

Andrew Tamlin  
C/O Don Ginsburg  
ClubLink US, LLC  
551 S. Powerline Road  
Pompano Beach, FL 33069

**Re: Oaks at Palm Aire (Pompano Beach)**  
**Traffic Statement**  
**Folio ID 4942-05-00-0047/-0020**

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine the impact of the proposed project to Level of Service operations in the project vicinity. This traffic analysis is associated with a site plan application for the Oaks at Palm Aire project to relocate the existing clubhouse and to add a 270 multifamily development on the subject site. The existing clubhouse includes  $\pm 37,504$  SF and it will be demolished. A new 7,162 SF clubhouse will be built on the northern portion of the site. Exhibit 1 includes a copy of a draft site plan for the proposed redevelopment.

The subject site is located at 3701 Oaks Clubhouse Drive in the City of Pompano Beach, Florida. Parcel IDs associated with this project are 4942-05-00-0047/-0020. Figure 1 shows the project location in relation to the transportation network.

Project traffic potentially generated by the proposed development was calculated using the *Trip Generation Manual, 11<sup>th</sup> Edition* from the Institute of Transportation Engineers (ITE) publication. Exhibit 2 includes a copy of the ITE trip generation and pass-by rates. Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. According to Table 2, the net Daily, AM and PM peak trips potentially generated due to the proposed development are 1,226, 100 (23 In/77 Out) and 105 (64 In/41 Out) trips respectively.



**Figure 1 : Project Location**

**Table 1: Trip Generation Rates (ITE Trip Generation, 11<sup>th</sup> Edition)**

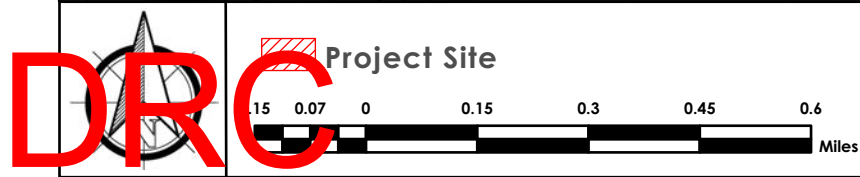
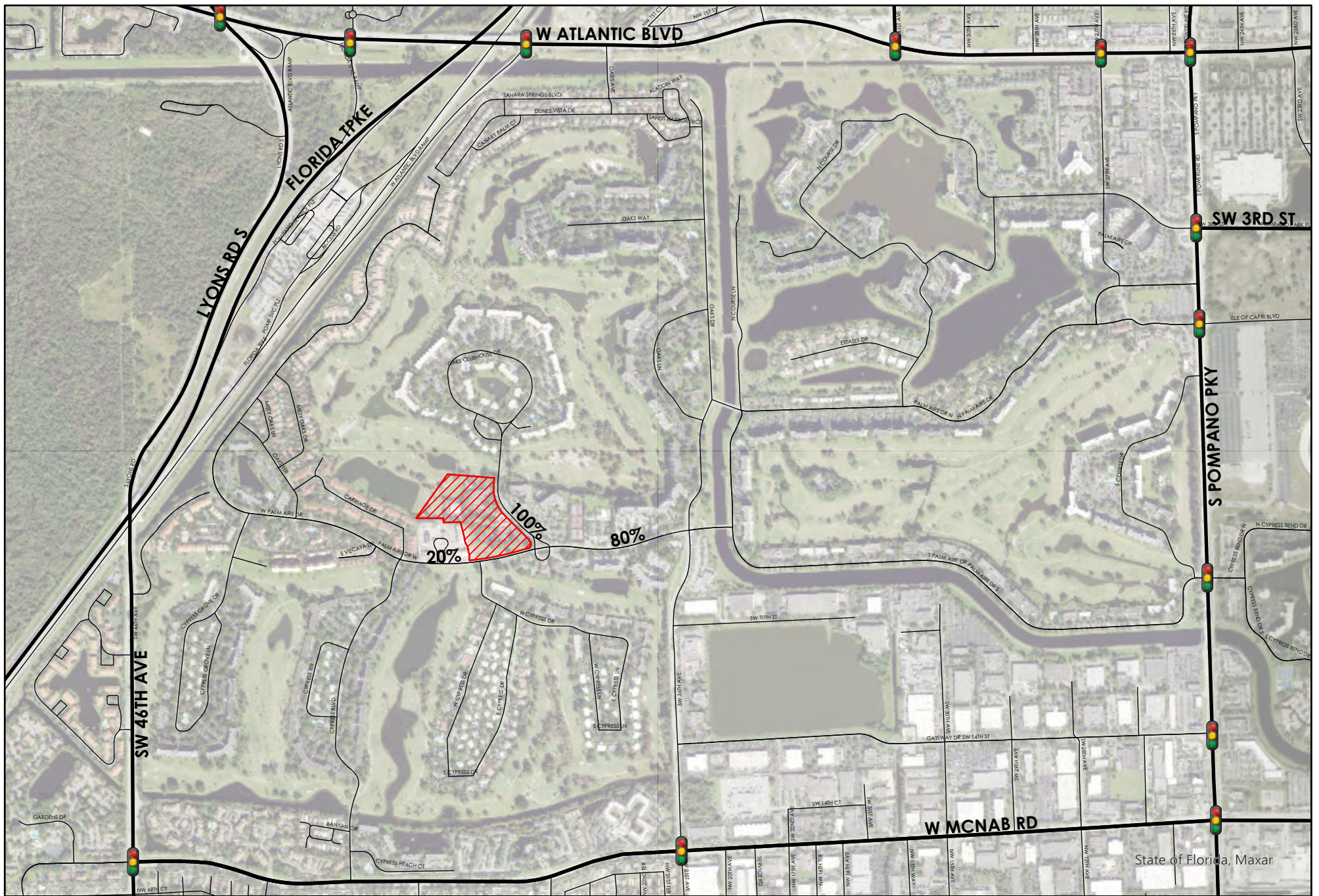
Land Use	ITE Code	Daily Trip Gen.	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	4.54	23%	77%	0.37	61%	39%	0.39

**Table 2: Trip Generation – Existing Vs Proposed Development**

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing	270 DUs	1,226	23	77	100	64	41	105

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 includes project trip distribution on all roadway links in the project vicinity. Tables 3 and 4 summarize Level of Service analyses at project buildout.





**Figure 2:**  
**Traffic Assignment**  
**Oaks at Palm Aire**





**Table 3: AM Peak Hour Link Analysis**

Road	From	To	Ln	AM 2023 <sup>1</sup> Traffic		Peak Hour Traffic <sup>2</sup>		Project Assign ment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume <sup>3</sup>	V/C
				NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
Oaks Clubhouse Dr	W Palm Aire Dr	Site	2	106	71	117	78	100%	23	77	140	155	750	0.21
W Palm Aire Dr	Cypress Blvd	Oaks Clubhouse Dr	2	147	154	162	169	20%	5	15	167	184	750	0.25
W Palm Aire Dr	Oaks Clubhouse Dr	SW 36th Ave	2	179	239	197	263	80%	62	18	259	281	750	0.37

OAKS AT PALM AIRE	In	Out
AM Peak Hour Traffic	23	77

**Table 4: PM Peak Hour Link Analysis**

Road	From	To	Ln	PM 2023 <sup>1</sup> Traffic		Peak Hour Traffic <sup>2</sup>		Project Assign ment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume <sup>3</sup>	V/C
				NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
Oaks Clubhouse Dr	W Palm Aire Dr	Site	2	88	111	97	122	100%	64	41	161	163	750	0.22
W Palm Aire Dr	Cypress Blvd	Oaks Clubhouse Dr	2	206	160	227	176	20%	13	8	240	184	750	0.32
W Palm Aire Dr	Oaks Clubhouse Dr	SW 36th Ave	2	289	214	318	235	80%	33	51	351	286	750	0.47

OAKS AT PALM AIRE	In	Out
PM Peak Hour Traffic	64	41

<sup>1</sup> Exhibit 3 includes a summary of the field counts.

<sup>2</sup> Exhibit 3 includes FDOT PSF applicable to the count locations. PSF=1.10.

<sup>3</sup> Exhibit 3 includes FDOT LOS Standards.

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Broward County implemented a Transit Concurrency Impact Fee in December 2004. Under this Fee System, the City of Pompano Beach is located in the Northeast Zone. The revised Transportation Concurrency Management System requires payment of a Transit Concurrency Impact Fee prior to building permit based on the type of development and the fee schedule for the Northeast and Central Transit Concurrency Districts.

The City has incorporated the Broward County Transportation Concurrency Management System into its Comprehensive Plan and issues development permits for projects which pay the transit fee prior to building permit issuance. Payment of the fee satisfies concurrency. The city also requires all projects submitted for concurrency review to the Development Review Committee to satisfy County and City Road right-of-way requirements prior to the issuance of a building permit.

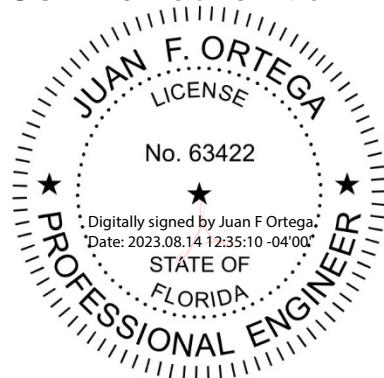
The Oaks at Palm Aire project is proposing to relocate the existing Clubhouse and to add a 270 multifamily development on the subject site located at 3701 Oaks Clubhouse Drive in the City of Pompano Beach, Florida. This development will most likely generate 1,226 net daily trips where 100 (23 In/77 Out) trips will occur during the AM peak hour and 105 (64 In/41 Out) during the PM peak hour.

This analysis shows that the proposed development will be in compliance with transportation concurrency requirements in the City of Pompano Beach once Transportation Concurrency Fees are paid to Broward County for 105 peak hour trips.

Level of service (LOS) is a qualitative measure used to relate the quality of vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, etc. LOS for vehicles classifies roadways and intersections into six letter-grade levels, with A describing the highest quality and F describing the lowest quality. Transportation professionals widely consider LOS D for the automobile mode an acceptable condition, and this threshold is often used as a design condition in urbanized areas. As shown in this analysis, both Oaks Clubhouse Drive and W Palm Aire Drive currently operate at LOS 'C' and will continue to operate at LOS 'C' after the Oaks at Palm Aire project is fully built.

Sincerely,

**JFO GROUP INC**  
COA Number 32276



Enclosures: Exhibit 1: Site Plan  
Exhibit 2: Trip Generation Rates  
Exhibit 3: 2023 Field Counts  
Exhibit 4: F-DOT Peak Season Factors  
Exhibit 5: F-DOT LOS Standards

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PZ23-12000017  
09/20/2023

# Land Use: 221

## Multifamily Housing (Mid-Rise)

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### Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

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

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

### Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

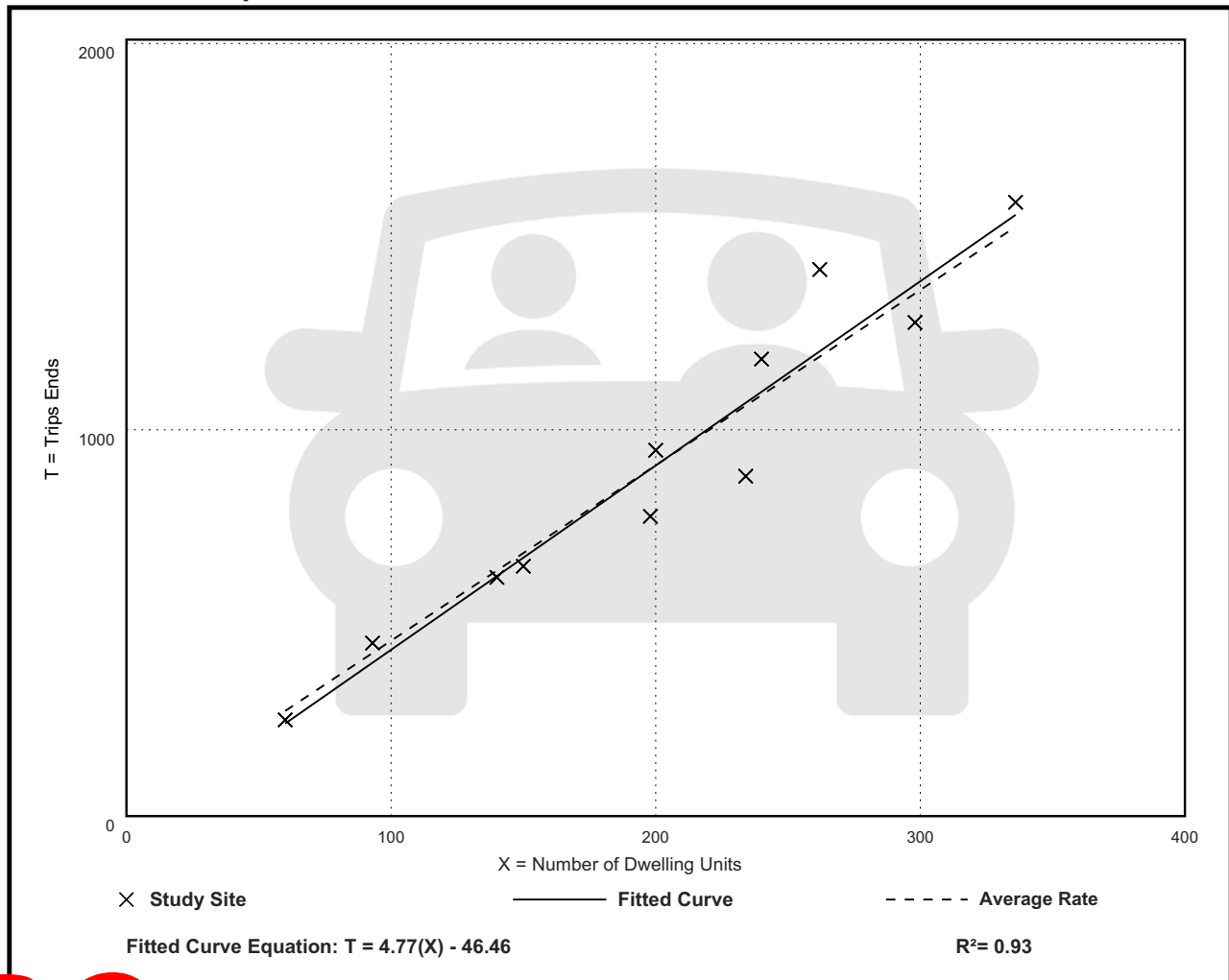
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

## Data Plot and Equation



DRC

# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

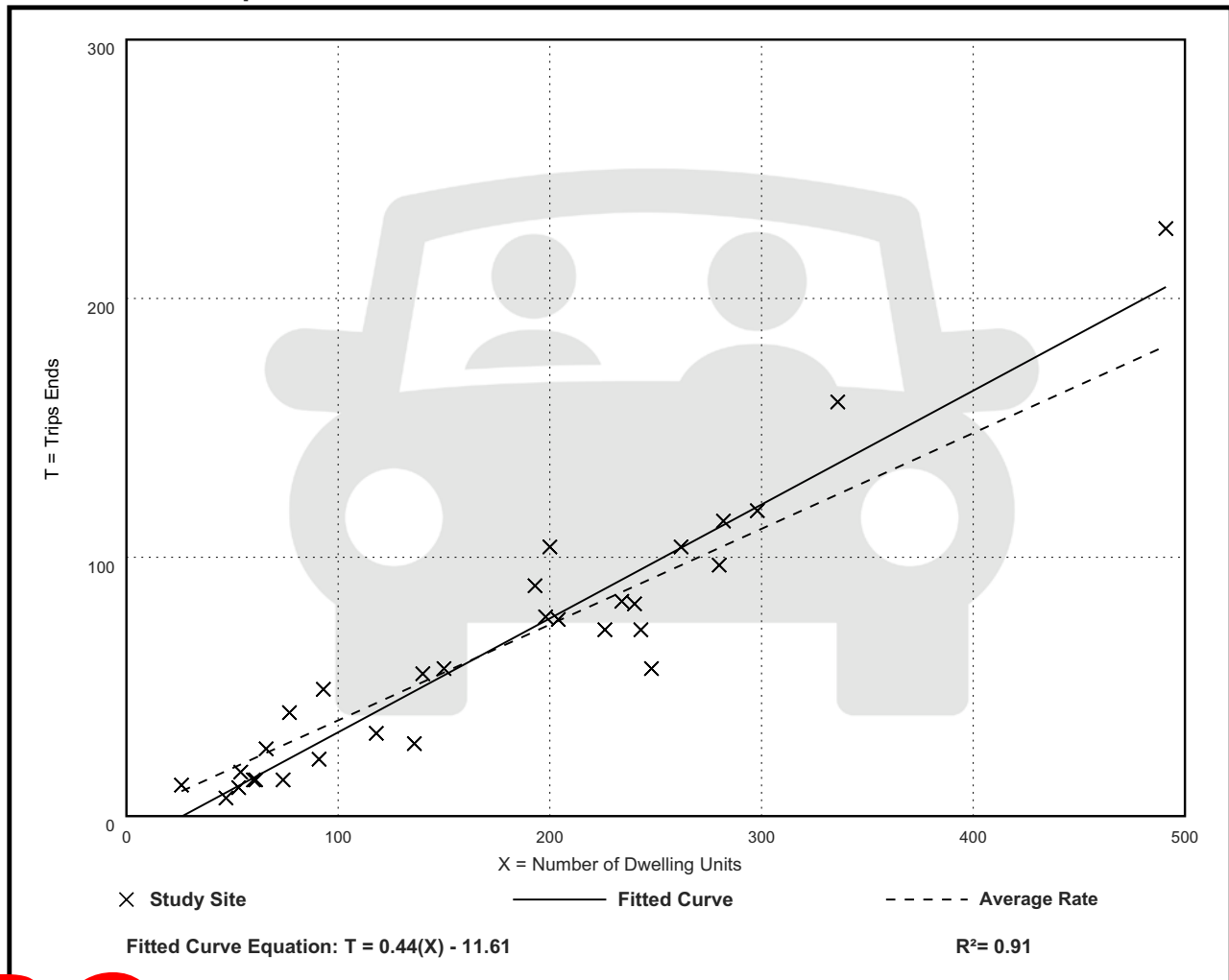
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

## Data Plot and Equation





# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

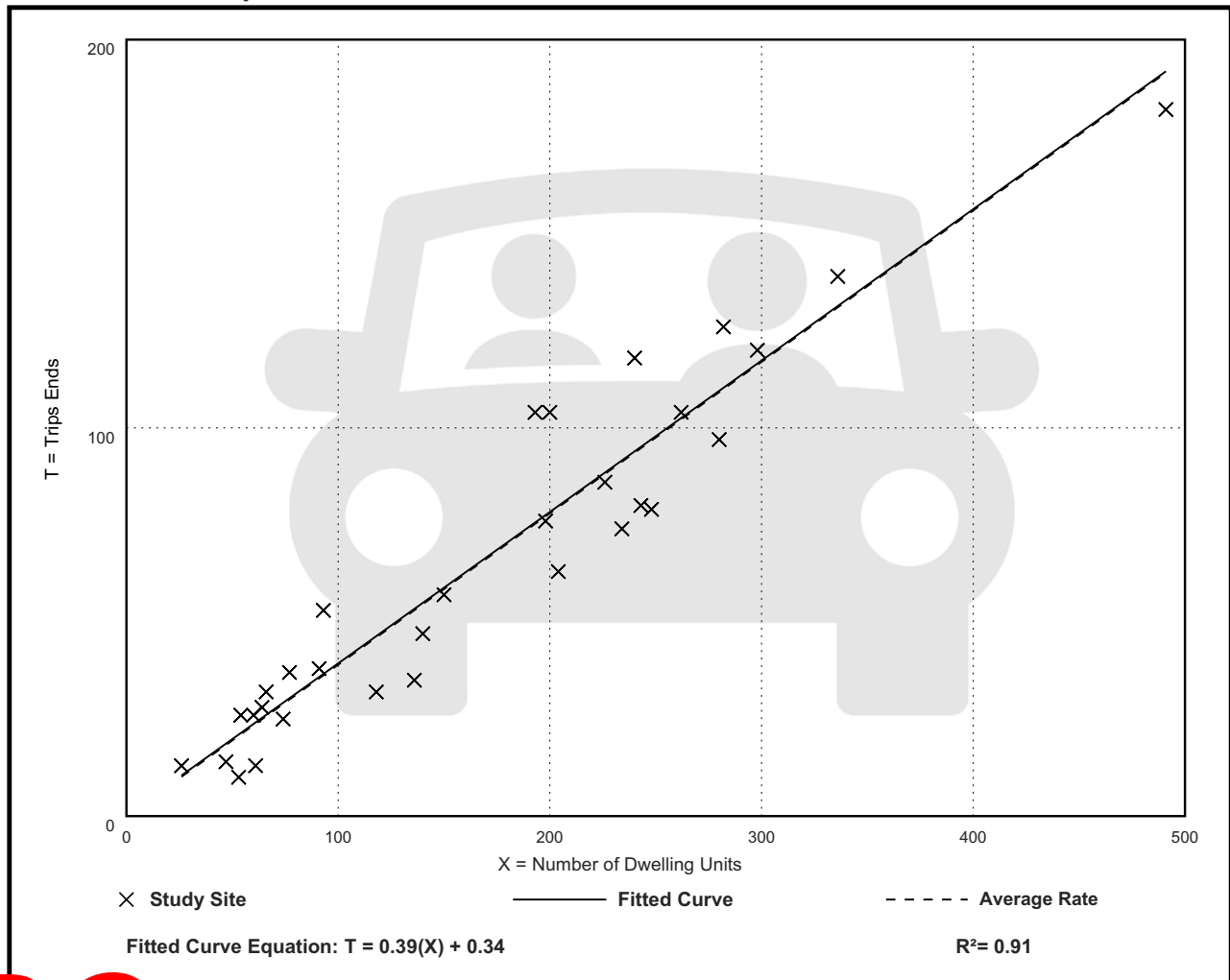
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

## Data Plot and Equation



Automatic trafficrecorder - All traffic

On Oaks Clubhouse Dr approximately 425 feet north of  
Palm Aire Dr., Pompano Beach, FL

Site Code: JO2329

Date Start: 03-Aug-23

Date End: 03-Aug-23

Start Time	03-Aug-23 Thu	SB	NB							Total
12:00 AM		5	3							8
12:15		0	1							1
12:30		0	2							2
12:45		1	2							3
01:00		0	2							2
01:15		0	2							2
01:30		0	1							1
01:45		0	0							0
02:00		0	0							0
02:15		0	0							0
02:30		0	0							0
02:45		0	0							0
03:00		0	1							1
03:15		0	1							1
03:30		0	0							0
03:45		1	0							1
04:00		0	0							0
04:15		1	0							1
04:30		3	0							3
04:45		0	0							0
05:00		3	1							4
05:15		1	2							3
05:30		2	2							4
05:45		5	6							11
06:00		6	4							10
06:15		1	10							11
06:30		13	7							20
06:45		8	9							17
07:00		14	11							25
07:15		9	7							16
07:30		25	11							36
07:45		17	19							36
08:00		19	15							34
08:15		22	13							35
08:30		20	11							31
08:45		22	20							42
09:00		15	8							23
09:15		20	10							30
09:30		27	18							45
09:45		27	14							41
10:00		19	19							38
10:15		25	15							40
10:30		35	18							53
10:45		25	19							44
11:00		16	16							32
11:15		13	8							21
11:30		24	28							52
11:45		19	16							35
Total		463	352							815
Percent		56.8%	43.2%							
Peak	-	09:45	10:00	-	-	-	-	-	-	10:00
Vol.	-	106	71	-	-	-	-	-	-	175
P.H.F.		0.757	0.934							0.825

DRC

PZ23-12000017

09/20/2023



Automatic traffic recorder - All traffic  
On Oaks Clubhouse Dr approximately 425 feet north of  
Palm Aire Dr., Pompano Beach, FL

Site Code: JO2329  
Date Start: 03-Aug-23  
Date End: 03-Aug-23

Start Time	03-Aug-23 Thu	SB	NB							Total
12:00 PM		21	18							39
12:15		23	18							41
12:30		25	15							40
12:45		15	18							33
01:00		<b>24</b>	22							46
01:15		<b>16</b>	18							34
01:30		<b>28</b>	17							45
01:45		<b>20</b>	21							41
02:00		22	30							52
02:15		17	10							27
02:30		15	19							34
02:45		13	24							37
03:00		12	15							27
03:15		12	26							38
03:30		15	18							33
03:45		13	12							25
04:00		27	26							<b>53</b>
04:15		17	26							<b>43</b>
04:30		17	<b>28</b>							<b>45</b>
04:45		12	<b>26</b>							<b>38</b>
05:00		18	<b>29</b>							47
05:15		20	<b>28</b>							48
05:30		19	26							45
05:45		21	16							37
06:00		16	26							42
06:15		15	20							35
06:30		21	14							35
06:45		14	20							34
07:00		18	10							28
07:15		11	16							27
07:30		8	12							20
07:45		4	15							19
08:00		16	15							31
08:15		9	14							23
08:30		13	14							27
08:45		5	6							11
09:00		3	12							15
09:15		3	5							8
09:30		6	9							15
09:45		5	9							14
10:00		3	13							16
10:15		7	11							18
10:30		3	11							14
10:45		0	3							3
11:00		2	3							5
11:15		1	2							3
11:30		0	4							4
11:45		0	1							1
Total		625	771							1396
Percent		44.8%	55.2%							
Peak	-	13:00	16:30	-	-	-	-	-	-	16:00
Vol.	-	88	111	-	-	-	-	-	-	179
P.H.F.		0.786	0.957							0.844
Total		1088	1123							2211
Percent		49.2%	50.8%							

ADT

ADT 2,211

AADT 2,211

DRC

PZ23-12000017

09/20/2023

Automatic traffic recorder - All traffic  
On Oaks Clubhouse Dr approximately 425 feet north of  
Palm Aire Dr., Pompano Beach, FL

**KMF Traffic Group, LLC**  
Stuart, FL - (772)924-6993  
[www.kmftraffic.net](http://www.kmftraffic.net)

Site Code: JO2329  
Date Start: 03-Aug-23  
Date End: 03-Aug-23



**DRC**

PZ23-12000017  
09/20/2023



Automated traffic recorder - All traffic

On Palm Aire Dr approximately 340 feet west of  
Oaks Clubhouse Dr., Pompano Beach, FL

Site Code: JO232

Date Start: 03-Aug-23

Date End: 03-Aug-23

Start Time	03-Aug-23 Thu	WB	EB							Total
12:00 AM		9	4							13
12:15		4	3							7
12:30		3	2							5
12:45		3	0							3
01:00		6	0							6
01:15		1	2							3
01:30		2	3							5
01:45		4	0							4
02:00		0	1							1
02:15		2	2							4
02:30		1	0							1
02:45		0	0							0
03:00		1	0							1
03:15		0	0							0
03:30		1	0							1
03:45		0	0							0
04:00		0	0							0
04:15		2	3							5
04:30		3	0							3
04:45		0	2							2
05:00		2	6							8
05:15		0	8							8
05:30		1	12							13
05:45		5	11							16
06:00		0	13							13
06:15		3	6							9
06:30		6	16							22
06:45		10	9							19
07:00		15	22							37
07:15		10	26							36
07:30		7	39							46
07:45		21	31							52
08:00		22	32							54
08:15		33	36							69
08:30		24	33							57
08:45		23	49							72
09:00		26	24							50
09:15		19	<b>47</b>							66
09:30		20	<b>33</b>							53
09:45		30	<b>35</b>							65
10:00		30	<b>39</b>							69
10:15		31	30							61
10:30		28	34							62
10:45		<b>37</b>	27							64
11:00		<b>39</b>	34							<b>73</b>
11:15		<b>31</b>	39							<b>70</b>
11:30		<b>40</b>	43							<b>83</b>
11:45		36	34							<b>70</b>
Total		591	790							1381
Percent		42.8%	57.2%							
Peak	-	10:45	09:15	-	-	-	-	-	-	11:00
Vol.	-	147	154	-	-	-	-	-	-	296
P.H.F.		0.919	0.786							0.892

DRC

PZ23-12000017

09/20/2023

Automated traffic recorder - All traffic

On Palm Aire Dr approximately 340 feet west of  
Oaks Clubhouse Dr., Pompano Beach, FL

Site Code: JO232

Date Start: 03-Aug-23

Date End: 03-Aug-23

Start Time	03-Aug-23 Thu	WB	EB							Total
12:00 PM		35	46							81
12:15		35	32							67
12:30		42	40							82
12:45		55	26							81
01:00		36	36							72
01:15		42	39							81
01:30		38	30							68
01:45		39	32							71
02:00		35	40							75
02:15		43	45							88
02:30		36	36							72
02:45		35	39							74
03:00		38	33							71
03:15		42	35							77
03:30		46	28							74
03:45		33	34							67
04:00		43	31							74
04:15		49	37							86
04:30		49	27							76
04:45		47	32							79
05:00		32	28							60
05:15		52	34							86
05:30		48	45							93
05:45		50	22							72
06:00		56	33							89
06:15		50	26							76
06:30		41	20							61
06:45		28	23							51
07:00		43	15							58
07:15		30	19							49
07:30		26	16							42
07:45		24	20							44
08:00		30	25							55
08:15		31	17							48
08:30		23	24							47
08:45		25	14							39
09:00		15	17							32
09:15		22	11							33
09:30		16	6							22
09:45		13	9							22
10:00		20	11							31
10:15		10	3							13
10:30		14	2							16
10:45		3	5							8
11:00		3	4							7
11:15		8	4							12
11:30		2	8							10
11:45		0	0							0
Total		1533	1159							2692
Percent		56.9%	43.1%							
Peak	-	17:15	14:00	-	-	-	-	-	-	17:15
Vol.	-	206	160	-	-	-	-	-	-	340
P.H.F.		0.920	0.889							0.914
Total		2124	1949							4073
Percent		52.1%	47.9%							

ADT

ADT 4,073

AADT 4,073

DRC

PZ23-12000017

09/20/2023



Automatic traffic recorder - All traffic  
On Palm Aire Dr approximately 340 feet west of  
Oaks Clubhouse Dr., Pompano Beach, FL

**KMF Traffic Group, LLC**  
Stuart, FL - (772)924-6993  
[www.kmftraffic.net](http://www.kmftraffic.net)

Site Code: JO232  
Date Start: 03-Aug-23  
Date End: 03-Aug-23



**DRC**

PZ23-12000017  
09/20/2023



Automated traffic recorder - All traffic

On Palm Aire Dr approximately 475 feet east of  
Oaks Clubhouse Dr., Pompano Beach, FL

Site Code: JO2329

Date Start: 03-Aug-23

Date End: 03-Aug-23

Start Time	03-Aug-23 Thu	WB	EB							Total
12:00 AM		10	4							14
12:15		2	2							4
12:30		5	2							7
12:45		5	1							6
01:00		8	0							8
01:15		2	1							3
01:30		2	2							4
01:45		5	0							5
02:00		2	1							3
02:15		1	2							3
02:30		1	0							1
02:45		0	0							0
03:00		2	0							2
03:15		1	0							1
03:30		0	0							0
03:45		1	2							3
04:00		0	1							1
04:15		1	4							5
04:30		2	2							4
04:45		0	2							2
05:00		3	8							11
05:15		2	7							9
05:30		3	11							14
05:45		8	15							23
06:00		4	18							22
06:15		13	9							22
06:30		9	24							33
06:45		16	19							35
07:00		20	32							52
07:15		13	34							47
07:30		16	59							75
07:45		29	48							77
08:00		29	44							73
08:15		32	55							87
08:30		23	43							66
08:45		28	65							93
09:00		32	38							70
09:15		25	67							92
09:30		32	61							93
09:45		37	58							95
10:00		46	53							99
10:15		37	51							88
10:30		36	67							103
10:45		48	50							98
11:00		50	47							97
11:15		35	52							87
11:30		46	53							99
11:45		42	55							97
Total		764	1169							1933
Percent		39.5%	60.5%							
Peak	-	10:45	09:15	-	-	-	-	-	-	10:00
Vol.	-	179	239	-	-	-	-	-	-	388
P.H.F.		0.895	0.892							0.942

DRC

PZ23-12000017

09/20/2023



Automated traffic recorder - All traffic  
On Palm Aire Dr approximately 475 feet east of  
Oaks Clubhouse Dr., Pompano Beach, FL

Site Code: JO2329  
Date Start: 03-Aug-23  
Date End: 03-Aug-23

Start Time	03-Aug-23 Thu	WB	EB	Total
12:00 PM		52	60	112
12:15		41	53	94
12:30		43	60	103
12:45		65	38	103
01:00		48	54	102
01:15		51	57	108
01:30		46	51	97
01:45		50	46	96
02:00		52	51	103
02:15		50	63	113
02:30		47	52	99
02:45		50	48	98
03:00		50	40	90
03:15		62	36	98
03:30		57	41	98
03:45		46	53	99
04:00		67	47	114
04:15		62	51	113
04:30		75	37	112
04:45		72	41	113
05:00		59	47	106
05:15		83	49	132
05:30		66	69	135
05:45		60	38	98
06:00		73	44	117
06:15		55	38	93
06:30		41	38	79
06:45		41	35	76
07:00		45	31	76
07:15		44	24	68
07:30		35	21	56
07:45		39	27	66
08:00		34	35	69
08:15		35	22	57
08:30		34	23	57
08:45		25	20	45
09:00		24	12	36
09:15		23	12	35
09:30		24	11	35
09:45		24	14	38
10:00		28	9	37
10:15		20	10	30
10:30		24	5	29
10:45		5	3	8
11:00		5	7	12
11:15		10	6	16
11:30		6	7	13
11:45		4	5	9
Total		2052	1641	3693
Percent		55.6%	44.4%	
Peak	-	16:30	14:00	16:45
Vol.	-	289	214	486
P.H.F.		0.870	0.849	0.900
Total		2816	2810	5626
Percent		50.1%	49.9%	

ADT

ADT 5,626

AADT 5,626

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Automati traffic recorder - All traffic  
On Palm Aire Dr approximately 475 feet east of  
Oaks Clubhouse Dr., Pompano Beach, FL

**KMF Traffic Group, LLC**  
Stuart, FL - (772)924-6993  
[www.kmftraffic.net](http://www.kmftraffic.net)

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2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.92 PSCF
* 1	01/01/2020 - 01/04/2020	0.93	1.01
* 2	01/05/2020 - 01/11/2020	0.90	0.98
* 3	01/12/2020 - 01/18/2020	0.87	0.95
* 4	01/19/2020 - 01/25/2020	0.86	0.93
* 5	01/26/2020 - 02/01/2020	0.86	0.93
* 6	02/02/2020 - 02/08/2020	0.85	0.92
* 7	02/09/2020 - 02/15/2020	0.84	0.91
* 8	02/16/2020 - 02/22/2020	0.88	0.96
* 9	02/23/2020 - 02/29/2020	0.91	0.99
*10	03/01/2020 - 03/07/2020	0.95	1.03
*11	03/08/2020 - 03/14/2020	0.98	1.07
*12	03/15/2020 - 03/21/2020	1.02	1.11
*13	03/22/2020 - 03/28/2020	1.13	1.23
14	03/29/2020 - 04/04/2020	1.24	1.35
15	04/05/2020 - 04/11/2020	1.35	1.47
16	04/12/2020 - 04/18/2020	1.46	1.59
17	04/19/2020 - 04/25/2020	1.39	1.51
18	04/26/2020 - 05/02/2020	1.33	1.45
19	05/03/2020 - 05/09/2020	1.26	1.37
20	05/10/2020 - 05/16/2020	1.20	1.30
21	05/17/2020 - 05/23/2020	1.16	1.26
22	05/24/2020 - 05/30/2020	1.12	1.22
23	05/31/2020 - 06/06/2020	1.09	1.18
24	06/07/2020 - 06/13/2020	1.05	1.14
25	06/14/2020 - 06/20/2020	1.02	1.11
26	06/21/2020 - 06/27/2020	1.02	1.11
27	06/28/2020 - 07/04/2020	1.02	1.11
28	07/05/2020 - 07/11/2020	1.02	1.11
29	07/12/2020 - 07/18/2020	1.03	1.12
30	07/19/2020 - 07/25/2020	1.02	1.11
31	07/26/2020 - 08/01/2020	1.02	1.11
32	08/02/2020 - 08/08/2020	1.01	1.10
33	08/09/2020 - 08/15/2020	1.01	1.10
34	08/16/2020 - 08/22/2020	1.00	1.09
35	08/23/2020 - 08/29/2020	1.00	1.09
36	08/30/2020 - 09/05/2020	1.00	1.09
37	09/06/2020 - 09/12/2020	1.00	1.09
38	09/13/2020 - 09/19/2020	0.99	1.08
39	09/20/2020 - 09/26/2020	0.98	1.07
40	09/27/2020 - 10/03/2020	0.98	1.07
41	10/04/2020 - 10/10/2020	0.97	1.05
42	10/11/2020 - 10/17/2020	0.96	1.04
43	10/18/2020 - 10/24/2020	0.96	1.04
44	10/25/2020 - 10/31/2020	0.96	1.04
45	11/01/2020 - 11/07/2020	0.97	1.05
46	11/08/2020 - 11/14/2020	0.97	1.05
47	11/15/2020 - 11/21/2020	0.97	1.05
48	11/22/2020 - 11/28/2020	0.96	1.04
49	11/29/2020 - 12/05/2020	0.95	1.03
50	12/06/2020 - 12/12/2020	0.94	1.02
51	12/13/2020 - 12/19/2020	0.93	1.01
52	12/20/2020 - 12/26/2020	0.90	0.98
53	12/27/2020 - 12/31/2020	0.87	0.95

\* PEAK SEASON

27-FEB-2021 10:30:02

830UPD

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TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's  
Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
<b>Class I</b> (40 mph or higher posted speed limit)						<b>Core Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
<b>Class II</b> (35 mph or slower posted speed limit)						<b>Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>Freeway Adjustments</b>					
Non-State Signalized Roadways - 10%						Auxiliary Lane + 1,000 Ramp Metering + 5%					
<b>Median &amp; Turn Lane Adjustments</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2						<b>Uninterrupted Flow Highway Adjustments</b>					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<b>BICYCLE MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<sup>1</sup> Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
Lane Coverage	B	C	D	E		<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	150	390	1,000		* Cannot be achieved using table input value defaults.					
50-84%	110	340	1,000	>1,000		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	470	1,000	>1,000	**		<b>Source:</b> Florida Department of Transportation Systems Implementation Office <a href="https://www.fdot.gov/planning/systems/">https://www.fdot.gov/planning/systems/</a>					
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	140	480							
50-84%	*	80	440	800							
85-100%	200	540	880	>1,000							
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-49%	> 5	≥ 4	≥ 3	≥ 2							
50-84%	> 4	≥ 3	≥ 2	≥ 1							

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