	597	0	0	0	643	282	0
27127	Community Dr at Military Tr	2016	190	219	67	1	170	380	129	0	391	953	118	44	108	1034	138	31
35024	Cresthaven Bl at Haverhill Rd	2015	84	88	54	0	103	222	94	0	143	890	73	0	73	804	112	0
35020	Cresthaven Bl at Jog Rd	2015	207	13	248	0	107	98	104	0	130	1285	57	0	49	1334	54	5
35021	Cresthaven Bl at Sherwood Forest Bl	2015	64	128	47	0	25	210	71	0	69	299	14	0	133	240	60	0
8975	Donald Ross Rd at Alt A1A/SR 811	2014	202	531	115	1	268	1068	212	2	215	927	113	7	154	674	201	2
8910	Donald Ross Rd at Central Bl	2014	285	534	71	7	246	1293	201	1	175	239	200	0	150	322	248	23
8925	Donald Ross Rd at Military Tr	2014	104	477	104	2	479	984	87	34	512	730	242	25	142	688	148	4
8930	Donald Ross Rd at Prosperity Farms Rd/Palmwoo	2014	112	617	60	0	14	1061	138	2	165	46	29	0	102	38	130	0
8950	Donald Ross Rd at US 1	2014	19	85	9	0	361	106	322	2	30	602	356	17	192	287	15	2
26055	Executive Center Dr at Congress Ave	2014	151	91	49	0	19	81	62	0	45	347	30	0	41	435	118	0
40585	Finlandia B/Central Bl at Dixie Hwy	2014	29	9	23	0	71	2	51	0	16	635	81	0	35	475	4	0
50220	Flavor Pict Rd at Hagen Ranch Rd	2015	77	10	105	0	7	14	22	0	159	495	4	1	24	265	58	1
50240	Flavor Pict Rd at Jog Rd	2015	69.5	81.5	57	0	68	124	123	0	97	1613	50.5	0.5	45	438	45.5	0.5
50260	Flavor Pict Rd at Military Tr	2015	56	43	143	0	83	56	165	0	100	1783	86	0	69	620	40	5
33500	Forest Hill Bl at Congress Ave	2015	192	883	148	5	220	1686	247	3	214	907	141	5	224	1123	208	9
33490	Forest Hill Bl at Davis Rd/Tucker Rd	2015	57	1105	62	16	117	2006	82	16	138	36	132	0	10	5	10	0
33590	Forest Hill Bl at Dixie Hwy/US 1	2014	24	194	25	0	139	206	299	0	77	402	92	0	368	501	17	0
33510	Forest Hill Bl at Fl Mango Rd	2015	98	1142	71	17	120	1855	90	4	199	155	145	0	131	188	287	0
33580	Forest Hill Bl at Georgia Ave	2015	15	696	25	0	96	784	54	0	31	29	62	0	24	12	10	0
33447	Forest Hill Bl at Haverhill Rd	2015	100	869	238	27	345	1378	153	0	229	688	257	1	113	609	263	3
33425	Forest Hill Bl at Jog Rd	2015	222	868	339	1	378	1008	277	18	247	906	465	0	302	1363	251	0
33475	Forest Hill Bl at Kirk Rd	2015	124	972	128	5	204	1560	90	42	200	193	113	0	231	278	239	0
33405	Forest Hill Bl at Lyons Rd	2015	90	1176	225	54	293	1257	41	2	176	164	238	8	56	452	239	9
33450	Forest Hill Bl at Military Tr	2016	200	765	158	7	371	1710	75	0	205	774	150	39	137	1261	140	3
33412	Forest Hill Bl at Okeeheelee Park/Eshleman Tr	2014	39	1416	16	0	29	1310	25	1	15	3	13	0	19	1	45	0
33403	Forest Hill Bl at Olympic Bl/Via Buena Vida	2014	9	1271	11	0	12	1246	16	1	20	0	17	0	68	0	83	0
33560	Forest Hill Bl at Parker Ave	2015	70	727	23	0	135	606	257	0	50	216	158	0	103	141	50	0
33415	Forest Hill Bl at Pinehurst Dr	2014	207	1250	35	1	9	1335	196	0	19	3	4	0	196	14	225	0
33380	Forest Hill Bl at Polo Club Rd/Royal Fern Dr	2015	27	1122	258	141	161	2120	13	2	415	4	216	2	15	2	60	0
33420	Forest Hill Bl at River Bridge Bl/Olive Tree Bl	2014	29	1410	69	0	97	1437	48	1	150	4	160	0	68	5	78	1
33521	Forest Hill Bl at South Shore Bl	2015	408	931	33	3	9	1186	87	4	132	11	9	0	85	8	775	0
33400	Forest Hill Bl at SR 7	2016	405	719	229	0	796	865	491	0	230	1462	431	21	427	1374	265	0
33395	Forest Hill Bl at Stribling Way	2015	153	1348	0	1	0	1590	507	0	0	0	0	0	171	0	49	0
33399	Forest Hill Bl at Wellington Green	2015	18	1177	0	10	0	2010	89	14	0	0	0	0	81	0	16	0
33398	Forest Hill Bl at Wellingtons Edge Bl/Wellington G	2015	85	1186	38	19	25	2109	27	10	174	23	44	0	34	6	32	0
5420	Frederick Small Rd at Alt A1A/SR 811	2015	2	73	44	0	152	189	141	0	43	1122	154	0	80	1063	32	0
5410	Frederick Small Rd at Military Tr	2015	105	118	137	1	101	254	161	7	204	1325	94	2	105	980	38	1
45500	Gateway Bl at Congress Ave	2015	317	468	130	8	308	1099	336	2	251	862	188	8	98	511	242	1
43850	Gateway Bl at High Ridge Rd	2014	210	945	406	1	161	1384	120	2	433	84	135	1	80	44	302	9
43870	Gateway Bl at I 95 East	2014	0	882	233	0	860	684	0	0	0	0	0	0	584	1	152	0
43870	Gateway Bl at I 95 West	2014	510	1018	0	0	0	1246	677	0	294	0	559	0	0	0	0	0
43800	Gateway Bl at Jog Rd	2015	290	168	203	1	89	99	83	0	292	1792	66	0	19	578	137	0
45475	Gateway Bl at Lawrence Rd	2015	141	666	334	1	164	675	100	0	282	483	271	0	70	234	172	0
45470	Gateway Bl at Military Tr	2015	288	376	377	0	87	647	198	3	368	1335	120	0	57	618	188	4
45525	Gateway Bl at Renaissance Commons Bl	2014	111	856	3	3	11	1453	78	10	14	0	25	0	50	0	217	0
43875	Gateway Bl at Seacrest Bl	2014	43	594	10	0	138	330	324	24	17	179	267	0	258	185	30	0
80100	Gator Bl/Ave L at SR 15/US 441/Main St	2015	147	117	28	0	94	103	134	0	35	416	170	0	162	445	175	4
62635	Glades Rd at Airport Rd/NW 15th Ave	2013	69	1470	42	0	142	2579	632	14	73	154	101	0	407	141	79	2
62508	Glades Rd at Boca Lake Dr/Somerset Mall	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62509	Glades Rd at Boca Rio Rd	2016	287	988	40	5	4	1788	153	2	84	38	8	0	215	82	531	0
62510	Glades Rd at FL Turnpike	2016	9	881	648	11	886	1246	29	0	1806	2	483	2	29	20	21	0
62525	Glades Rd at Jog Rd/Powerline Rd	2016	107	817	205	1	748	1570	228	0	264	536	389	0	285	729	369	0
62505	Glades Rd at Lyons Rd	2016	82	770	269	1	196	1168	227	15	507	594	286	1	340	785	201	0
62502	Glades Rd at S 95th Ave	2014	247	757	52	3	40	1263	79	6	87	3	37	0	54	3	215	0
62501	Glades Rd at Shadowood SC/Boca Plaza	2014	330	1024	152	11	58	1347	72	31	135	49	40	0	120	14	227	0
62500	Glades Rd at SR 7	2016	271	327	217	19	301	674	356	1	341	1189	144	2	389	1567	216	7
48190	Golf Rd at Military Tr	2014	219	2	178	0	2	4	0	0	469	1464	3	1	1	661	177	0
48200	Golf Rd/SW 23rd Ave at Congress Ave	2016	181	291	147	0	181	410	246	0	252	1481	97	15	137	842	112	0
34400	Greenbrier Dr at Congress Ave	2014	62	21	56	0	184	25	60	0	57	1284	47	3	15	1219	63	4
31275	Gun Club Rd at Congress Ave	2015	56	42	45	0	245	50	151	0	45	1189	348	4	215	1584	107	1
31248	Gun Club Rd at Haverhill Rd	2014	71	104	57	2	111	248	73	0	172	588	37	0	120	1022	176	0

Signal ID	PM WL	PM WT	PM WR	PM WU	PM EL	PM ET	PM ER	PM EU	PM SL	PM ST	PM SR	PM SU	PM NL	PM NT	PM NR	PM NU
15555	8	3	15	0	227	4	79	1	14	688	261	0	86	607	5	0
15540	133	656	7	0	22	479	80	0	37	61	301	1	159	21	107	0
64575	326	36	415	0	159	50	48	0	221	1263	81	12	40	1061	131	7
19190	12	2	14	0	64	2	63	0	16	867	80	2	97	972	19	6
27824	23	3	26	0	25	0	22	0	18	1068	19	0	21	831	0	23
58015	83	2	57	0	23	0	38	0	61	1185	29	5	39	1428	66	0
28800	103	23	83	0	49	17	32	0	130	1745	46	10	53	1414	115	77
58005	459	1017	259	1	86	489	161	0	104	375	76	0	230	506	218	0
57990	552	3	427	3	4	4	9	0	145	985	7	0	7	1209	275	92
32550	4	0	9	0	29	0	39	0	0	1411	80	12	81	1161	3	15
27129	341	0	270	0	0	1	1	0	162	690	1	0	0	557	317	0
27127	265	404	71	0	252	329	153	3	261	1301	164	60	195	1118	251	117
35024	100	225	92	1	58	130	52	0	92	773	75	0	85	787	88	0
35020	106	35	142	0	54	14	27	1	156	1423	98	0	84	1503	81	0
35021	73	178	33	0	27	150	57	0	31	234	30	0	85	233	44	0
8975	220	968	160	1	163	542	187	2	115	945	162	2	245	877	175	4
8910	296	1189	109	14	325	695	127	12	176	232	159	1	226	325	155	51
8925	173	1061	209	1	434	598	77	35	281	849	403	27	190	687	96	2
8930	186	1363	125	2	22	672	142	2	57	50	23	0	148	101	164	0
8950	27	138	33	0	523	145	166	17	66	530	403	41	333	723	14	0
26055	148	93	49	1	41	94	93	0	61	482	43	0	62	373	125	1
40585	14	10	16	0	80	10	26	0	14	633	75	0	19	578	30	0
50220	85	16	185	0	25	48	41	0	106	415	15	2	77	385	41	3
50240	29	63.5	47	0	33	59.5	30	0	28.5	252	33	0	55.5	603	44.5	0
50260	40	102	144	0	93	88	72	1	101	777	83	2	114	1531	34	4
33500	201	1388	102	4	187	1040	177	13	200	1040	185	6	248	1057	125	13
33490	10	1679	95	7	82	1179	8	30	56	9	128	1	50	35	19	0
33590	27	185	19	0	117	174	309	0	74	657	176	0	324	526	19	0
33510	242	1705	121	18	72	1204	114	22	120	123	101	1	155	165	128	1
33580	8	743	22	0	54	720	40	1	19	25	69	0	44	23	12	0
33447	158	1391	287	23	266	1121	153	6	203	822	382	3	157	589	200	16
33425	239	1007	250	2	425	1027	360	11	311	1261	555	1	447	1047	319	3
33475	261	1554	150	2	137	1102	172	43	138	390	143	0	150	298	220	0
33405	196	1325	194	4	189	1425	66	1	186	227	273	0	54	154	156	0
33450	299	1271	206	8	270	979	109	0	221	1188	255	38	220	1026	161	22
33412	16	1419	65	2	64	1469	14	0	41	0	36	0	20	0	50	0
33403	58	1453	22	1	49	1332	88	10	21	0	31	0	73	3	36	0
33560	20	853	66	0	163	932	119	0	64	46	129	0	108	33	11	0
33415	264	1494	110	2	56	1122	159	1	44	15	25	0	200	42	272	14
33380	64	1862	106	38	57	1701	17	1	224	3	105	0	32	4	67	0
33420	92	1646	190	2	100	1508	78	0	97	10	70	1	160	40	60	1
33521	628	1202	59	2	19	1125	79	14	53	12	14	0	91	19	598	1
33400	396	960	263	2	721	972	350	0	442	1507	508	91	586	1480	455	3
33395	86	2222	0	12	0	1746	372	0	0	0	0	0	444	0	105	0
33399	83	1731	0	15	0	1506	119	34	0	0	0	0	292	0	69	0
33398	267	1654	148	47	38	1445	75	15	78	18	26	0	208	19	210	3
5420	14	132	72	0	140	86	68	0	22	1088	149	0	152	981	5	0
5410	137	190	160	1	68	127	67	6	95	1059	68	4	94	779	47	19
45500	374	1017	337	6	311	504	238	4	179	760	186	13	380	1193	369	8
43850	178	1408	373	3	100	1270	44	1	372	40	134	1	128	83	333	7
43870	0	788	197	0	497	1073	0	6	0	0	0	0	828	0	430	0
43870	263	1324	0	0	0	1071	628	0	455	0	802	0	0	0	0	0
43800	186	210	227	3	69	121	41	1	258	839	43	0	67	1353	281	2
45475	208	1409	160	2	110	637	101	0	167	270	126	0	150	476	218	0
45470	202	519	434	0	65	470	106	1	306	784	122	2	205	1176	175	1
45525	247	1673	11	9	23	979	74	83	7	5	20	0	107	1	102	0
43875	30	413	30	1	290	661	282	51	29	225	191	0	255	321	65	0
80100	188	117	9	0	118	86	126	0	13	503	165	0	142	496	139	0
62635	27	2748	41	0	129	1550	236	29	75	126	225	0	540	102	43	2
62508	10	1670	53	0	29	1707	30	2	109	1	14	0	16	1	17	0
62509	454	1700	65	12	12	1332	238	15	141	79	32	0	275	72	494	0
62510	10	1343	1318	24	673	1205	56	0	801	6	624	13	34	46	34	0
62525	299	1950	187	2	304	1256	294	1	146	720	564	1	239	575	246	1
62505	272	1077	451	6	398	1121	392	36	466	824	409	7	335	699	207	5
62502	70	1556	121	14	75	1364	58	11	119	2	84	0	138	2	201	0
62501	206	1191	123	14	69	1305	38	19	165	27	112	0	131	17	164	0
62500	530	688	287	28	228	530	168	1	400	1674	183	11	468	1426	288	19
48190	202	0	380	1	2	0	2	0	177	718	0	0	1	1446	144	0
48200	156	346	243	0	149	243	173	0	182	787	156	8	213	1496	178	4
34400	168	114	100	1	67	63	31	1	110	1267	127	3	61	1377	115	19
31275	80	80	51	2	260	46	220	1	25	1778	231	2	251	908	63	5
31248	288	364	117	0	49	104	36	0	144	1008	60	0	51	693	91	0

Signal ID	Existing Lanes EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	S-NS, S-EW Phasing	AM CMS ET-WL	AM CMS WT-EL	AM CMS NT-SL	AM CMS ST-NL	AM CMS CMS	PM CMS ET-WL	PM CMS WT-EL	PM CMS NT-SL	PM CMS ST-NL	PM CMS CMS	Max CMS
15555	1	1	0	1	1	0	1	2	0	1	1	1		109	248	342	689	937	99	267	348	841	1,109	1,109
15540	1	2	0	1	2	0	1	1	0	1	1	0		643	328	184	345	988	448	384	180	566	1,015	1,015
64575	1	1	1	1	1	1	1	2	1	2	2	0		143	82	833	560	977	409	211	703	782	1,190	1,190
19190	1	1	0	1	1	0	1	2	1	1	2	1		210	179	331	457	662	84	87	548	583	670	670
27824	1	1	0	1	1	0	1	2	0	1	3	0		11	8	563	351	574	49	59	526	442	584	584
58015	1	1	0	1	1	0	1	3	0	1	3	1		92	67	433	709	801	132	89	620	472	752	801
28800	1	1	0	1	1	0	1	3	0	1	3	0		112	116	633	425	749	165	168	706	797	965	965
58005	1	2	1	2	2	1	1	1	1	1	2	1		755	316	705	388	1,460	516	646	663	454	1,309	1,460
57990	1	1	0	2	1	1	1	3	1	2	3	0		184	5	575	478	759	316	8	517	467	833	833
32550	1	1	0	1	1	0	1	3	0	1	3	0		91	65	503	497	594	47	41	435	646	692	692
27129	1	1	0	2	1	0	1	2	1	1	2	0		133	189	617	308	806	188	293	479	376	772	806
27127	1	2	0	1	2	0	1	3	0	1	3	1		434	340	916	496	1,400	550	535	845	811	1,395	1,400
35024	1	1	1	1	1	1	1	2	0	1	2	0		333	208	653	603	986	251	308	576	553	883	986
35020	1	1	1	1	1	0	1	3	0	1	3	0		297	400	644	538	1,044	130	252	786	642	1,038	1,044
35021	1	1	1	1	1	1	1	1	0	1	1	0		298	166	401	485	783	242	221	335	379	622	783
8975	2	3	1	2	3	1	1	3	1	1	3	1		497	339	486	505	1,003	316	437	445	613	1,050	1,050
8910	2	3	1	2	3	1	2	2	1	2	2	1		627	328	270	224	897	420	614	273	277	891	897
8925	2	3	1	2	3	1	2	3	1	2	3	1		418	452	541	344	993	311	639	416	412	1,056	1,056
8930	1	2	1	1	2	1	1	1	1	1	1	0		698	353	221	192	919	570	767	172	240	1,007	1,007
8950	2	1	1	1	1	0	1	2	0	1	2	1		136	299	215	538	838	187	479	517	655	1,134	1,134
26055	1	1	0	1	1	0	1	2	0	1	2	0		320	173	349	249	669	365	199	337	354	719	719
40585	1	1	1	1	1	0	1	2	0	1	2	0		34	112	278	427	539	26	115	346	405	521	539
50220	1	1	0	1	1	1	1	2	0	1	2	1		123	18	349	296	472	189	45	349	313	533	533
50240	1	1	0	1	1	1	1	3	1	1	3	1		344	163	264	634	978	129	105	249	152	378	978
50260	1	1	0	1	1	0	1	3	0	1	3	0		299	292	348	758	1,057	227	370	701	440	1,070	1,070
33500	2	3	1	2	3	0	1	3	0	1	3	0		718	495	720	633	1,438	540	641	750	728	1,391	1,438
33490	1	3	0	1	3	0	1	1	1	1	1	0		836	567	155	193	1,029	449	764	100	203	968	1,029
33590	1	2	0	1	1	0	1	2	0	1	2	0		301	389	365	668	1,058	292	349	377	805	1,154	1,154
33510	1	3	0	1	3	0	1	1	1	1	1	1		830	574	421	322	1,250	760	764	311	303	1,075	1,250
33580	1	2	0	1	2	0	1	1	0	1	1	0		472	496	58	125	621	422	476	59	150	626	626
33447	2	3	1	1	3	1	1	2	1	1	2	1		637	502	581	507	1,218	603	652	544	635	1,287	1,287
33425	2	3	1	2	3	1	2	3	1	2	3	1		486	530	628	492	1,158	503	602	549	701	1,303	1,303
33475	1	3	0	1	3	0	1	1	1	1	1	1		738	666	520	461	1,258	747	813	474	587	1,400	1,400
33405	1	3	1	1	3	1	1	1	1	1	1	1		612	747	691	249	1,438	733	687	370	305	1,102	1,438
33450	2	3	0	2	3	0	1	3	0	1	3	0		759	536	773	487	1,532	561	682	712	786	1,468	1,532
33412	1	3	0	1	3	1	1	1	0	1	1	0		526	545	66	38	611	564	583	99	61	682	682
33403	1	3	1	1	3	1	1	1	0	1	1	0		461	475	112	90	587	568	591	65	113	704	704
33560	1	2	0	1	2	0	1	2	0	1	2	0		594	554	158	413	1,007	593	676	93	212	888	1,007
33415	1	3	0	1	3	1	1	1	0	1	1	0		781	463	280	220	1,061	753	603	389	276	1,142	1,142
33380	1	3	0	1	3	1	1	1	0	2	1	0		955	584	294	255	1,249	733	738	199	152	937	1,249
33420	1	3	0	1	3	1	1	1	1	2	1	0		570	617	87	253	871	677	705	97	262	967	967
33521	1	2	1	2	3	0	1	1	10	1	1	0		901	363	152	114	1,053	954	514	78	128	1,082	1,082
33400	3	3	2	2	3	1	3	4	1	3	4	2		534	549	464	552	1,101	568	609	595	623	1,232	1,232
33395	1	3	0	1	3	0	1	1	1	1	1	0		906	488	0	186	1,182	874	805	0	483	1,357	1,357
33399	1	3	1	2	3	0	2	1	1	1	1	0		743	442	0	44	788	599	664	0	159	823	823
33398	1	3	1	2	2	1	2	1	1	1	1	0		821	683	196	91	1,016	694	957	105	163	1,119	1,119
5420	1	1	0	1	1	0	1	2	1	1	2	1		339	292	624	697	1,036	183	374	557	757	1,130	1,130
5410	1	1	1	1	1	1	1	3	1	1	3	1		402	246	579	595	997	288	293	390	507	800	997
45500	2	3	1	2	3	1	2	3	1	2	3	0		575	338	326	434	1,009	422	540	537	559	1,099	1,099
43850	1	3	1	1	3	1	1	1	1	1	2	0		731	520	516	216	1,247	657	630	496	239	1,153	1,247
43870	2	2	1	2	2	1	2	1	2	2	1	2		372	947	1	317	1,264	583	702	0	450	1,152	1,264
43870	2	2	1	2	2	1	2	1	2	2	1	2		964	553	160	0	1,114	725	720	247	0	972	1,114
43800	1	2	1	1	2	1	1	3	0	1	3	1		370	188	576	670	1,040	271	190	872	415	1,144	1,144
45475	1	3	0	1	3	0	1	2	1	1	2	1		508	541	434	339	974	497	688	462	316	1,150	1,150
45470	2	2	1	2	2	1	1	3	0	1	3	0		505	253	690	593	1,196	365	318	824	552	1,189	1,196
45525	1	3	0	1	3	0	1	1	1	1	1	0		679	334	15	82	760	660	725	9	143	869	869
43875	1	1	1	1	1	0	1	2	0	1	2	0		405	830	135	523	1,353	752	852	241	503	1,355	1,355
80100	1	1	1	1	1	1	1	2	1	1	2	1		272	229	280	407	678	297	255	284	428	724	724
62635	2	3	1	1	3	1	2	1	1	1	1	2		1009	617	233	390	1,399	591	1,082	192	432	1,513	1,513
62508	1	3	1	1	3	1	1	1	0	1	1	0		0	0	0	0	0	629	639	138	34	777	777
62509	1	3	1	2	3	0	1	1	1	1	1	0		789	379	180	284	1,072	736	669	232	420	1,155	1,155
62510	2	3	1	1	3	1	1	1	1	3	1	1		473	783	709	30	1,492	474	852	378	43	1,230	1,492
62525	2	3	1	2	3	1	2	2	1	2	2	1		628	703	540	435	1,242	619	872	392	522	1,394	1,394
62505	2	3	1	2	3	1	2	2	1	2	2	1		468	394	692	508	1,160	557	626	637	633	1,263	1,263
62502	1	3	1	1	3	1	1	1	1	1	1	1		729	324	98	62	827	586	657	132	152	809	827
62501	1	3	0	1	3	1	1	1	0	1	1	0		885	468	409	234	1,293	747	524	376	293	1,124	1,293
62500	2	3	1	2	3	1	2	3	1	2	3	1		402	283	754	646	1,156	517	374	740	871	1,388	1,388
48190	1	1	0	1	1	0	1	3	0	1	3	0		242	198	814	533	1,057	223	415	768	261	1,184	1,184
48200	1	1	1	1	1	1	1	3	0	1	3	0		642	513	637	721	1,363	434	538	813	578	1,351	1,363
34400	1	1	0	1	1	1	1	3	0	1	3	0		160	223	530	504	753	286	198	664	592	950	950
31275	2	1	1	1	1	1	2	3	0	1	3	1		115	179	667	549	846	139	229	381	783	1,012	1,012
31248	1	2	0	1	2	1	1	2	0	1	2	0		254	177	838	470	1,092	420	251	583	647	1,066	1,092

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6/16/2016

Signal ID	Intersection	TMC Year	AM WL	AM WT	AM WR	AM WU	AM EL	AM ET	AM ER	AM EU	AM SL	AM ST	AM SR	AM SU	AM NL	AM NT	AM NR	AM NU
31220	Gun Club Rd at Jog Rd	2015	80	0	110	0	0	0	0	0	99	954	0	0	0	1652	106	0
31265	Gun Club Rd at Kirk Rd	2015	33	225	90	0	115	451	95	0	256	202	22	0	80	321	146	0
31250	Gun Club Rd at Military Tr	2015	84	168	102	0	168	369	98	0	101	868	36	9	48	1641	155	5
16050	Holly Dr at Military Tr	2015	320	4	276	18	39	8	22	0	125	890	24	5	10	1469	239	1
11480	Hood Rd at Alt A1A/SR 811	2014	142	155	27	0	138	91	479	1	13	1429	57	0	288	761	30	5
11470	Hood Rd at Central Bl	2015	134	404	64	2	207	602	150	0	145	497	191	0	139	413	96	2
11475	Hood Rd at Military Tr	2015	44	306	164	0	133	417	251	0	218	837	110	2	180	685	133	1
41700	Hypoluxo Rd at Congress Ave	2015	120	629	174	4	246	1476	222	13	273	544	144	7	307	656	373	25
41800	Hypoluxo Rd at Federal Hwy/US 1	2015	5	18	4	0	230	11	153	0	6	408	189	0	251	297	1	8
41630	Hypoluxo Rd at Hagen Ranch Rd	2015	108	678	90	104	68	865	372	0	218	212	71	0	146	99	225	0
41720	Hypoluxo Rd at High Ridge Rd	2015	212	909	10	6	19	2039	144	1	40	90	29	0	110	28	183	0
41645	Hypoluxo Rd at Jog Rd	2015	452	543	158	1	206	841	275	4.5	223	1294	197	0.5	146	730	414	4.5
41675	Hypoluxo Rd at Lawrence Rd	2015	173	972	159	9	172	1331	483	8	234	189	155	0	314	222	262	0
41620	Hypoluxo Rd at Lyons Rd	2015	321	414	147	4	46	327	126	0	77	387	28	0	34	282	212	0
41650	Hypoluxo Rd at Military Tr	2015	418	764	306	9	268	1210	580	23	348	901	123	1	381	775	306	5
41775	Hypoluxo Rd at Overlook Rd/Broadway Rd	2015	14	485	16	1	110	448	36	0	31	48	114	0	54	38	32	0
41625	Hypoluxo Rd at Smith Farm Bl/Summerville Ter	2014	69	611	69	2	22	635	4	2	189	3	79	0	42	2	271	1
41600	Hypoluxo Rd at SR 7	2015	106	19.5	230	0	42.5	39	34.5	0	272	1228	28.5	0	13.5	1175	134	4.5
5450	Indian Creek Pkwy at Military Tr	2015	161	70	10	0	287	69	417	0	52	819	125	21	235	977	76	0
4235	Indiantown Rd at Alexander Run Rd/Mack Dairy R	2013	38	382	50	0	9	756	3	0	87	3	6	0	30	1	209	0
4750	Indiantown Rd at Alt A1A/SR 811	2016	220	491	83	3	376	973	172	1	221	1003	204	3	150	825	306	0
4654	Indiantown Rd at Center St	2016	38	1308	106	0	320	1982	31	11	292	13	471	0	19	19	19	0
4650	Indiantown Rd at Central Bl	2016	223	1288	136	4	204	2104	386	4	281	207	420	13	662	264	357	0
4651	Indiantown Rd at Chasewood Plaza/Palm Rd	2014	86	1411	31	18	37	2321	159	0	48	9	34	0	118	6	45	0
4670	Indiantown Rd at Delaware Bl	2014	56	1101	22	2	12	1765	185	1	45	0	56	0	103	0	30	0
4649	Indiantown Rd at Fl Turnpike	2016	4	964	772	8	179	1839	4	0	1032	2	84	0	6	1	1	0
4653	Indiantown Rd at Island Way	2016	9	2039	59	7	283	2597	121	5	229	24	458	0	130	25	57	0
4700	Indiantown Rd at Loxahatchee Dr	2014	50	883	8	11	54	1530	66	9	41	57	57	0	59	71	50	0
4656	Indiantown Rd at Maplewood Dr	2016	115	971	4	16	9	2013	401	2	2	2	3	0	334	2	113	2
4697	Indiantown Rd at Military Tr	2016	293	829	16	8	14	1526	597	29	45	42	8	0	442	29	400	14
4680	Indiantown Rd at Pennock Ln	2015	31	1024	58	2	44	1892	46	29	138	47	96	0	53	36	97	0
4800	Indiantown Rd at US 1	2015	82	309	21	1	305	407	493	0	98	500	218	0	306	322	65	6
62460	Kimberly Bl /Century Village at Lyons Rd	2015	136	53	44	0	120	39	98	0	38	960	64	0	32	1070	88	1
62455	Kimberly Bl at SR 7	2015	176	36	104	2	140	40	94	2	136	3374	42	22	72	3666	168	4
14370	Kyoto Gardens Dr at Alt A1A/SR 811	2014	12	17	30	0	121	72	75	0	57	820	147	0	58	988	55	2
12651	Kyoto Gardens Dr at Military Tr	2015	109	29	49	0	0	0	0	0	201	1088	0	2	110	1001	173	1
37475	Lake Ave at Ocean Bl/A1A	2014	6	23	5	0	411	55	191	6	4	50	88	0	76	179	7	0
51850	Lake Ida Rd at Congress Ave	2014	238	438	151	0	196	509	409	7	343	985	236	1	183	527	129	1
52998	Lake Ida Rd at Jog Rd	2014	125	123	45	16	36	114	83	0	118	1489	61	10	27	432	51	1
51800	Lake Ida Rd at Military Tr	2016	286	250	176	0	60	284	144	1	278	1669	107	0	31	487	177	12
52100	Lake Ida Rd/NE/NW 4th St at Swinton Ave	2015	112	291	7	0	228	340	231	0	42	322	286	2	65	243	45	0
37230	Lake Worth Rd at Boutwell Rd/Lake Osborne Dr	2015	12	632	59	0	272	752	43	0	156	45	131	0	106	130	29	0
37200	Lake Worth Rd at Congress Ave	2015	141	466	124	2	320	749	572	16	212	1060	300	6	248	683	135	1
37019	Lake Worth Rd at Fla Turnpike/Akron Rd	2015	9	1489	415	0	609	1092	38	8	103	1	132	0	140	67	21	0
37125	Lake Worth Rd at Haverhill Rd	2015	56	934	96	4	113	1352	99	11	257	268	169	0	158	249	75	0
37075	Lake Worth Rd at Jog Rd	2016	294	944	83	3	232	906	366	3	318	946	265	2	486	874	239	7
37175	Lake Worth Rd at Kirk Rd	2015	40	1023	55	17	64	1780	34	5	182	98	134	0	44	100	59	0
37015	Lake Worth Rd at Lyons Rd	2015	238	1280	130	3	122	1409	83	6	159	101	116	0	194	164	472	0
37150	Lake Worth Rd at Military Tr	2015	272	876	191	16	224	1243	243	4	386	925	185	6	202	916	245	16
37020	Lake Worth Rd at Nassau Rd/Ohio Rd	2015	60	1603	36	9	29	1220	44	0	58	15	57	0	129	7	138	0
37100	Lake Worth Rd at S 57th Ave	2015	47	1418	63	10	38	1516	56	0	121	37	103	0	74	22	94	0
37080	Lake Worth Rd at Sherwood Forest Bl	2015	46	1150	31	4	66	1424	19	37	101	30	169	0	33	7	11	0
37001	Lake Worth Rd at SR 7	2016	320	567	478	6	398	648	368	0	805	1653	268	4	315	1224	173	17
37120	Lake Worth Rd at Swain Bl/Southview Ave	2015	102	1153	26	47	17	1282	21	1	17	104	25	0	103	63	157	0
52810	Lakefront Bl/Post Office at Military Tr	2015	28	0	6	0	13	1	53	0	53	2096	14	8	17	807	69	2
40225	Lantana Rd at 13th St/Andrew Redding RD	2014	5	756	42	0	200	688	130	0	45	43	129	0	246	51	13	0
40100	Lantana Rd at Congress Ave	2016	104	1027	280	2	475	1743	281	0	368	607	290	0	283	627	62	5
40037	Lantana Rd at Haverhill Rd	2014	52	998	208	14	137	1712	130	19	278	173	196	1	140	161	225	0
40150	Lantana Rd at High Ridge Rd	2015	32	1009	81	19	37	2160	42	1	219	53	46	0	28	29	38	0
40025	Lantana Rd at Jog Rd	2015	347	793	220	48	412	951	301	1	319	1179	251	0	185	789	249	4
40075	Lantana Rd at Lawrence Rd	2016	177	1067	0	0	0	1983	283	0	0	0	0	0	330	0	227	0
40005	Lantana Rd at Lyons Rd	2015	189	529	190	48	81	460	45	0	147	249	69	0	85	282	174	0
40050	Lantana Rd at Military Tr	2014	176	915	253	22	337	1708	246	6.5	320	1069	244	4.5	194	890	330	11
40000	Lantana Rd at SR 7	2015	175	61	456	0	120	63	106	0	372	1810	31	35	40	1011	104	1
55040	Las Verdes Dr at Military Tr	2015	15	4	1	0	36	1	51	0	22	2153	30	0	18	733	9	3
42090	Le Chalet Bl at Jog Rd	2014	101	43	119	1	50	96	150	0	179	1973	38	6	44	717	69	6
42103	Le Chalet Bl at Military Tr	2014	35	1	8	0	277	1	141	0	2	1492	151	6	206	927	5	18
16500	Lighthouse Dr at Alt A1A/SR 811	2014	188	207	74	0	123	121	131	0	118	698	60	2	88	713	82	7
16550	Lighthouse Dr at Prosperity Farms Rd	2015	181	172	166	0	68	185	54	0	112	449	64	0	29	444	164	0
16700	Lighthouse Dr at US 1	2015	39	14	9	0	68	18	61	0	18	576	27	13	118	691	34	13
55100	Linton Bl at Congress Ave	2015	428	966	172	0	169	1113	279	11	269	1203	126	3	54	231	185	2
55160	Linton Bl at Federal Hwy/US 1	2016	196	302	119	0	261	471	459	19	133	1019	279	2	301	497	113	12

Signal ID	PM WL	PM WT	PM WR	PM WU	PM EL	PM ET	PM ER	PM EU	PM SL	PM ST	PM SR	PM SU	PM NL	PM NT	PM NR	PM NU
31220	156	0	100	0	0	0	0	0	98	1986	0	3	0	1165	91	0
31265	153	625	197	0	39	197	129	0	65	290	87	0	99	252	31	0
31250	127	391	124	1	89	197	99	0	119	1515	116	9	156	1333	101	12
16050	156	6	74	1	27	10	19	0	86	1625	22	6	23	1283	147	1
11480	57	121	25	0	98	118	449	0	24	1092	121	0	359	1166	87	11
11470	140	350	125	7	174	435	153	0	122	394	124	3	105	400	109	1
11475	93	305	135	3	94	323	115	1	270	842	124	0	125	624	146	0
41700	257	1528	176	3	187	920	206	41	275	709	114	14	304	731	187	49
41800	4	10	5	0	253	21	202	0	6	452	280	2	287	503	4	10
41630	73	1164	198	1	63	757	139	0	74	152	45	0	196	274	213	0
41720	160	2026	29	6	38	1229	94	0	18	50	37	0	130	69	122	0
41645	443	582	283	2	222	739	142	1.5	245	924	182	0.5	232	1242	382	23
41675	189	1583	173	10	138	1120	338	4	118	202	121	1	376	308	159	0
41620	291	331	101	9	53	504	85	0	121	205	34	0	90	508	298	0
41650	484	1155	238	62	191	870	284	58	366	676	88	4	422	849	271	9
41775	44	690	15	0	108	613	51	1	28	40	88	0	33	32	22	0
41625	170	665	160	1	72	671	47	2	73	2	28	0	25	0	101	0
41600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5450	94	102	33	1	250	87	162	0	58	851	232	35	262	940	146	3
4235	178	683	76	2	4	476	25	0	61	3	5	0	4	0	101	0
4750	388	1190	159	2	518	921	85	3	191	750	284	3	292	800	134	1
4654	69	1825	258	4	466	1520	55	14	112	34	468	0	98	61	124	0
4650	227	2083	273	4	285	1546	554	21	306	233	193	8	781	291	285	5
4651	180	2073	44	30	39	1922	191	5	38	7	34	0	169	7	76	0
4670	85	1694	38	22	40	1585	23	3	34	4	31	0	71	75	26	0
4649	1	1577	967	11	91	1126	4	0	846	0	173	0	1	1	8	0
4653	43	2319	105	3	382	2396	121	19	100	23	235	0	116	34	40	0
4700	81	1452	21	16	77	1643	54	4	27	41	56	0	83	40	52	0
4656	142	1632	10	15	23	1605	111	16	7	15	29	0	526	10	65	1
4697	411	1506	33	8	72	1196	385	29	56	50	21	1	500	42	471	1
4680	67	1618	96	10	103	1495	67	41	80	62	77	0	59	55	89	0
4800	166	584	104	5	311	438	429	1	89	440	342	2	490	712	83	13
62460	186	41	49	0	99	67	83	0	79	1340	71	3	84	1075	149	0
62455	234	36	108	0	134	30	108	0	114	3726	64	34	132	3710	320	16
14370	86	135	146	4	178	88	58	0	39	817	150	3	119	1153	96	7
12651	279	166	249	0	0	0	0	0	100	1168	0	7	332	1162	167	2
37475	13	81	6	0	143	114	100	3	5	130	288	3	197	136	9	0
51850	224	634	208	3	235	468	215	10	223	551	244	0	403	758	109	4
52998	166	231	63	79	75	103	42	0	81	454	39	11	105	1136	75	0
51800	239	354	260	2	96	325	34	0	150	624	134	1	100	1279	283	12
52100	71	368	24	0	289	364	148	0	32	186	239	0	171	342	72	0
37230	17	830	85	0	124	667	58	0	108	93	247	0	136	95	29	0
37200	210	853	232	0	322	602	364	20	183	894	382	6	532	1018	155	4
37019	20	1311	101	1	218	1367	114	0	451	1	406	2	42	17	24	0
37125	98	1475	187	25	198	1447	113	12	198	309	194	0	185	331	40	0
37075	318	928	235	10	309	940	454	15	309	799	297	7	659	1052	275	9
37175	79	1785	118	21	168	1471	73	10	125	173	125	0	110	173	35	0
37015	399	1058	49	4	51	1140	132	7	34	42	59	0	222	36	253	0
37150	290	1383	346	38	325	1069	250	17	229	826	246	22	292	969	210	20
37020	159	1429	55	10	62	1671	54	7	124	83	47	0	93	21	85	0
37100	91	1548	152	23	88	1467	121	9	130	58	58	0	130	61	80	0
37080	59	1541	96	6	190	1488	33	38	78	35	85	0	53	33	19	0
37001	214	737	682	9	491	558	173	3	733	1332	224	23	577	1743	289	7
37120	35	1676	37	63	63	1625	13	14	45	6	35	0	45	12	49	0
52810	94	0	78	0	21	0	41	0	74	1195	21	10	36	1758	81	1
40225	11	1024	83	0	107	756	173	0	66	54	149	0	160	54	25	0
40100	220	1538	208	9	247	1035	275	4	414	728	437	12	259	733	149	4
40037	113	1716	262	13	236	1330	146	7	176	181	206	1	192	244	78	0
40150	25	1636	205	30	111	1299	34	0	158	55	118	0	42	64	20	0
40025	316	821	253	119	562	737	196	15	317	672	291	5	224	1008	215	12
40075	230	1861	0	1	0	1094	220	22	0	0	0	0	303	0	170	0
40005	144	560	146	56	60	624	69	2	140	181	47	0	112	278	231	0
40050	323	1643	356	7	288	962	165	51	317	986	289	7	254	993	163	20
40000	81	55	508	11	101	65	36	0	477	1028	31	15	141	1439	158	0
55040	1	2	0	0	39	0	34	1	2	1015	61	3	60	1964	6	4
42090	74	117	169	0	59	72	72	0	132	1140	34	0	123	1498	113	17
42103	12	10	3	0	220	15	166	0	6	992	201	18	460	1246	15	34
16500	174	224	80	2	156	136	106	0	103	824	147	4	140	789	161	14
16550	123	214	210	0	37	168	45	0	159	513	33	0	63	497	114	0
16700	37	21	7	0	47	12	106	0	13	915	61	23	113	831	34	42
55100	238	1102	145	0	226	1097	83	0	318	515	151	16	245	791	360	32
55160	214	537	239	5	380	420	355	33	235	780	309	17	552	930	214	3

Signal ID	Existing Lanes EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	S-NS, S-E Phasing	AM CMS ET-WL	WT-EL	NT-SL	ST-NL	CMS	PM CMS ET-WL	WT-EL	NT-SL	ST-NL	CMS	Max CMS
31220	1	1	0	1	1	1	1	3	1	1	3	0		87	0	706	346	793	170	0	532	720	889	889
31265	1	2	1	1	1	1	1	1	1	1	1	1		281	370	627	307	997	273	722	345	423	1,145	1,145
31250	1	2	0	1	2	1	1	3	0	1	3	1		345	273	770	372	1,115	300	309	659	732	1,041	1,115
16050	1	1	0	1	1	0	1	3	0	1	3	0		400	347	761	343	1,161	202	116	618	623	825	1,161
11480	2	1	2	1	1	1	2	3	1	2	3	1		253	244	283	678	931	190	185	436	595	785	931
11470	2	2	1	2	2	1	1	2	0	1	2	0		401	332	438	527	928	316	285	413	397	729	928
11475	2	2	1	2	3	1	2	3	1	2	3	1		251	183	368	402	652	228	162	373	373	601	652
41700	2	3	1	2	3	0	2	2	1	2	3	1		602	432	509	378	1,111	475	741	554	447	1,296	1,296
41800	1	1	1	1	2	0	1	2	0	1	1	1		17	262	168	725	987	27	283	284	814	1,097	1,097
41630	1	2	1	1	2	0	1	1	1	1	2	1		695	491	345	274	1,040	492	806	378	296	1,184	1,184
41720	1	3	0	1	3	0	1	1	0	1	1	0		1028	355	273	249	1,301	660	786	227	236	1,022	1,301
41645	2	2	1	2	2	1	2	3	1	2	3	1		703	412	386	547	1,249	643	437	583	473	1,226	1,249
41675	1	3	1	1	3	1	1	2	1	1	2	1		680	548	375	444	1,124	622	728	297	518	1,246	1,246
41620	2	2	1	2	2	1	1	2	1	1	2	1		354	250	237	247	602	437	209	408	209	845	845
41650	2	3	1	2	3	1	2	3	1	2	3	1		670	435	470	536	1,207	612	554	509	479	1,121	1,207
41775	1	2	0	1	2	0	1	1	0	1	1	0		279	392	110	235	627	409	502	89	175	677	677
41625	1	2	1	1	2	1	1	1	1	1	1	1		422	358	208	50	630	551	442	79	29	630	630
41600	1	2	0	2	1	1	1	3	1	2	3	1		97	67	574	464	671	0	0	0	0	0	671
5450	1	1	1	1	1	1	1	3	1	1	3	1		250	388	433	552	940	198	383	442	596	979	979
4235	1	2	0	1	2	0	1	1	0	1	1	0		454	245	421	42	874	468	417	176	13	644	874
4750	2	3	0	2	3	1	1	3	1	1	2	1		536	383	542	708	1,244	576	714	501	726	1,440	1,440
4654	2	3	1	1	3	1	1	1	1	2	1	2		759	654	178	35	938	630	922	127	143	1,065	1,065
4650	2	3	1	2	3	1	3	1	1	2	2	1		907	572	447	352	1,354	688	921	487	411	1,408	1,408
4651	1	3	1	1	3	0	1	1	0	1	1	0		954	563	109	175	1,129	925	815	134	250	1,175	1,175
4670	1	3	0	1	3	0	1	1	0	1	1	0		770	421	82	173	942	699	674	147	115	846	942
4649	1	3	0	1	3	1	1	1	0	2	1	2		681	544	563	9	1,244	422	670	470	1	1,140	1,244
4653	2	3	1	1	3	1	1	1	0	1	1	2		958	895	338	167	1,296	918	1,058	189	151	1,247	1,296
4700	1	3	0	1	3	0	1	1	0	1	1	0		681	391	176	188	869	720	622	129	196	916	916
4656	1	3	1	1	3	0	1	1	1	1	1	0		872	365	4	371	1,242	752	637	18	621	1,373	1,373
4697	1	3	1	2	3	0	2	1	1	1	1	0		716	352	77	302	1,019	661	668	108	349	1,018	1,019
4680	1	2	0	1	3	0	1	1	1	1	1	0		1089	470	188	212	1,301	933	778	147	215	1,148	1,301
4800	2	2	2	1	2	1	2	3	1	1	3	1		311	334	218	383	717	424	487	357	433	920	920
62460	1	2	1	1	1	1	1	2	1	1	2	1		168	188	623	558	811	239	152	673	820	1,058	1,058
62455	2	2	2	2	4	0	2	6	2	2	6	2		118	115	750	653	868	143	113	753	755	899	899
14370	1	2	1	1	2	0	1	3	1	1	3	1		52	157	420	362	577	146	346	463	433	810	810
12651	1	1	1	1	1	1	1	3	1	1	3	0		118	30	533	515	702	300	180	537	786	1,086	1,086
37475	1	2	1	1	2	0	2	1	1	1	2	1		36	468	199	68	667	76	206	155	178	384	667
51850	1	2	1	1	2	1	2	3	0	2	3	0		535	459	425	542	1,078	501	611	468	509	1,120	1,120
52998	1	1	1	1	1	1	2	3	0	1	3	1		277	173	314	555	832	377	333	539	222	916	916
51800	1	1	1	1	1	1	2	3	1	2	3	1		618	338	328	628	1,247	615	488	545	287	1,161	1,247
52100	1	1	1	1	1	0	1	1	0	1	1	0		491	572	361	732	1,303	473	740	485	648	1,388	1,388
37230	1	2	0	1	2	0	1	1	0	1	1	1		448	671	339	166	1,010	413	635	249	251	886	1,010
37200	2	2	1	2	2	1	2	3	1	1	3	1		485	436	484	519	1,004	441	653	574	615	1,268	1,268
37019	2	3	1	1	3	1	1	1	0	2	1	0		405	916	201	307	1,223	514	593	291	586	1,179	1,223
37125	1	4	0	1	4	0	1	2	0	1	2	0		460	414	455	409	915	558	680	417	474	1,154	1,154
37075	2	3	1	2	3	0	2	3	0	2	3	0		490	500	577	707	1,207	519	597	653	760	1,358	1,358
37175	1	3	0	1	3	0	1	1	0	1	1	0		719	466	371	300	1,090	668	883	362	443	1,326	1,326
37015	1	3	1	2	3	1	1	1	1	1	1	1		670	603	350	321	1,020	625	664	76	287	951	1,020
37150	2	3	0	2	3	1	2	3	1	2	3	0		695	441	545	521	1,240	661	687	488	558	1,245	1,245
37020	1	3	0	1	3	0	1	1	0	1	1	0		533	622	221	218	843	809	612	250	242	1,059	1,059
37100	1	3	0	1	3	0	1	1	1	1	1	1		632	578	155	121	787	699	719	208	204	927	927
37080	1	3	0	1	3	0	1	1	1	1	1	1		577	540	117	68	695	622	841	121	96	962	962
37001	2	2	2	2	2	2	2	4	0	3	3	1		529	524	673	779	1,309	424	669	826	800	1,495	1,495
37120	1	3	0	1	2	0	1	1	0	1	1	0		699	663	258	252	957	703	1,018	115	100	1,133	1,133
52810	1	1	0	1	1	0	1	3	0	1	3	0		89	21	384	785	874	147	108	758	483	904	904
40225	1	2	0	1	2	0	1	1	0	1	1	0		450	651	118	454	1,105	516	718	159	395	1,113	1,113
40100	2	3	0	2	3	1	2	3	0	2	2	1		791	630	450	486	1,277	599	693	551	560	1,253	1,277
40037	2	3	1	2	3	1	2	2	1	2	2	1		656	446	239	170	895	550	753	229	203	982	982
40150	1	2	1	1	3	0	1	1	0	1	1	0		1229	436	310	138	1,539	767	788	263	235	1,051	1,539
40025	2	3	1	2	3	1	2	3	1	2	3	1		559	512	458	530	1,089	503	611	562	444	1,173	1,173
40075	1	3	0	1	3	0	1	1	1	1	1	1		1013	387	0	359	1,372	727	698	0	329	1,057	1,372
40005	1	2	1	1	2	1	2	2	1	2	2	1		508	375	233	181	741	557	372	232	159	789	789
40050	2	3	1	2	3	1	2	3	1	2	3	1		726	518	498	498	1,225	528	778	536	506	1,314	1,314
40000	1	1	0	1	1	2	1	3	1	2	3	1		374	197	588	700	1,074	210	170	789	526	999	1,074
55040	1	1	0	1	1	0	1	3	0	1	3	0		73	45	293	814	887	38	46	719	459	765	887
42090	1	1	1	1	1	1	1	3	0	1	3	0		183	101	485	783	966	159	191	727	578	918	966
42103	1	1	0	1	1	0	1	3	0	1	3	0		192	311	346	839	1,150	210	253	484	969	1,222	1,222
16500	1	1	1	1	1	0	1	2	1	1	2	1		336	439	518	483	957	339	499	545	615	1,114	1,114
16550	1	1	0	1	1	1	1	1	1	1	1	1		457	261	604	513	1,061	365	273	713	626	1,078	1,078
16700	1	1	0	1	1	0	1	3	0	1	3	0		128	99	296	361	489	167	82	353	522	689	689
55100	2	3	1	2	2	1	2	2	2	2	3	1		636	623	273	466	1,102	527	722	611	333	1,333	1,333
55160	1	2	1	1	2	1	2	2	1	2	2	1		458	501	343	724	1,225	466	741	642	726	1,466	1,466

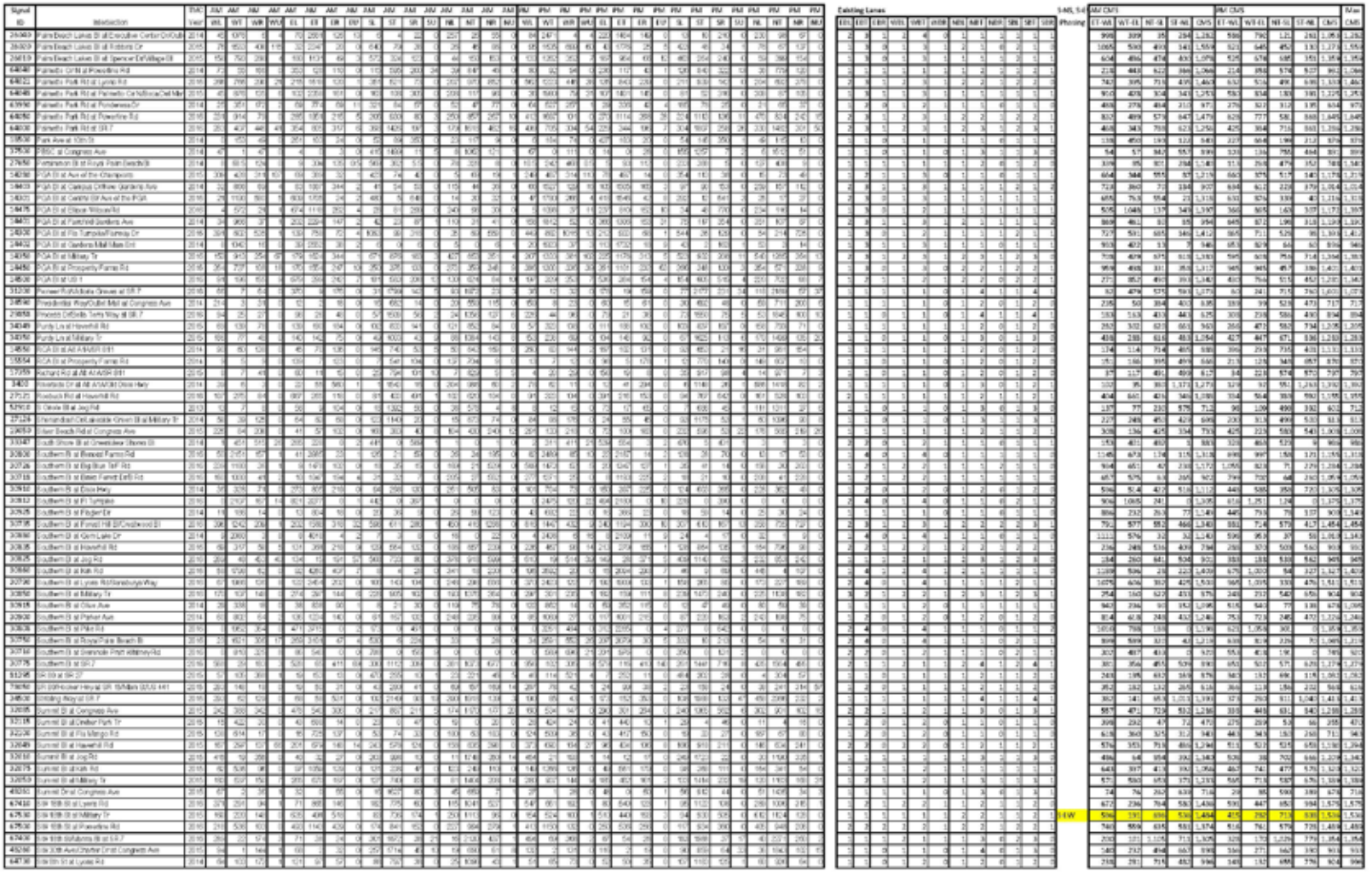
C:\KAI\Projects\19205 - Palm Beach MPO\Task 4-CMP Update\3. Analysis\1\Objective 1.1 analysis 2015 WEO.xlsx

6/16/2016

Signal ID	Intersection	TMC Year	AM WL	AM WT	AM WR	AM WU	AM EL	AM ET	AM ER	AM EU	AM SL	AM ST	AM SR	AM SU	AM NL	AM NT	AM NR	AM NU	PM WL	PM WT	PM WR	PM WU	PM EL	PM ET	PM ER	PM EU	PM SL	PM ST	PM SR	PM SU	PM NL	PM NT	PM NR	PM NU
55050	Linton Bl at Jog Rd	2015	387	74	348	5	50	133	111	0	688	1427	79	1	73	592	638	6	406	113	722	15	80	105	93	0	433	670	61	2	115	987	324	6
55075	Linton Bl at Military Tr	2015	390	788	121	8	151	988	171	1	376	1695	151	0	133	562	190	8	416	693	359	27	307	799	58	2	231	709	151	6	218	1324	155	19
55150	Linton Bl at Old Dixie Hwy	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	1137	35	2	238	978	199	9	31	142	87	0	327	394	17	0
55154	Linton Bl at SW 10th Ave	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	1748	18	1	72	1345	272	6	67	103	54	0	275	94	113	6
55149	Linton Bl at SW 4th Ave	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	1609	59	23	148	1352	35	51	71	34	102	0	162	50	61	0
55130	Linton Bl at Wallace Dr/Waterford Pl	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	1622	17	4	110	1584	390	5	34	33	294	0	353	44	163	1
57850	Live Oak Bl/Monterey Ln at Military Tr	2013	29	0	37	0	17	1	21	0	73	1825	13	14	2	801	41	1	36	0	58	0	13	1	7	0	45	1026	20	14	13	1665	41	2
17550	Lowes at Congress Ave	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	2	5	0	76	1	43	0	5	775	49	16	30	921	30	0
54250	Lowson Bl/SE 10th St at Congress Ave	2015	239	196	206	0	88	187	63	0	325	1271	36	0	68	511	152	32	220	237	285	4	54	248	66	0	253	659	71	1	88	1025	214	16
5475	Marcinski Rd at US 1	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	32	40	0	137	31	150	0	51	705	86	0	232	971	75	1
52930	Market Pl/Delray Square at Military Tr	2013	31	9	34	0	40	8	50	0	48	2124	54	0	75	872	33	7	40	15	65	0	145	25	131	0	55	1178	66	15	87	1586	49	23
45200	Martin Luther King Bl/NW 10th Ave at Seacrest Bl	2014	33	29	33	0	61	34	77	0	31	489	113	0	37	296	25	0	30	43	31	0	59	26	40	0	32	446	120	0	64	628	38	0
21300	Martin Luther King Jr Bl at Australian Ave	2014	76	161	16	0	206	206	142	0	23	336	109	0	163	397	23	0	58	239	18	0	122	189	136	0	22	335	161	0	205	448	38	0
20425	Martin Luther King Jr Bl at Congress Ave	2014	230	270	96	1	125	545	359	1	87	446	95	3	148	314	292	40	279	438	145	6	129	275	193	19	79	459	186	7	204	538	206	7
21350	Martin Luther King Jr Bl at Old Dixie Hwy	2014	24	33	8	0	141	65	89	0	33	433	19	0	51	296	24	0	15	54	37	0	133	17	81	0	5	291	14	0	96	387	10	0
38095	Melaleuca Ln at Haverhill Rd	2015	263	371	131	0	68	696	202	0	163	308	32	0	125	288	380	0	238	925	194	4	59	465	90	0	133	296	58	0	63	260	149	0
38110	Melaleuca Ln at Kirk Rd	2015	7	665	70	2	78	1338	3	0	153	7	120	0	13	9	13	0	12	1242	181	0	133	777	25	0	122	17	150	0	15	19	14	0
38100	Melaleuca Ln at Military Tr	2015	281	461	196	16	157	816	243	24	281	1464	134	17	143	1330	329	23	307	779	277	19	176	550	169	30	188	1141	131	29	258	1103	307	34
38085	Melaleuca Ln at Sherwood Forest Bl/S 57th Ave	2015	1	433	81	0	34	479	1	0	152	1	54	0	5	3	6	0	11	600	151	0	54	485	9	0	81	0	74	0	6	0	4	0
37800	Melaleuca Ln/6th Ave S at Congress Ave	2014	226	609	228	0	268	925	415	1	373	984	97	2	174	753	239	9	246	1068	240	1	200	474	182	9	232	958	123	11	271	1027	278	17
41900	Miner Rd at Congress Ave	2015	27	123	39	0	189	442	99	0	145	1020	82	0	66	721	121	0	53	302	113	0	51	92	53	0	52	1136	61	1	118	1162	42	4
20310	N Ocean Ave at A1A	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	0	58	0	5	0	4	0	34	389	3	1	4	315	6	25
62300	New England Bl at SR 7	2015	50	13	103	0	75	10	34	0	26	1601	110	8	9	1723	25	0	47	4	69	0	148	13	32	0	33	1649	89	6	24	1667	64	2
17380	Northlake Bl at Alt A1A/SR 811	2016	15	1135	149	0	243	1309	64	0	193	217	283	0	45	149	4	0	28	1511	174	3	503	1232	66	0	208	248	373	3	100	423	7	0
17295	Northlake Bl at Ballen Isles Dr/Steeplechase	2014	61	736	57	0	34	1484	9	0	43	0	8	0	12	1	86	0	80	1076	27	1	15	1101	2	1	58	1	15	0	5	1	23	0
17290	Northlake Bl at Beeline Hwy	2015	5	312	96	0	0	1719	1074	0	53	462	37	0	228	553	7	0	8	1294	47	0	0	681	302	0	75	378	180	1	1131	369	7	0
17355	Northlake Bl at Congress Ave	2016	340	1152	14	40	19	1765	371	30	8	38	42	0	392	26	290	0	424	1721	25	20	57	1475	404	39	34	70	84	0	547	80	469	6
17293	Northlake Bl at Hiatt Dr/Alister Bl	2014	51	642	75	0	47	1799	23	1	22	0	10	0	66	2	262	0	183	1744	45	0	8	844	64	0	69	1	36	0	27	0	88	0
17425	Northlake Bl at Jasmine Dr/Southwind Dr	2014	10	865	9	8	15	1151	27	20	17	4	59	0	56	1	25	0	18	1199	26	22	70	1155	45	37	26	3	38	0	61	9	14	0
17350	Northlake Bl at MacArthur Bl	2014	10	1284	120	4	215	2075	19	7	112	2	231	0	9	3	0	0	119	1697	109	16	224	1659	75	19	117	29	232	0	146	26	33	0
17300	Northlake Bl at Military Tr	2016	301	672	219	14	706	1619	203	18	282	540	244	2	252	812	290	10	297	1368	305	27	368	1097	159	38	355	735	489	2	304	786	398	8
17390	Northlake Bl at Prosperity Farms Rd	2016	45	1010	97	3	275	1173	36	7	200	170	282	0	29	119	45	0	43	1107	124	4	317	1071	34	18	146	119	179	0	52	146	87	0
17330	Northlake Bl at Sandtree Dr/Sunrise Dr	2014	136	1437	29	5	84	1964	143	33	115	17	39	0	240	1	103	0	257	2116	21	8	77	1949	162	22	89	14	44	0	395	5	197	0
17460	Northlake Bl at US 1	2014	2	76	42	0	647	66	401	0	18	536	384	3	277	438	3	1	13	71	38	0	492	113	329	4	40	504	637	4	357	526	5	5
31110	Nottingham Bl at Dixie Hwy	2015	1	12	12	0	53	32	58	0	11	584	34	0	57	852	5	0	2	11	10	0	30	12	74	0	13	791	39	0	55	609	8	0
31100	Nottingham Bl at Georgia Ave	2015	16	54	22	0	39	94	35	0	21	51	42	0	33	64	35	0	17	119	29	0	13	64	21	0	21	33	33	1	29	49	7	0
51000	NW 13th St/Park of Commerce at Congress Ave	2013	32	1	60	0	19	0	27	0	104	1300	2	3	6	642	91	1	66	3	116	0	16	0	4	0	53	731	9	0	11	837	47	0
46350	Ocean Ave (BB) at US 1	2014	59	18	84	0	7	37	21	0	247	642	10	2	20	300	32	8	68	51	224	0	14	37	27	0	210	597	27	1	58	822	60	8
40375	Ocean Ave at Dixie Hwy/US 1	2014	71	30	138	0	25	48	29	0	274	480	29	0	15	351	178	0	164	78	295	1	54	60	19	0	174	655	22	0	31	556	115	0
27727	Okeechobee Bl at Andros Isle/Bensen School	2015	84	1415	43	19	9	3259	136	0	202	24	67	1	74	3	105	0	56	3061	168	18	46	1682	34	7	88	2	62	1	48	2	47	0
27728	Okeechobee Bl at Benoist Farms Rd/WPB FS #7	2015	165	1428	124	2	16	3420	112	59	232	41	11	0	82	62	285	0	155	3120	31	0	6	1629	74	23	71	29	6	0	72	10	157	0
27920	Okeechobee Bl at Church St/Chillingsworth Dr	2015	190	1248	51	9	21	1718	201	66	53	26	7	0	133	15	124	0	120	2449	63	40	43	1656	168	61	109	18	45	0	279	20	171	0
27910	Okeechobee Bl at Congress Ave	2016	148	1148	98	0	113	2086	63	2	250	225	204	3	107	401	114	2	262	2143	211	7	104	1332	131	13	251	503	270	3	163	463	165	2
27669	Okeechobee Bl at Crestwood Bl	2015	315	412	133	0	91	796	37	0	321	406	179	1	60	270	457	0	515	736	308	3	61	573	24	0	169	265	43	0	44	557	265	0
27775	Okeechobee Bl at Fl Turnpike	2016	17	1316	336	0	486	2569	56	2	664	18	497	3	89	69	14	0	24	2329	596	3	501	1753	71	3	385	27	462	0	94	50	22	0
27690	Okeechobee Bl at Fox Trail Rd N/Target	2015	39	960	32	3	55	2278	218	1	28	9	15	0	86	5	141	0	59	2544	45	11	78	1338	139	1	83	17	161	0	125	19	56	0
27730	Okeechobee Bl at Golden Lakes Bl	2015	68	1759	0	11	0	3709	41	0	0	0	0	0	48	0	61	0	64	3175	0	18	0	1696	75	1	0	0	0	0	75	0	71	0
27825	Okeechobee Bl at Haverhill Rd	2016	68	1367	112	3	383	2775	129	3	324	424	358	4	238	610	99	3	311	2591	225	6	221	1428	139	11	411	790	297	6	208	452	60	16
27875	Okeechobee Bl at Indian Rd	2015	42	1391	36.5	21	52.5	3006	51	28	21.5	2.5	12	0	33.5	22.5	41	0	35	3154	36.5	41	32	1909	40	29	80	21	64	0	49	11	63	0
27750	Okeechobee Bl at Jog Rd	2015	228	1160	50.5	11	694	2543	455	7.5	225	508	403	2.5	248	880	283	12	472	2538	82	13	498	1202	239	9.5	183	684	696	8	534	665	210	18
27800	Okeechobee Bl at Meridian Rd/West Dr	2015	26	1584	48	4	79	2928	15	9	79	3	133	0	26	13	40	0	53	2577	62	7	193	1993	41	15	120	21	191	0	90	29	34	0
27850	Okeechobee Bl at Military Tr	2016	125	1000	129	8	451	2972	174	10	392	797	170	5	213	853	366	6	368	2341	311	77	397	1510	282	43	263	984	375	31	427	881	342	35
27885	Okeechobee Bl at Palm Beach Lakes Bl	2016	11	780	54	4	976	2888	23	0	71	91	636	1	39	284	21	0	51	2329	76	20	517	1528	35	0	140	194	1158	0	47	202	19	0
27950	Okeechobee Bl at Parker Av/Tamarind Ave	2016	71	815	40	0	1171	2444	82	0	45	149	279	0	120	509	256	0	129	2683	31	0	519	1381	152	2	29	312	615	1	97	225	69	1
27681	Okeechobee Bl at Partridge Ln/Ponce De Leon	2015	60	906	119	0	58	1399	22	6	471	9	59	0	20	15	151	0	118	1905	346	10	105	1296	51	20	193	16	78	0	66	35	89	0
27680	Okeechobee Bl at Royal Palm Beach Bl	2016	167	661	238	4	190	1328	92	5	505	322	258	0	75	182	241	0	238	1210	622	18	232	820	70	28	418	260	178	0	159	375	211	2
27725	Okeechobee Bl at Sansburys Way	2015	168	1445	38	5	35	3240	236	18	128	42	34	0	72	29	227	0	151	2905	89	13	80	1590	94	13	97	31	29	0	184	60	180	0
27660	Okeechobee Bl at Seminole Pratt Whitney Rd	2015	43.5	60	229	0.5	54.5	64.5	204	0	203	528	32	1.5	192	501	21	2.5	68	87	368	0	5.5	43	29	0	206	391	6	2	76.5	680	77.5	2.5
27735	Okeechobee Bl at Skees Rd/Riverwalk Bl	2015	90	1685	57	17	44	3276	132	0	201	17	73	1	81	8	108	0	78	3058	211	36	83	1633	69	2	114	5	49	0	98	29	130	0
27700	Okeechobee Bl at SR 7	2015	440	633	119	38	51.5	2263	476	0.5	740	706	36	1.5	380	197	356	13	531	1891	529	24	81	922	275	2.5	201	364	32.5	13	695	928	338	9.5
27770	Okeechobee Bl at Vista Pkwy	2015	47	1296	447	5	110	2796	91	9	218	6	118	0	16	1	14	0	19	2393	188	2	108	1496	26	31	506	2	261	0	70	4	68	0
27682	Okeechobee Bl at Wildcat Way	2015	78	1219	6	1	2	2516	178	2	8	3	0	0	180	0	205	0	190	2463	17	2	1	1416	79	2	14	1	0	0	38	1	101	0
27710	Okeechobee Blvd at Flagler Pkwy/Baywinds Blvd	2015	12	1348	24	0	4	3099	17	0	68	0	13	1	6	0	33	0	35	2885	99	1	21	1564	19	1	59	0	42	0	15	0	30	0
45600	Old Boynton Rd at Congress Ave	2016	86	192	82	0	121	231	152	0	94	967	77	3	39	492	41	1	170	478	228	0	241	340	175	0	147	906	164	15	212	1431	117	14
46094	Old Boynton Rd at Lawrence Rd	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	600	285	0	121	505	31	0	157	207	86	0	59	388	75	0
45590	Old Boynton Rd at Military Tr	2014	144	0	113	0	19	15	36	0	289	1851	7	0	4	669	136	3	269	21	299	0	13	15	24	0	234	881	15	1	10	1458	317	7
45596	Old Boynton Rd at Winchester Dr/BB Mall	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	657	60	0	113	515	75	0	48	103	57	1	208	101	76	1
28315	Old Okeechobee Rd at Australian Ave	2015	22	2	27	0	71	8	132	0	34	702	60	0	220	1743	80	0	52	7	62	0	52	3	158	0	15	1808	40	5	57	914	25	5
27670	Orange Grove Bl at Royal Palm Beach Bl	2014	13	28	22	0	4	151	100	0	77	506	1	0	33	397	38	0	33	162	41	0	2	56	85	0	38	493	5	0	108	549	20	0
33335	Paddock Dr at Big Blue Tr	2014	173	25	97	4	236	99	32	0	61	196	48	0	40	208	217	0	37	9	15	0	112	8	64	0	15	386	200	0	61	193	19	0
26080	Palm Beach Lakes Bl at Australian Ave	2016	175	592	87	12	393	1327	355	4	115	601	331	0	191	774	270	0	301	1192	78	5	237	533	170	3	110	859	448	1	255	642	102	1
26060	Palm Beach Lakes Bl at Congress Ave	2016	149	884	105	0	494	1969	63	21	275	280	296	0	78	313	124	0	125	1770	209	2	340	934	62	24	221	460	341	0	130	281	123	0

Signal ID	Existing Lanes EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	5-NS, 5-E Phasing	AM CMS ET-WL	AM WT-EL	AM NT-SL	AM ST-NL	AM CMS	PM CMS ET-WL	PM WT-EL	PM NT-SL	PM ST-NL	PM CMS	Max CMS
55050	1	2	1	2	2	1	2	3	1	2	3	0		285	95	589	589	874	286	152	594	331	880	880
55075	2	2	1	2	3	1	2	3	0	2	3	0		753	368	477	745	1,499	675	419	665	440	1,340	1,499
55150	1	2	1	1	3	0	1	1	0	1	1	0		0	0	0	0	0	572	693	480	604	1,297	1,297
55154	1	3	1	1	3	0	2	1	1	1	1	1		0	0	0	0	0	635	725	175	265	989	989
55149	1	3	0	1	3	0	1	1	0	1	1	0		0	0	0	0	0	589	820	198	324	1,143	1,143
55130	1	3	1	1	3	1	1	2	0	1	1	1		0	0	0	0	0	689	713	149	421	1,133	1,133
57850	1	1	0	1	1	0	1	3	0	1	3	0		55	59	400	669	728	48	77	682	395	759	759
17550	1	1	0	1	1	1	1	2	1	1	2	1		0	0	0	0	0	97	85	523	454	620	620
54250	1	2	0	1	1	1	1	3	0	1	3	0		396	309	593	582	989	414	316	725	378	1,139	1,139
5475	2	1	1	1	1	1	1	2	0	1	2	1		0	0	0	0	0	118	109	624	636	755	755
52930	1	1	0	1	1	0	1	3	0	1	3	0		97	90	381	878	975	213	245	668	570	913	975
45200	1	1	0	1	1	0	1	2	0	1	2	0		157	134	208	367	524	104	143	397	377	540	540
21300	1	1	0	1	1	0	1	2	0	1	2	0		461	416	253	419	880	416	412	288	536	952	952
20425	2	2	1	2	2	1	2	2	1	1	2	1		422	215	268	345	766	304	317	386	364	703	766
21350	1	1	1	1	1	1	1	1	1	1	1	1		97	189	358	526	715	35	203	426	421	629	715
38095	1	2	1	1	2	1	1	1	1	1	1	0		664	276	490	505	1,170	514	567	427	453	1,020	1,170
38110	1	2	0	1	2	1	1	1	0	1	1	0		739	444	190	152	929	449	820	168	198	1,017	1,017
38100	2	2	1	2	2	1	2	3	1	2	3	1		605	349	644	621	1,249	475	535	518	572	1,107	1,249
38085	1	2	1	1	2	1	1	1	0	1	1	0		261	272	175	65	447	276	385	92	87	477	477
37800	2	2	1	2	2	1	2	3	1	2	3	1		626	476	477	456	1,102	392	694	504	504	1,198	1,198
41900	1	1	0	1	1	0	1	2	1	1	3	0		617	382	551	471	1,168	215	507	689	566	1,196	1,196
20310	1	1	0	1	1	0	1	2	0	1	2	0		0	0	0	0	0	78	68	213	245	323	323
62300	1	1	0	1	1	1	1	3	1	1	3	1		102	96	661	590	763	100	165	646	626	812	812
17380	1	3	0	1	3	1	1	2	0	2	2	1		514	693	188	157	882	515	1,094	343	243	1,443	1,443
17295	1	3	0	1	3	1	1	1	0	1	1	1		607	325	141	13	749	497	733	89	7	822	822
17290	1	3	1	1	2	1	2	2	1	1	2	1		628	170	358	375	1,003	255	703	283	820	1,523	1,523
17355	1	3	1	2	3	1	2	1	2	1	1	1		846	471	37	254	1,100	776	728	124	377	1,152	1,152
17293	1	3	1	1	3	0	1	1	0	1	1	0		707	312	311	83	1,018	505	657	171	70	828	1,018
17425	1	3	0	1	3	0	1	1	0	1	1	0		446	355	47	129	576	476	560	53	111	671	671
17350	2	3	1	1	3	1	1	1	1	1	1	1		767	586	125	12	892	820	819	155	190	1,011	1,011
17300	2	3	1	2	3	0	2	3	1	2	3	1		758	716	449	338	1,206	574	826	479	436	1,305	1,305
17390	1	3	0	1	3	0	1	1	1	1	1	1		490	708	346	216	1,053	451	810	317	186	1,128	1,128
17330	1	3	1	2	3	0	2	1	1	1	1	0		788	658	126	190	980	850	882	102	278	1,160	1,160
17460	2	1	1	1	1	1	2	2	0	1	2	1		74	434	263	442	877	137	347	336	471	817	877
31110	1	1	0	1	1	0	1	2	0	1	2	0		99	84	532	387	631	96	55	349	511	607	631
31100	1	1	0	1	1	0	1	1	0	1	1	0		158	125	130	137	295	111	172	85	103	275	295
51000	1	1	0	1	1	0	1	3	0	1	3	0		64	87	382	479	566	75	147	414	280	561	566
46350	1	1	0	1	1	1	1	2	0	1	2	0		127	27	451	385	578	143	71	709	411	852	852
40375	1	1	0	1	1	0	1	2	0	1	2	0		161	210	585	298	795	265	462	554	402	1,016	1,016
27727	1	4	1	1	4	1	1	1	0	1	1	0		998	394	338	179	1,336	538	889	150	122	1,039	1,336
27728	1	4	1	1	4	1	1	1	1	1	1	0		1111	470	320	148	1,430	611	879	88	116	998	1,430
27920	1	4	0	1	4	1	1	1	0	1	1	1		760	433	209	173	968	675	800	326	323	1,126	1,126
27910	2	4	1	2	4	0	2	2	1	2	2	1		647	401	355	182	1,002	508	703	406	379	1,109	1,109
27669	1	2	1	2	2	1	1	2	1	2	2	0		604	323	322	432	1,036	593	466	395	215	988	1,036
27775	2	4	0	1	3	1	1	1	0	3	1	1		759	742	332	116	1,091	525	1,118	218	132	1,336	1,336
27690	1	4	1	1	4	1	1	1	1	1	1	1		665	322	36	108	768	440	775	111	154	929	929
27730	1	4	1	1	4	0	1	1	1	1	1	0		1095	478	0	52	1,147	551	864	0	82	945	1,147
27825	2	4	1	2	4	1	2	2	0	2	2	1		804	581	564	361	1,367	560	830	505	551	1,381	1,381
27875	1	4	0	1	4	0	1	1	0	1	1	0		899	475	92	52	992	612	933	167	146	1,101	1,101
27750	2	4	1	2	4	1	2	3	1	2	3	1		820	696	443	325	1,263	614	948	341	547	1,495	1,495
27800	1	4	0	1	4	0	1	1	0	1	1	1		832	539	143	32	976	618	943	199	121	1,142	1,142
27850	2	4	1	2	4	1	2	3	1	2	3	1		880	522	525	408	1,405	652	875	479	608	1,483	1,483
27885	2	3	0	1	4	1	1	1	0	1	1	2		1071	742	410	141	1,481	643	914	392	262	1,306	1,481
27950	2	4	0	1	4	0	1	3	1	1	2	2		764	869	234	211	1,103	553	1,021	114	276	1,298	1,298
27681	2	3	0	1	3	0	1	1	0	2	1	0		797	438	436	96	1,234	627	884	240	174	1,123	1,234
27680	2	3	1	2	2	2	1	2	1	2	2	1		574	465	373	257	947	436	798	431	316	1,229	1,229
27725	1	4	1	1	4	1	1	1	1	1	1	0		1068	450	171	161	1,239	610	890	171	265	1,156	1,239
27660	1	1	0	1	1	1	1	2	0	1	2	0		340	124	506	515	855	152	101	637	302	789	855
27735	1	4	1	1	4	1	1	1	0	2	1	1		1007	506	237	107	1,243	568	923	235	112	1,158	1,243
27700	2	4	2	3	4	1	3	2	2	2	3	1		788	255	510	399	1,298	451	559	620	459	1,179	1,298
27770	1	4	0	1	4	1	1	1	0	2	1	1		838	481	135	24	973	436	801	353	78	1,154	1,154
27682	1	3	1	1	3	0	1	1	1	1	1	0		997	448	9	199	1,196	722	902	16	42	944	1,196
27710	1	4	1	1	4	1	1	1	0	1	1	0		855	370	111	21	966	464	808	97	62	905	966
45600	1	1	1	1	2	1	1	3	0	1	3	0		345	236	299	422	766	554	521	737	633	1,291	1,291
46094	1	2	0	1	2	0	1	2	1	1	2	0		0	0	0	0	0	357	613	382	223	994	994
45590	1	1	1	1	1	1	1	3	0	1	3	0		173	21	606	681	854	304	42	899	343	1,203	1,203
45596	1	2	0	1	2	0	1	1	1	1	2	0		0	0	0	0	0	413	513	163	312	824	824
28315	1	1	0	1	1	0	1	2	1	1	2	1		176	109	984	621	1,160	232	132	518	1,101	1,333	1,333
27670	1	1	0	1	1	0	1	2	0	1	2	0		287	59	320	311	607	189	223	351	388	611	611
33335	1	1	1	1	1	1	1	1	1	1	1	0		300	284	287	309	609	49	132	226	703	835	835
26080	2	3	1	2	3	1	1	2	1	1	2	1		582	430	546	534	1,128	359	562	470	745	1,307	1,307
26060	2	3	1	2	3	1	1	2	0	1	2	1		802	600	536	225	1,338	407	839	460	391	1,299	1,338

C:\KAI\Projects\19205 - Palm Beach MPO\Task 4-CMP Update\3. Analysis\1\Objective 1.1 analysis 2015 WEO.xlsx



6/15/2016

Signal ID	Intersection	TMC Year	AM WL	AM WT	AM WR	AM WU	AM EL	AM ET	AM ER	AM EU	AM SL	AM ST	AM SR	AM SU	AM NL	AM NT	AM NR	AM NU	PM WL	PM WT	PM WR	PM WU	PM EL	PM ET	PM ER	PM EU	PM SL	PM ST	PM SR	PM SU	PM NL	PM NT	PM NR	PM NU
30550	SW Ave E/ CR 880/ MLK at SR 80/Main St	2015	125	92	49	0	44	79	141	0	73	726	56	7	167	650	92	3	140	144	58	0	65	403	137	0	78	700	54	3	177	761	84	3
47499	SW Congress Bl at Congress Ave	2015	3	0	25	0	82	0	117	0	21	1145	62	3	64	713	5	0	3	3	27	0	64	0	62	0	37	1032	93	8	100	1360	16	0
27675	Sycamore Dr at Seminole Pratt Whitney Rd	2014	3	1	18	0	230	1	297	0	6	656	74	0	51	512	3	5	0	2	10	0	108	1	97	0	10	396	183	0	237	705	5	1
2600	Tequesta Dr at Old Dixie Hwy	2015	43	133	19	1	38	147	152	1	16	306	44	0	134	204	26	0	36	196	29	0	76	224	133	4	25	208	77	1	100	353	36	0
2700	Tequesta Dr at US 1	2015	38	14	15	0	78	14	113	5	22	1202	102	4	73	504	12	11	96	62	36	0	131	46	137	14	46	690	94	14	100	1250	95	33
5010	Toney Penna Dr at Military Tr	2015	174	171	88	0	107	196	198	0	121	720	94	5	109	610	148	3	178	201	108	0	94	144	135	0	77	825	124	41	156	550	70	4
12541	Universe Bl at Ellison Wilson Rd	2015	43.5	2.5	33.5	0	2	5	13.5	0	199	185	4.5	0	5	173	483	0	348	11	235	1	6	5	5	0	41	205	9	0	11	162	47	0
53150	W Atlantic Ave at Congress Ave	2014	374	1053	283	6.5	230	993	407	7.5	418	1020	177	13	170	404	152	7	274	1073	280	3	274	1182	194	9	404	772	233	14	403	328	387	7
53054	W Atlantic Ave at El Clair Ranch Rd	2013	23	1133	27	1	89	1151	14	4	108	11	96	0	9	3	3	0	12	1402	103	4	125	1038	16	20	76	13	50	0	32	22	17	0
53043	W Atlantic Ave at Ft Turnpike/Tranquility	2015	28	1285	200	0	155	1333	5	3	756	3	111	0	18	5	37	0	26	1516	158	3	124	918	14	1	551	3	153	2	11	1	24	0
53125	W Atlantic Ave at Homewood Bl/Highpoint Bl	2014	69	1333	17	50	4	1338	129	2	33	16	15	0	117	4	37	0	135	1452	24	51	25	1445	122	3	14	15	17	0	133	9	78	0
53050	W Atlantic Ave at Jog Rd	2015	224	705	92	2	134	1263	678	1	317	1246	106	1	392	434	214	4	231	1172	158	2	235	1141	352	9	190	612	97	0	801	1172	145	2
53048	W Atlantic Ave at Lagonda Way	2014	37	913	78	8	72	1903	31	8	80	13	60	0	20	8	21	0	20	1533	74	5	38	1182	45	7	129	15	60	1	37	22	27	0
53078	W Atlantic Ave at Military Tr	2015	280	816	152	10	182	1015	478	22	402	1625	190	4	262	492	209	0	359	917	353	13	211	967	280	36	370	775	247	5	472	1411	180	4
53025	W Atlantic Ave at SR 7	2015	340	45	138	0	9	29	15	1	430	1402	31	1	14	526	450	3	328	56	260	3	59	74	26	0	183	597	15	1	39	1193	403	2
33625	Wellington Green/Hutton Bl at SR 7	2015	113	3	98	0	64	17	42	0	28	2196	33	7	69	1808	48	8	51	19	59	0	301	43	177	1	81	1919	99	32	233	1995	48	10
33340	Wellington Trace at Big Blue Trace	2014	47	403	213	0	223	688	134	0	141	175	136	0	67	168	123	0	133	866	100	5	163	625	171	15	99	264	203	0	156	141	103	0
33339	Wellington Trace at Greenview Shores Bl	2014	365	84	105	13	15	142	58	0	262	483	13	2	36	418	300	4	295	114	188	60	19	62	29	1	254	317	19	3	86	410	219	10
33522	Wellington Trace E at Forest Hill Bl	2014	288	5	59	0	21	17	13	0	43	1071	25	1	14	646	185	0	138	9	31	0	103	50	26	0	61	532	43	1	18	1055	171	6
33520	Wellington Trace W at Forest Hill Bl	2014	59	140	413	6	575	183	238	0	228	679	299	0	237	637	17	0	41	121	208	0	566	117	167	0	231	875	697	1	365	871	25	0
23500	West Palm Hospital at Congress Ave	2014	7	2	3	0	19	3	26	0	10	943	30	0	33	798	22	88	22	2	11	0	42	0	62	1	2	1039	19	0	37	866	9	42
28200	Westgate Av/Elmhurst Rd at Military Tr	2015	142	134	104	0	77	236	41	0	103	900	26	13	64	1268	204	9	342	291	120	0	72	274	56	0	107	1340	46	19	100	1308	122	7
28300	Westgate Ave at Congress Ave	2015	3	8	19	0	170	19	149	0	29	325	100	0	127	443	14	0	13	6	34	0	250	2	108	0	30	656	100	0	196	490	19	0
28250	Westgate Ave at Wabasso Dr	2014	19	209	29	0	129	277	39	0	15	52	62	0	36	85	36	0	39	389	28	0	74	330	61	0	19	902	103	0	35	58	40	0
47500	Woolbright Rd at Congress Ave	2014	493	615	99.5	26	88.5	705	371	15	257	1016	84	45	137	549	324	35	349	941	21	19	165	569	153	36	259	837	138	9.5	361	1193	418	18
47475	Woolbright Rd at El Clair Ranch Rd	2014	97	597	57	3	19	662	34	1	99	94	64	0	48	88	101	0	138	858	125	1	39	600	59	3	37	79	43	0	83	97	117	2
47600	Woolbright Rd at Federal Hwy	2016	98	180	44	0	119	280	239	0	90	990	117	0	251	343	89	43	138	269	78	0	239	322	230	0	89	582	101	6	335	850	77	41
46500	Woolbright Rd at Hagen Ranch Rd	2015	134	53	224	0	98	122	70	1	263	422	58	0	12	253	106	1	163	85	368	0	39	71	35	0	163	337	88	0	30	503	151	0
47470	Woolbright Rd at Jog Rd	2015	93	278	124	0	59	406	54	21	278	1484	71	1	72	550	90	1	93	379	278	1	92	308	35	27	226	537	66	10	119	1285	115	0
47495	Woolbright Rd at Military Tr	2014	228	458	77	4	121	517	303	2	234	1414	100	12	130	612	169	0	261	965	84	0	177	377	128	0	100	747	101	19	340	1322	144	0
47575	Woolbright Rd at Seacrest Bl	2015	74	659	34	0	57	847	526	11	98	376	74	0	631	412	75	0	90	797	75	0	123	996	202	0	68	251	111	0	564	497	102	0
47525	Woolbright Rd at SW 18th St	2014	40	624	13	40	29	1354	14	0	48	22	12	0	11	8	110	0	96	1282	48	17	9	1150	92	1	19	14	8	0	9	12	57	0
47580	Woolbright Rd at SW 8th St/Corporate Dr	2014	111	1340	239	24	143	1110	110	16	407	63	154	9	43	23	80	0	62	1319	256	5	152	1062	76	27	303	23	81	16	167	61	257	0
28940	Worthington Rd/Centre Park at Australian Ave	2015	19	19	30	0	50	21	76	0	63	694	128	3	263	2088	94	9	70	12	87	0	130	14	262	0	26	1890	74	4	66	968	96	21
58089	Yamato Rd at Cain St	2014	145	210	27	0	111	357	118	0	132	138	132	0	11	59	383	0	441	402	103	3	31	173	20	0	78	111	51	0	38	100	208	0
30000S	Yamato Rd at Congress Ave	2014	823	1298	693	26	386	1160	178	26	369	271	242	0	103	339	51	1	257	1380	320	101	322	1348	101	38	1007	283	393	1	188	303	188	4
30005B	Yamato Rd at Jog Rd	2014	135	533	388	0	146	1957	232	0	557	963	90	5	153	661	284	2	319	1009	475	0	130	662	185	3	300	833	202	9	296	719	179	2
58000	Yamato Rd at Lyons Rd	2015	208	372	197	0	29	1403	60	0	424	675	87	0	114	861	438	0	491	1025	248	1	78	751	148	1	142	881	97	0	177	966	251	1
30000A	Yamato Rd at Military Tr	2014	269	623	272	0	365	1678	467	1	448	1365	218	1	265	1129	494	1	535	1546	442	4	264	720	248	4	241	1264	394	6	510	1575	334	2
58090	Yamato Rd at SR 7	2015	203	193	103	1	240	575	290	0	333	1361	222	4	153	1274	392	22	400	452	310	5	167	168	158	1	158	1235	205	19	261	1507	250	37

Existing Lanes													5-NS, 5-EW Phasing
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
1	1	0	1	2	0	1	2	1	1	2	1	
1	1	0	1	1	0	1	3	0	1	3	0	
1	1	1	1	1	1	1	2	0	1	2	0	
1	1	1	1	2	0	1	1	1	1	2	0	
1	1	1	1	1	0	1	3	0	1	3	0	
1	1	1	1	1	1	1	3	0	1	3	0	
1	1	0	1	1	1	1	1	0	1	1	1	
1	3	1	1	3	0	2	3	1	2	3	0	
1	3	1	1	3	0	1	1	0	1	1	0	
1	2	1	1	2	0	1	1	0	2	1	1	
1	3	0	1	3	0	1	1	0	1	1	1	
2	3	1	2	2	1	2	3	0	2	3	1	
1	2	1	1	2	1	1	1	1	1	1	0	
2	3	1	2	3	1	2	3	1	2	3	1	
1	1	1	2	1	1	1	2	1	2	2	1	
1	2	0	1	2	1	1	3	0	1	3	0	
1	1	0	1	1	0	1	2	1	1	2	1	
2	1	1	1	1	2	2	1	1	2	1	1	
1	1	0	1	1	0	1	2	1	1	2	1	
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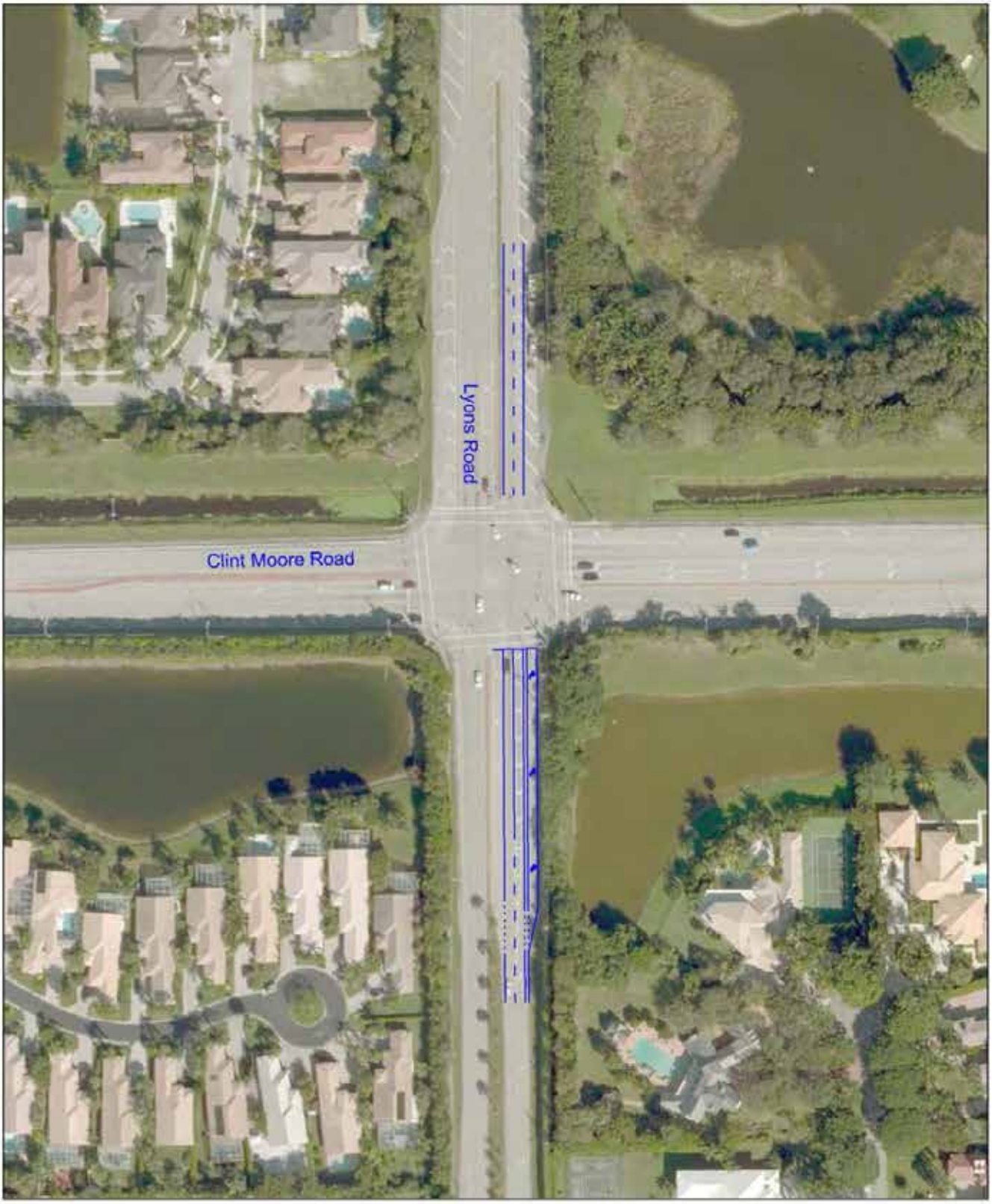
1	2	0	1	2	1	1	3	0	1	3	0	
1	2	0	1	2	1	1	1	0	1	1	0	
2	2	1	2	2	1	2	3	1	2	3	1	
1	2	0	1	1	0	1	1	0	1	1	0	
1	2	1	2	2	1	2	3	1	2	3	1	
1	1	0	1	1	0	1	2	0	1	2	0	
1	1	0	1	1	0	1	2	0	1	2	0	
1	1	0	1	1	0	1	2	0	1	2	1	
1	1	0	1	1	0	1	2	0	1	2	1	
1	1	0	1	1	0	1	3	0	1	3	0	
2	4	1	2	4	1	2	3	1	2	3	1	
2	3	1	2	3	1	2	3	1	2	3	1	
1	2	1	2	2	1	2	3	1	2	2	1	
2	3	1	2	3	1	2	3	1	2	3	1	
2	2	1	2	2	1	2	3	1	2	3	1	

AM CMS					PM CMS					Max
ET-WL	WT-EL	NT-SL	ST-NL	CMS	ET-WL	WT-EL	NT-SL	ST-NL	CMS	CMS
275	124	442	580	956	264	180	495	576	840	956
130	116	286	507	837	71	124	547	520	671	671
4	251	286	459	710	1	120	397	573	693	710
214	124	239	332	546	291	210	412	413	704	704
57	122	215	564	886	147	264	538	437	802	802
435	302	412	433	819	348	321	353	518	866	866
57	5	926	207	993	390	18	272	235	662	993
757	738	380	530	1,297	729	790	563	586	1,376	1,376
621	484	124	129	753	393	703	125	103	828	828
755	979	479	23	1,454	530	1,046	349	15	1,395	1,454
683	496	145	147	829	771	565	110	161	932	932
530	457	408	667	2,247	540	770	575	549	1,345	1,345
1029	583	96	101	1,130	670	882	165	132	1,047	1,130
525	396	399	731	1,257	500	468	715	548	1,215	1,257
216	60	520	780	997	260	125	748	364	1,009	1,009
141	79	530	637	778	109	349	665	654	1,014	1,014
425	464	354	289	798	489	577	261	457	1,034	1,034
617	108	515	306	1,133	539	146	502	277	1,041	1,133
346	103	399	611	957	230	155	641	556	871	957
255	519	703	498	1,222	172	441	726	676	1,166	1,222
33	26	306	456	433	91	61	319	469	561	561
307	157	658	418	965	551	231	655	630	1,206	1,206
14	202	280	369	571	16	315	309	677	992	992
389	399	348	365	584	255	534	123	261	795	795
664	390	330	492	1,158	502	620	573	559	1,193	1,193
468	330	178	224	692	475	512	146	225	737	737
411	239	322	761	1,172	500	443	607	576	1,107	1,172
354	165	481	243	835	292	135	533	216	825	835
834	238	387	643	951	218	335	636	348	971	971
437	316	355	583	930	347	621	544	455	1,164	1,164
827	451	358	588	1,414	749	601	394	503	1,252	1,414
592	371	178	50	771	546	493	96	32	642	771
549	658	338	379	993	458	716	519	296	1,235	1,235
126	75	828	593	954	331	154	347	812	1,122	1,122
548	235	204	305	851	671	252	196	217	885	885
612	581	321	408	1,003	577	571	530	473	1,107	1,107
780	272	545	433	1,325	424	770	477	463	1,247	1,325
875	234	696	493	1,574	675	643	618	672	1,947	1,574
753	425	853	846	1,436	555	717	631	791	1,507	1,507
422	217	683	601	1,195	364	348	632	609	996	1,195

APPENDIX C
POTENTIAL INTERSECTION IMPROVEMENT SCHEMATIC ILLUSTRATIONS

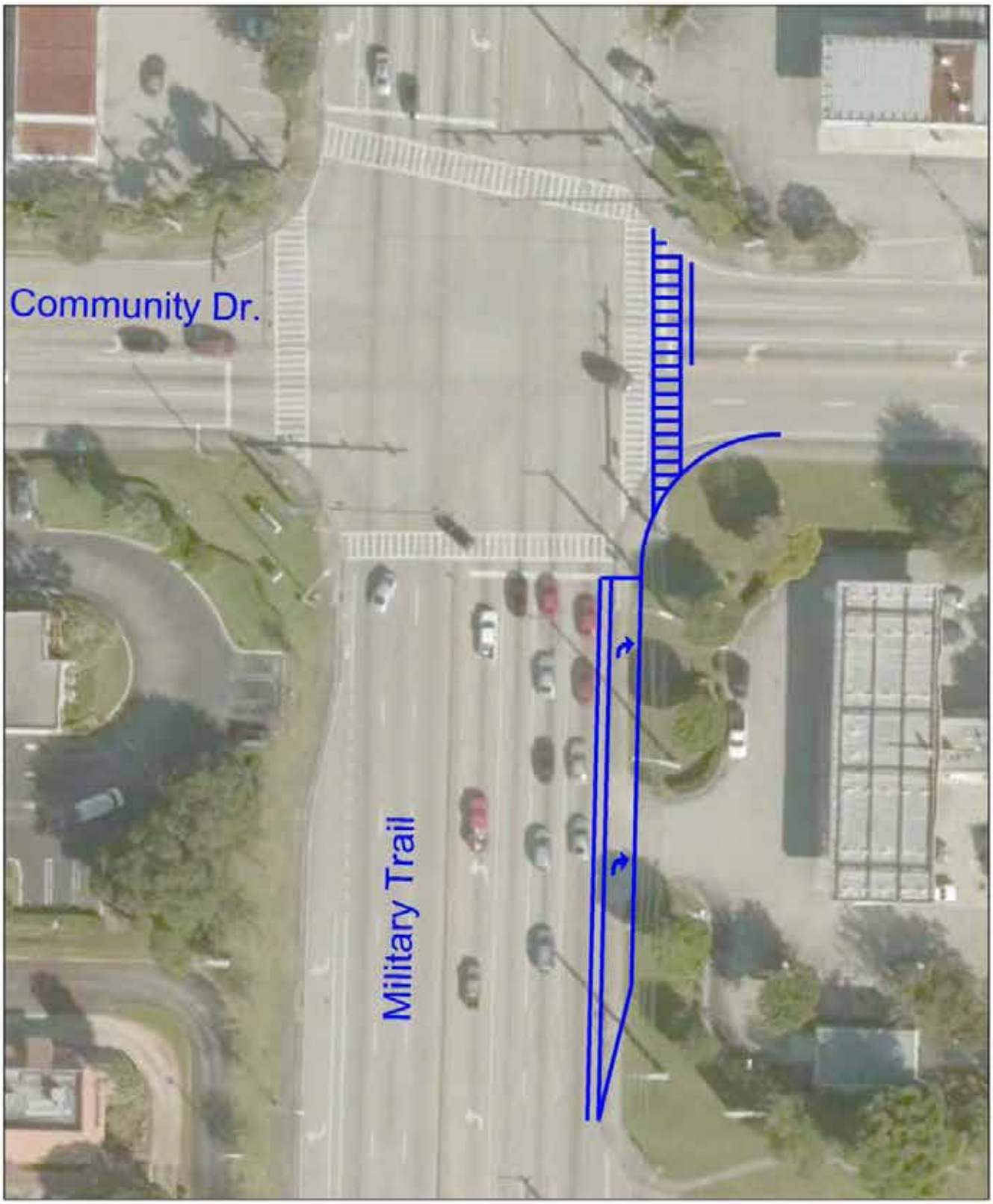


SCALE
0 75 150

58005 Clint Moore Rd @ Lyons Rd
Boca Raton, FL

FIGURE
01

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

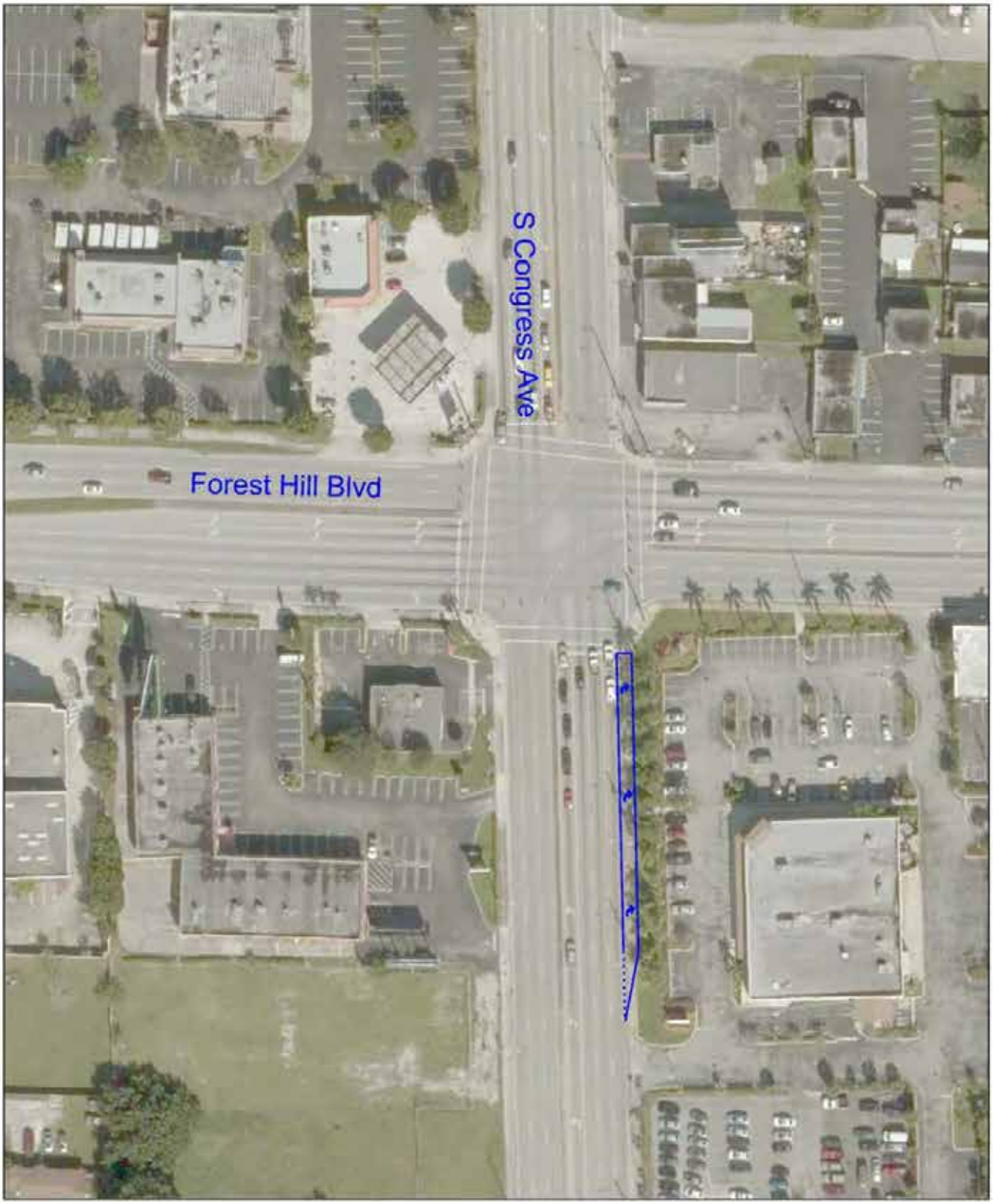


SCALE
0 25 50

27127 Community Dr @ Military Tr
West Palm Beach, FL

FIGURE
02

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



SCALE
0 50 100

33500 Forest Hill Bl @ Congress Ave
Palm Springs, FL

FIGURE
03

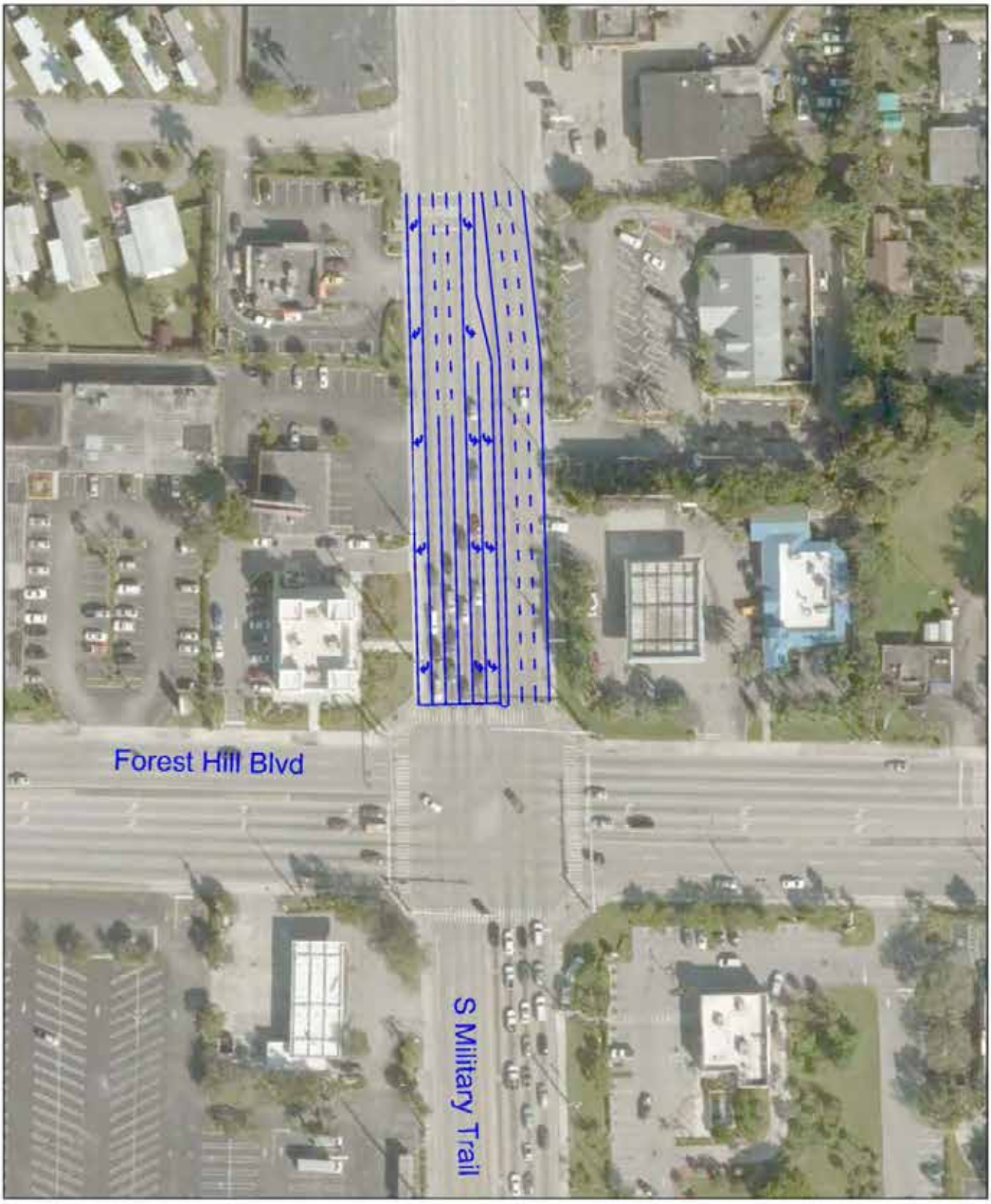
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 75 150

33405 Forest Hill Bl @ Lyons Rd
Wellington, Fl

FIGURE
04

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION · ENGINEERING · PLANNING

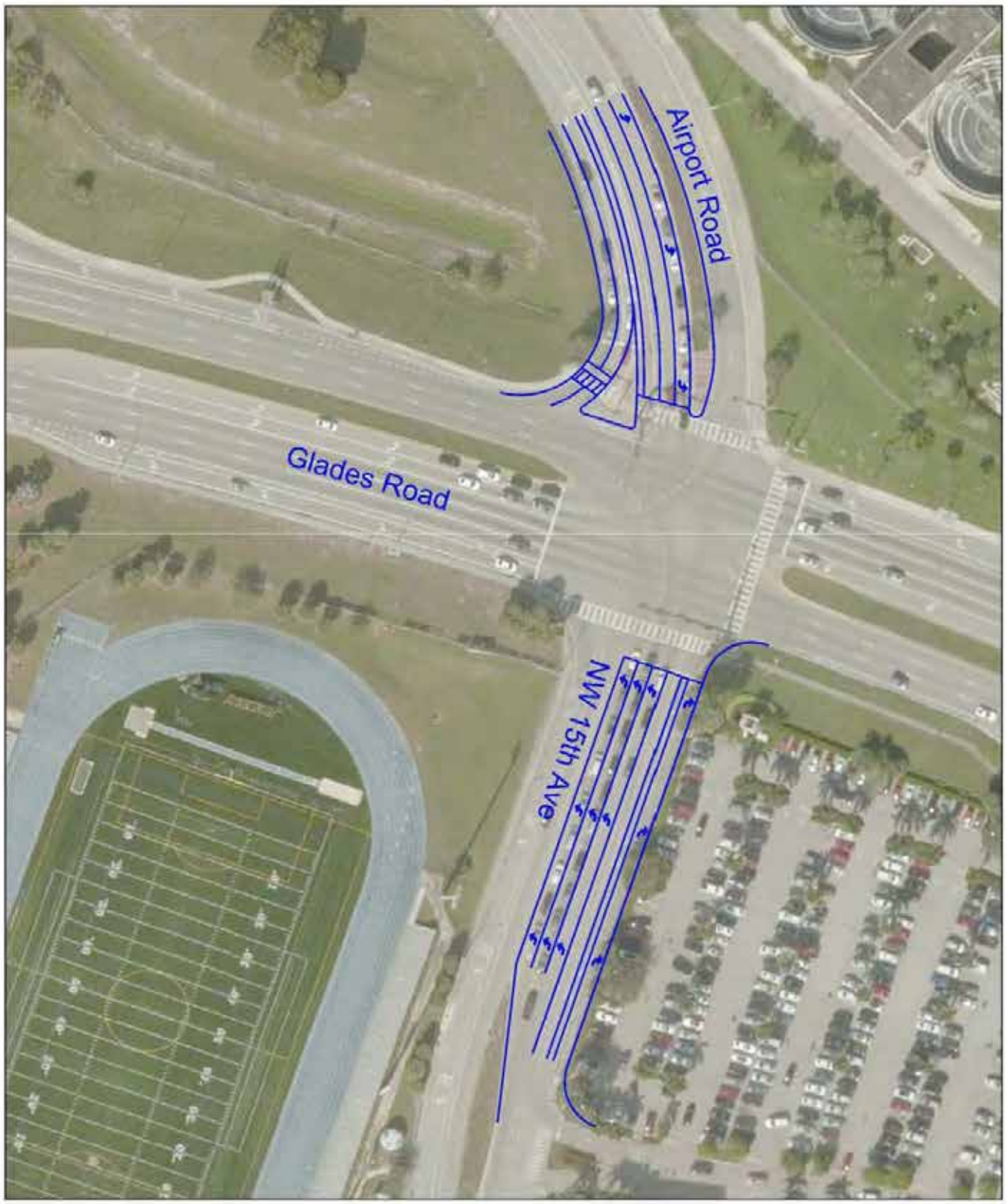


SCALE
0 50 100

33450 Forest Hill Bl @ Military Tr
West Palm Beach, FL

FIGURE
05

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

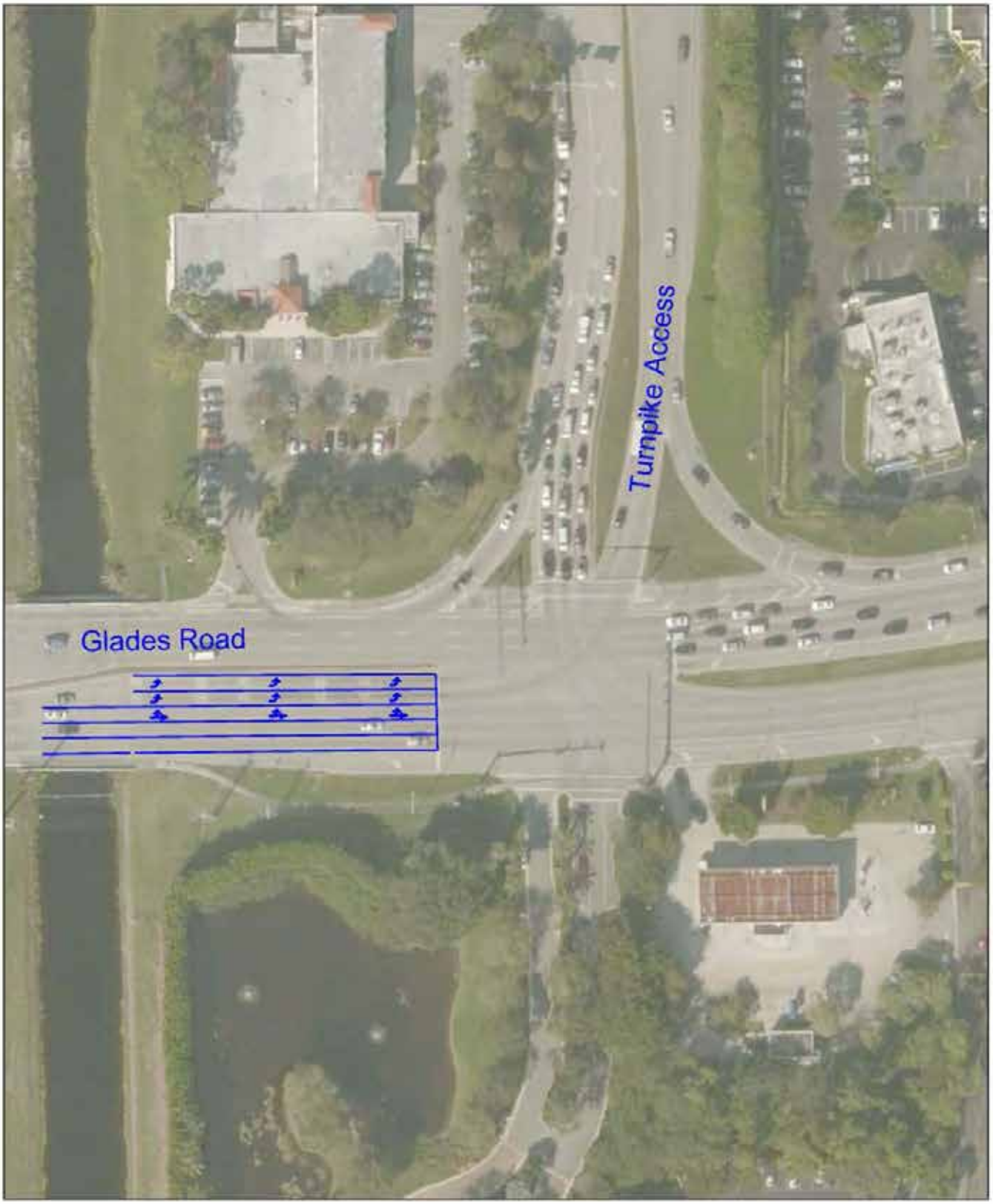


SCALE
0 50 100

62635 Glades Rd @ Airport Rd/NW 15th Ave
Boca Ranton, Fl

FIGURE
06

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



SCALE
0 50 100

62510 Glades Rd @ Fl Turnpike
Boca Ranton, Fl

FIGURE
07

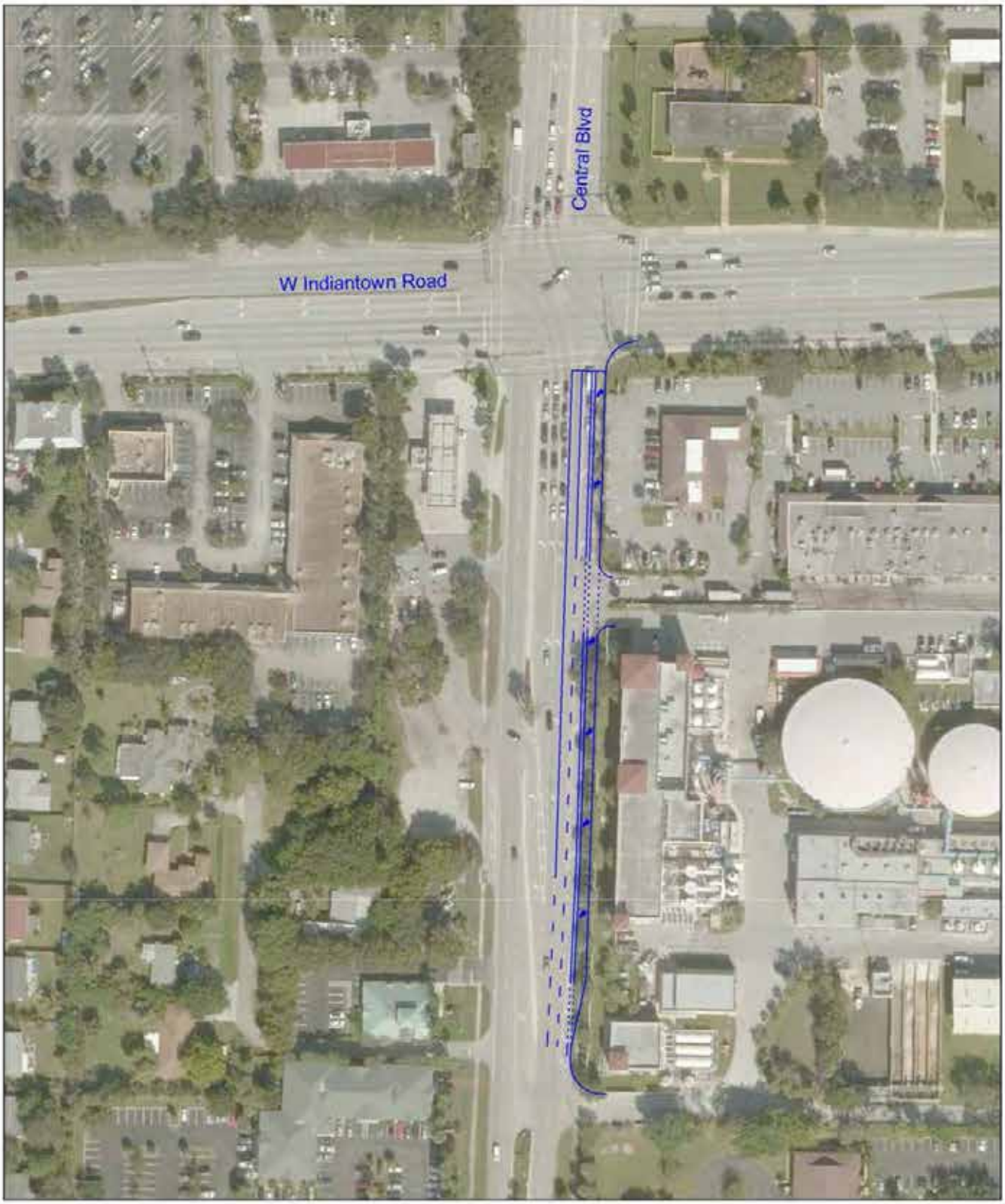
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 50 100

4750 Indiatown Rd @ Alt A1A/SR 811
Jupiter, FL

FIGURE
08

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

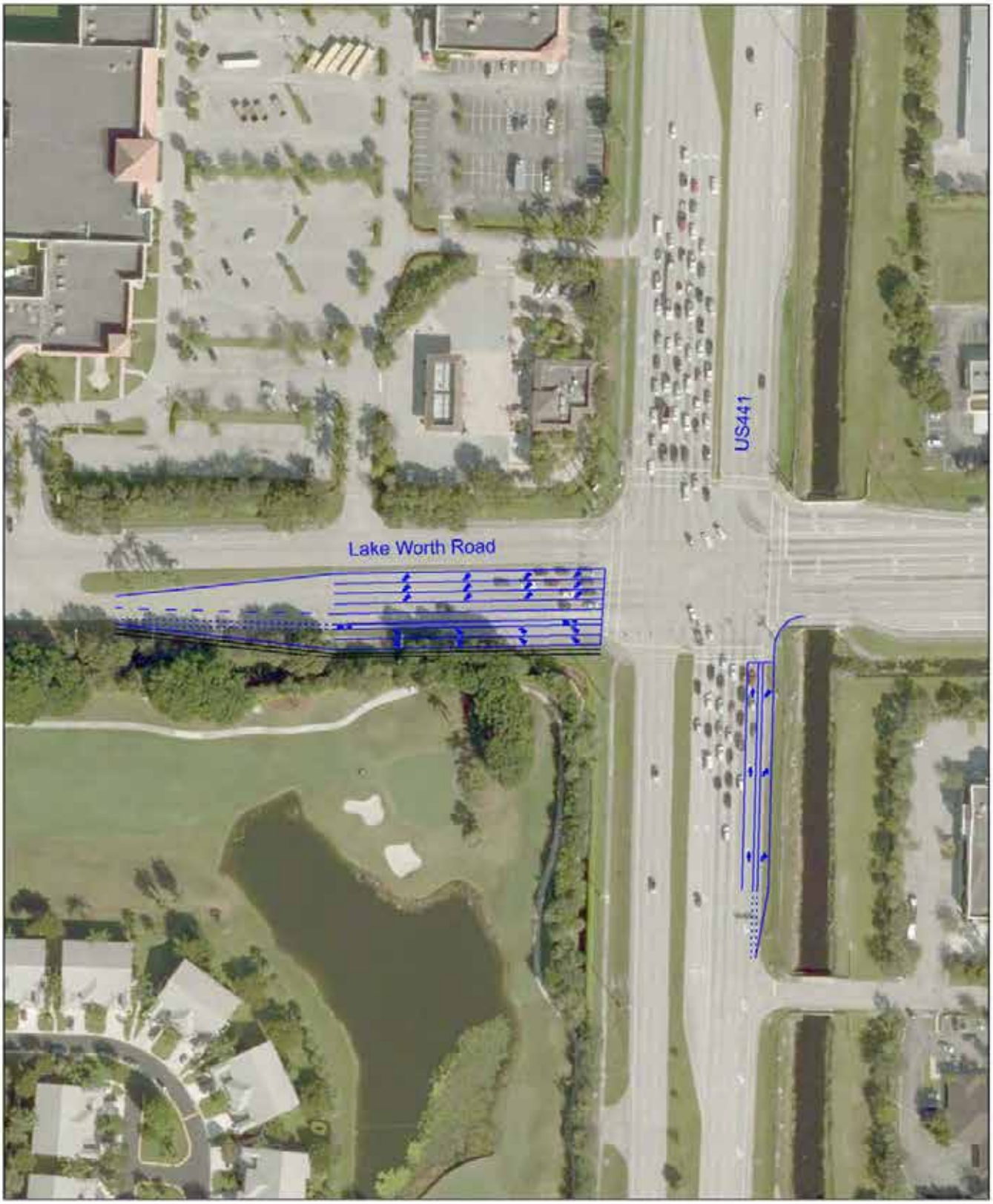


SCALE
0 75 150

4660 Indiatown Rd @ Central Bl
Jupiter, Fl

FIGURE
09

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

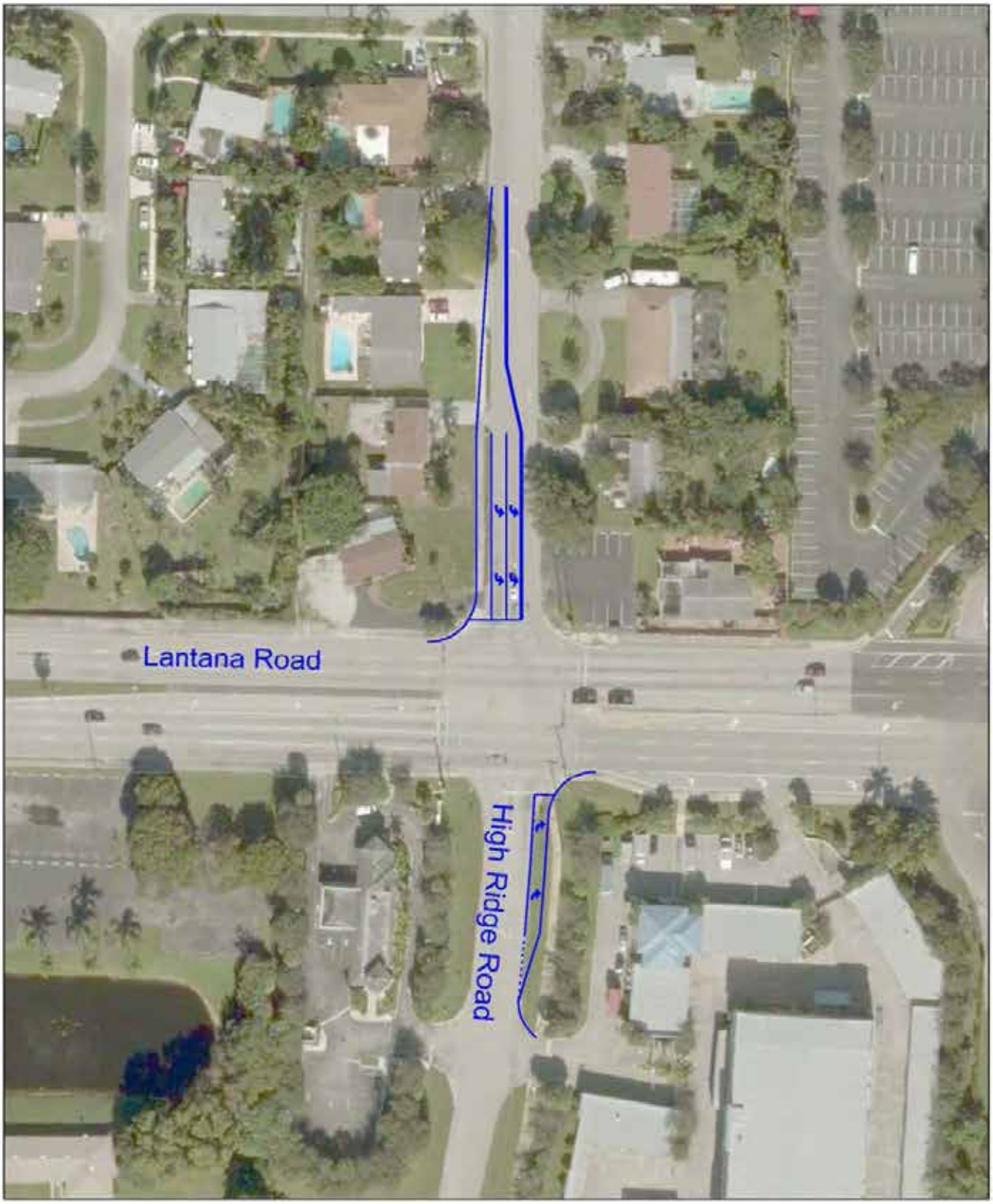


SCALE
0 75 150

37001 Lake Worth Rd @ SR 7
Lake Worth, Fl

FIGURE
10

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



SCALE
0 50 100

40150 Lantana Rd @ High Ridge Rd
Lake Worth, Fl

FIGURE
11

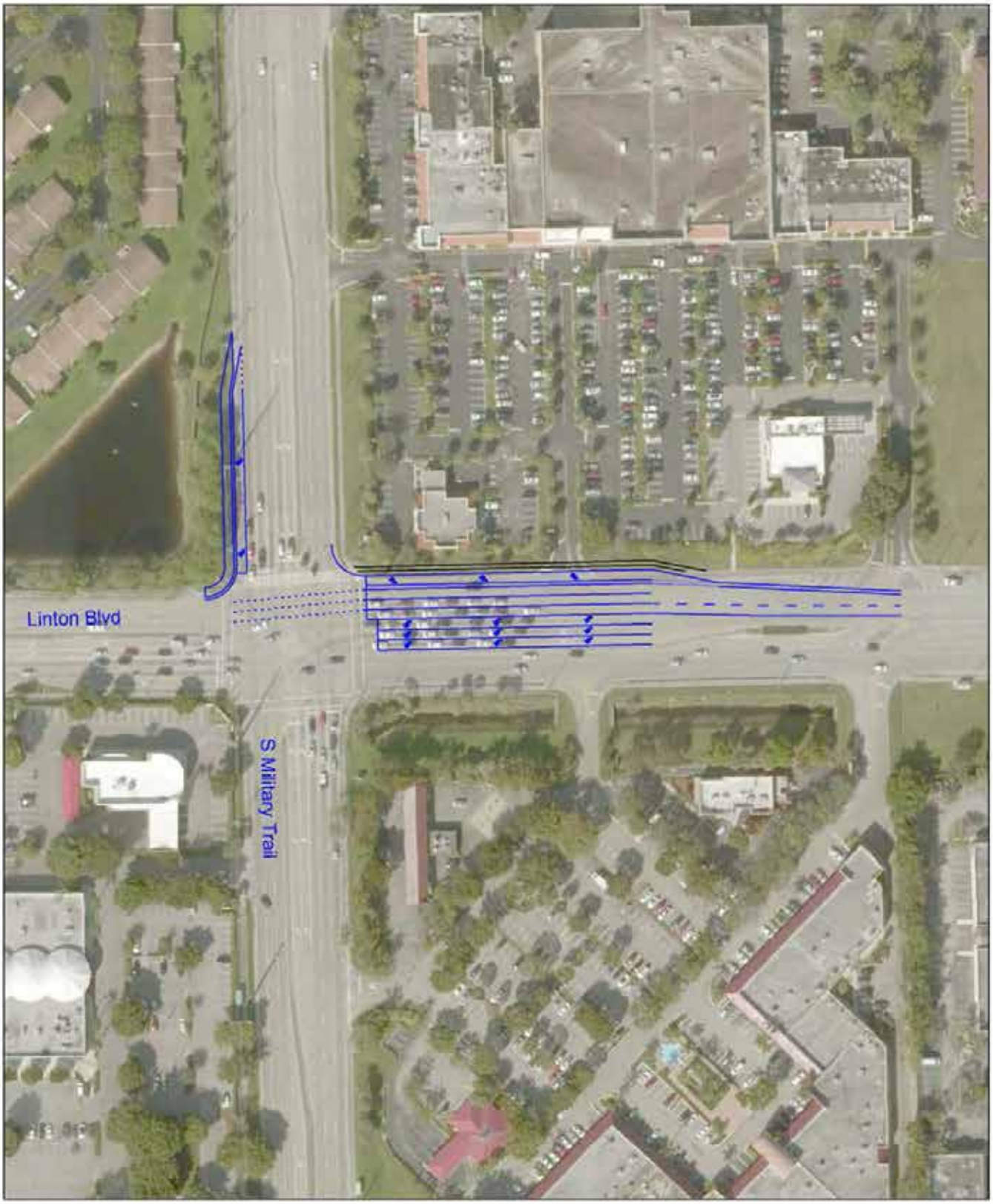
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 75 150

55160 Linton Bl @ Federal Hwy/US 1
Delray Beach, Fl

FIGURE
12

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



SCALE
0 75 150

55075 Linton Bl @ Military Tr
Delray Beach, Fl

FIGURE
13

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 75 150

17380 Northlake Bl @ Alt A1A/SR 811
West Palm Beach, FL

FIGURE
14

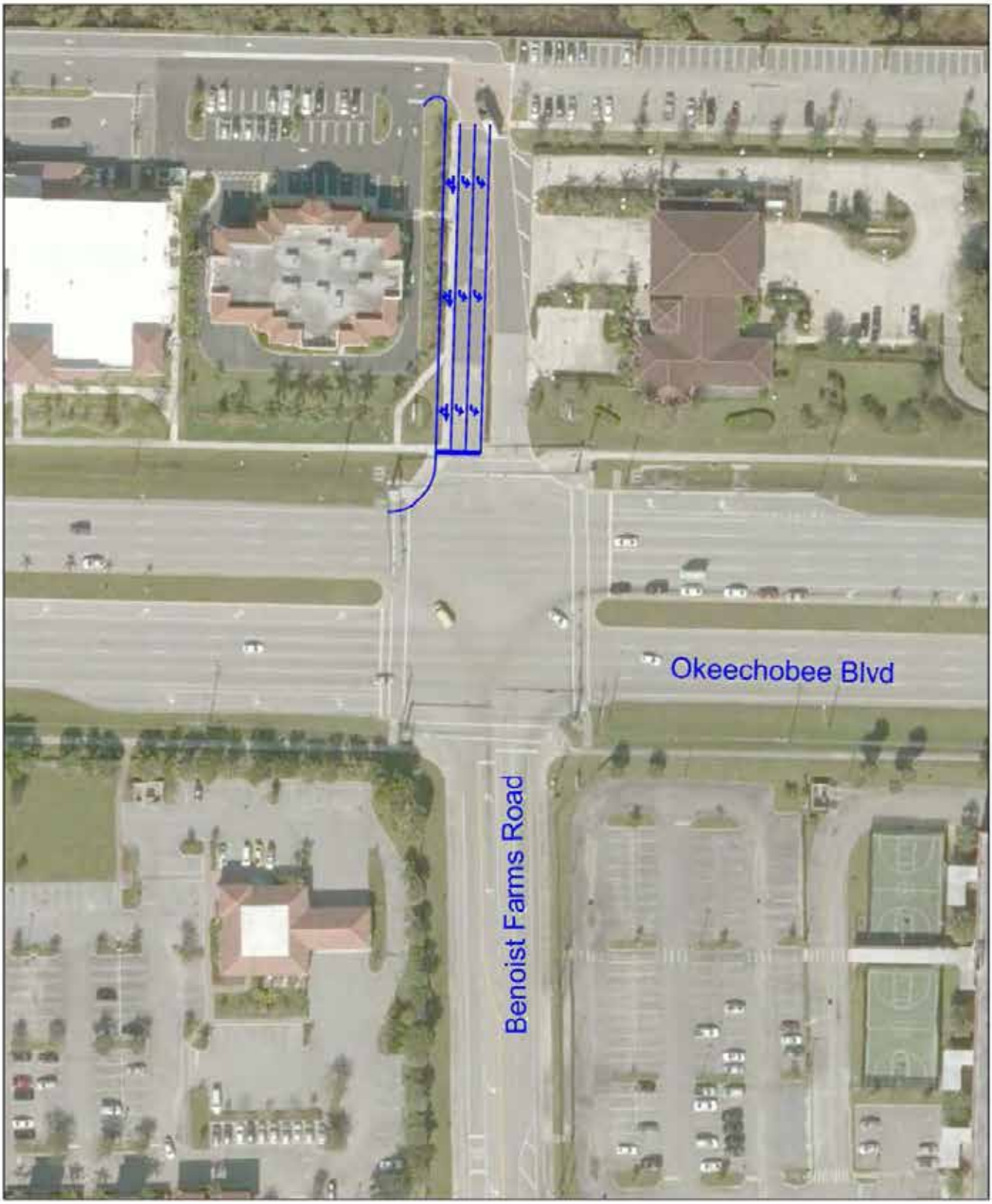
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 75 150

17290 Northlake Bl @ Beeline Hwy
Palm Beach Gardens, FL

FIGURE
15

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

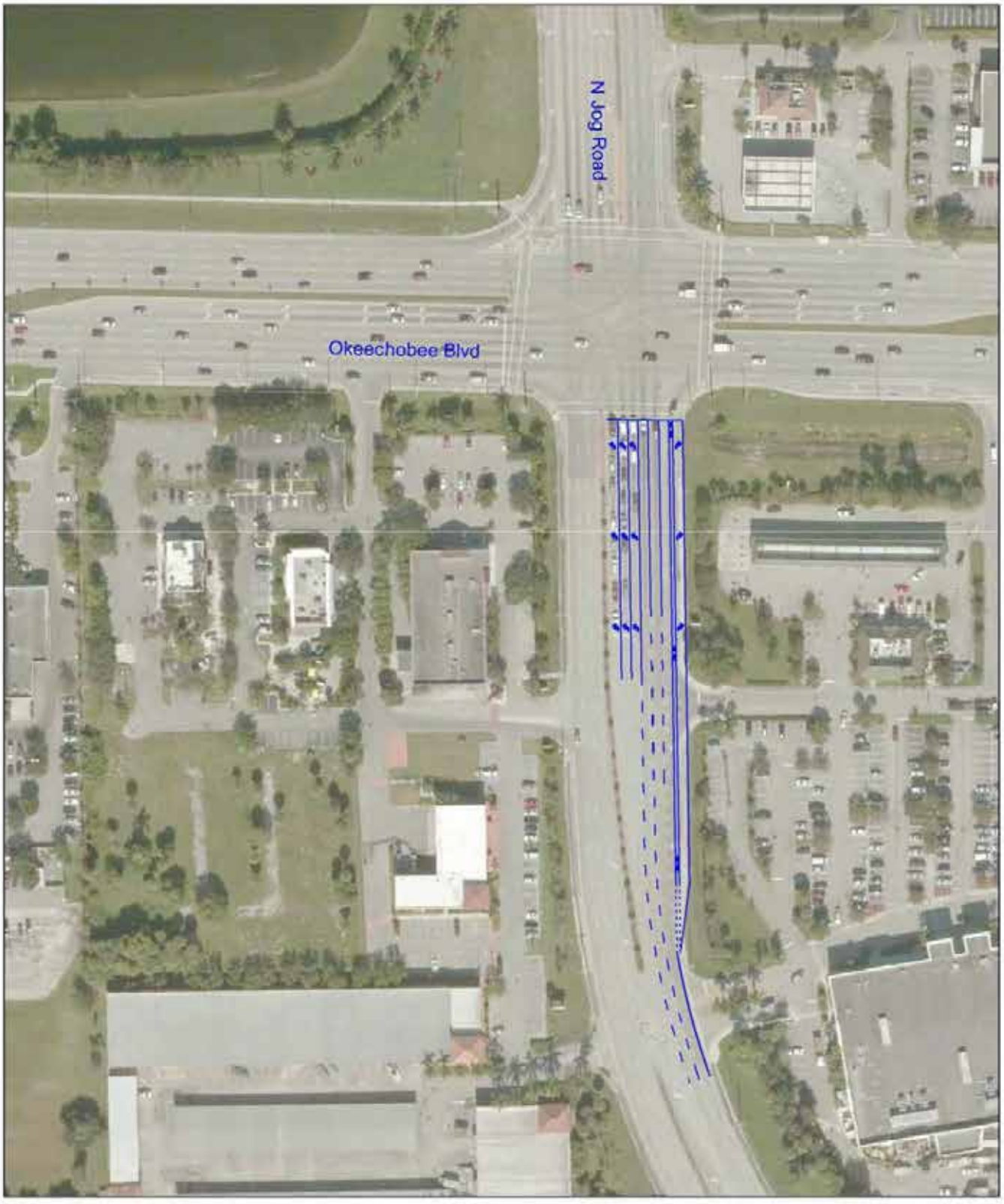


SCALE
0 50 100

27728 Okeechobee Bl @ Benoist Farms Rd
West Palm Beach, FL

FIGURE
16

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

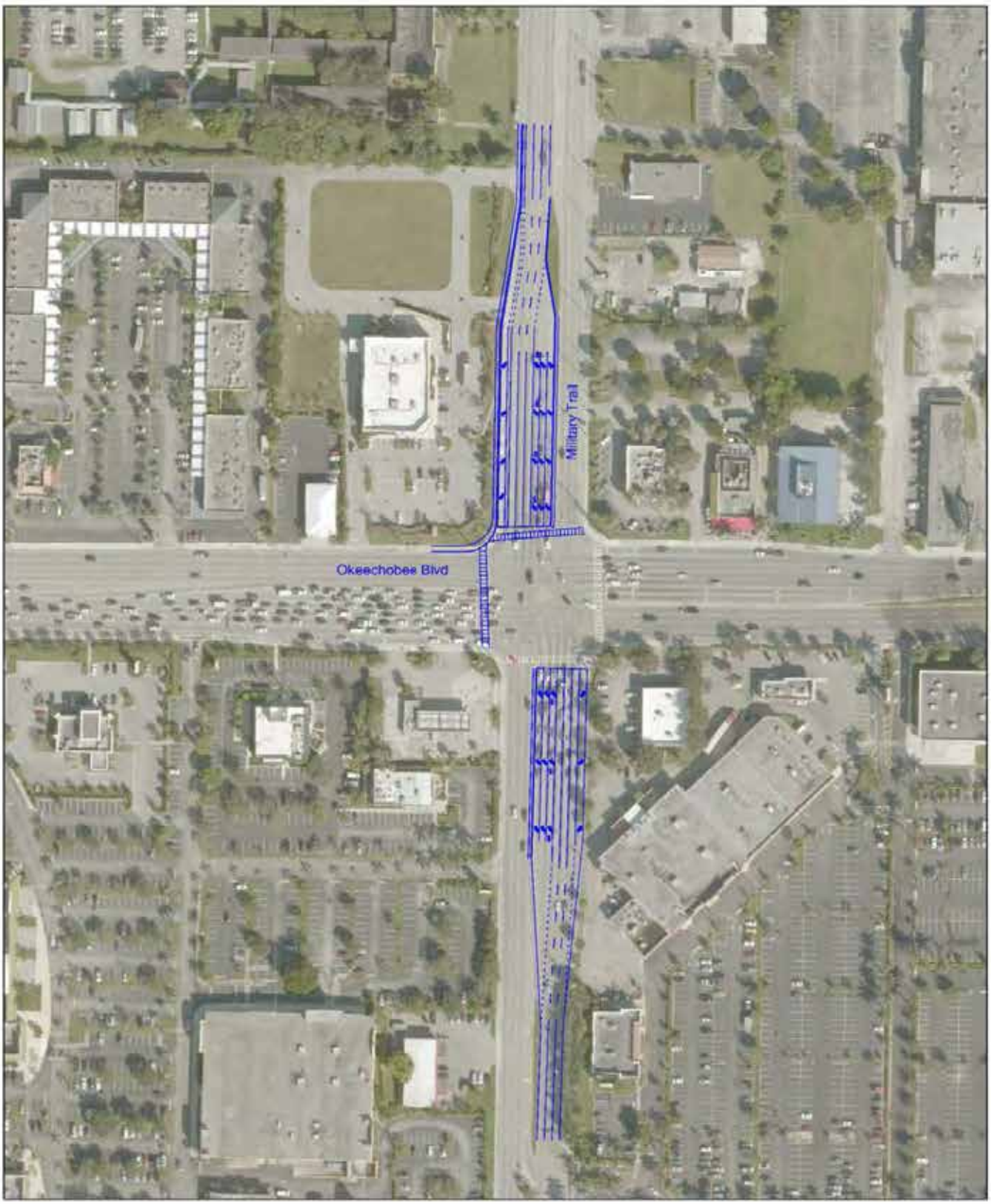


SCALE
0 75 150

27750 Okeechobee Bl @ Jog Rd
West Palm Beach, FL

FIGURE
17

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



SCALE
0 100 200

27850 Okeechobee Bl @ Military Tr
Westgate, Fl

FIGURE
18

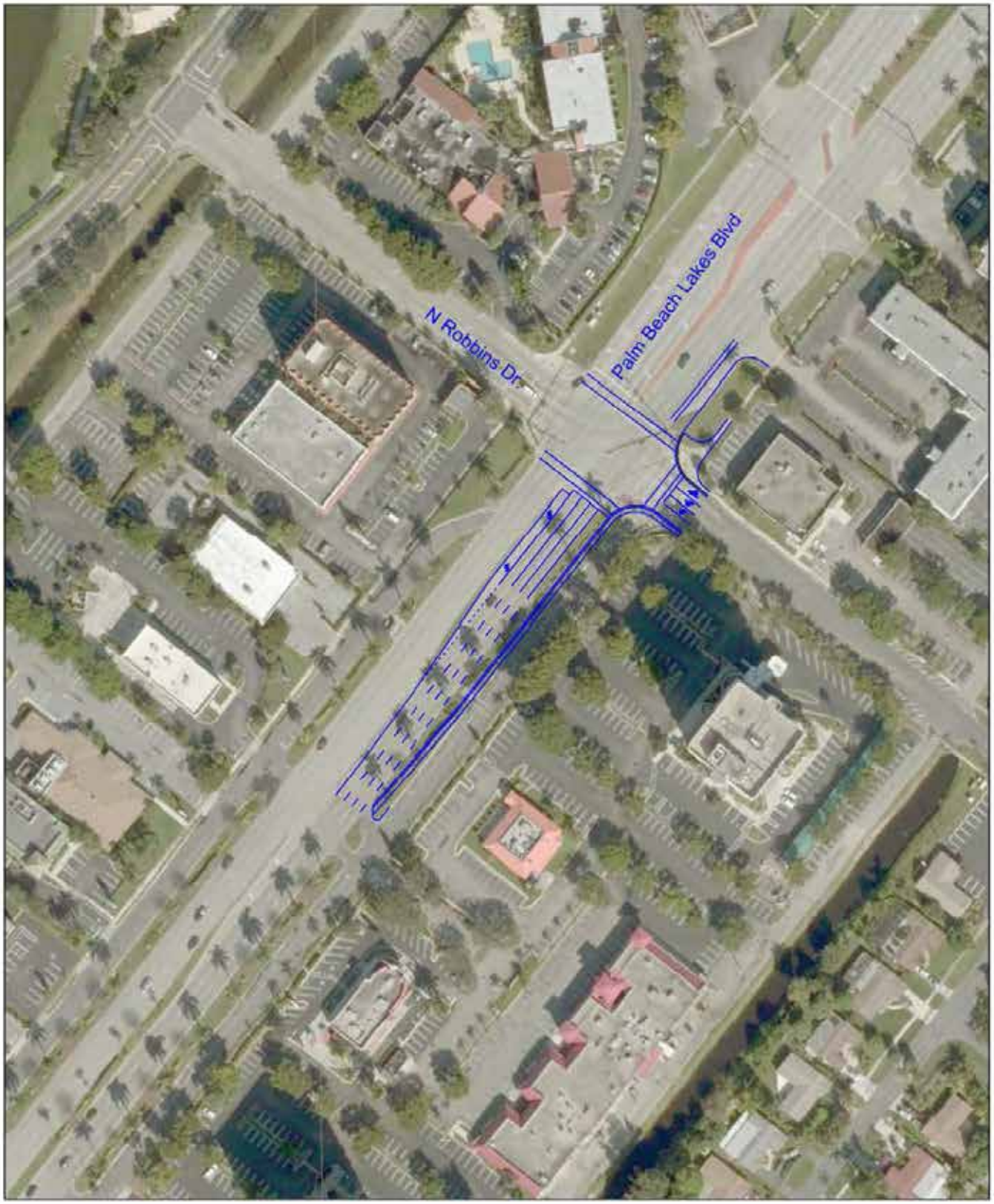
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 75 150

27885 Okeechobee Bl @ Palm Beach Lakes Bl
West Palm Beach, FL

FIGURE
19

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

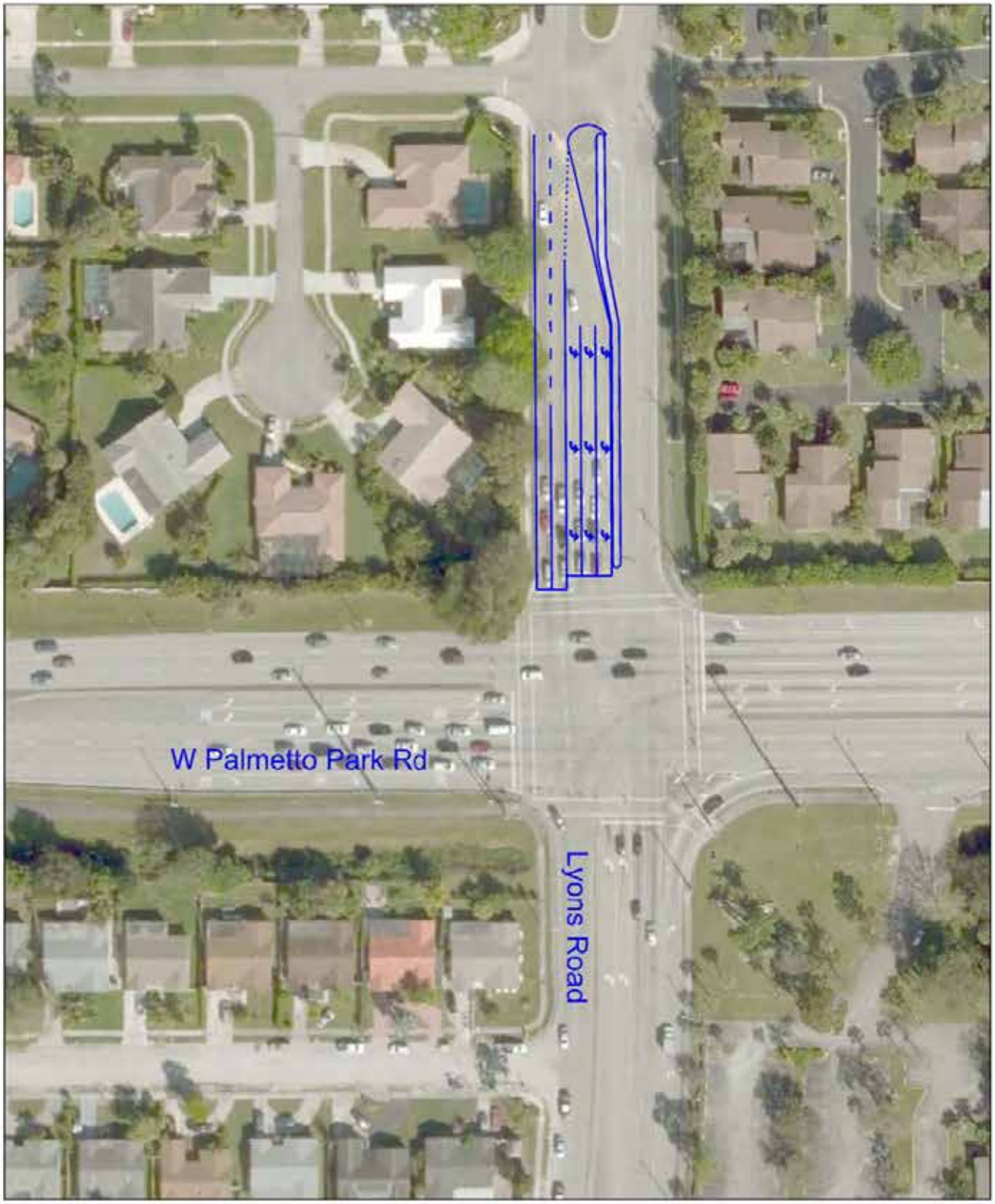


SCALE
0 75 150

26020 Palm Beach Lakes Bl @ Robbins Dr
West Palm Beach, FL

FIGURE
20

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION · ENGINEERING · PLANNING



SCALE
0 50 100

64021 Palmetto Park Rd @ Lyons Rd
Boca Ranton, Fl

FIGURE
21

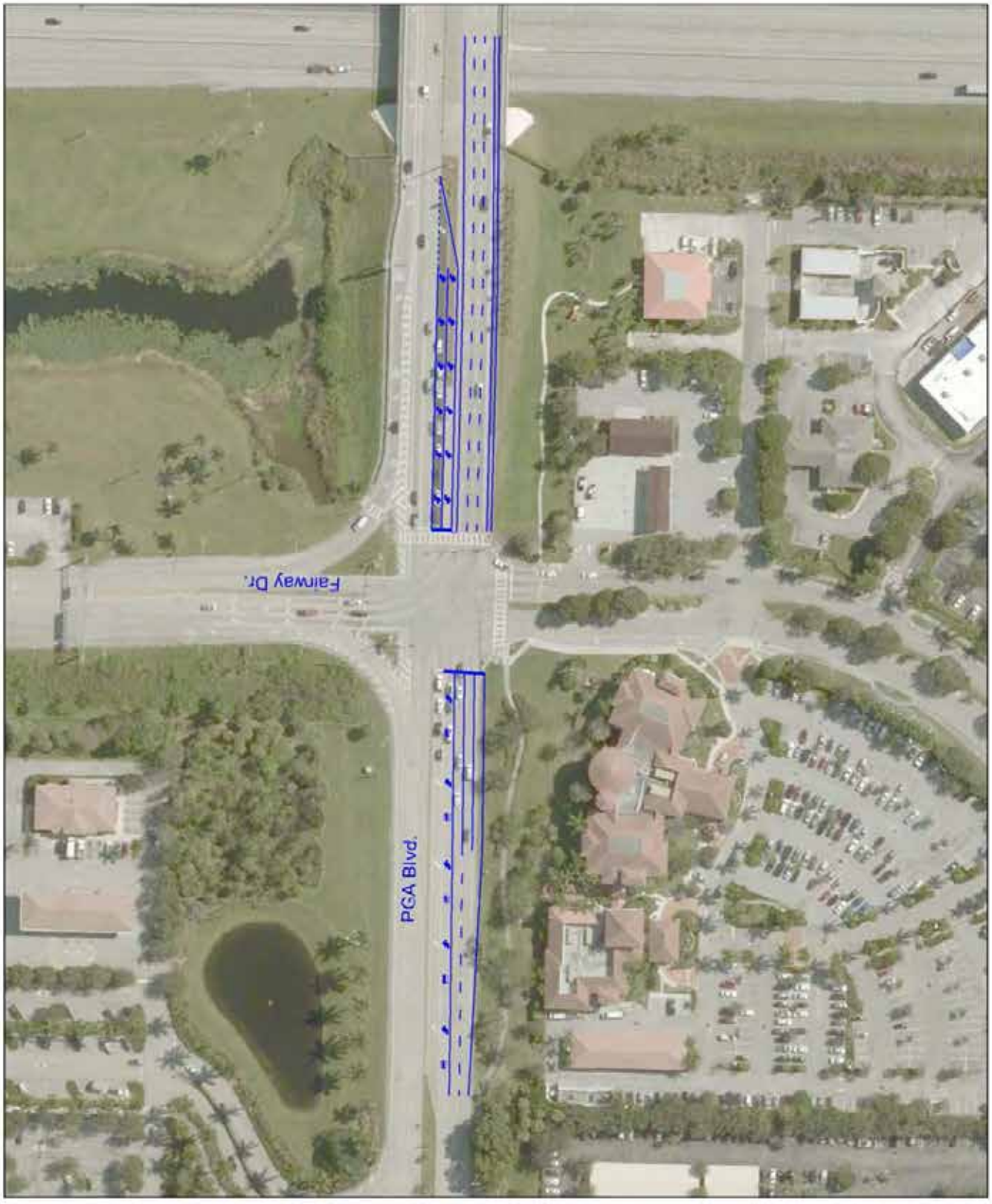
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 125 250

64050 Palmetto Park Rd @ Powerline Rd
Boca Ranton

FIGURE
22

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

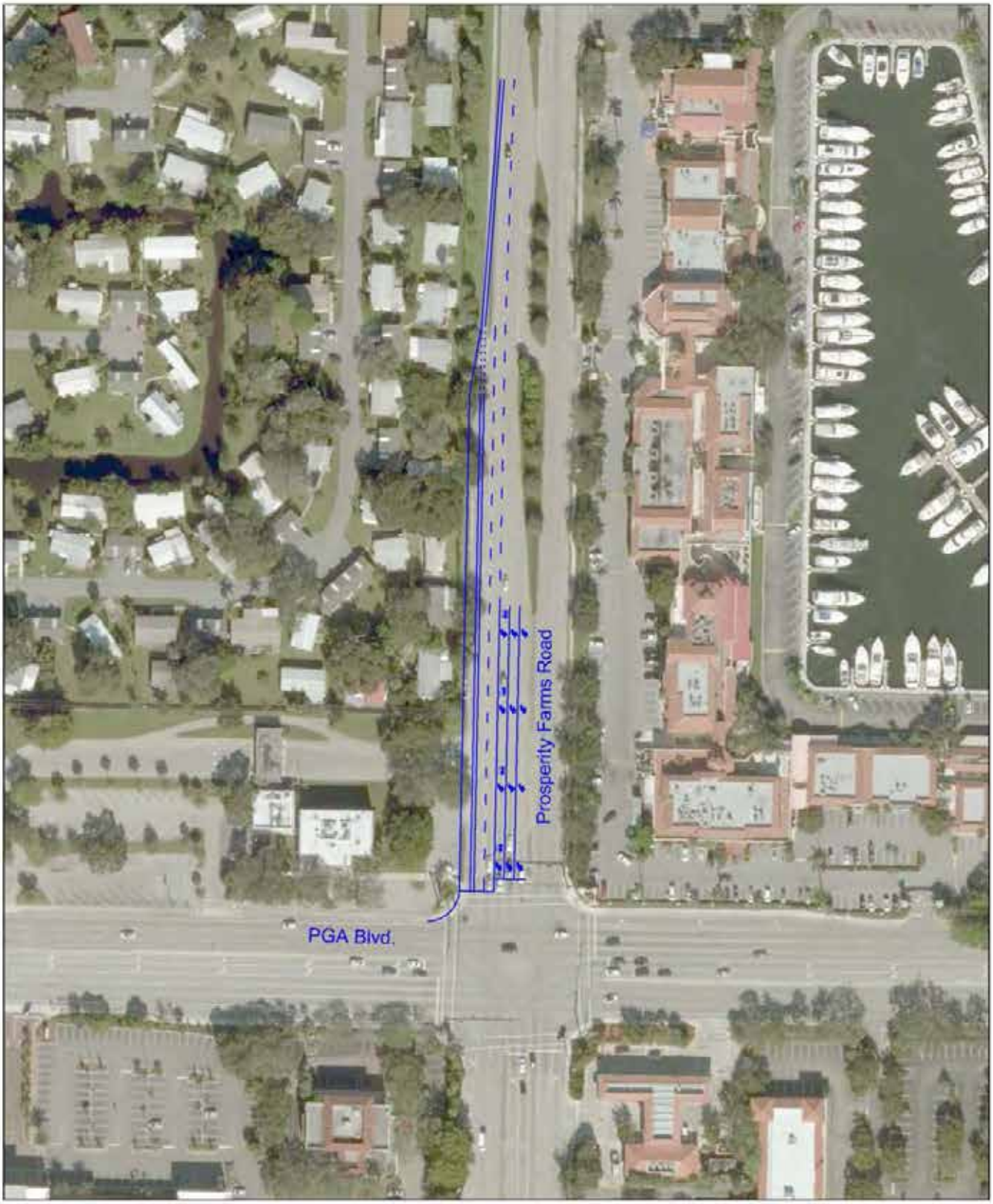


SCALE
0 75 150

14300 PGA Bl @ Fla Turnpike/Fairway Dr
Palm Beach Gardens, FL

FIGURE
23

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

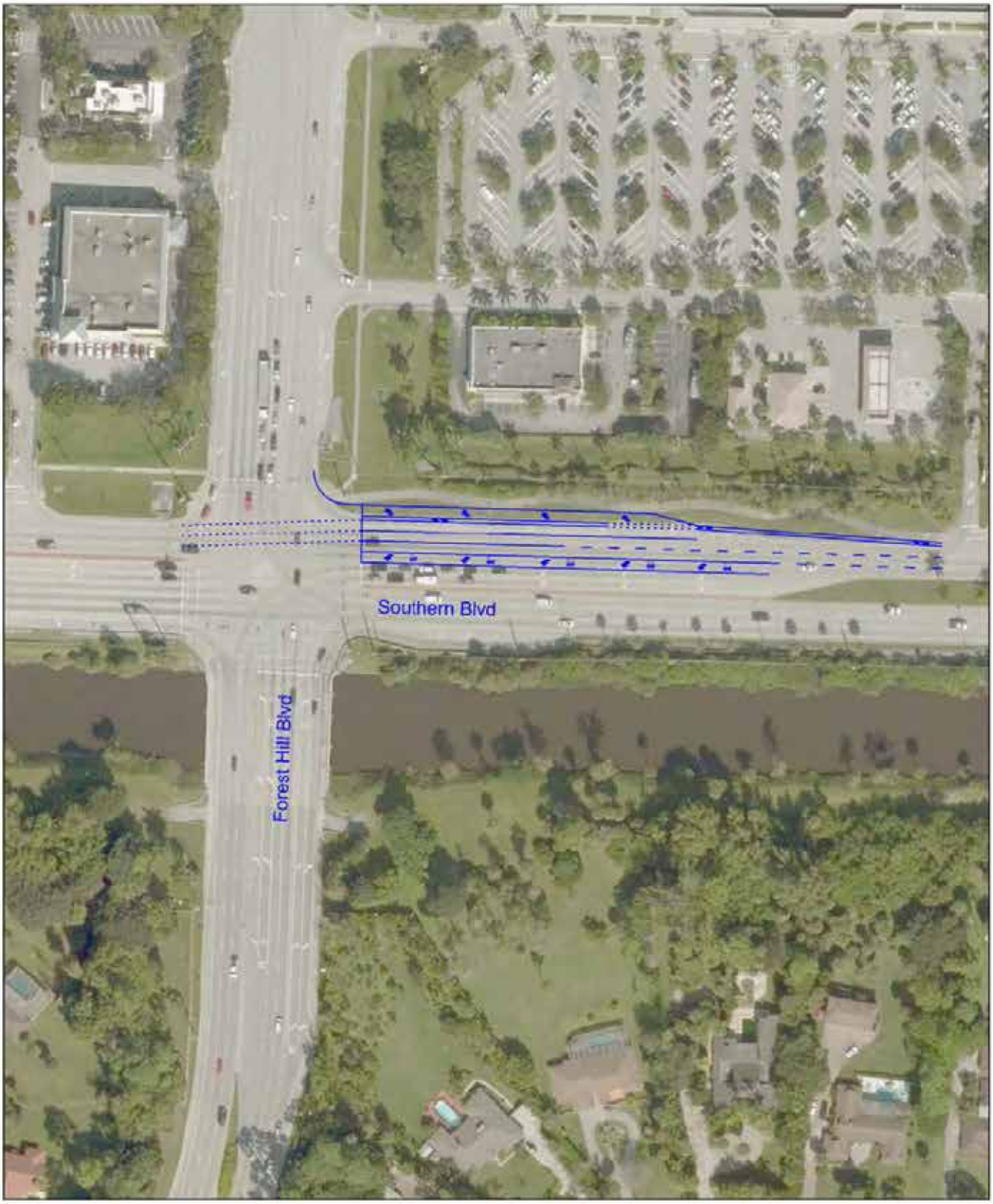


SCALE
0 75 150

14450 PGA Bl @ Prosperity Farms Rd
Palm Beach Gardens, Fl

FIGURE
24

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

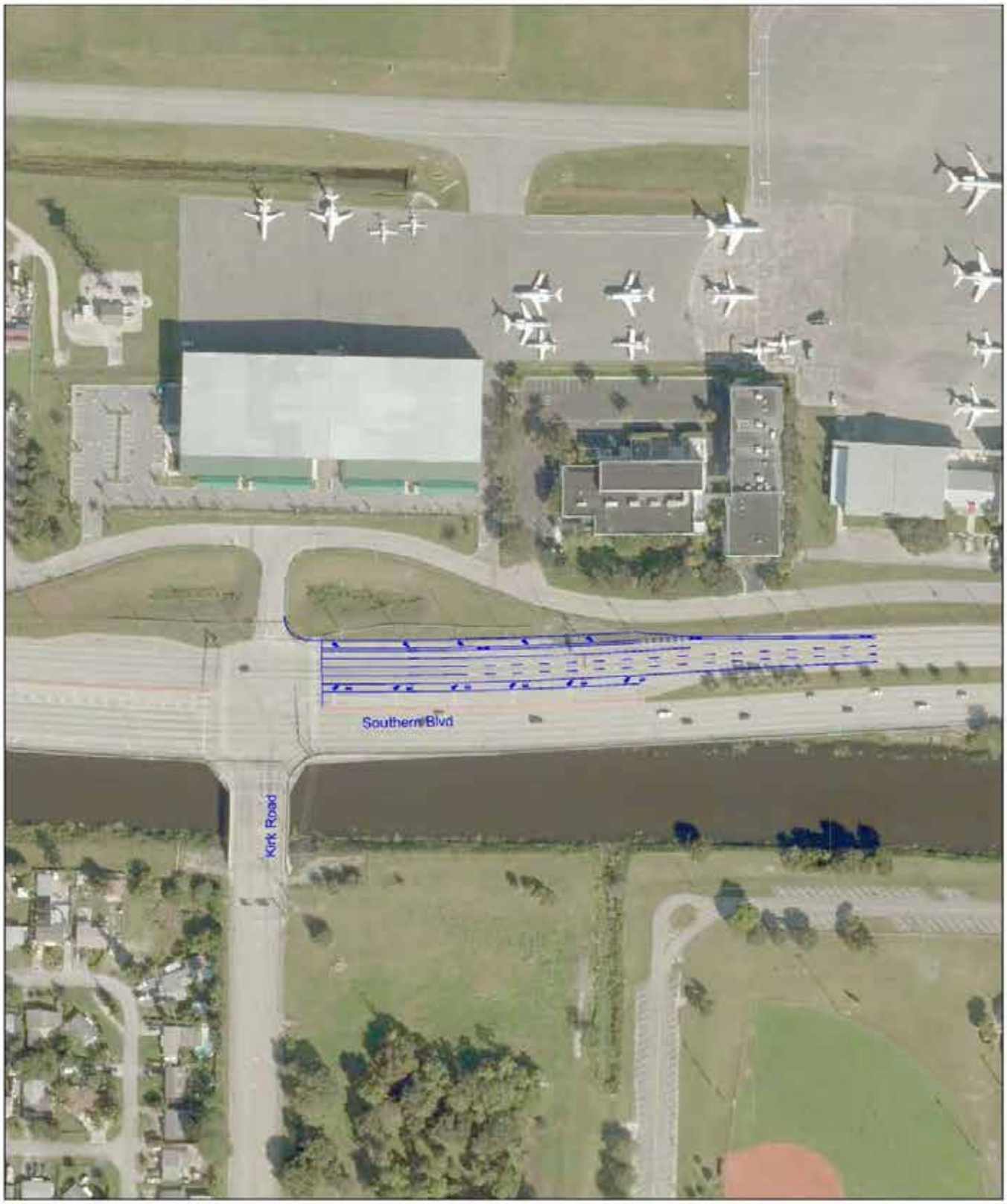


SCALE
0 75 150

30735 Southern Bl @ Forest Hill Bl
Loxahatchee, Fl

FIGURE
25

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



SCALE
0 100 200

30860 Southern Bl @ Kirk Rd
West Palm Beach, FL

FIGURE
26

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 100 200

30790 Souther Bl @ Lyonds Rd/Sansburys Way
West Palm Beach, FL

FIGURE
27

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 75 150

34500 Stribling Way @ SR 7
Wellington, Fl

FIGURE
28

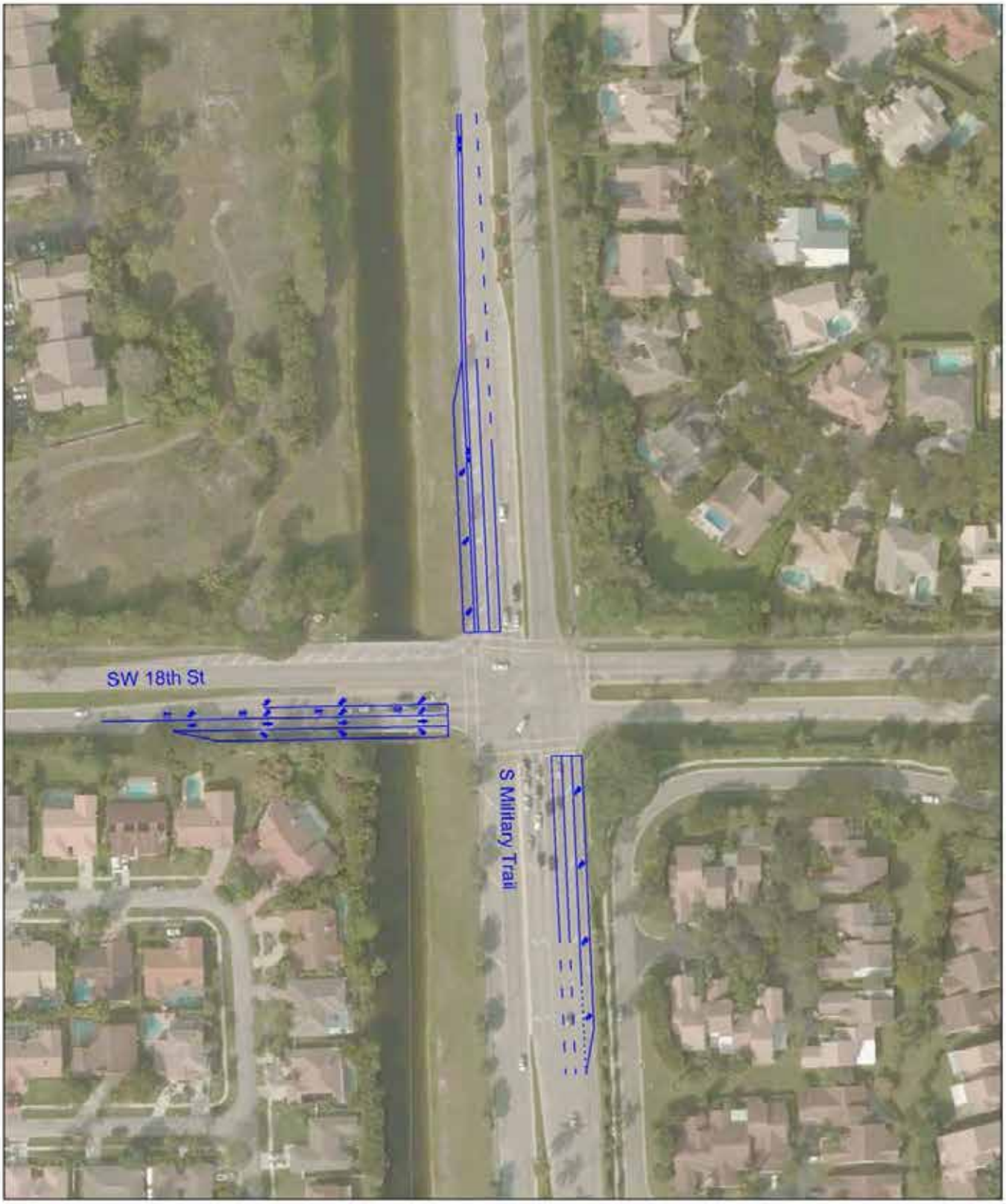
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 75 150

67410 SW 18th St @ Lyons Rd
Boca Ranton, Fl

FIGURE
29

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

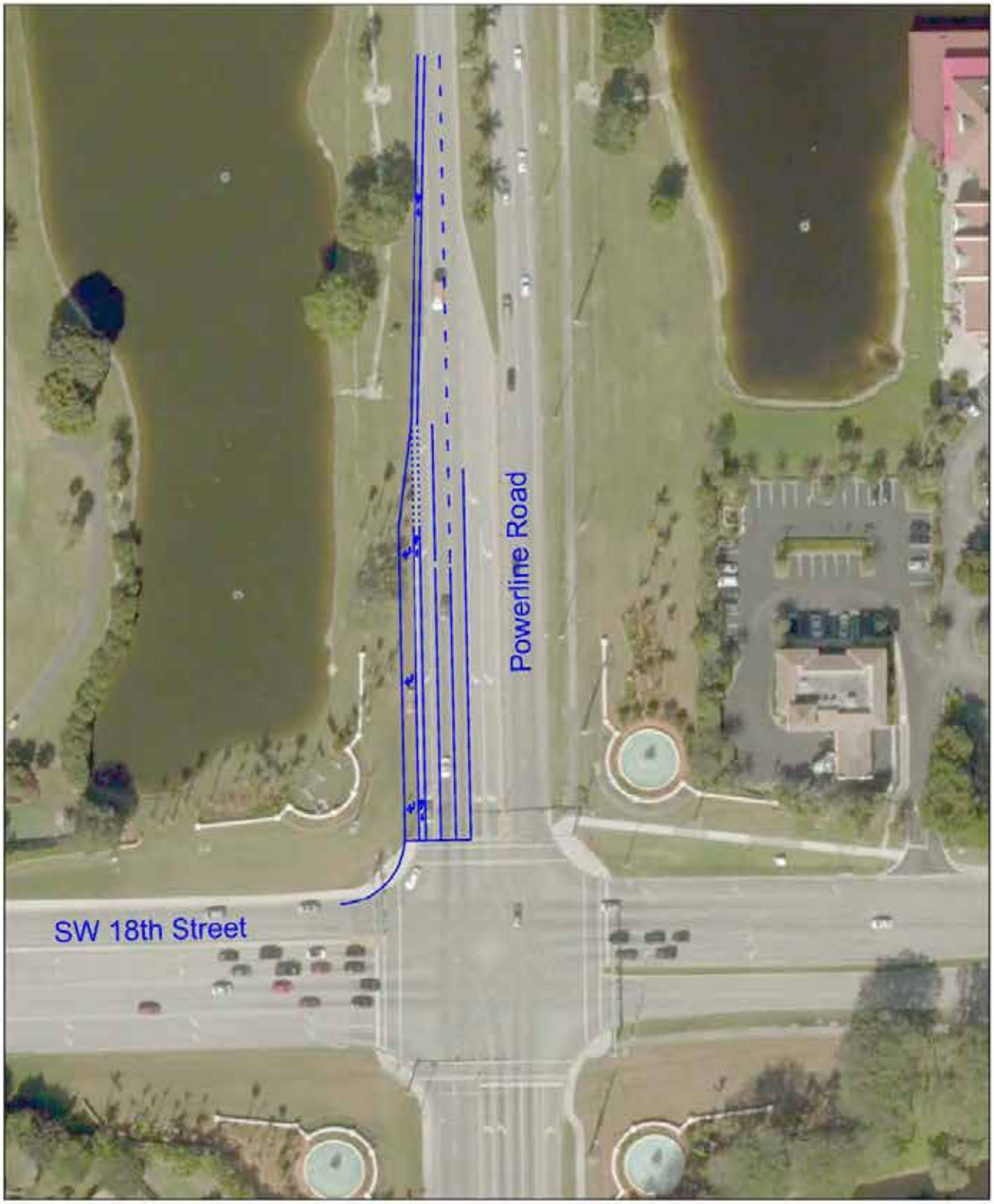


SCALE
0 75 150

67530 SW 18th St @ Military Tr
Boca Ranton, Fl

FIGURE
30

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



SCALE
0 50 100

67500 SW 18th St @ Powerline Rd
Boca Ranton

FIGURE
31

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 50 100

53043 W Atlantic Ave @ Fl Turnpike/Tranquility
Delray Beach, Fl

FIGURE
32

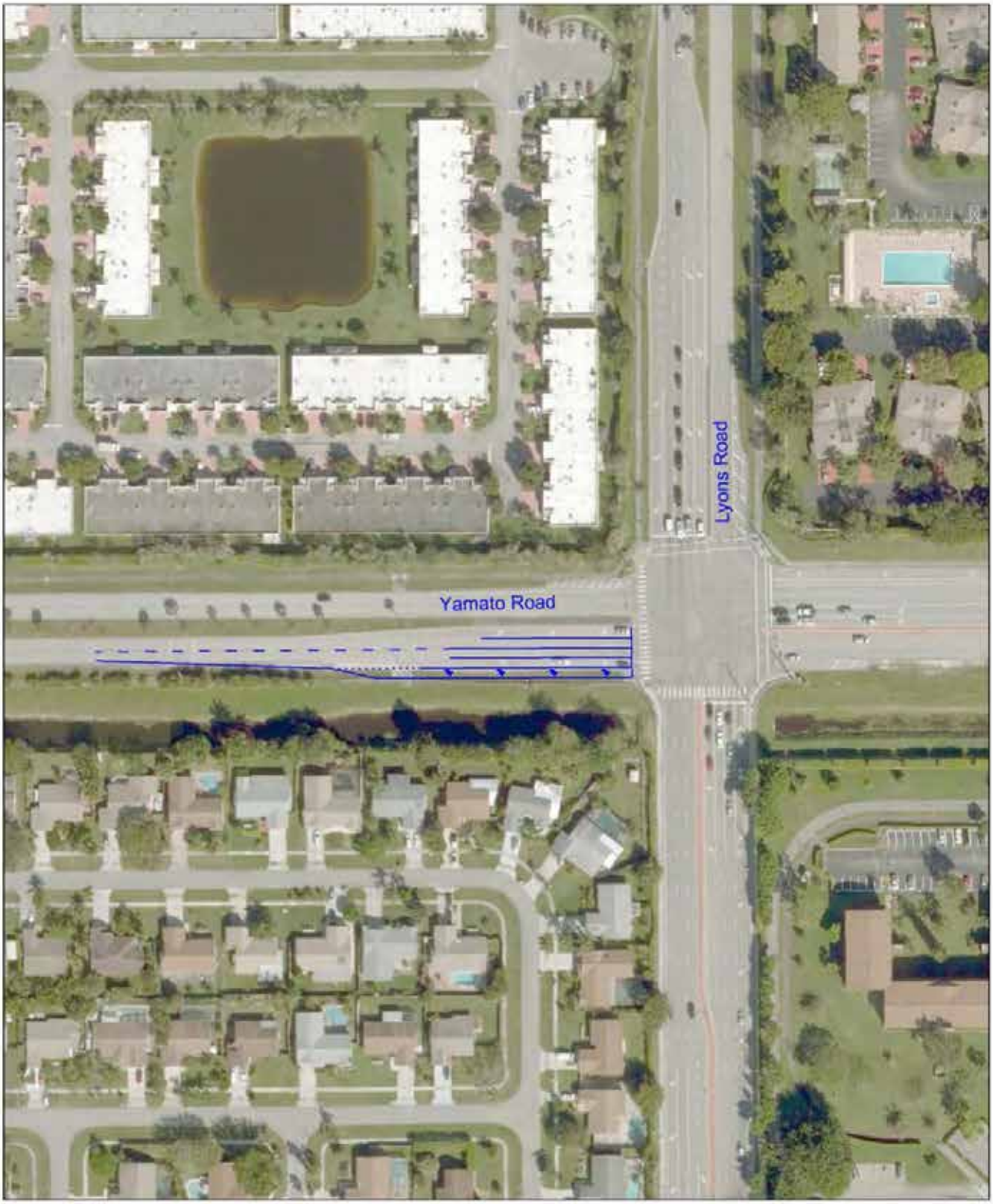
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

SCALE
0 50 100

47575 Woolbright Rd @ Seacrest Bl
Boynton Beach, Fl

FIGURE
33

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

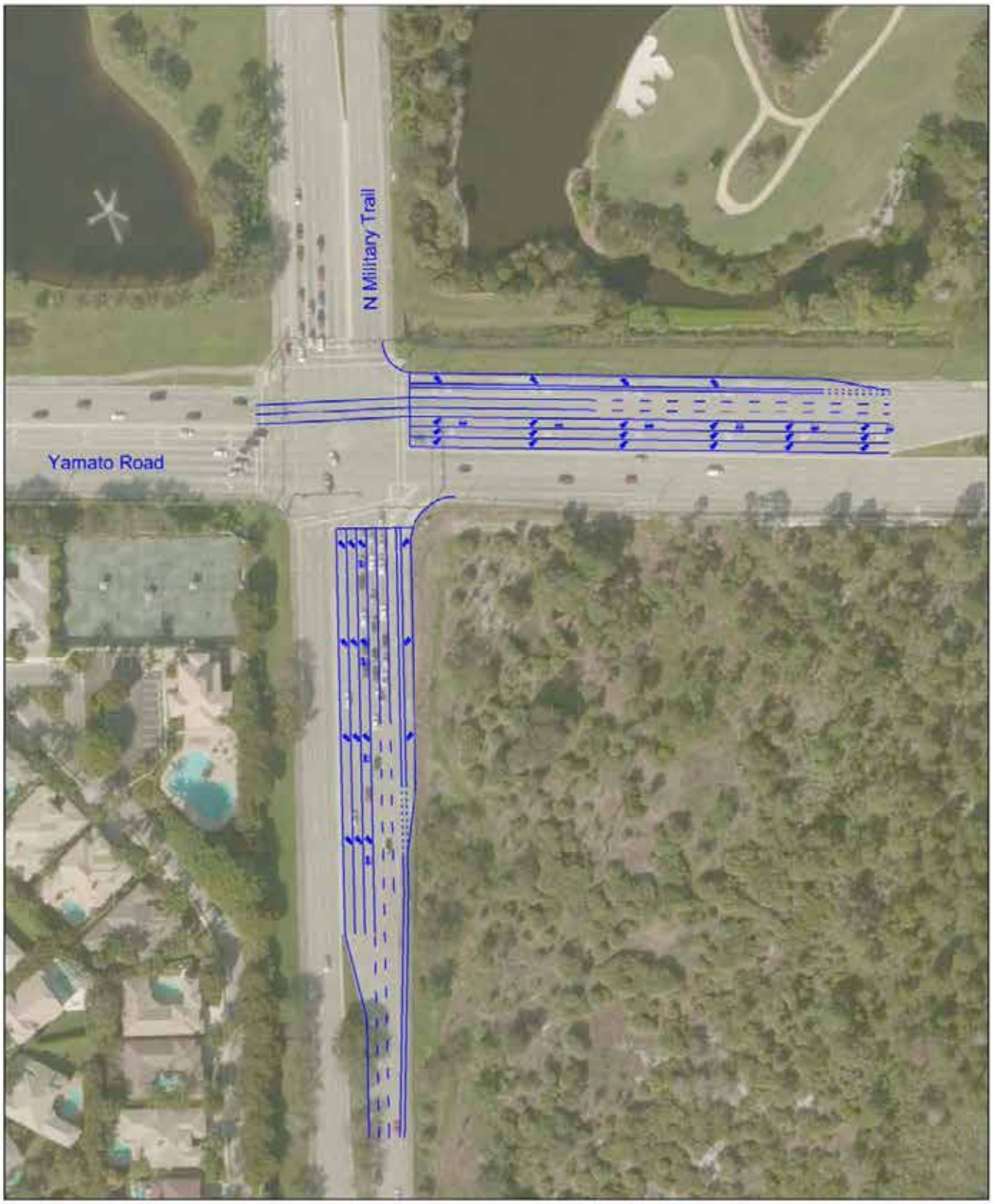


SCALE
0 75 150

59000 Yamato Rd @ Lyons Rd
Boca Ranton, Fl

FIGURE
34

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING



SCALE
0 75 150

300024 Yamato Rd @ Military Tr
West Palm Beach, FL

FIGURE
35

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

APPENDIX D
TRANSIT VS. AUTO TRAVEL TIME COMPARISONS

Auto:Transit Travel Time Ratio

Performance Measure

In a multimodal environment, transit is just one of many modal options. In order to make transit a realistic and competitive option, it is important to understand transit-to-auto travel time. The Palm Beach County MPO has set goals to reduce the transit-to-auto travel time ratio to 2.50 by 2025 and to 2.00 by 2040. A lower transit-to-auto ratio means a more competitive transit system that can encourage motorists to switch to transit for their commutes.

Data

PalmTran, the transit service provider in Palm Beach County, maintains GIS databases for bus routes and bus stops in the County. In addition to providing these GIS files to the general public, PalmTran recently provided bus routes, stops, and schedules to Google in the GTFS (General Transit Feed Specification) format.

By doing this, Palm Tran joins a growing cadre of transit systems using Google Transit in Florida and across the country. This service calculates the route, transit time, cost and compares alternate trip methods.

Method

Kittelson & Associates, Inc. reviewed the bus routes and bus stops GIS shapefiles provided by PalmTran to identify the start and end locations of each bus route in the system. Then, using Google Maps during a midweek afternoon peak period, the Kittelson & Associates, Inc. team recorded the travel times by auto and by transit for each pair of start and end locations.

The auto travel time estimates are based on Google's traffic model, which uses historical data to output the likely travel times. The transit travel times are based on the in-vehicle travel time in PalmTran's schedule, as provided to Google in the GTFS format. Transit travel times do not include access or waiting times. Because the comparison is done along individual bus routes, transfer times are not applicable.

To compute an average transit-to-auto travel time ratio for PalmTran's system, the sum of transit travel time across all routes was divided by the sum of auto travel time across all routes (r from 1 to N = 34). The equation below shows the calculation.

$$Transit\ to\ Auto\ Ratio = \frac{\sum_{r=1}^{N} Transit\ Travel\ Time_r}{\sum_{r=1}^{N} Auto\ Travel\ Time_r}$$

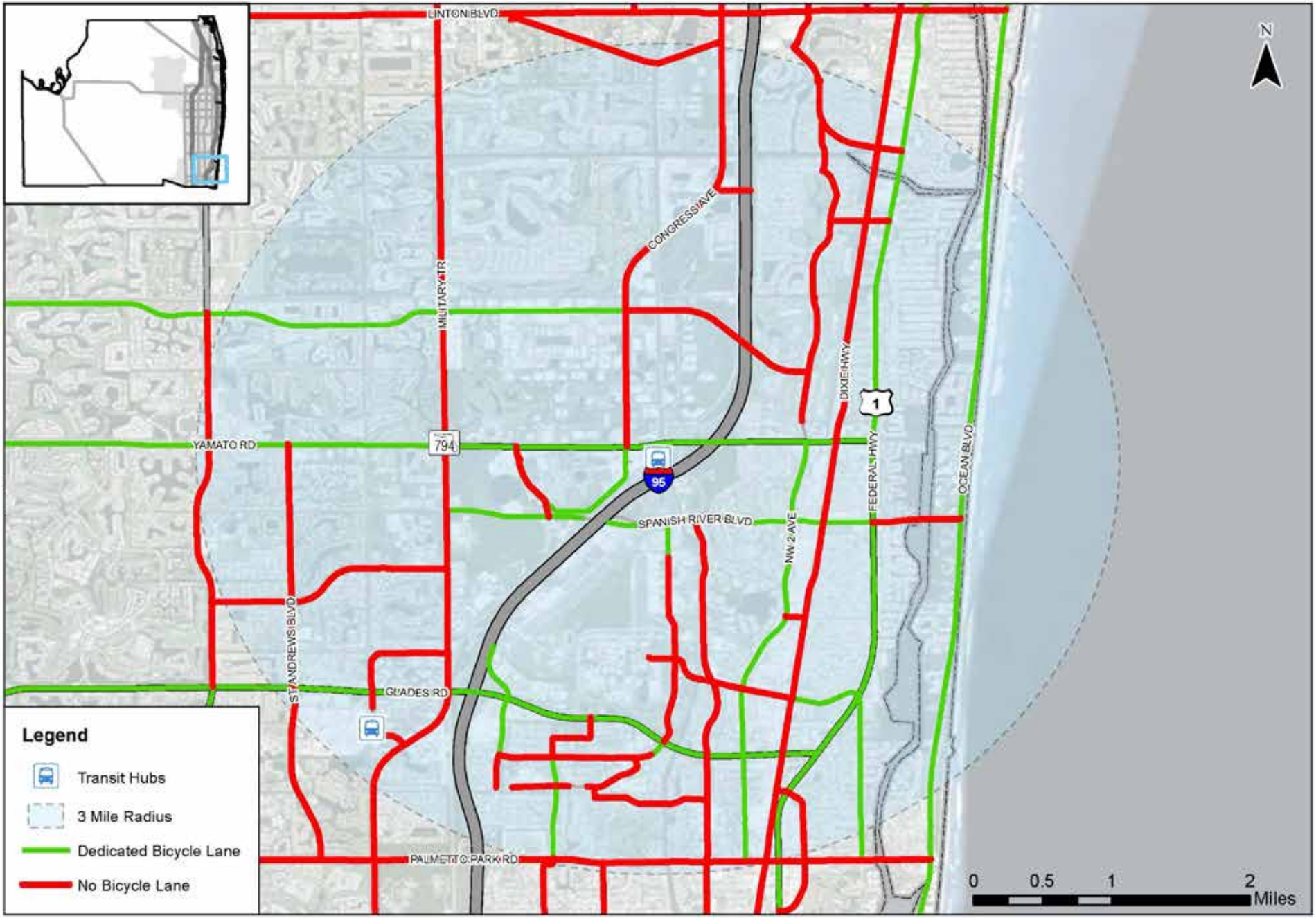
Findings

During the PM peak period of a weekday in May 2016, the in-vehicle transit travel time across PalmTran's routes is about 2.52 times the auto travel time. The distribution of ratios across routes shows that 29 percent of routes are meeting the 2040 goal of 2.0 or less, while 47 percent are meeting the 2025 goal of 2.5 or less. Figure 1 presents the distribution of transit-to-auto travel time ratios. Figure 2 shows the top and bottom PalmTran routes by transit-to-auto travel time ratios.

2016 Auto to Transit Travel Time Comparison

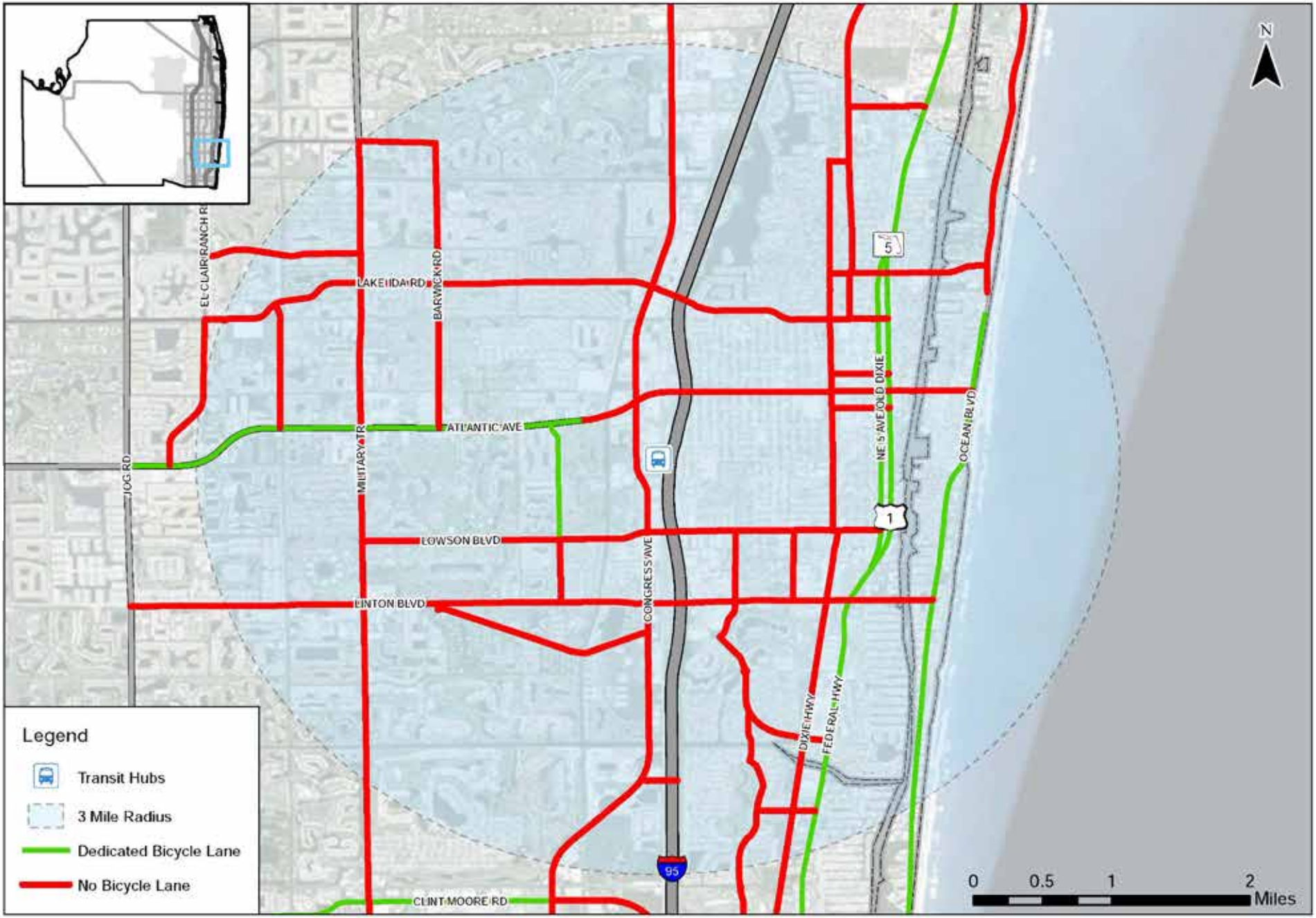
TimeStamp	Route	Driving Distance	Driving Time	Transit Distance	Transit Time	Ratio
5/5/2016 10:41	94	3.0	10.3	3.0	10.0	0.97
5/5/2016 10:41	43	13.6	27.0	12.6	35.0	1.30
5/5/2016 10:41	30	5.1	17.5	6.7	27.4	1.57
5/5/2016 10:41	63	7.0	16.6	7.1	26.6	1.60
5/5/2016 10:41	71	5.3	12.1	5.9	20.0	1.65
5/5/2016 10:41	1	29.3	44.1	28.0	73.0	1.65
5/5/2016 10:41	62	11.4	29.8	13.4	50.0	1.68
5/5/2016 10:41	41	6.0	20.6	5.1	35.0	1.70
5/5/2016 10:41	49	2.7	8.4	2.6	15.1	1.80
5/5/2016 10:41	44	6.2	17.5	6.2	32.8	1.87
5/5/2016 10:41	64	6.3	20.0	6.9	40.3	2.01
5/5/2016 10:41	48	17.6	29.5	21.0	60.6	2.05
5/5/2016 10:41	73	8.9	21.7	11.1	45.7	2.11
5/5/2016 10:41	46	9.7	24.4	9.8	53.0	2.17
5/5/2016 10:41	92	8.2	23.5	10.6	51.5	2.19
5/5/2016 10:41	52	4.9	11.1	4.8	24.4	2.19
5/5/2016 10:41	40	42.7	55.5	50.5	145.0	2.61
5/5/2016 10:41	81	7.3	18.7	12.1	50.0	2.68
5/5/2016 10:41	2	32.5	40.8	31.0	110.0	2.69
5/5/2016 10:41	10	10.2	15.8	16.9	45.0	2.84
5/5/2016 10:41	31	7.7	12.0	8.0	35.0	2.91
5/5/2016 10:41	91	8.2	22.0	12.2	65.0	2.95
5/5/2016 10:41	47	12.8	21.4	16.9	63.5	2.96
5/5/2016 10:41	21	9.3	20.0	12.7	60.0	3.00
5/5/2016 10:41	61	6.3	18.4	9.8	55.6	3.03
5/5/2016 10:41	3	37.1	45.6	37.8	140.0	3.07
5/5/2016 10:41	4	7.6	21.0	7.9	65.3	3.11
5/5/2016 10:41	33	9.2	16.3	11.6	58.0	3.57
5/5/2016 10:41	70	13.2	23.5	21.5	85.0	3.62
5/5/2016 10:41	45	7.7	13.2	10.8	49.2	3.72
5/5/2016 10:41	20	8.6	18.5	14.8	70.0	3.78
5/5/2016 10:41	42	4.0	8.4	6.0	35.0	4.16
5/5/2016 10:41	80	2.2	8.0	2.7	36.7	4.62
5/5/2016 10:41	60	4.3	12.3	5.9	57.7	4.71
		Totals:	**725.6**		**1826.3**	
		Transit:Auto Ratio:		2.52		

APPENDIX E
BICYCLE FACILITY GAPS NEAR TRANSIT HUBS



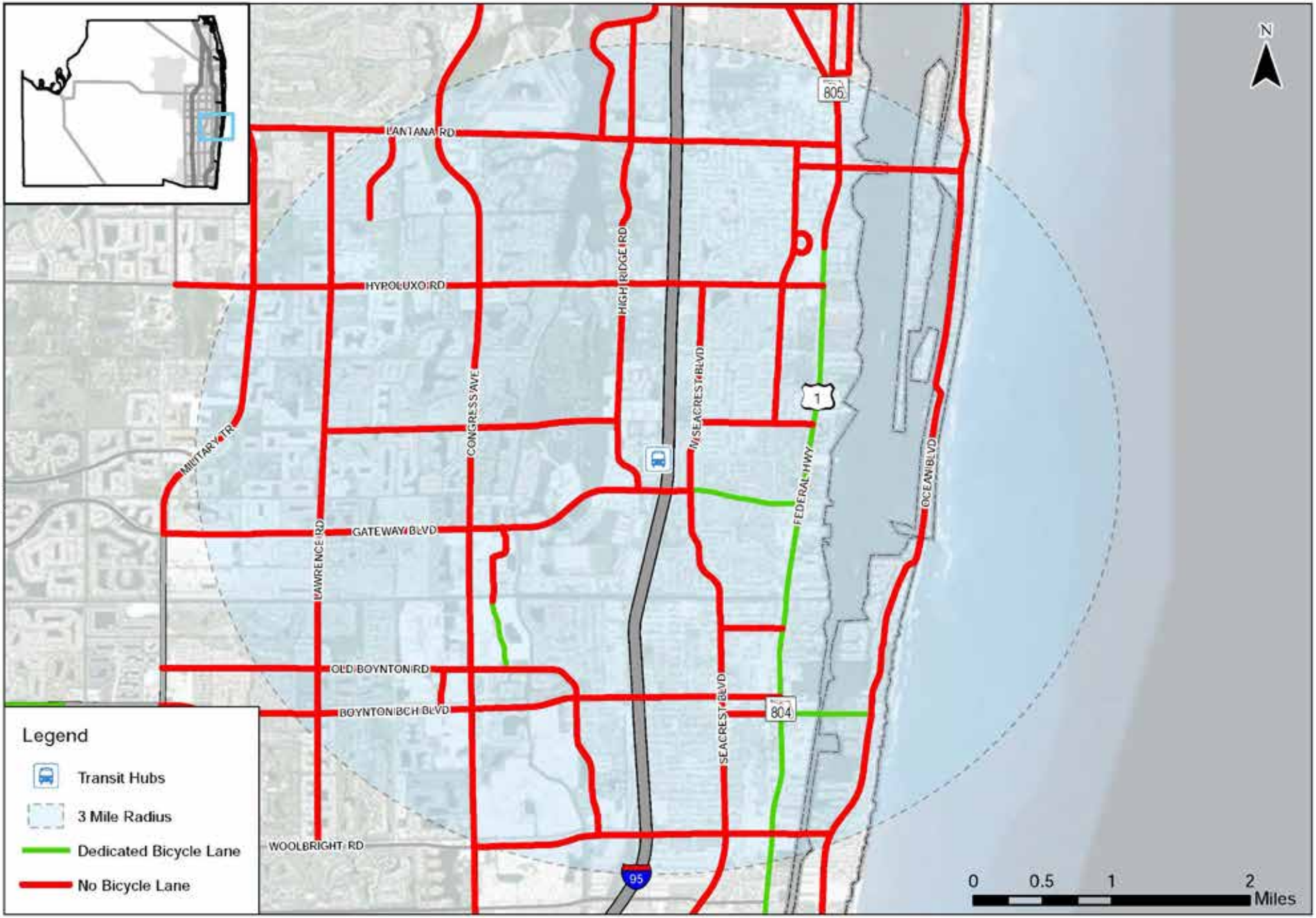
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Boca Raton Tri-Rail Station
Bicycle Inventory Map
Congestion Management Process



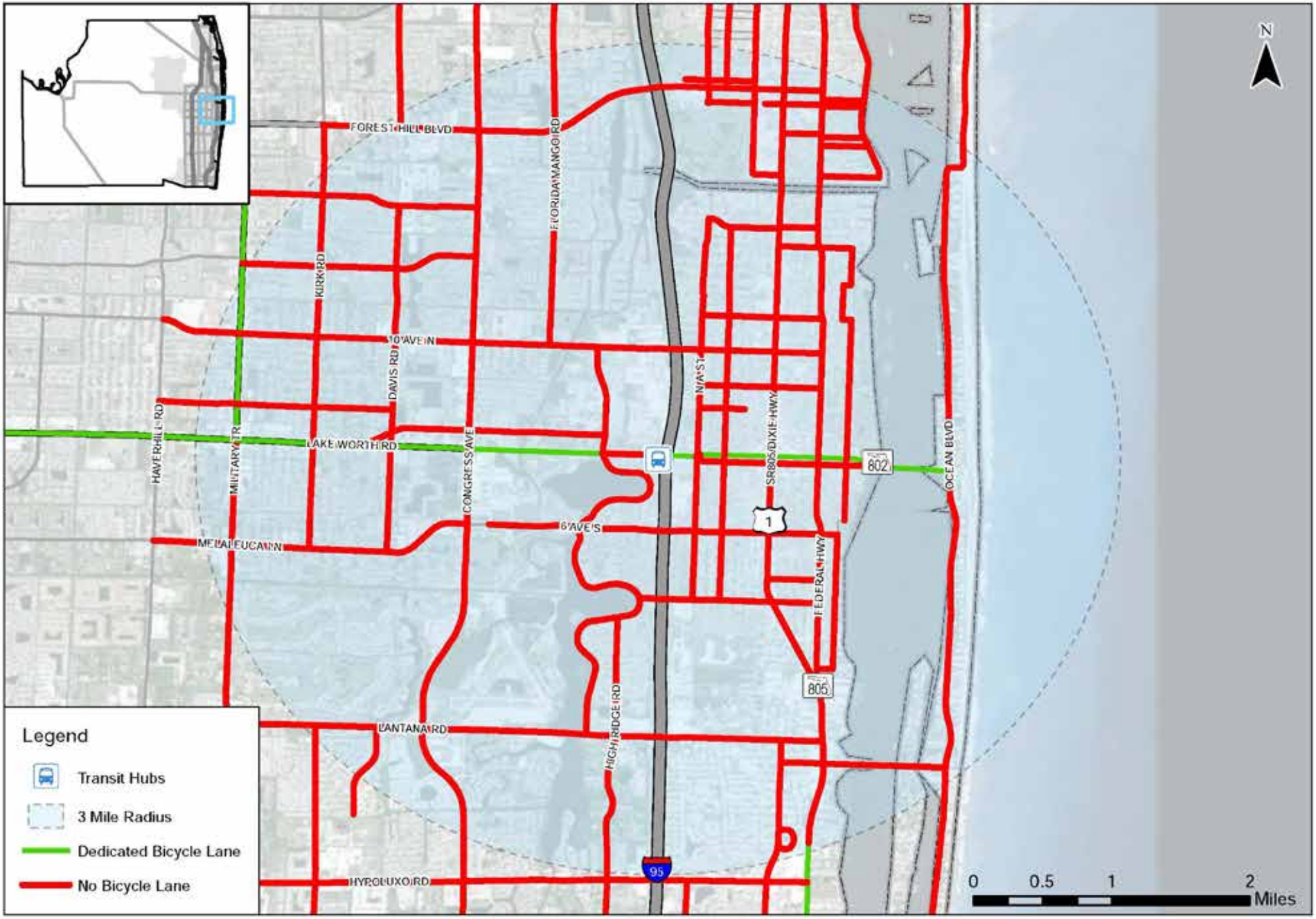
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Delray Beach Tri-Rail Station
Bicycle Inventory Map
Congestion Management Process



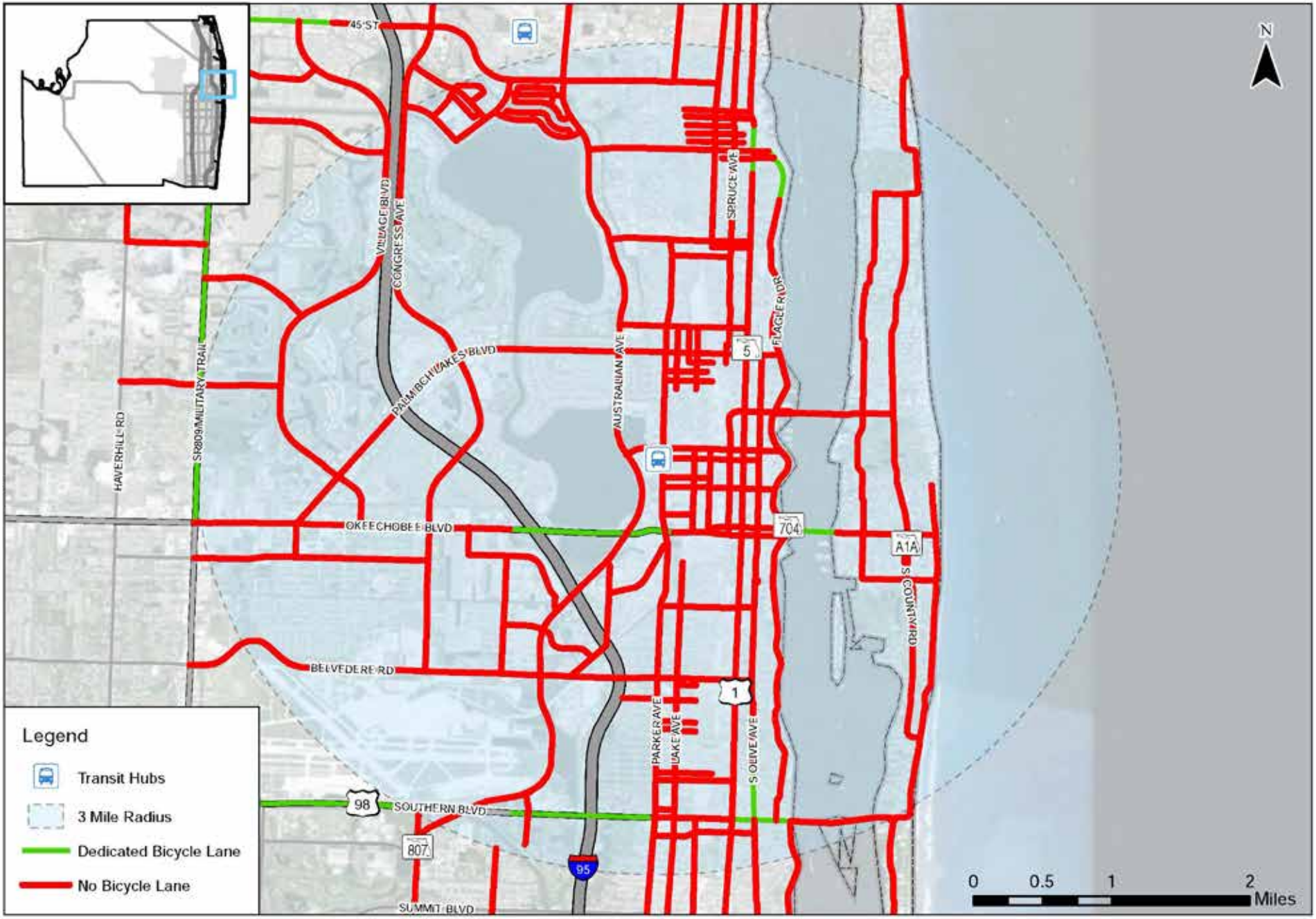
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Boynton Beach Tri-Rail Station
Bicycle Inventory Map
Congestion Management Process



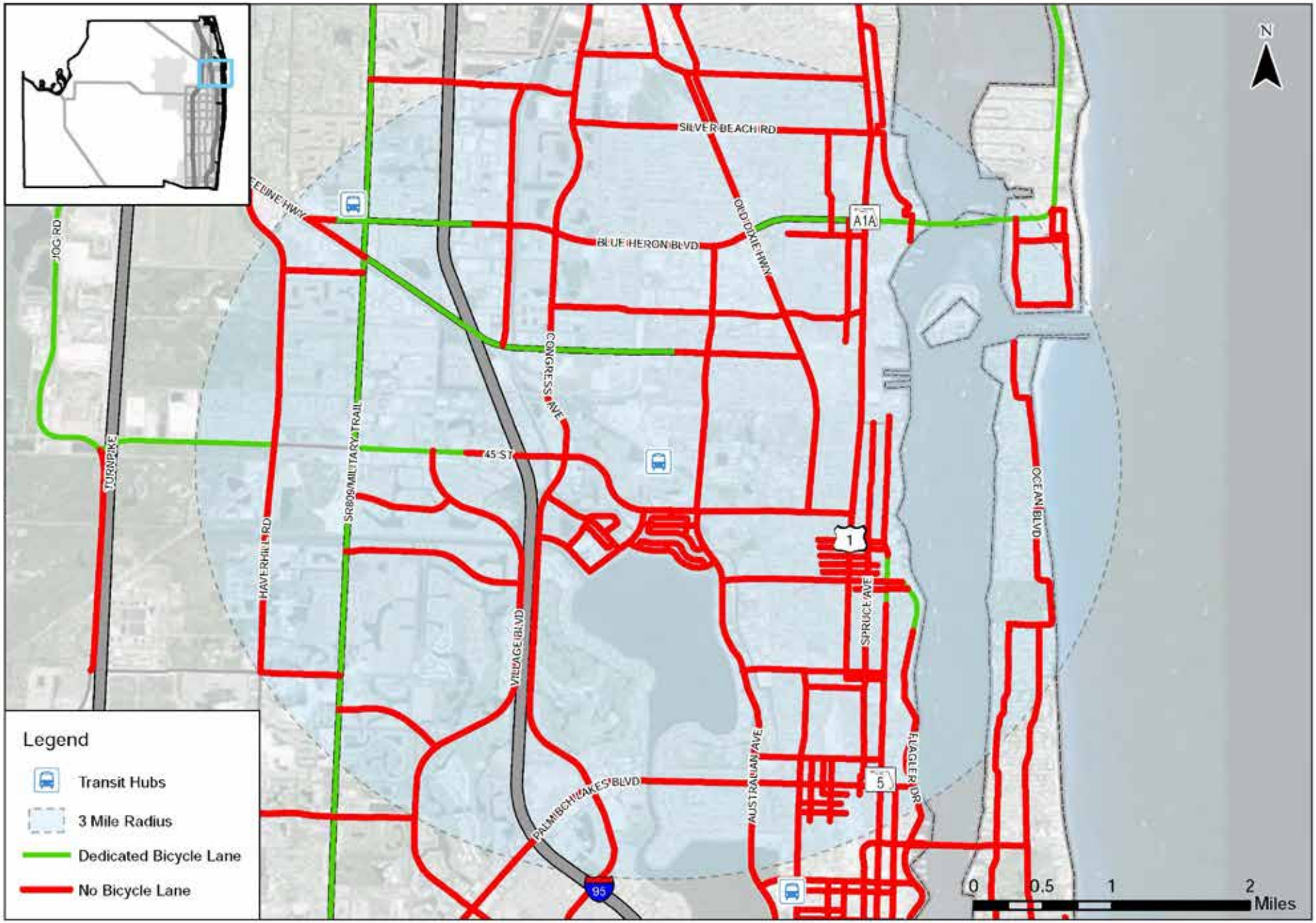
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Lake Worth Tri-Rail Station
Bicycle Inventory Map
Congestion Management Process



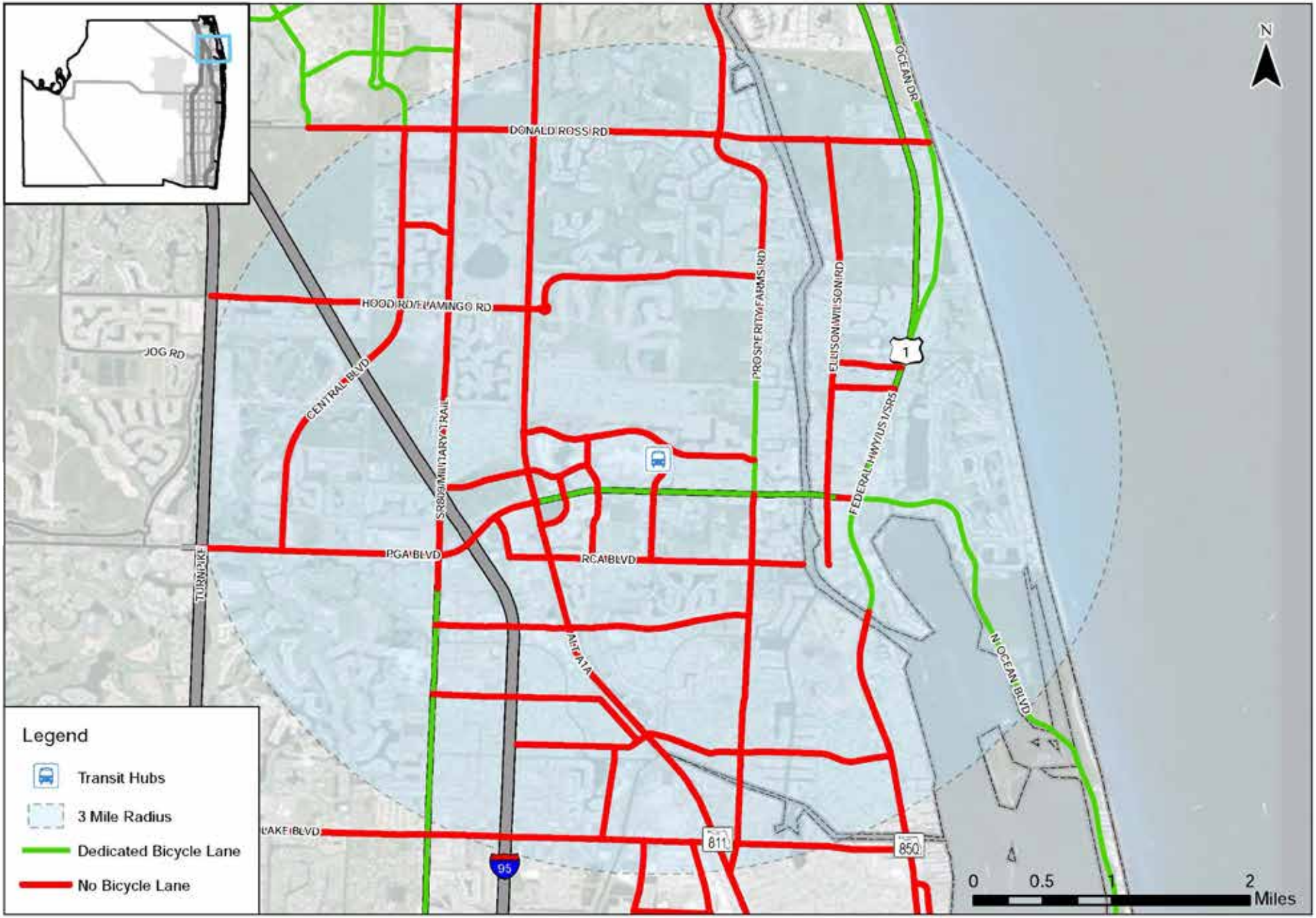
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

West Palm Beach Intermodal Transit Center
Bicycle Inventory Map
Congestion Management Process



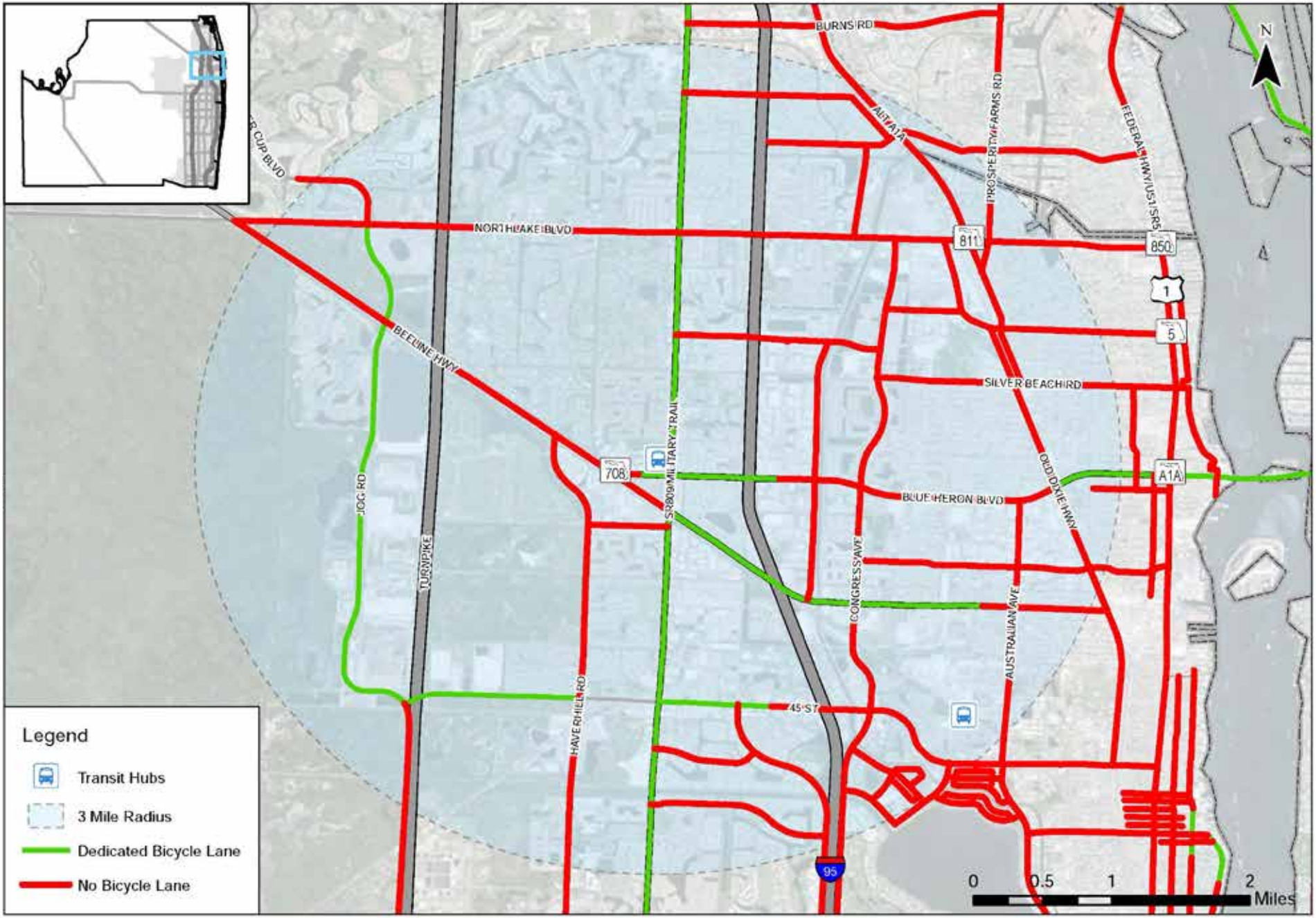
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Mangonia Park Tri-Rail Station
Bicycle Inventory Map
Congestion Management Process



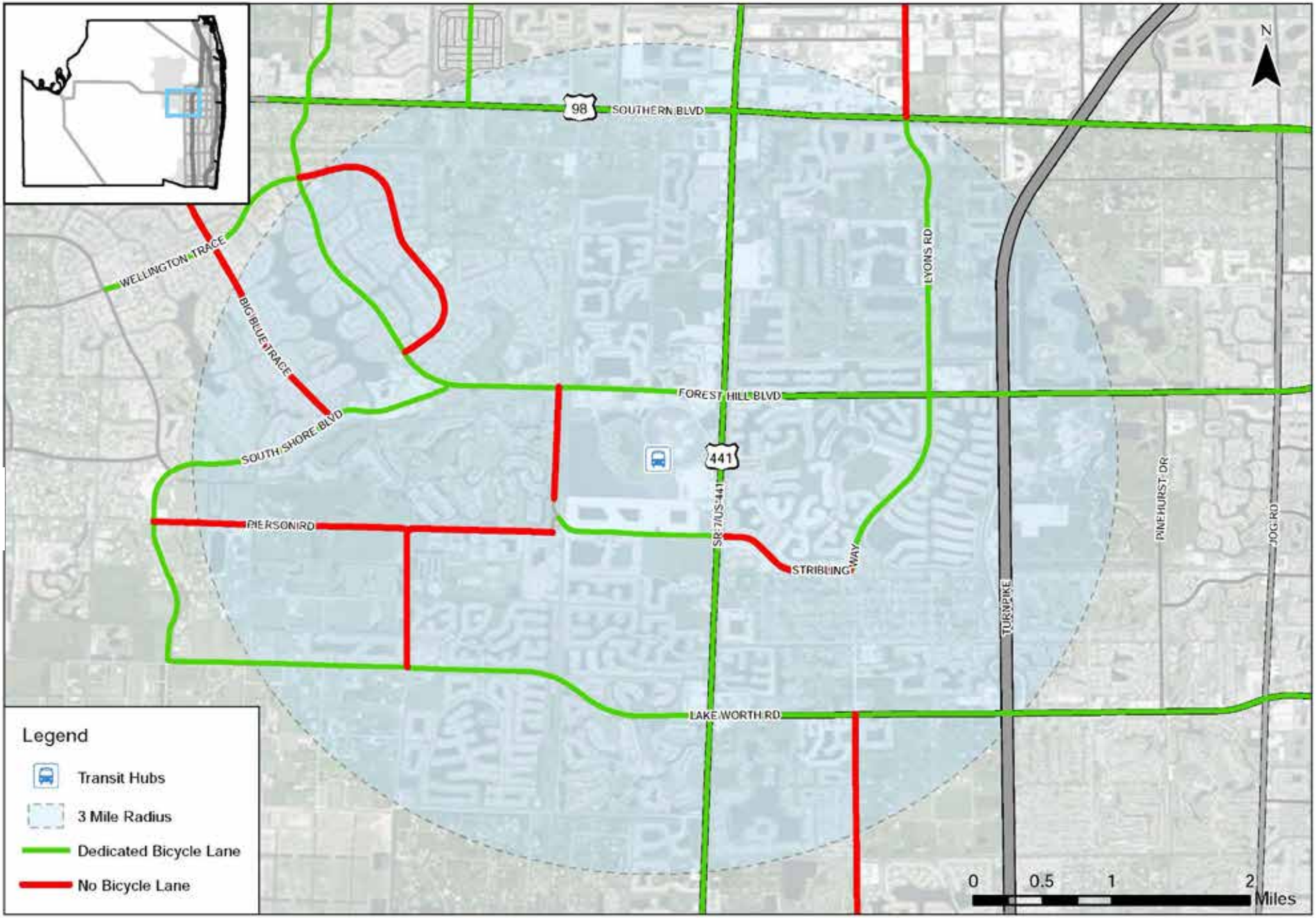
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

The Gardens Mall
Bicycle Inventory Map
Congestion Management Process



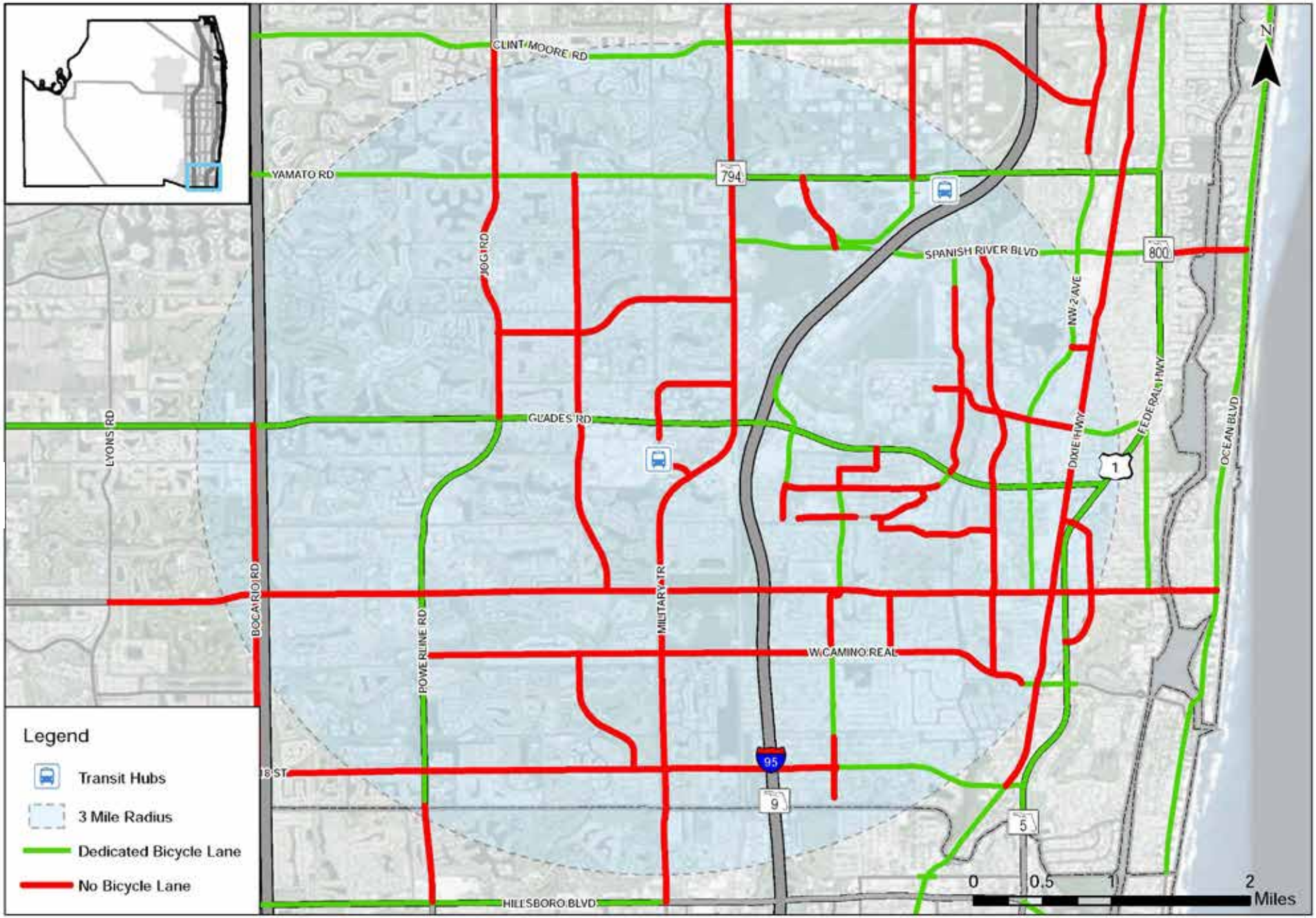
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

VA Medical Center
Bicycle Inventory Map
Congestion Management Process



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Mall at Wellington Green
Bicycle Inventory Map
Congestion Management Process



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Town Center at Boca Raton
Bicycle Inventory Map
Congestion Management Process

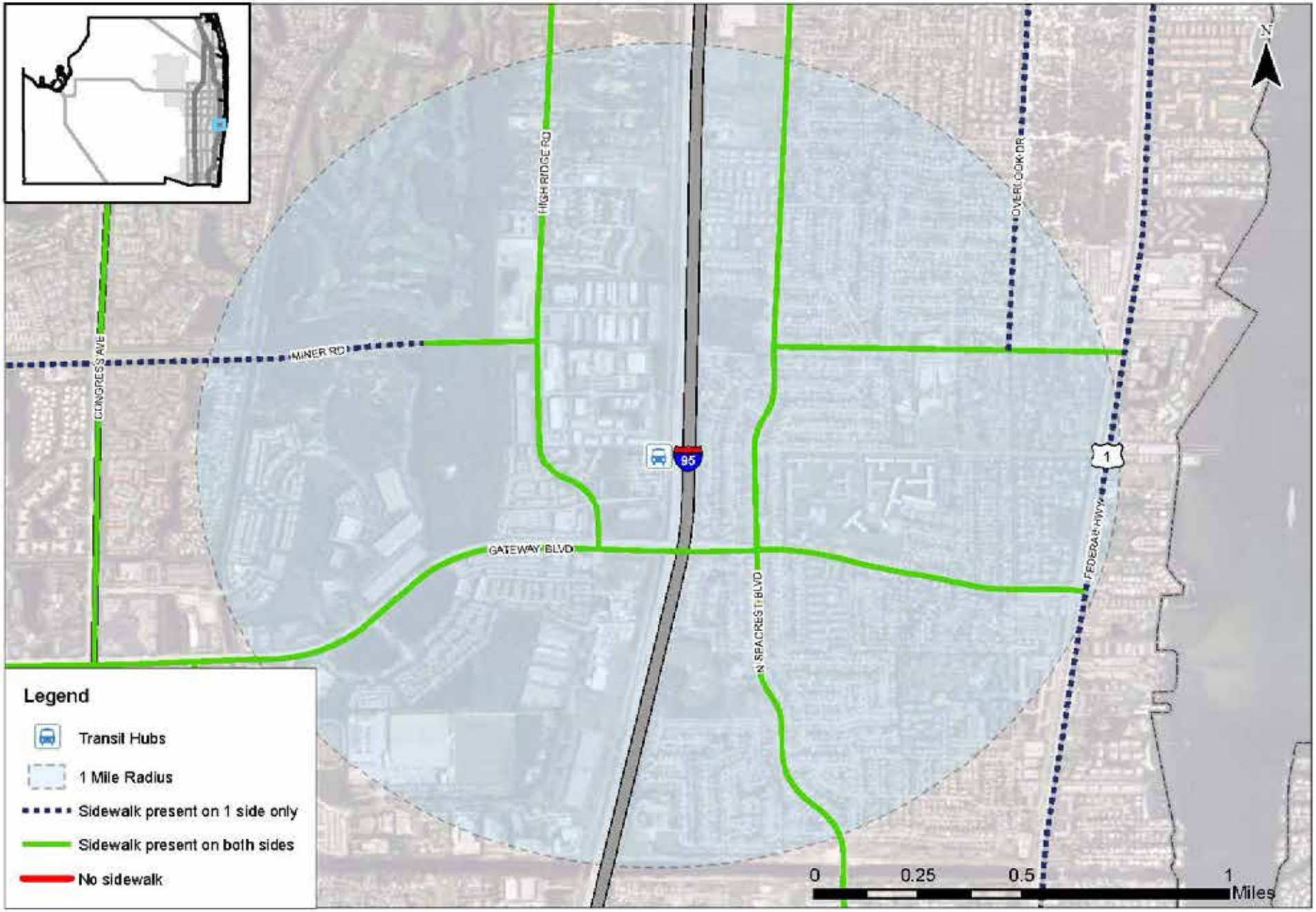
APPENDIX F
SIDEWALK GAPS NEAR TRANSIT HUBS

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Boca Raton Tri-Rail Station
Sidewalk Inventory Map
Congestion Management Process

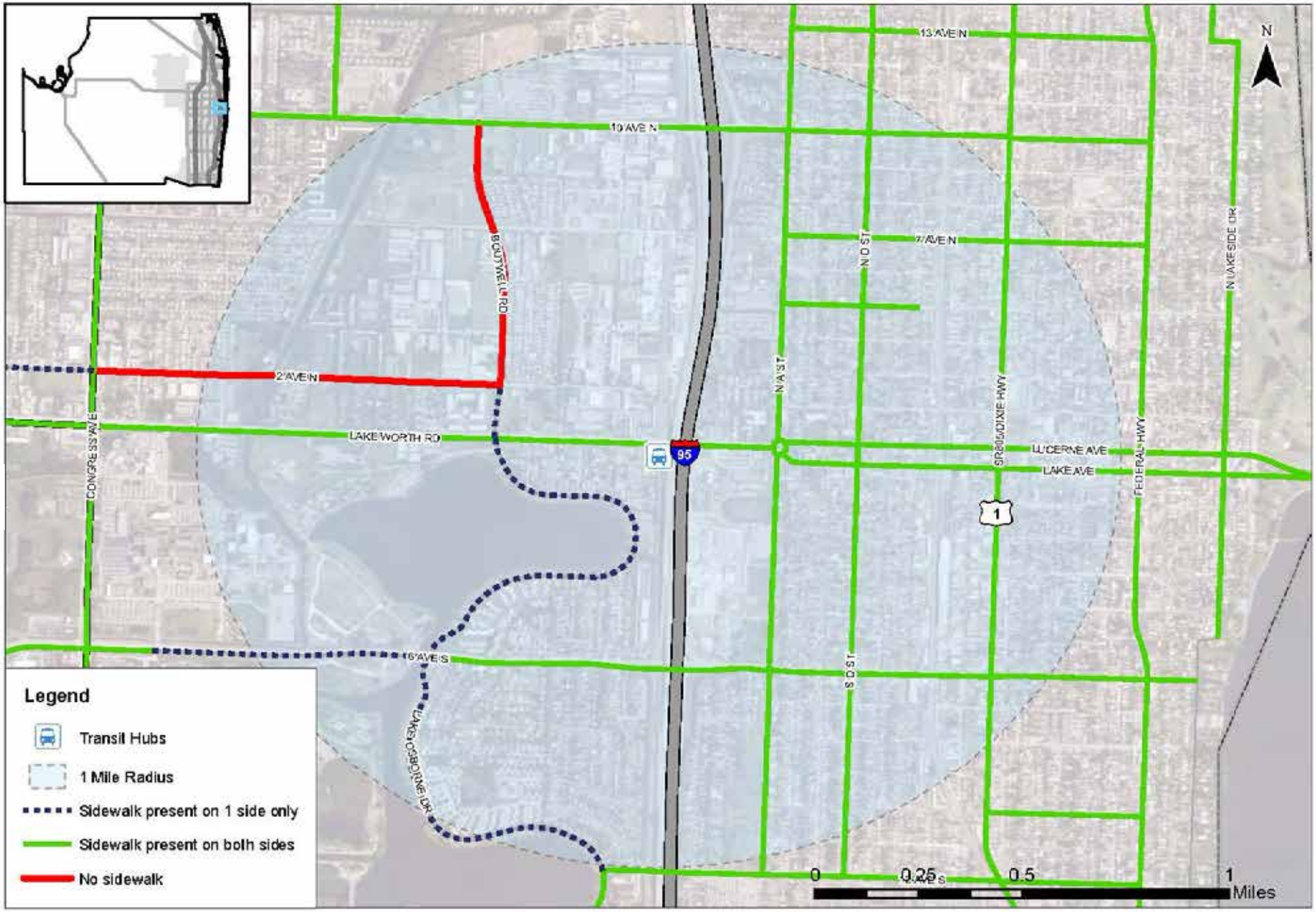
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Delray Beach Tri-Rail Station
Sidewalk Inventory Map
Congestion Management Process



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Boynton Beach Tri-Rail Station
Sidewalk Inventory Map
Congestion Management Process

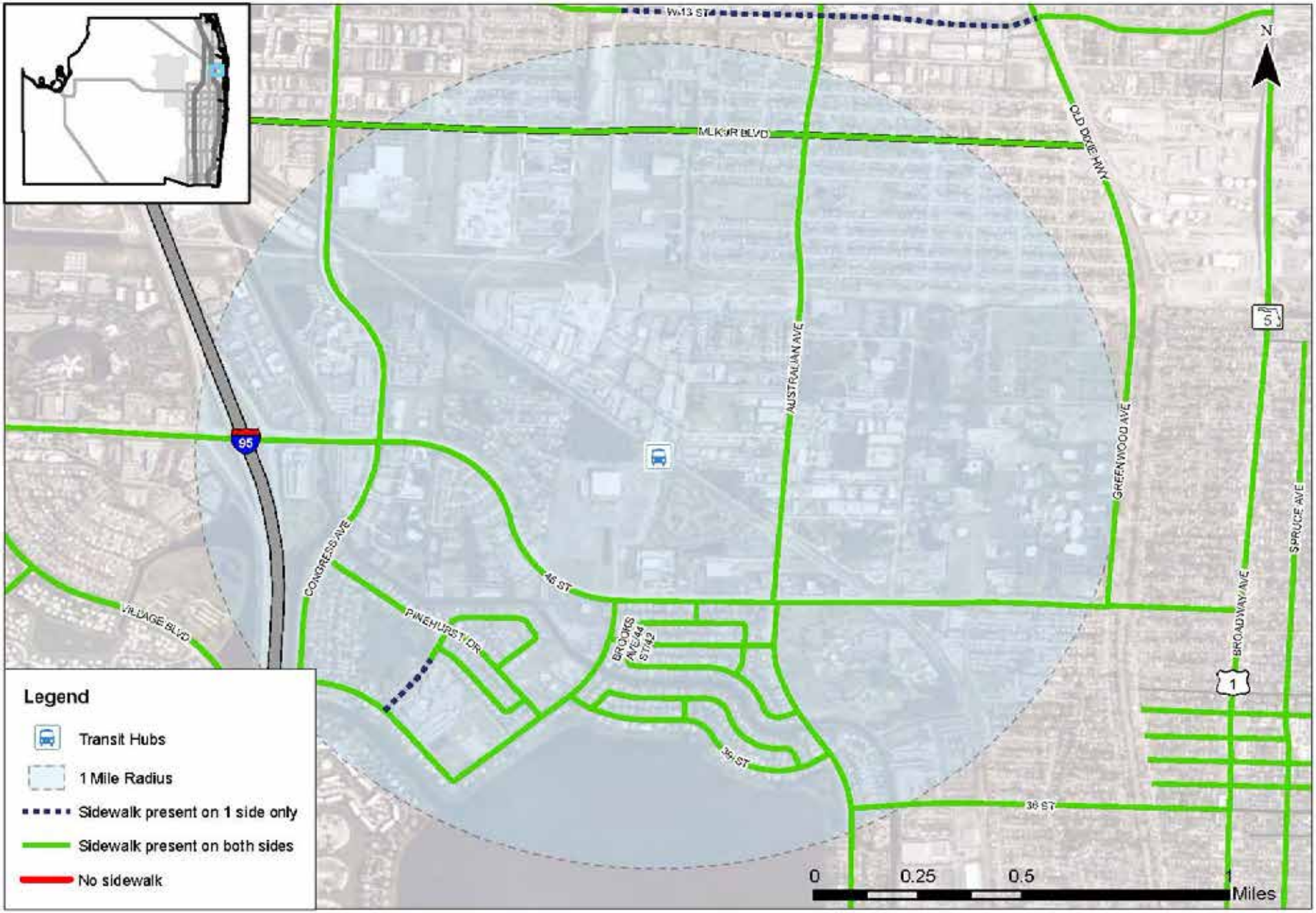


KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Lake Worth Tri-Rail Station
Sidewalk Inventory Map
Congestion Management Process

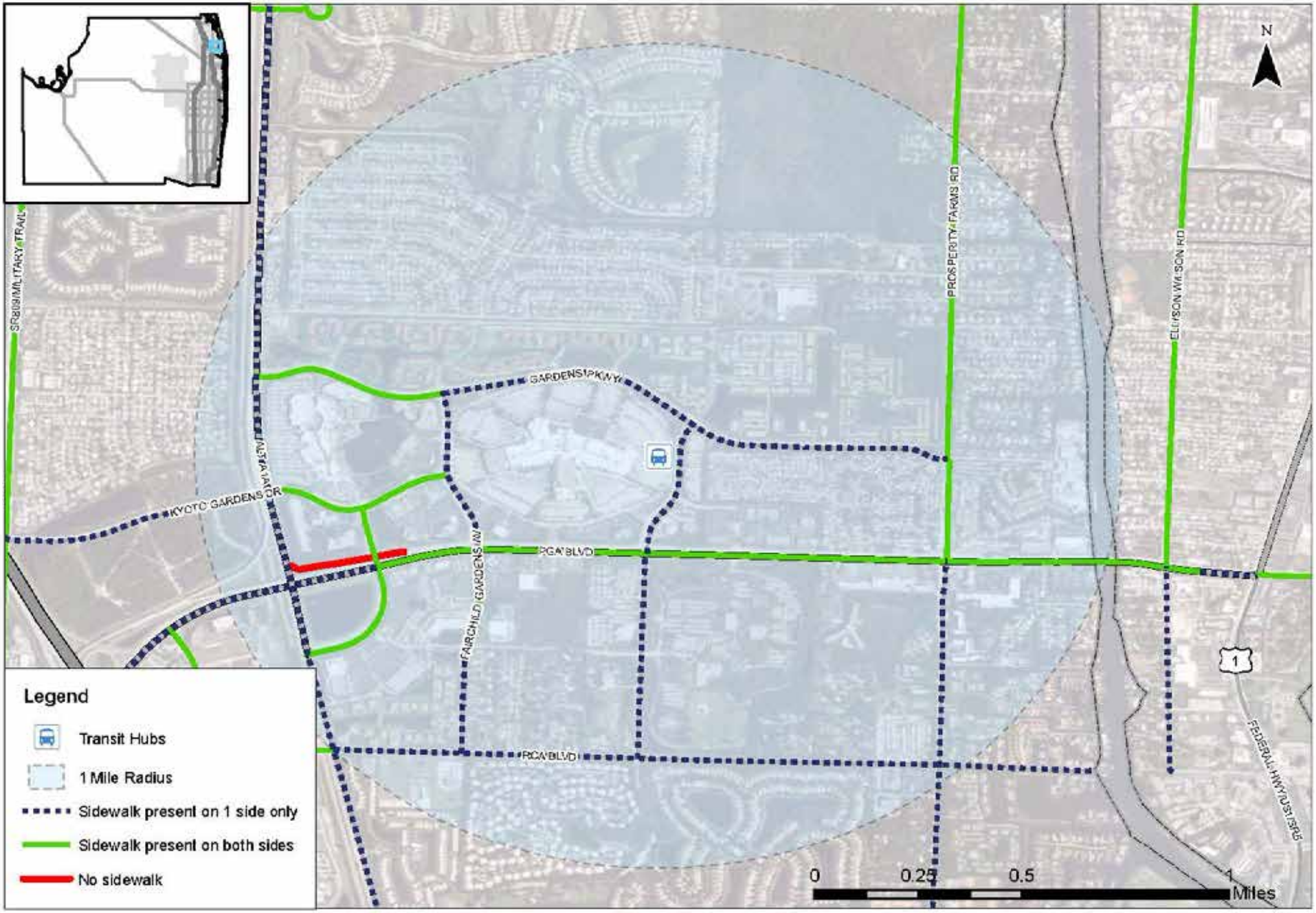
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

West Palm Beach Intermodal Transit Center
Sidewalk Inventory Map
Congestion Management Process



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Mangonia Park Tri-Rail Station
Sidewalk Inventory Map
Congestion Management Process

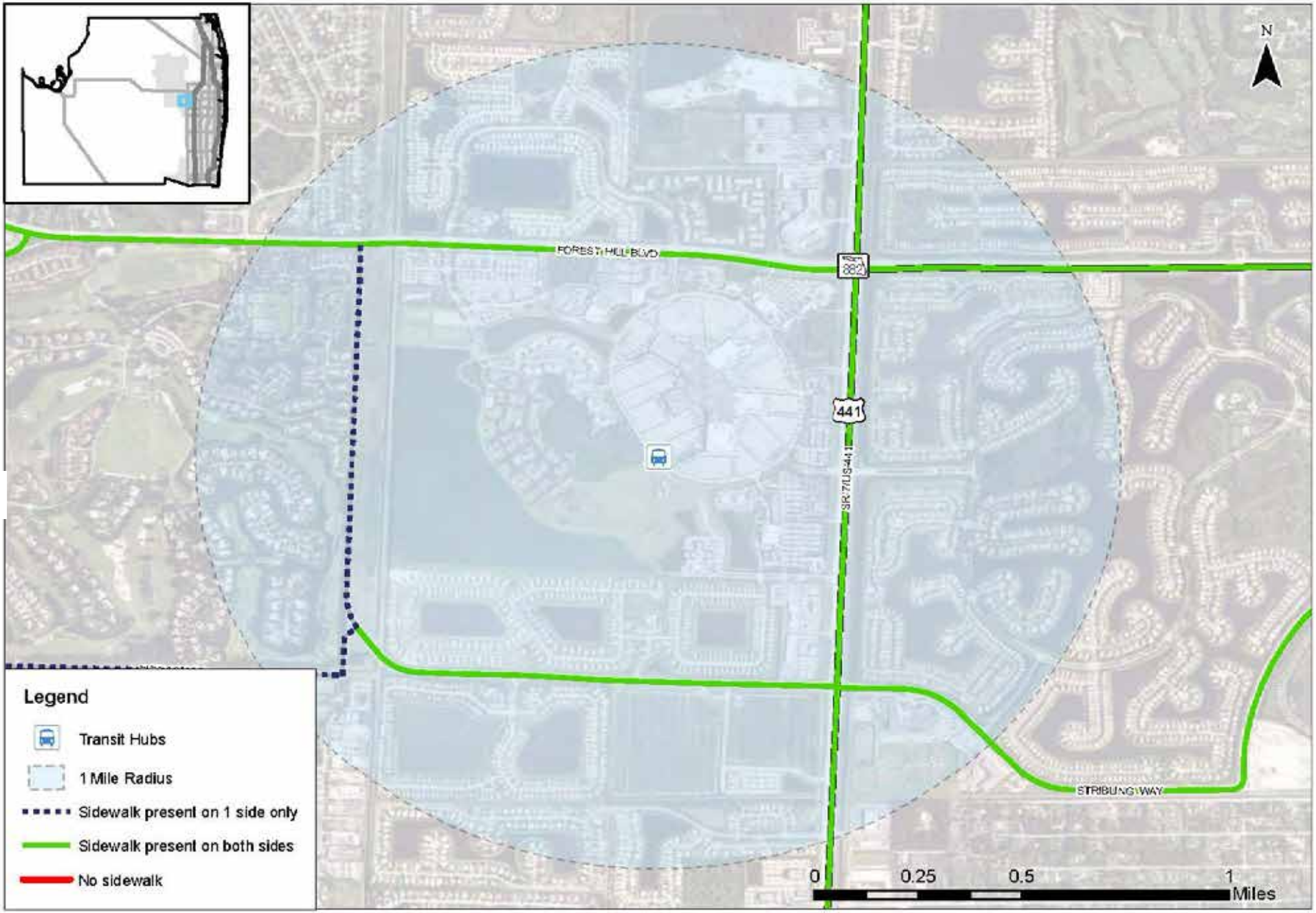


KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

The Gardens Mall
Sidewalk Inventory Map
Congestion Management Process

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

VA Medical Center
Sidewalk Inventory Map
Congestion Management Process



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Mall at Wellington Green
Sidewalk Inventory Map
Congestion Management Process

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Town Center at Boca Raton
Sidewalk Inventory Map
Congestion Management Process

APPENDIX G
TRUCK ROUTE ANALYSIS WORKSHEETS

2016 Truck Route Analysis

Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
SIS ROADS AND SIS CONNECTORS										
4203	10TH AVE N	Congress Ave	I-95	1.35	Counts4Web	5	33,200	45,255	1.36	No
937275	45TH ST	I-95	Congress Ave	0.30	FTI	6D	50,300	42,000	0.83	Yes
3843	45TH ST	Congress Ave	Australian Ave	1.20	Counts4Web	6D	50,300	43,748	0.87	Yes
3801	45TH ST	Australian Ave	Greenwood Ave	0.75	Counts4Web	4D	33,200	28,330	0.85	Yes
3845	45TH ST	Greenwood Ave	Broadway (WPB)	0.35	Counts4Web	3	15,200	13,429	0.88	Yes
5659	ATLANTIC AVE	Barwick Rd	Congress Ave	1.35	Counts4Web	6D	50,300	44,038	0.88	Yes
5211	ATLANTIC AVE	Congress Ave	I-95	0.34	Counts4Web	6D	50,300	49,366	0.98	Yes
5309	ATLANTIC AVE	I-95	8th Ave SW	0.47	Counts4Web	4D	33,200	46,557	1.40	No
1101	BEELINE HWY	Martin County Line	Indiantown Rd	1.30	Counts4Web	2	15,200	8,186	0.54	Yes
1401	BEELINE HWY	Indiantown Rd	Pratt-Whitney Rd	4.80	Counts4Web	2	15,200	6,604	0.43	Yes
1411	BEELINE HWY	Pratt-Whitney Rd	Caloosa	1.85	Counts4Web	4D	33,200	13,905	0.42	Yes
2109	BEELINE HWY	Caloosa	N County Airport	4.50	Counts4Web	4D	33,200	14,160	0.43	Yes
2101	BEELINE HWY	N County Airport	PGA Blvd	0.92	Counts4Web	4D	33,200	14,459	0.44	Yes
2403	BEELINE HWY	PGA Blvd	Northlake Blvd	3.60	Counts4Web	4D	33,200	15,237	0.46	Yes
2419	BEELINE HWY	Northlake Blvd	Jog Rd	1.20	Counts4Web	4D	33,200	21,969	0.66	Yes
2209	BEELINE HWY	Jog Rd.	Haverhill Blvd.	1.42	Counts4Web	4D	33,200	25,909	0.78	Yes
2311	BLUE HERON BLVD	I-95	Congress Ave	0.75	Counts4Web	6D	50,300	49,934	0.99	Yes
4676	BOUTWELL RD	2nd Ave N	10th Av N	0.70	Counts4Web	2	15,200	10,337	0.68	Yes
2618	CONGRESS AVE	MLK Blvd	Blue Heron Blvd	0.86	Counts4Web	4D	33,200	19,670	0.59	Yes
971930	FLORIDA TURNPIKE	Broward County Line	Glades Rd	2.80	FTI	6X	110,300	100,000	0.91	Yes
971934	FLORIDA TURNPIKE	Glades Rd	Atlantic Ave	6.10	FTI	6X	110,300	92,900	0.84	Yes
970413	FLORIDA TURNPIKE	Atlantic Ave	Boynton Beach Blvd	5.20	FTI	6X	110,300	89,022	0.81	Yes
971938	FLORIDA TURNPIKE	Boynton Beach Blvd	Lake Worth Rd	6.25	FTI	4X	73,600	73,700	1.00	Yes
970504	FLORIDA TURNPIKE	Lake Worth Rd	Southern Blvd	4.60	FTI	4X	73,600	73,000	0.99	Yes
971940	FLORIDA TURNPIKE	Southern Blvd	Jog Rd	1.95	FTI	4X	73,600	69,200	0.94	Yes
971942	FLORIDA TURNPIKE	Jog Rd	Okeechobee Bl	0.61	FTI	4X	73,600	64,400	0.88	Yes
971944	FLORIDA TURNPIKE	Okeechobee Bl	Beeline Highway	6.25	FTI	4X	73,600	64,800	0.88	Yes
971946	FLORIDA TURNPIKE	Beeline Highway	PGA Blvd	3.10	FTI	4X	73,600	56,900	0.77	Yes
971950	FLORIDA TURNPIKE	PGA Blvd	Indiantown Rd	7.10	FTI	4X	73,600	44,900	0.61	Yes
970417	FLORIDA TURNPIKE	Indiantown Rd	Martin County Line	1.30	FTI	4X	73,600	47,259	0.64	Yes
4213	GATEWAY BLVD	High Ridge Rd	I-95	0.20	Counts4Web	6D	50,300	48,114	0.96	Yes
4648	HIGH RIDGE RD	Gateway Blvd	Hypoluxo Rd	1.62	Counts4Web	2	15,200	6,527	0.43	Yes
862507	I-95	Broward County Line	Palmetto Park Rd	1.65	FTI	8X	146,500	207,000	1.41	No
862507	I-95	Palmetto Park Rd	Glades Rd	1.32	FTI	10X	184,000	207,000	1.13	No
932191	I-95	Glades Rd	Yamato Rd	2.53	FTI	8X	146,500	173,000	1.18	No
6208	I-95	Yamato Rd	Congress Ave	1.90	Counts4Web	8X	146,500	214,177	1.46	No
6218	I-95	Congress Ave	Linton Blvd	1.32	Counts4Web	10X	184,000	198,246	1.08	Yes
932193	I-95	Linton Blvd	Atlantic Ave	1.58	FTI	10X	184,000	203,000	1.10	No
930198	I-95	Atlantic Ave	Woolbright Rd	3.94	FTI	10X	184,000	195,661	1.06	Yes
932195	I-95	Woolbright Rd	Boynton Beach Blvd	1.10	FTI	10X	184,000	223,000	1.21	No
932196	I-95	Boynton Beach Blvd	Gateway Blvd	1.58	FTI	10X	184,000	232,000	1.26	No
3218	I-95	Gateway Blvd	Hypoluxo Rd	1.55	Counts4Web	10X	184,000	213,527	1.16	No
932197	I-95	Hypoluxo Rd	Lantana Rd	1.08	FTI	10X	184,000	202,500	1.10	No
4218	I-95	Lantana Rd	6th Ave N	1.50	Counts4Web	10X	184,000	204,725	1.11	No
4216	I-95	6th Ave N	10th Ave N	1.36	Counts4Web	10X	184,000	200,011	1.09	Yes
932200	I-95	10th Ave N	Forest Hill Blvd	1.94	FTI	10X	184,000	226,000	1.23	No
3216	I-95	Forest Hill Blvd	Southern Blvd	1.48	Counts4Web	10X	184,000	240,113	1.30	No

2016 Truck Route Analysis

Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
SIS ROADS AND SIS CONNECTORS										
3212	I-95	Southern Blvd	Belvedere Rd	1.04	Counts4Web	10X	184,000	205,661	1.12	No
3210	I-95	Belvedere Rd	Okeechobee Bl	1.20	Counts4Web	10X	184,000	226,407	1.23	No
930174	I-95	Okeechobee Bl	Palm Beach Lakes Blvd	1.24	FTI	10X	184,000	197,639	1.07	Yes
3206	I-95	Palm Beach Lakes Blvd	45th St	2.85	Counts4Web	10X	184,000	216,136	1.17	No
932172	I-95	45th St	Blue Heron Blvd	1.80	FTI	10X	184,000	214,000	1.16	No
932187	I-95	Blue Heron Blvd	Northlake Blvd	1.78	FTI	10X	184,000	160,500	0.87	Yes
2202	I-95	Northlake Blvd	PGA Blvd	2.24	Counts4Web	10X	184,000	161,912	0.88	Yes
932214	I-95	PGA Blvd	Military Tr	0.68	FTI	10X	184,000	121,500	0.66	Yes
2200	I-95	Military Tr	Donald Ross Rd	2.80	Counts4Web	10X	184,000	127,954	0.70	Yes
930217	I-95	Donald Ross Rd	Indiantown Rd	3.85	FTI	10X	184,000	104,991	0.57	Yes
1200	I-95	Indiantown Rd	Martin County Line	1.90	Counts4Web	6X	110,300	79,545	0.72	Yes
2313	MARTIN LUTHER KING JR BLVD	Haverhill Blvd.	Congress Ave.	2.32	Counts4Web	4D	33,200	15,716	0.47	Yes
2841	MARTIN LUTHER KING JR BLVD	Congress Ave.	Australian Ave	1.10	Counts4Web	4D	33,200	17,857	0.54	Yes
2813	MARTIN LUTHER KING JR BLVD	Australian Ave	Old Dixie Hwy	0.64	Counts4Web	2	15,200	7,848	0.52	Yes
3209	OKEECHOBEE BLVD	Congress Ave	I-95	0.68	Counts4Web	8D	67,300	62,293	0.93	Yes
3307	OKEECHOBEE BLVD	I-95	Australian Ave	0.62	Counts4Web	8D	67,300	73,733	1.10	Yes
3813	OKEECHOBEE BLVD	Australian Ave	Tamarind Ave	0.25	Counts4Web	8D	67,300	66,217	0.98	Yes
3302	OLD DIXIE HWY	45th St	MLK Jr Blvd	1.20	Counts4Web	4	33,200	10,785	0.32	Yes
7029	SR-80	US 27	SR 715	1.80	Counts4Web	4D	33,200	19,226	0.58	Yes
7016	SR-80	SR 715	Hooker Hwy	5.20	Counts4Web	4D	33,200	17,318	0.52	Yes
7015	SOUTHERN BLVD	N Main St/Hooker Hwy	Hatton Hwy	7.10	Counts4Web	4D	33,200	10,472	0.32	Yes
930019	SOUTHERN BLVD	Hatton Hwy	CR 880	11.26	FTI	4	33,200	13,900	0.42	Yes
3101	SOUTHERN BLVD	CR 880	Lion Country Safari	4.00	Counts4Web	4D	33,200	16,177	0.49	Yes
3467	SOUTHERN BLVD	Lion Country Safari	Seminole Pratt Whitney Rd	0.81	Counts4Web	4D	33,200	21,463	0.65	Yes
3443	SOUTHERN BLVD	Seminole Pratt Whitney Rd	Binks Forest Drive	1.20	Counts4Web	4D	33,200	30,197	0.91	Yes
3431	SOUTHERN BLVD	Binks Forest Drive	Big Blue Trace	2.00	Counts4Web	4D	33,200	31,648	0.95	Yes
3413	SOUTHERN BLVD	Big Blue Trace	Forest Hill/Crestwood	0.74	Counts4Web	4D	33,200	46,151	1.39	No
3417	SOUTHERN BLVD	Forest Hill/Crestwood	Cypress Head	0.64	Counts4Web	6D	50,300	57,424	1.14	No
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Blvd	0.42	Counts4Web	6D	50,300	55,995	1.11	No
3409	SOUTHERN BLVD	Royal Palm Beach Blvd.	SR-7	1.75	Counts4Web	8D	67,300	74,163	1.10	No
3415	SOUTHERN BLVD	SR 7	Sansbury's Way	1.12	Counts4Web	8D	67,300	68,835	1.02	Yes
3105	SOUTHERN BLVD	Sansbury's Way	Pike Rd	1.04	Counts4Web	8D	67,300	64,009	0.95	Yes
3223	SOUTHERN BLVD	Fla Turnpike Entrance	Jog Rd	1.38	Counts4Web	8D	67,300	65,967	0.98	Yes
3643	SOUTHERN BLVD	Jog Rd	Haverhill Rd	1.60	Counts4Web	8D	67,300	69,801	1.04	Yes
3637	SOUTHERN BLVD	Haverhill Blvd.	Kirk Rd	1.04	Counts4Web	8D	67,300	68,672	1.02	Yes
3673	SOUTHERN BLVD	Kirk Rd	Congress Ave	1.34	Counts4Web	8D	67,300	65,258	0.97	Yes
3217	SOUTHERN BLVD	Congress Ave	I-95	0.79	Counts4Web	8D	67,300	58,703	0.87	Yes
3313	SOUTHERN BLVD	I-95	Parker Ave	0.43	Counts4Web	8D	67,300	34,484	0.51	Yes
3823	SOUTHERN BLVD	Parker Ave	Dixie Hwy	0.50	Counts4Web	5	33,200	25,426	0.77	Yes
3825	SOUTHERN BLVD	Dixie Hwy	Flagler Dr	0.38	Counts4Web	5	33,200	17,152	0.52	Yes
3827	SOUTHERN BLVD	Flagler Dr	Ocean Blvd	0.67	Counts4Web	2	15,200	14,411	0.95	Yes
7032	US-27	Broward County Line	CR-827	19.40	Counts4Web	4D	33,200	11,906	0.36	Yes
930132	US-27	CR-827	C2 Canal/Wilbur Smith Rd.	3.02	FTI	4	33,200	14,500	0.44	Yes
7030	US-27	C2 Canal/Wilbur Smith Rd.	SR-80	0.82	Counts4Web	4D	33,200	8,860	0.27	Yes
7033	US-27	SR-80	Levee Rd	1.58	Counts4Web	4D	33,200	17,867	0.54	Yes
6611	YAMATO RD	Military Tr	Congress Ave	1.20	Counts4Web	6D	50,300	40,167	0.80	Yes
6303	YAMATO RD	Congress Ave	I-95	0.56	Counts4Web	6D	50,300	46,385	0.92	Yes

2016 Truck Route Analysis

Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
SIS ROADS AND SIS CONNECTORS										

Notes: I-95, Southern (part), US 27(part), Turnpike, and Yamato are 2011 counts

	Total Miles	Congested Miles	Percentage
SIS Truck Routes:	202.90	31.47	15.5%

2016 Truck Route Analysis

TRUCK ROUTES IN PALM BEACH OTHER THAN SIS										
Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
	Dummy Roads			303.59						Yes
1405	INDIANTOWN RD	Bee Line Hwy	Pratt-Whitney Rd		Counts4Web	2	15,200	1,763	0.12	Yes
1403	INDIANTOWN RD	Pratt-Whitney Rd	130th Ave N		Counts4Web	2	15,200	4,985	0.33	Yes
1409	INDIANTOWN RD	130th Ave N	Alexander Run		Counts4Web	4D	33,200	14,485	0.44	Yes
1407	INDIANTOWN RD	Alexander Run	Jupiter Farms Rd		Counts4Web	4D	33,200	22,332	0.67	Yes
1103	INDIANTOWN RD	Jupiter Farms Rd	Florida Turnpike		Counts4Web	4D	33,200	28,879	0.87	Yes
1201	INDIANTOWN RD	Florida Turnpike	I-95 Interchange		Counts4Web	6D	50,300	48,380	0.96	Yes
1213	INDIANTOWN RD	I-95 Interchange	Island Way	0.64	Counts4Web	6D	50,300	61,281	1.22	No
1617	INDIANTOWN RD	Island Way	Central Blvd	0.34	Counts4Web	6D	50,300	60,253	1.20	No
1203	INDIANTOWN RD	Central Blvd	Center St		Counts4Web	6D	50,300	53,551	1.06	Yes
1601	INDIANTOWN RD	Center St	Military Tr		Counts4Web	6D	50,300	46,587	0.93	Yes
1209	INDIANTOWN RD	Military Tr	SR 811		Counts4Web	6D	50,300	42,614	0.85	Yes
1807	INDIANTOWN RD	SR 811	US 1		Counts4Web	6D	50,300	33,744	0.67	Yes
1811	INDIANTOWN RD	US 1	SR A1A		Counts4Web	4	33,200	16,998	0.51	Yes
2405	PGA BLVD	Bee Line Hwy	Ryder Cup Blvd (Jog Rd)		Counts4Web	2	15,200	3,717	0.24	Yes
2103	PGA BLVD	Ryder Cup Blvd (Jog Rd)	Florida Turnpike		Counts4Web	4D	33,200	26,216	0.79	Yes
2201	PGA BLVD	Florida Turnpike	Central Blvd		Counts4Web	6D	50,300	49,281	0.98	Yes
2609	PGA BLVD	Central Blvd	Military Tr		Counts4Web	6D	50,300	48,298	0.96	Yes
2203	PGA BLVD	Military Tr	I-95		Counts4Web	6D	50,300	47,349	0.94	Yes
2303	PGA BLVD	I-95	SR 811		Counts4Web	8D	67,300	71,477	1.06	Yes
2829	PGA BLVD	SR 811	Gardens Mall	0.58	Counts4Web	6D	50,300	57,047	1.13	No
2805	PGA BLVD	Gardens Mall	Prosperity Farms Rd		Counts4Web	6D	50,300	41,615	0.83	Yes
2803	PGA BLVD	Prosperity Farms Rd	Ellison Wilson Rd		Counts4Web	6D	50,300	41,927	0.83	Yes
2837	PGA BLVD	Ellison Wilson Rd	Federal Hwy		Counts4Web	6D	50,300	28,710	0.57	Yes
2413	NORTHLAKE BLVD	Seminole Pratt Whitney Rd	140th Ave N		Counts4Web	2	15,200	10,450	0.69	Yes
2421	NORTHLAKE BLVD	140th Ave N	Coconut Blvd	1.45	Counts4Web	2	15,200	17,476	1.15	No
2411	NORTHLAKE BLVD	Coconut Blvd	Ibis Rd		Counts4Web	4D	33,200	28,370	0.85	Yes
2407	NORTHLAKE BLVD	Ibis Rd	Beeline Hwy		Counts4Web	4D	33,200	35,364	1.07	Yes
2401	NORTHLAKE BLVD	Beeline Hwy	Ryder Cup Blvd		Counts4Web	6D	50,300	20,782	0.41	Yes
2205	NORTHLAKE BLVD	Ryder Cup Blvd	Steeplechase Dr / Ballen Isles Dr		Counts4Web	6D	50,300	33,499	0.67	Yes
2605	NORTHLAKE BLVD	Steeplechase Dr / Ballen Isles Dr	Military Tr		Counts4Web	6D	50,300	48,126	0.96	Yes
2207	NORTHLAKE BLVD	Military Tr	I-95		Counts4Web	6D	50,300	53,098	1.06	Yes
2309	NORTHLAKE BLVD	I-95	Congress Ave	0.90	Counts4Web	6D	50,300	61,294	1.22	No
2815	NORTHLAKE BLVD	Congress Ave	SR 811		Counts4Web	6D	50,300	45,198	0.90	Yes
2821	NORTHLAKE BLVD	SR 811	Prosperity Farms Rd		Counts4Web	6D	50,300	35,300	0.70	Yes
2817	NORTHLAKE BLVD	Prosperity Farms Rd	Southwind Dr		Counts4Web	6D	50,300	37,157	0.74	Yes
2819	NORTHLAKE BLVD	Southwind Dr	US-1		Counts4Web	6D	50,300	27,771	0.55	Yes
2601	BLUE HERON BLVD	Bee Line Hwy	Military Tr		Counts4Web	4D	33,200	21,790	0.66	Yes
2211	BLUE HERON BLVD	Military Tr	I-95		Counts4Web	6D	50,300	41,754	0.83	Yes
2607	BLUE HERON BLVD	Congress Ave	Australian Ave		Counts4Web	6D	50,300	36,520	0.73	Yes
2823	BLUE HERON BLVD	Australian Ave	Old Dixie Hwy		Counts4Web	6D	50,300	31,650	0.63	Yes
930071	BLUE HERON BLVD	Old Dixie Hwy	US-1/A1A		FTI	5	33,200	17,600	0.53	Yes
3665	45TH ST	Military Tr	Village Blvd		Counts4Web	6D	50,300	42,966	0.85	Yes
3203	45TH ST	Village Blvd	I-95	0.56	Counts4Web	6D	50,300	61,238	1.22	No
937275	45TH ST	I-95	Congress Ave		FTI	6D	50,300	42,000	0.83	Yes
3843	45TH ST	Congress Ave	Australian Ave		Counts4Web	6D	50,300	43,748	0.87	Yes
3801	45TH ST	Australian Ave	Greenwood Ave		Counts4Web	4D	33,200	28,330	0.85	Yes
3845	45TH ST	Greenwood Ave	Broadway (WPB)		Counts4Web	3	15,200	13,429	0.88	Yes

2016 Truck Route Analysis

TRUCK ROUTES IN PALM BEACH OTHER THAN SIS										
Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
3601	PALM BEACH LAKES BLVD	Okeechobee Blvd	Village Blvd		Counts4Web	6D	50,300	31,624	0.63	Yes
3205	PALM BEACH LAKES BLVD	Village Blvd	I-95	0.63	Counts4Web	6D	50,300	57,087	1.13	No
3303	PALM BEACH LAKES BLVD	I-95	PB Mall Main Entrance	0.33	Counts4Web	6D	50,300	58,499	1.16	No
3809	PALM BEACH LAKES BLVD	PB Mall Main Entrance	Congress Ave		Counts4Web	6D	50,300	44,795	0.89	Yes
3847	PALM BEACH LAKES BLVD	Congress Ave	Australian Ave		Counts4Web	6D	50,300	42,040	0.84	Yes
3811	PALM BEACH LAKES BLVD	Australian Ave	Tamarind Ave		Counts4Web	4D	33,200	32,081	0.97	Yes
3807	PALM BEACH LAKES BLVD	Tamarind Ave	Dixie Hwy		Counts4Web	4D	33,200	22,076	0.66	Yes
3419	OKEECHOBEE BLVD	Seminole Pratt Whitney Rd	E Rd		Counts4Web	2	15,200	8,971	0.59	Yes
3451	OKEECHOBEE BLVD	E Rd	Crestwood Blvd		Counts4Web	2	15,200	14,757	0.97	Yes
3411	OKEECHOBEE BLVD	Crestwood Blvd	Royal Palm Beach Blvd		Counts4Web	4D	33,200	29,304	0.88	Yes
3453	OKEECHOBEE BLVD	Royal Palm Beach Blvd	Wildcat Way		Counts4Web	6D	50,300	44,458	0.88	Yes
3401	OKEECHOBEE BLVD	Wildcat Way	SR-7		Counts4Web	8D	67,300	42,735	0.63	Yes
3403	OKEECHOBEE BLVD	SR-7	Sansbury's Way		Counts4Web	8D	67,300	49,462	0.73	Yes
3441	OKEECHOBEE BLVD	Sansbury's Way	Benoist Farms Rd		Counts4Web	8D	67,300	52,426	0.78	Yes
3439	OKEECHOBEE BLVD	Benoist Farms Rd	Skees Rd		Counts4Web	8D	67,300	62,215	0.92	Yes
3449	OKEECHOBEE BLVD	Skees Rd	Jog Rd		Counts4Web	8D	67,300	62,333	0.93	Yes
930696	OKEECHOBEE BLVD	Jog Rd	Florida Turnpike		FTI	8D	67,300	59,000	0.88	Yes
3207	OKEECHOBEE BLVD	Florida Turnpike	Haverhill Rd		Counts4Web	8D	67,300	68,421	1.02	Yes
3671	OKEECHOBEE BLVD	Haverhill Rd	Military Tr		Counts4Web	8D	67,300	68,767	1.02	Yes
3633	OKEECHOBEE BLVD	Military Tr	Palm Beach Lakes Blvd		Counts4Web	8D	67,300	69,188	1.03	Yes
3603	OKEECHOBEE BLVD	Palm Beach Lakes Blvd	Congress Ave		Counts4Web	8D	67,300	46,996	0.70	Yes
3209	OKEECHOBEE BLVD	Congress Ave	I-95		Counts4Web	8D	67,300	62,293	0.93	Yes
3307	OKEECHOBEE BLVD	I-95	Australian Ave		Counts4Web	8D	67,300	73,733	1.10	Yes
3813	OKEECHOBEE BLVD	Australian Ave	Tamarind Ave		Counts4Web	8D	67,300	66,217	0.98	Yes
3837	OKEECHOBEE BLVD	Tamarind Ave	Dixie Hwy		Counts4Web	8D	67,300	48,783	0.72	Yes
3657	SUMMIT BLVD	Jog Rd	Haverhill Rd		Counts4Web	4D	33,200	11,893	0.36	Yes
3611	SUMMIT BLVD	Haverhill Rd	Military Tr		Counts4Web	5	33,200	21,105	0.64	Yes
3613	SUMMIT BLVD	Military Tr	Kirk Rd		Counts4Web	5	33,200	21,366	0.64	Yes
3615	SUMMIT BLVD	Kirk Rd	Davis Rd		Counts4Web	5	33,200	20,332	0.61	Yes
3617	SUMMIT BLVD	Davis Rd	Congress Ave		Counts4Web	5	33,200	22,896	0.69	Yes
3619	SUMMIT BLVD	Congress Ave	Florida Mango Rd		Counts4Web	5	33,200	12,801	0.39	Yes
3621	SUMMIT BLVD	Florida Mango Rd	I-95		Counts4Web	5	33,200	11,122	0.34	Yes
3423	FOREST HILL BLVD	SR-7	Lyons Rd		Counts4Web	6D	50,300	37,209	0.74	Yes
3221	FOREST HILL BLVD	Lyons Rd	Pinehurst Dr		Counts4Web	6D	50,300	36,125	0.72	Yes
3666	FOREST HILL BLVD	Pinehurst Dr	Jog Rd		Counts4Web	6D	50,300	42,563	0.85	Yes
3636	FOREST HILL BLVD	Jog Rd	Sherwood Forest Blvd		Counts4Web	6D	50,300	37,786	0.75	Yes
3667	FOREST HILL BLVD	Sherwood Forest Blvd	Haverhill Rd		Counts4Web	6D	50,300	41,136	0.82	Yes
3625	FOREST HILL BLVD	Haverhill Rd	Military Tr		Counts4Web	6D	50,300	43,254	0.86	Yes
3627	FOREST HILL BLVD	Military Tr	Kirk Rd		Counts4Web	6D	50,300	41,933	0.83	Yes
3629	FOREST HILL BLVD	Kirk Rd	Congress Ave		Counts4Web	6D	50,300	42,266	0.84	Yes
3219	FOREST HILL BLVD	Congress Ave	I-95		Counts4Web	6D	50,300	43,813	0.87	Yes
3317	FOREST HILL BLVD	I-95	Parker Ave		Counts4Web	5	33,200	27,796	0.84	Yes
3831	FOREST HILL BLVD	Parker Ave	Dixie Hwy		Counts4Web	5	33,200	19,467	0.59	Yes
4603	10TH AVE N	Military Tr	Kirk Rd		Counts4Web	5	33,200	26,370	0.79	Yes
4653	10TH AVE N	Kirk Rd	Congress Ave		Counts4Web	5	33,200	31,960	0.96	Yes
4401	LAKE WORTH RD	SR 7	Lyons Rd		Counts4Web	6D	50,300	38,065	0.76	Yes
4103	LAKE WORTH RD	Lyons Rd	Florida Turnpike		Counts4Web	6D	50,300	42,333	0.84	Yes
4201	LAKE WORTH RD	Florida Turnpike	Pinehurst Dr		Counts4Web	6D	50,300	39,166	0.78	Yes

2016 Truck Route Analysis

TRUCK ROUTES IN PALM BEACH OTHER THAN SIS										
Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
4645	LAKE WORTH RD	Pinehurst Dr	Jog Rd		Counts4Web	6D	50,300	46,028	0.92	Yes
4609	LAKE WORTH RD	Jog Rd	Sherwood Forest Blvd		Counts4Web	6D	50,300	45,661	0.91	Yes
4673	LAKE WORTH RD	Sherwood Forest Blvd	Haverhill Rd		Counts4Web	6D	50,300	41,210	0.82	Yes
4627	LAKE WORTH RD	Haverhill Rd	Military Tr		Counts4Web	6D	50,300	44,371	0.88	Yes
4611	LAKE WORTH RD	Military Tr	Kirk Rd		Counts4Web	6D	50,300	42,951	0.85	Yes
4647	LAKE WORTH RD	Kirk Rd	Congress Ave		Counts4Web	6D	50,300	38,415	0.76	Yes
4651	LAKE WORTH RD	Congress Ave	Boutwell Rd		Counts4Web	4D	33,200	23,415	0.71	Yes
4305	LAKE WORTH RD	Boutwell Rd	Lake/Lucerne Split		Counts4Web	4	33,200	25,497	0.77	Yes
4817	LAKE WORTH RD	Lake/Lucerne Split	US-1		Counts4Web	3	15,200	8,385	0.55	Yes
4815	LAKE WORTH RD	US-1	Federal Hwy		Counts4Web	2	15,200	8,410	0.55	Yes
4801	LAKE WORTH RD	Federal Hwy	A1A		Counts4Web	4	33,200	16,111	0.49	Yes
4403	LANTANA RD	SR-7	Lyons Rd		Counts4Web	4D	33,200	15,574	0.47	Yes
4207	LANTANA RD	Lyons Rd	Hagen Ranch Rd		Counts4Web	4D	33,200	25,977	0.78	Yes
4669	LANTANA RD	Hagen Ranch Rd	Jog Rd		Counts4Web	6D	50,300	32,219	0.64	Yes
4619	LANTANA RD	Jog Rd	Haverhill Rd		Counts4Web	6D	50,300	35,845	0.71	Yes
4675	LANTANA RD	Haverhill Rd	Military Tr		Counts4Web	6D	50,300	42,602	0.85	Yes
4605	LANTANA RD	Military Tr	Lawrence Rd		Counts4Web	6D	50,300	41,854	0.83	Yes
4665	LANTANA RD	Lawrence Rd	Congress Ave		Counts4Web	6D	50,300	47,054	0.94	Yes
4623	LANTANA RD	Congress Ave	High Ridge Rd		Counts4Web	6D	50,300	41,390	0.82	Yes
4209	LANTANA RD	High Ridge Rd	I-95	0.29	Counts4Web	4D	33,200	43,805	1.32	No
4311	LANTANA RD	I-95	Redding Dr	0.28	Counts4Web	5	33,200	37,424	1.13	No
4807	LANTANA RD	Redding Dr	Federal Hwy		Counts4Web	5	33,200	19,392	0.58	Yes
4649	GATEWAY BLVD	Military Tr	Lawrence Rd		Counts4Web	6D	50,300	23,948	0.48	Yes
4625	GATEWAY BLVD	Lawrence Rd	Congress Ave		Counts4Web	6D	50,300	31,071	0.62	Yes
4667	GATEWAY BLVD	Congress Ave	High Ridge Rd		Counts4Web	6D	50,300	36,655	0.73	Yes
4213	GATEWAY BLVD	High Ridge Rd	I-95		Counts4Web	6D	50,300	48,114	0.96	Yes
4315	GATEWAY BLVD	I-95	Seacrest Blvd		Counts4Web	6D	50,300	26,287	0.52	Yes
930301	GATEWAY BLVD	Seacrest Blvd	US-1	0.72	FTI	3	15,200	24,500	1.61	No
5401	BOYNTON BEACH BLVD	SR 7	Lyons Rd		Counts4Web	4D	33,200	15,242	0.46	Yes
5103	BOYNTON BEACH BLVD	Lyons Rd	Turnpike		Counts4Web	6D	50,300	37,476	0.75	Yes
5201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd		Counts4Web	6D	50,300	46,955	0.93	Yes
5641	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd		Counts4Web	6D	50,300	41,813	0.83	Yes
5633	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd		Counts4Web	6D	50,300	39,735	0.79	Yes
5611	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr		Counts4Web	6D	50,300	45,350	0.90	Yes
5613	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd		Counts4Web	6D	50,300	37,509	0.75	Yes
5601	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave		Counts4Web	6D	50,300	40,732	0.81	Yes
5615	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd		Counts4Web	6D	50,300	34,792	0.69	Yes
5203	BOYNTON BEACH BLVD	Old Boynton Rd	I-95		Counts4Web	6D	50,300	47,876	0.95	Yes
5301	BOYNTON BEACH BLVD	I-95	Seacrest Blvd		Counts4Web	5	33,200	35,624	1.07	Yes
5807	BOYNTON BEACH BLVD	Seacrest Blvd	US-1		Counts4Web	4	33,200	18,570	0.56	Yes
5205	WOOLBRIGHT RD	Congress Ave	I-95		Counts4Web	6D	50,300	45,772	0.91	Yes
5303	WOOLBRIGHT RD	I-95	US-1	0.82	Counts4Web	5	33,200	43,615	1.31	No
5403	ATLANTIC AVE	SR 7	Lyons Rd		Counts4Web	2	15,200	16,435	1.08	Yes
5101	ATLANTIC AVE	Lyons Rd	Turnpike		Counts4Web	4D	33,200	29,886	0.90	Yes
935209	ATLANTIC AVE	Turnpike	Hagen Ranch Rd		FTI	4	33,200	34,000	1.02	Yes
5643	ATLANTIC AVE	Hagen Ranch Rd	Jog Rd	1.01	Counts4Web	4D	33,200	36,572	1.10	No
5631	ATLANTIC AVE	Jog Rd	El Clair Ranch Rd		Counts4Web	6D	50,300	40,737	0.81	Yes
5637	ATLANTIC AVE	El Clair Ranch Rd	Military Tr		Counts4Web	6D	50,300	44,644	0.89	Yes

2016 Truck Route Analysis

TRUCK ROUTES IN PALM BEACH OTHER THAN SIS										
Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
5609	ATLANTIC AVE	Military Tr	Barwick Rd		Counts4Web	6D	50,300	41,810	0.83	Yes
5659	ATLANTIC AVE	Barwick Rd	Congress Ave		Counts4Web	6D	50,300	44,038	0.88	Yes
5211	ATLANTIC AVE	Congress Ave	I-95		Counts4Web	6D	50,300	49,366	0.98	Yes
5309	ATLANTIC AVE	I-95	8th Ave SW	0.46	Counts4Web	4D	33,200	46,557	1.40	No
5815	ATLANTIC AVE	8th Ave SW	Swinton Ave		Counts4Web	4D	33,200	27,464	0.83	Yes
5817	ATLANTIC AVE	Swinton Ave	US-1		Counts4Web	2	15,200	12,015	0.79	Yes
5635	LINTON BLVD	Jog Rd	Sim Rd		Counts4Web	4D	33,200	29,366	0.88	Yes
5625	LINTON BLVD	Sim Rd	Military Tr		Counts4Web	6D	50,300	28,587	0.57	Yes
5607	LINTON BLVD	Military Tr	Homewood Blvd		Counts4Web	6D	50,300	39,497	0.79	Yes
5661	LINTON BLVD	Homewood Blvd	Congress Ave		Counts4Web	6D	50,300	39,159	0.78	Yes
5213	LINTON BLVD	Congress Ave	I-95		Counts4Web	6D	50,300	42,863	0.85	Yes
5313	LINTON BLVD	I-95	10th Ave SW		Counts4Web	6D	50,300	48,617	0.97	Yes
5819	LINTON BLVD	10th Ave SW	Old Dixie Hwy		Counts4Web	6D	50,300	40,279	0.80	Yes
5821	LINTON BLVD	Old Dixie Hwy	US 1		Counts4Web	6D	50,300	32,088	0.64	Yes
6421	YAMATO RD	SR 7	Lyons Rd		Counts4Web	4D	33,200	21,475	0.65	Yes
6103	YAMATO RD	Lyons Rd	Boca West Dr		Counts4Web	4D	33,200	30,620	0.92	Yes
6631	YAMATO RD	Boca West Dr	Jog Rd		Counts4Web	6D	50,300	35,434	0.70	Yes
6611	YAMATO RD	Jog Rd	Military Tr		Counts4Web	6D	50,300	40,167	0.80	Yes
6603	YAMATO RD	Military Tr	Congress Ave		Counts4Web	8D	67,300	47,121	0.70	Yes
6203	YAMATO RD	Congress Ave	I-95		Counts4Web	8D	67,300	57,990	0.86	Yes
6303	YAMATO RD	I-95	Dixie Hwy		Counts4Web	6D	50,300	46,385	0.92	Yes
6807	YAMATO RD	Dixie Hwy	Federal Hwy		Counts4Web	6D	50,300	28,913	0.57	Yes
6605	SPANISH RIVER BLVD	Military Tr	IBM Access		Counts4Web	4	33,200	29,285	0.88	Yes
6305	SPANISH RIVER BLVD	IBM Access	Perimeter Rd		Counts4Web	4	33,200	27,823	0.84	Yes
6811	SPANISH RIVER BLVD	Perimeter Rd	Old Dixie Hwy		Counts4Web	4D	33,200	22,555	0.68	Yes
6813	SPANISH RIVER BLVD	Old Dixie Hwy	Federal Hwy		Counts4Web	4D	33,200	18,750	0.56	Yes
6405	PALMETTO PARK RD	SR-7	Lyons Rd		Counts4Web	6D	50,300	32,587	0.65	Yes
6425	PALMETTO PARK RD	Lyons Rd	Boca Rio Rd		Counts4Web	6D	50,300	43,242	0.86	Yes
6211	PALMETTO PARK RD	Boca Rio Rd	Powerline Rd		Counts4Web	6D	50,300	47,717	0.95	Yes
6617	PALMETTO PARK RD	Powerline Rd	St Andrews Blvd		Counts4Web	6D	50,300	44,178	0.88	Yes
6609	PALMETTO PARK RD	St Andrews Blvd	Military Tr		Counts4Web	6D	50,300	55,317	1.10	Yes
6209	PALMETTO PARK RD	Military Tr	I-95	0.67	Counts4Web	6D	50,300	62,319	1.24	No
6309	PALMETTO PARK RD	I-95	12th St	0.43	Counts4Web	6D	50,300	59,816	1.19	No
6871	PALMETTO PARK RD	12th St	Boca Raton Blvd	1.32	Counts4Web	4D	33,200	37,862	1.14	No
6873	PALMETTO PARK RD	Boca Raton Blvd	Old Dixie Hwy		Counts4Web	4D	33,200	33,796	1.02	Yes
6873	PALMETTO PARK RD	Old Dixie Hwy	US-1		Counts4Web	4D	33,200	33,796	1.02	Yes
3420	SEMINOLE PRATT-WHITNEY RD	Southern Blvd	Okeechobee Blvd		Counts4Web	4D	33,200	14,153	0.43	Yes
3424	SEMINOLE PRATT-WHITNEY RD	Okeechobee Blvd	Sycamore Dr E		Counts4Web	4D	33,200	18,026	0.54	Yes
3442	SEMINOLE PRATT-WHITNEY RD	Sycamore Dr E	60TH ST N		Counts4Web	4D	33,200	16,772	0.51	Yes
2408	SEMINOLE PRATT-WHITNEY RD	60TH ST N	Orange Bl		Counts4Web	4D	33,200	13,600	0.41	Yes
2406	SEMINOLE PRATT-WHITNEY RD	Orange Bl	Northlake Blvd		Counts4Web	2	15,200	11,577	0.76	Yes
6110	SR-7	Broward County Line	SW 18 St		Counts4Web	6D	50,300	51,985	1.03	Yes
6414	SR-7	SW 18 St	Palmetto Park Rd		Counts4Web	6D	50,300	52,909	1.05	Yes
6400	SR-7	Palmetto Park Rd	Glades Rd	1.25	Counts4Web	6D	50,300	57,771	1.15	No
6402	SR-7	Glades Rd	Yamato Rd		Counts4Web	6D	50,300	45,141	0.90	Yes
6412	SR-7	Yamato Rd	Clint Moore Rd		Counts4Web	6D	50,300	36,321	0.72	Yes
6102	SR-7	Clint Moore Rd	Winner's Cir		Counts4Web	6D	50,300	28,306	0.56	Yes
5404	SR-7	Winner's Cir	W Atlantic Ave		Counts4Web	4D	33,200	27,414	0.83	Yes

2016 Truck Route Analysis

TRUCK ROUTES IN PALM BEACH OTHER THAN SIS										
Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
5400	SR-7	W Atlantic Ave	Lee Rd		Counts4Web	4D	33,200	24,509	0.74	Yes
5402	SR-7	Lee Rd	Boynton Beach Blvd		Counts4Web	4D	33,200	23,191	0.70	Yes
5102	SR-7	Boynton Beach Blvd	Hypoluxo Rd		Counts4Web	6D	50,300	27,687	0.55	Yes
4402	SR-7	Hypoluxo Rd	Lantana Rd		Counts4Web	6D	50,300	31,450	0.63	Yes
4400	SR-7	Lantana Rd	Lake Worth Rd		Counts4Web	6D	50,300	41,210	0.82	Yes
4406	SR-7	Lake Worth Rd	Stribling Way		Counts4Web	8D	67,300	65,398	0.97	Yes
4102	SR-7	Stribling Way	Forest Hill Blvd		Counts4Web	8D	67,300	49,645	0.74	Yes
3452	SR-7	Forest Hill Blvd	Pioneer Rd		Counts4Web	8D	67,300	58,868	0.87	Yes
3408	SR-7	Pioneer Rd	Southern Blvd		Counts4Web	8D	67,300	56,643	0.84	Yes
930020	JOG RD	Broward County Line	Glades Rd		FTI	4D	33,200	26,500	0.80	Yes
6618	JOG RD	Glades Rd	Potomac Rd		Counts4Web	4D	33,200	33,018	0.99	Yes
6634	JOG RD	Potomac Rd	Yamato Rd		Counts4Web	4D	33,200	33,030	0.99	Yes
6616	JOG RD	Yamato Rd	Clint Moore Rd		Counts4Web	6D	50,300	35,206	0.70	Yes
6200	JOG RD	Clint Moore Rd	C-15 Canal		Counts4Web	6D	50,300	33,990	0.68	Yes
5622	JOG RD	C-15 Canal	Linton Blvd		Counts4Web	6D	50,300	33,918	0.67	Yes
5620	JOG RD	Linton Blvd	Normandy Ln		Counts4Web	6D	50,300	38,158	0.76	Yes
5616	JOG RD	Normandy Ln	Atlantic Ave		Counts4Web	6D	50,300	41,228	0.82	Yes
5642	JOG RD	Atlantic Ave	Lake Ida Rd		Counts4Web	6D	50,300	31,958	0.64	Yes
5648	JOG RD	Lake Ida Rd	Flavor Pict Rd		Counts4Web	6D	50,300	24,867	0.49	Yes
5656	JOG RD	Flavor Pict Rd	Pipers Glen Blvd		Counts4Web	6D	50,300	24,221	0.48	Yes
5640	JOG RD	Pipers Glen Blvd	Woolbright Rd		Counts4Web	6D	50,300	25,487	0.51	Yes
5644	JOG RD	Woolbright Rd	Boynton Beach Blvd		Counts4Web	6D	50,300	28,403	0.56	Yes
5200	JOG RD	Boynton Beach Blvd	Gateway Blvd		Counts4Web	6D	50,300	33,181	0.66	Yes
4660	JOG RD	Gateway Blvd	Le Chalet Blvd		Counts4Web	6D	50,300	37,759	0.75	Yes
4640	JOG RD	Le Chalet Blvd	Hypoluxo Rd		Counts4Web	6D	50,300	41,103	0.82	Yes
4670	JOG RD	Hypoluxo Rd	Winston Trails Bl		Counts4Web	6D	50,300	35,642	0.71	Yes
4628	JOG RD	Winston Trails Bl	Lantana Rd		Counts4Web	6D	50,300	36,500	0.73	Yes
4612	JOG RD	Lantana Rd	Melaleuca Ln		Counts4Web	6D	50,300	37,599	0.75	Yes
4634	JOG RD	Melaleuca Ln	Lake Worth Rd		Counts4Web	6D	50,300	43,082	0.86	Yes
4616	JOG RD	Lake Worth Rd	10th Ave N		Counts4Web	6D	50,300	38,550	0.77	Yes
4204	JOG RD	10th Ave N	Forest Hill Blvd		Counts4Web	6D	50,300	44,233	0.88	Yes
3650	JOG RD	Forest Hill Blvd	Summit Blvd		Counts4Web	6D	50,300	39,544	0.79	Yes
3624	JOG RD	Summit Blvd	Southern Blvd		Counts4Web	6D	50,300	36,684	0.73	Yes
3220	JOG RD	Belvedere Rd	Turnpike Int		Counts4Web	6D	50,300	25,922	0.52	Yes
3104	JOG RD	Turnpike Int	Okeechobee Blvd		Counts4Web	6D	50,300	29,044	0.58	Yes
6620	ST ANDREWS BLVD	Palmetto Park Rd	Glades Rd		Counts4Web	4D	33,200	23,129	0.70	Yes
6610	ST ANDREWS BLVD	Glades Rd	Potomac Rd		Counts4Web	4D	33,200	20,425	0.62	Yes
6624	ST ANDREWS BLVD	Potomac Rd	Yamato Rd		Counts4Web	4D	33,200	15,326	0.46	Yes
6612	MILITARY TRL	Butts Rd	Spanish River Blvd		Counts4Web	6D	50,300	44,394	0.88	Yes
6612	MILITARY TRL	Spanish River Blvd	Yamato Rd		Counts4Web	6D	50,300	44,394	0.88	Yes
6630	MILITARY TRL	Yamato Rd	Clint Moore Rd		Counts4Web	6D	50,300	41,903	0.83	Yes
6202	MILITARY TRL	Clint Moore Rd	Linton Blvd		Counts4Web	6D	50,300	36,976	0.74	Yes
5618	MILITARY TRL	Linton Blvd	Atlantic Ave		Counts4Web	6D	50,300	39,592	0.79	Yes
5606	MILITARY TRL	Atlantic Ave	Lake Ida Rd		Counts4Web	6D	50,300	45,250	0.90	Yes
5652	MILITARY TRL	Lake Ida Rd	Flavor Pict Rd		Counts4Web	6D	50,300	35,479	0.71	Yes
5614	MILITARY TRL	Flavor Pict Rd	Woolbright Rd		Counts4Web	6D	50,300	33,656	0.67	Yes
5608	MILITARY TRL	Woolbright Rd	Boynton Beach Blvd		Counts4Web	6D	50,300	31,271	0.62	Yes
5202	MILITARY TRL	Boynton Beach Blvd	Gateway Blvd		Counts4Web	6D	50,300	34,595	0.69	Yes

2016 Truck Route Analysis

TRUCK ROUTES IN PALM BEACH OTHER THAN SIS										
Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
4636	MILITARY TRL	Gateway Blvd	Hypoluxo Rd		Counts4Web	6D	50,300	33,709	0.67	Yes
4606	MILITARY TRL	Hypoluxo Rd	Lantana Rd		Counts4Web	6D	50,300	30,811	0.61	Yes
4632	MILITARY TRL	Lantana Rd	Melaleuca Ln		Counts4Web	6D	50,300	37,727	0.75	Yes
4602	MILITARY TRL	Melaleuca Ln	Lake Worth Rd		Counts4Web	6D	50,300	36,403	0.72	Yes
4618	MILITARY TRL	Lake Worth Rd	10th Ave N		Counts4Web	6D	50,300	41,244	0.82	Yes
4650	MILITARY TRL	10th Ave N	Cresthaven Blvd		Counts4Web	6D	50,300	43,454	0.86	Yes
4206	MILITARY TRL	Cresthaven Blvd	Forest Hill Blvd		Counts4Web	6D	50,300	45,554	0.91	Yes
3642	MILITARY TRL	Forest Hill Blvd	Summit Blvd		Counts4Web	6D	50,300	42,197	0.84	Yes
3664	MILITARY TRL	Summit Blvd	Gun Club Rd		Counts4Web	6D	50,300	43,230	0.86	Yes
3612	MILITARY TRL	Gun Club Rd	Southern Blvd		Counts4Web	6D	50,300	39,773	0.79	Yes
3628	MILITARY TRL	Southern Blvd	Belvedere Rd		Counts4Web	6D	50,300	44,116	0.88	Yes
3648	MILITARY TRL	Belvedere Rd	Westgate Ave		Counts4Web	6D	50,300	45,916	0.91	Yes
3602	MILITARY TRL	Westgate Ave	Okeechobee Bl		Counts4Web	6D	50,300	37,728	0.75	Yes
3616	MILITARY TRL	Okeechobee Bl	Roebuck Rd		Counts4Web	6D	50,300	36,386	0.72	Yes
3626	MILITARY TRL	Roebuck Rd	45th St		Counts4Web	6D	50,300	33,587	0.67	Yes
2612	MILITARY TRL	SR-710	Blue Heron Blvd		Counts4Web	6D	50,300	31,994	0.64	Yes
2614	MILITARY TRL	Blue Heron Blvd	Investment Lane		Counts4Web	6D	50,300	28,801	0.57	Yes
2602	MILITARY TRL	Investment Lane	Northlake Blvd		Counts4Web	6D	50,300	32,036	0.64	Yes
2600	MILITARY TRL	Northlake Blvd	Holly Dr		Counts4Web	6D	50,300	40,246	0.80	Yes
2606	MILITARY TRL	Holly Dr	PGA Blvd		Counts4Web	6D	50,300	40,379	0.80	Yes
2624	MILITARY TRL	PGA Blvd	I-95		Counts4Web	6D	50,300	36,533	0.73	Yes
2604	MILITARY TRL	I-95	Hood Rd		Counts4Web	6D	50,300	27,257	0.54	Yes
2208	MILITARY TRL	Hood Rd	Donald Ross Rd		Counts4Web	6D	50,300	24,568	0.49	Yes
1602	MILITARY TRL	Donald Ross Rd	Frederick Small Rd		Counts4Web	6D	50,300	34,822	0.69	Yes
1608	MILITARY TRL	Frederick Small Rd	Indian Creek Blvd		Counts4Web	6D	50,300	29,706	0.59	Yes
1600	MILITARY TRL	Indian Creek Blvd	Indiantown Rd		Counts4Web	6D	50,300	24,049	0.48	Yes
937220	OLD DIXIE HWY	PGA Blvd	SR-811/Beach Rd	7.73	FTI	6D	50,300	41,000	0.82	Yes
1806	OLD DIXIE HWY	SR-811/Beach Rd	Tequesta Dr	0.48	Counts4Web	4	33,200	13,519	0.41	Yes
1814	OLD DIXIE HWY	Tequesta Dr	County Line Rd	0.89	Counts4Web	2	15,200	6,781	0.45	Yes
5630	CONGRESS AVE	Atlantic Ave	Lake Ida Rd		Counts4Web	6D	50,300	34,768	0.69	Yes
5602	CONGRESS AVE	Lake Ida Rd	35th Ave SW		Counts4Web	6D	50,300	30,608	0.61	Yes
5626	CONGRESS AVE	35th Ave SW	Golf Rd		Counts4Web	6D	50,300	36,139	0.72	Yes
5624	CONGRESS AVE	Golf Rd	Woolbright Rd		Counts4Web	6D	50,300	37,827	0.75	Yes
5610	CONGRESS AVE	Woolbright Rd	Boynton Beach Blvd		Counts4Web	6D	50,300	33,549	0.67	Yes
5658	CONGRESS AVE	Boynton Beach Blvd	Old Boynton Rd		Counts4Web	6D	50,300	38,263	0.76	Yes
5206	CONGRESS AVE	Old Boynton Rd	Gateway Blvd		Counts4Web	6D	50,300	36,914	0.73	Yes
4610	CONGRESS AVE	Gateway Blvd	Hypoluxo Rd		Counts4Web	6D	50,300	28,960	0.58	Yes
4600	CONGRESS AVE	Hypoluxo Rd	Lantana Rd		Counts4Web	4D	33,200	23,246	0.70	Yes
4624	CONGRESS AVE	Lantana Rd	JFK Dr		Counts4Web	6D	50,300	35,206	0.70	Yes
4626	CONGRESS AVE	JFK Dr	6th Ave S		Counts4Web	6D	50,300	35,163	0.70	Yes
4622	CONGRESS AVE	6th Ave S	Lake Worth Rd		Counts4Web	6D	50,300	35,712	0.71	Yes
4620	CONGRESS AVE	Lake Worth Rd	French Ave		Counts4Web	6D	50,300	35,400	0.70	Yes
4604	CONGRESS AVE	French Ave	10th Ave N		Counts4Web	6D	50,300	38,733	0.77	Yes
4210	CONGRESS AVE	10th Ave N	Forest Hill Blvd		Counts4Web	6D	50,300	34,955	0.69	Yes
3644	CONGRESS AVE	Forest Hill Blvd	Summit Blvd		Counts4Web	6D	50,300	26,658	0.53	Yes
3674	CONGRESS AVE	Summit Blvd	Gun Club Rd		Counts4Web	6D	50,300	33,418	0.66	Yes
3618	CONGRESS AVE	Gun Club Rd	Southern Blvd		Counts4Web	6D	50,300	33,642	0.67	Yes
3658	AUSTRALIAN AVE	Southern Blvd	PBIA (Turnage Blvd)		Counts4Web	6D	50,300	34,707	0.69	Yes

2016 Truck Route Analysis

TRUCK ROUTES IN PALM BEACH OTHER THAN SIS										
Station	Road	From	To	Length (Miles)	2015 Data Source	2015 Lanes	2015 Service Capacity	2015 AADT	2015 V/C	2015 Meet LOS?
3610	AUSTRALIAN AVE	PBIA (Turnage Blvd)	Belvedere Rd		Counts4Web	6D	50,300	33,550	0.67	Yes
3309	AUSTRALIAN AVE	Belvedere Rd	Okeechobee Bl		Counts4Web	4D	33,200	28,309	0.85	Yes
3850	AUSTRALIAN AVE	Okeechobee Bl	Banyan Blvd		Counts4Web	6D	50,300	33,703	0.67	Yes
3924	AUSTRALIAN AVE	Banyan Blvd	Palm Beach Lakes Blvd		Counts4Web	4D	33,200	23,397	0.70	Yes
3820	AUSTRALIAN AVE	Palm Beach Lakes Blvd	15th St		Counts4Web	4D	33,200	27,794	0.84	Yes
3816	AUSTRALIAN AVE	15th St	25th St		Counts4Web	4D	33,200	27,149	0.82	Yes
3810	AUSTRALIAN AVE	25th St	36th St		Counts4Web	4D	33,200	23,335	0.70	Yes
3802	AUSTRALIAN AVE	36th St	45th St		Counts4Web	4D	33,200	24,939	0.75	Yes
2306	AUSTRALIAN AVE	45th St	Port Rd (SR 710)		Counts4Web	4D	33,200	16,813	0.51	Yes
2834	AUSTRALIAN AVE	Port Rd (SR 710)	Blue Heron Blvd		Counts4Web	4D	33,200	13,636	0.41	Yes
6312	FEDERAL HWY	PBC / Broward County Line	SW 18th St		Counts4Web	6D	50,300	32,482	0.65	Yes
6828	FEDERAL HWY	SW 18th St	Camino Real		Counts4Web	6D	50,300	28,115	0.56	Yes
6810	FEDERAL HWY	Camino Real	Palmetto Park Rd		Counts4Web	4D	33,200	28,120	0.85	Yes
6808	FEDERAL HWY	Palmetto Park Rd	Mizner Blvd		Counts4Web	4D	33,200	28,020	0.84	Yes
6806	FEDERAL HWY	Mizner Blvd	Glades Rd		Counts4Web	6D	50,300	33,388	0.66	Yes
6804	FEDERAL HWY	Glades Rd	20th St NW		Counts4Web	4D	33,200	32,118	0.97	Yes
6814	FEDERAL HWY	20th St NW	Spanish River Blvd		Counts4Web	4D	33,200	34,790	1.05	Yes
6802	FEDERAL HWY	Spanish River Blvd	Yamato Rd		Counts4Web	4D	33,200	35,125	1.06	Yes
6858	FEDERAL HWY	Yamato Rd	Hidden Valley Blvd		Counts4Web	4D	33,200	30,238	0.91	Yes
6306	FEDERAL HWY	Hidden Valley Blvd	Lindell Blvd		Counts4Web	4D	33,200	27,759	0.84	Yes
5840	FEDERAL HWY	Lindell Blvd	Linton Blvd		Counts4Web	4D	33,200	33,670	1.01	Yes
5838	FEDERAL HWY	Linton Blvd	Lowson Blvd		Counts4Web	4D	33,200	30,226	0.91	Yes
5844	US-1	Lowson Blvd	Atlantic Ave		Counts4Web	3	15,200	14,363	0.94	Yes
5830	US-1	Atlantic Ave	George Bush Blvd		Counts4Web	3	15,200	11,974	0.79	Yes
930260	US-1	George Bush Blvd	23rd Ave		FTI	4D	33,200	21,500	0.65	Yes
5822	FEDERAL HWY	23rd Ave	Woolbright Rd		Counts4Web	4D	33,200	31,183	0.94	Yes
5818	FEDERAL HWY	Woolbright Rd	Ocean Ave		Counts4Web	4D	33,200	23,462	0.71	Yes
5816	FEDERAL HWY	Ocean Ave	Boynton Beach Blvd		Counts4Web	4D	33,200	25,806	0.78	Yes
5304	FEDERAL HWY	Boynton Beach Blvd	Gateway Blvd		Counts4Web	4D	33,200	20,564	0.62	Yes
4826	FEDERAL HWY	Gateway Blvd	Miner Rd		Counts4Web	4D	33,200	17,159	0.52	Yes
930251	FEDERAL HWY	Miner Rd	Hypoluxo Rd		FTI	4D	33,200	15,300	0.46	Yes
4818	FEDERAL HWY	Hypoluxo Rd	E Ocean Ave		Counts4Web	5	33,200	21,647	0.65	Yes
935061	FEDERAL HWY	E Ocean Ave	6th Ave S		FTI	5	33,200	19,200	0.58	Yes
4802	FEDERAL HWY	6th Ave S	Lucerne Ave		Counts4Web	2	15,200	10,693	0.70	Yes
935065	FEDERAL HWY	Lucerne Ave	Park Ave		FTI	4	33,200	20,400	0.61	Yes
2800	US-1	Park Ave	Northlake Blvd		Counts4Web	4D	33,200	25,989	0.78	Yes
2832	US-1	Northlake Blvd	Lighthouse Dr		Counts4Web	6D	50,300	29,136	0.58	Yes
2838	US-1	Lighthouse Dr	PGA Blvd		Counts4Web	4D	33,200	27,529	0.83	Yes

Summary:

	Total Miles	Congested Miles	Percentage
Other Truck Routes:	325.37	12.68	3.9%
Total Truck Routes:	528.27	44.15	8.4%





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