MOVEMENT SUMMARY

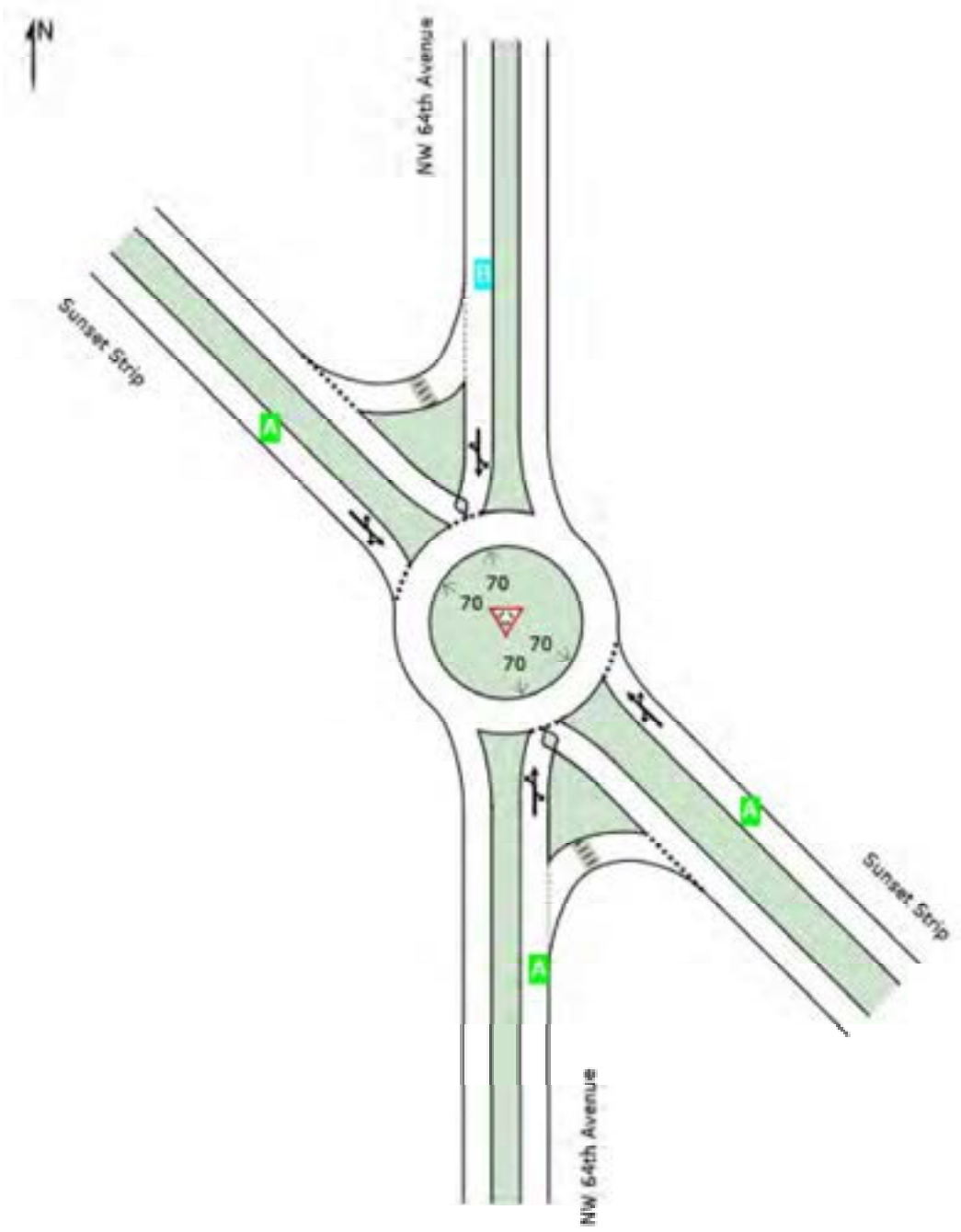
Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Project AM
Site Category: Future with Project 2022
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: NW 64th Avenue														
NW	L1	16	0.0	16	0.0	0.063	8.6	LOS A	0.2	6.2	0.57	0.51	0.57	16.6
N	T1	23	0.0	24	0.0	0.063	8.6	LOS A	0.2	6.2	0.57	0.51	0.57	15.7
NBR	R3	4	25.0	4	25.0	0.063	9.5	LOS A	0.2	6.2	0.57	0.51	0.57	15.7
Approach		43	2.3	44	2.3	0.063	8.6	LOS A	0.2	6.2	0.57	0.51	0.57	16.1
SouthEast: Sunset Strip														
WBL	L3	10	0.0	10	0.0	0.432	7.2	LOS A	2.8	72.1	0.34	0.18	0.34	18.7
WB	T1	286	4.0	295	4.0	0.432	7.4	LOS A	2.8	72.1	0.34	0.18	0.34	15.0
WBR	R1	217	0.0	224	0.0	0.432	7.2	LOS A	2.8	72.1	0.34	0.18	0.34	15.1
Approach		513	2.2	529	2.2	0.432	7.3	LOS A	2.8	72.1	0.34	0.18	0.34	15.1
North: NW 64th Avenue														
SBL	L1	276	2.0	285	2.0	0.427	11.2	LOS B	2.4	60.4	0.59	0.50	0.59	17.2
SB	T1	68	1.0	70	1.0	0.427	11.2	LOS B	2.4	60.4	0.59	0.50	0.59	15.1
SBR	R3	55	4.0	57	4.0	0.427	11.3	LOS B	2.4	60.4	0.59	0.50	0.59	15.1
Approach		399	2.1	411	2.1	0.427	11.2	LOS B	2.4	60.4	0.59	0.50	0.59	16.4
NorthWest: Sunset Strip														
EBL	L3	53	0.0	55	0.0	0.404	8.5	LOS A	2.1	54.3	0.60	0.53	0.60	19.8
EB	T1	283	4.0	292	4.0	0.404	8.6	LOS A	2.1	54.3	0.60	0.53	0.60	17.5
EBR	R1	22	6.0	23	6.0	0.404	8.7	LOS A	2.1	54.3	0.60	0.53	0.60	17.5
Approach		358	3.5	369	3.5	0.404	8.6	LOS A	2.1	54.3	0.60	0.53	0.60	17.8
All Vehicles		1313	2.5	1354	2.5	0.432	8.9	LOS A	2.8	72.1	0.50	0.39	0.50	16.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

LEVEL OF SERVICE

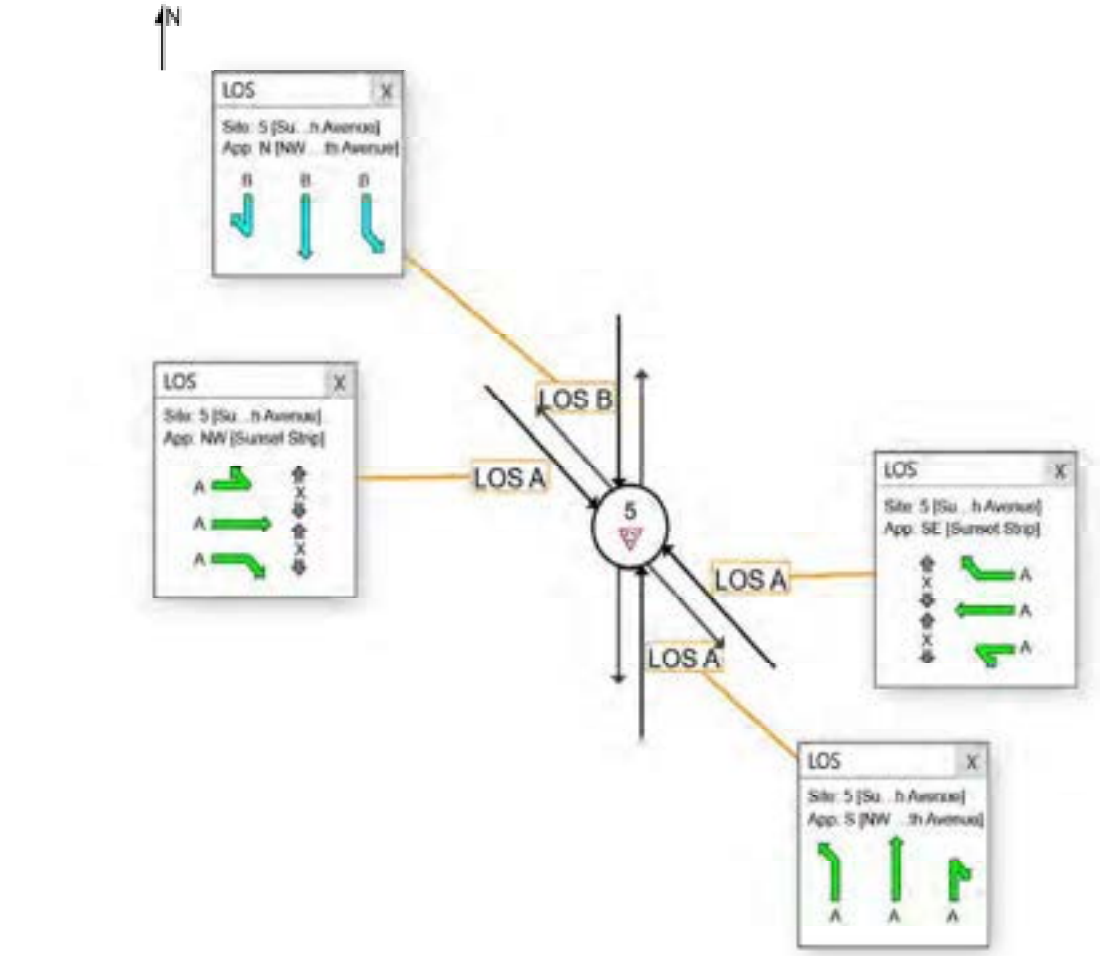
Movement Level of Service

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Project AM
Site Category: Future with Project 2022
Roundabout

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DELAY (CONTROL)

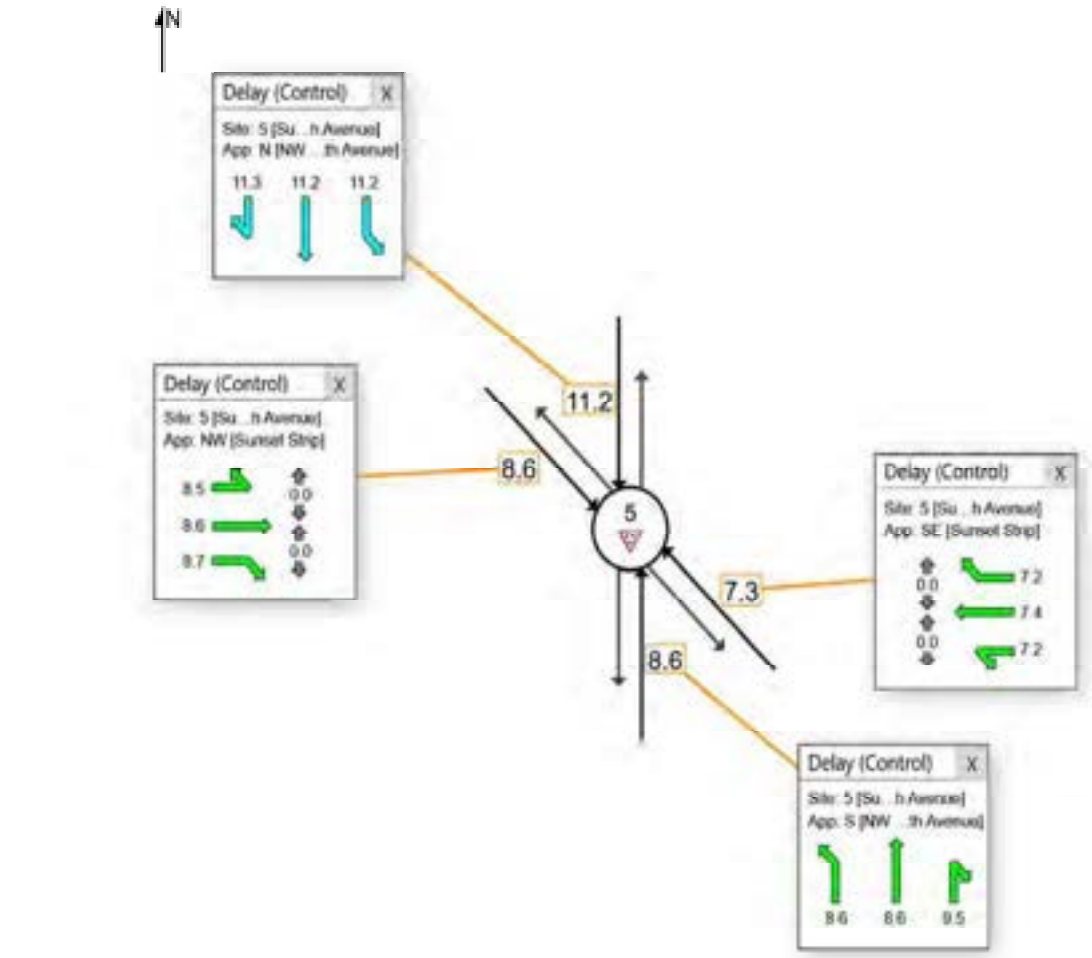
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Project AM
Site Category: Future with Project 2022
Roundabout

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QUEUE DISTANCE (AVERAGE)

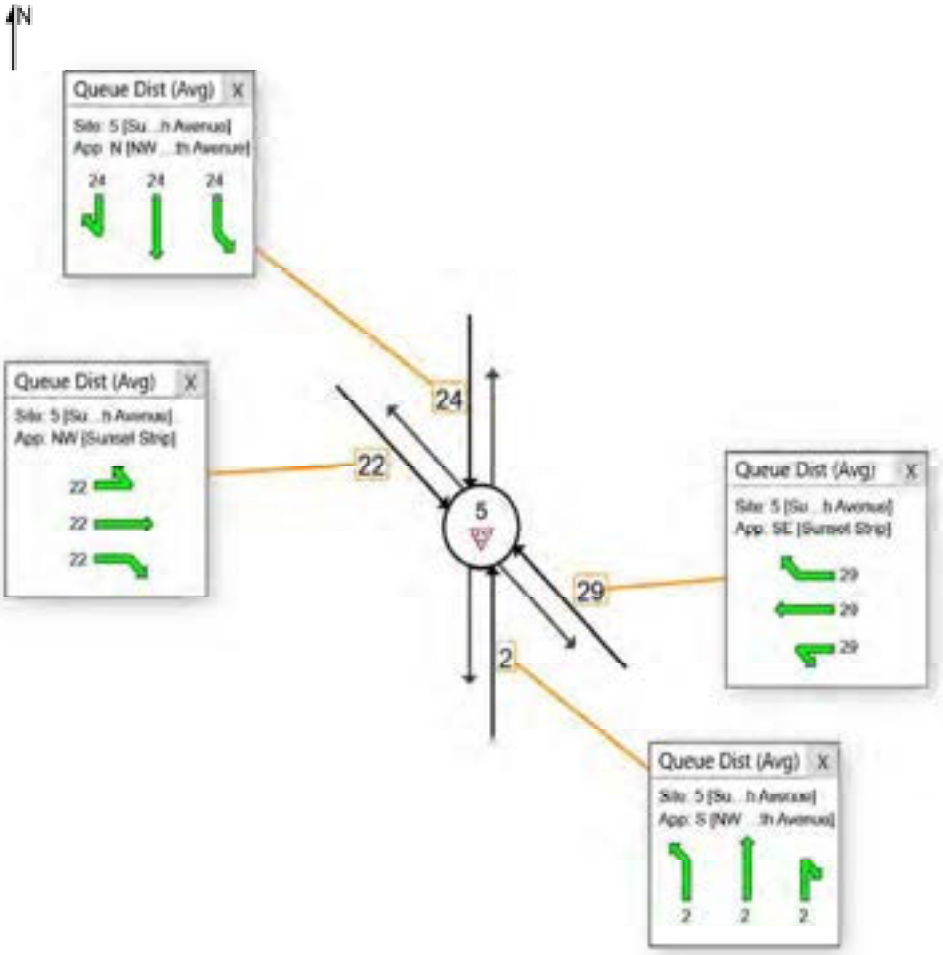
Largest Average Back of Queue Distance for any lane used by the vehicle movement (feet)

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Project AM
Site Category: Future with Project 2022
Roundabout

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Colour code based on Level of Service



LOS A LOS B LOS C LOS D LOS E LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: Same as Sign Control
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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MOVEMENT SUMMARY

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Prooject PM
Site Category: Future with Prooject 2022
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: NW 64th Avenue														
NW	L1	28	0.0	30	0.0	0.095	8.4	LOS A	0.4	9.5	0.58	0.54	0.58	16.5
N	T1	27	4.0	29	4.0	0.095	8.6	LOS A	0.4	9.5	0.58	0.54	0.58	15.5
NBR	R3	7	0.0	8	0.0	0.095	8.0	LOS A	0.4	9.5	0.58	0.54	0.58	15.6
Approach		62	1.7	67	1.7	0.095	8.4	LOS A	0.4	9.5	0.58	0.54	0.58	16.1
SouthEast: Sunset Strip														
WBL	L3	10	4.0	11	4.0	0.617	11.2	LOS B	5.0	128.4	0.55	0.36	0.55	16.9
WB	T1	384	3.0	413	3.0	0.617	11.1	LOS B	5.0	128.4	0.55	0.36	0.55	14.3
WBR	R1	262	5.0	282	5.0	0.617	11.2	LOS B	5.0	128.4	0.55	0.36	0.55	13.9
Approach		656	3.8	705	3.8	0.617	11.2	LOS B	5.0	128.4	0.55	0.36	0.55	14.2
North: NW 64th Avenue														
SBL	L1	197	1.0	212	1.0	0.430	12.1	LOS B	2.6	64.7	0.66	0.68	0.76	16.9
SB	T1	74	0.0	80	0.0	0.430	12.1	LOS B	2.6	64.7	0.66	0.68	0.76	14.9
SBR	R3	71	0.0	76	0.0	0.430	12.0	LOS B	2.6	64.7	0.66	0.68	0.76	14.9
Approach		342	0.6	368	0.6	0.430	12.1	LOS B	2.6	64.7	0.66	0.68	0.76	15.9
NorthWest: Sunset Strip														
EBL	L3	80	0.0	86	0.0	0.484	9.3	LOS A	3.1	77.3	0.61	0.53	0.63	19.5
EB	T1	326	2.0	351	2.0	0.484	9.4	LOS A	3.1	77.3	0.61	0.53	0.63	17.3
EBR	R1	42	2.0	45	2.0	0.484	9.4	LOS A	3.1	77.3	0.61	0.53	0.63	17.3
Approach		448	1.6	482	1.6	0.484	9.4	LOS A	3.1	77.3	0.61	0.53	0.63	17.7
All Vehicles		1508	2.3	1622	2.3	0.617	10.7	LOS B	5.0	128.4	0.60	0.49	0.62	15.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

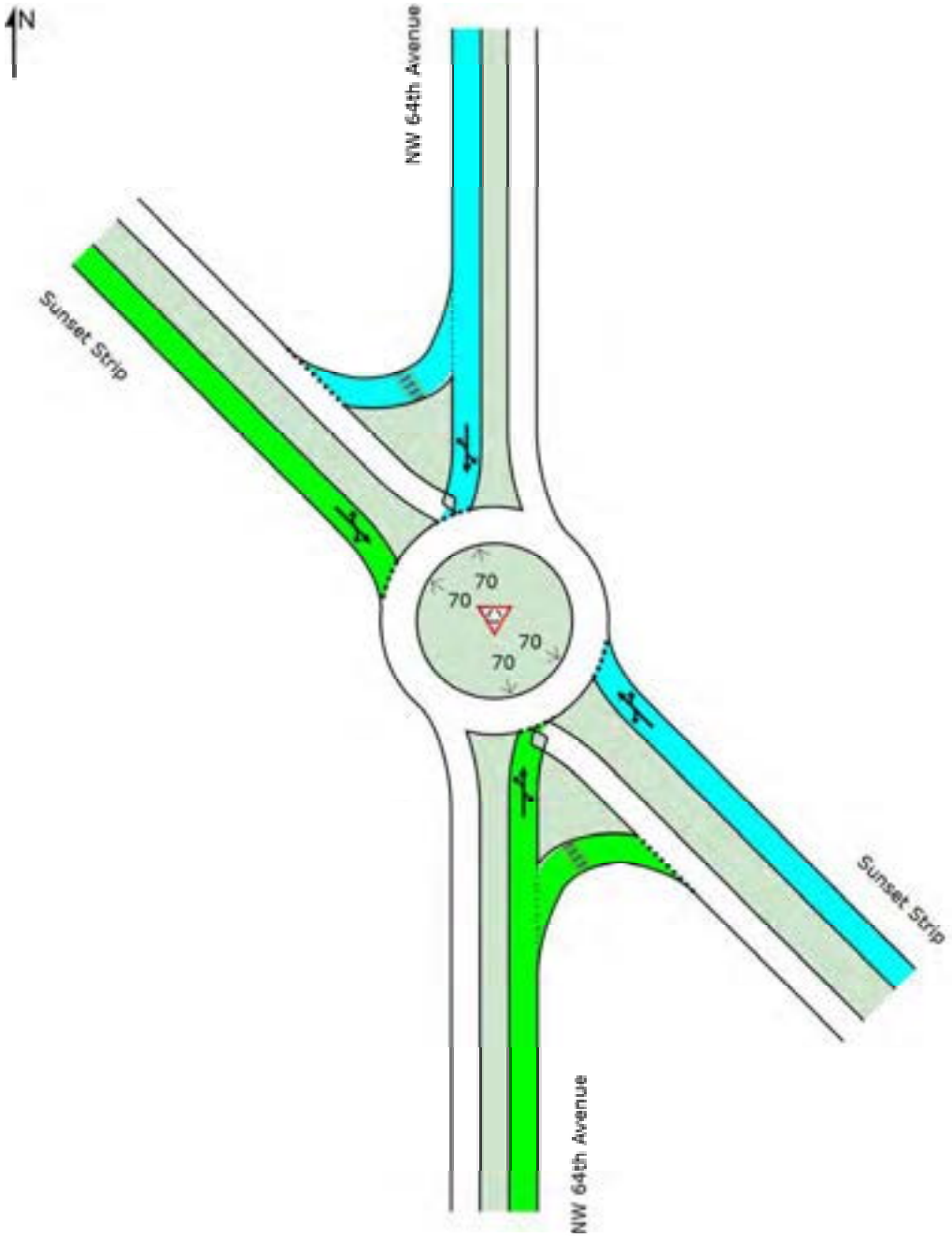
LEVEL OF SERVICE

Lane Level of Service

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Prooject PM
Site Category: Future with Prooject 2022
Roundabout

	Approaches				Intersection
	South	Southeast	North	Northwest	
LOS	A	B	B	A	B



LEVEL OF SERVICE

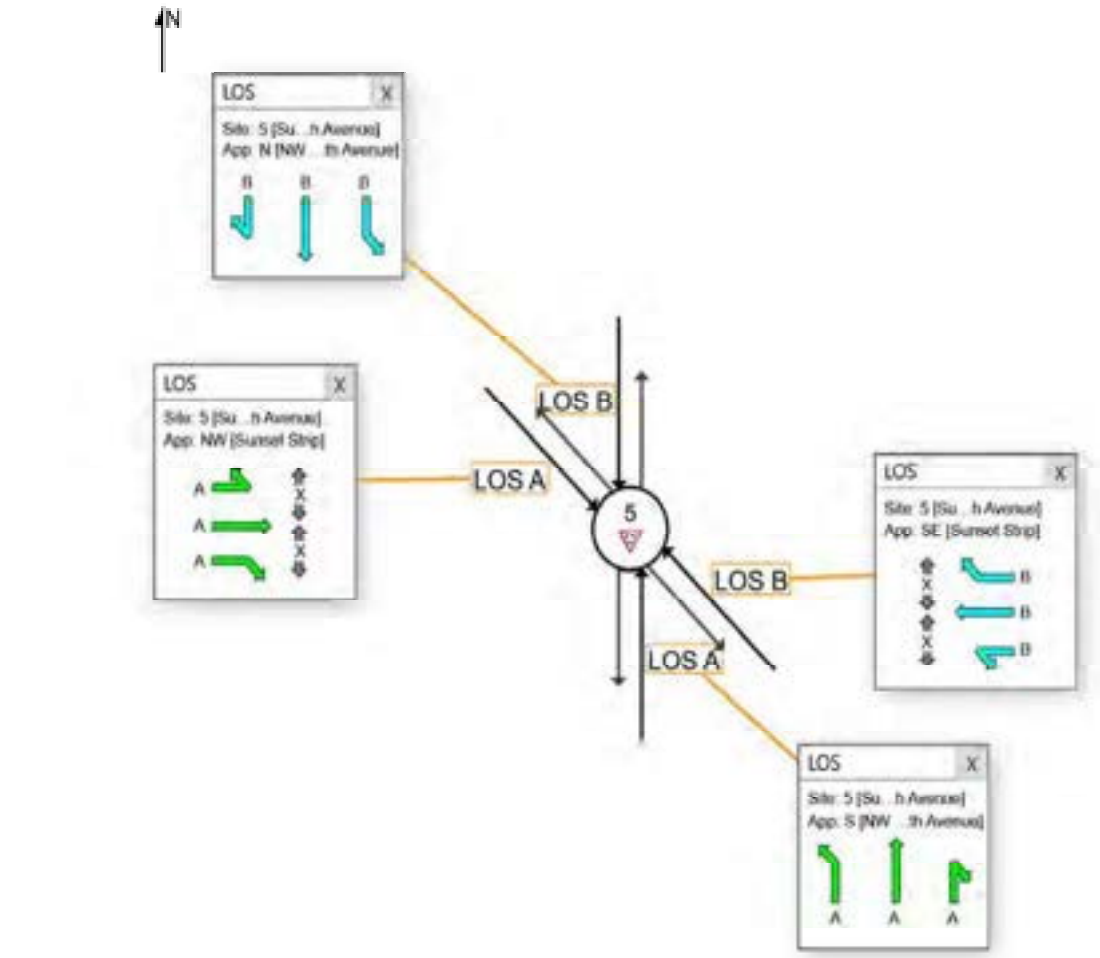
Movement Level of Service

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Prooject PM
Site Category: Future with Prooject 2022
Roundabout

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DELAY (CONTROL)

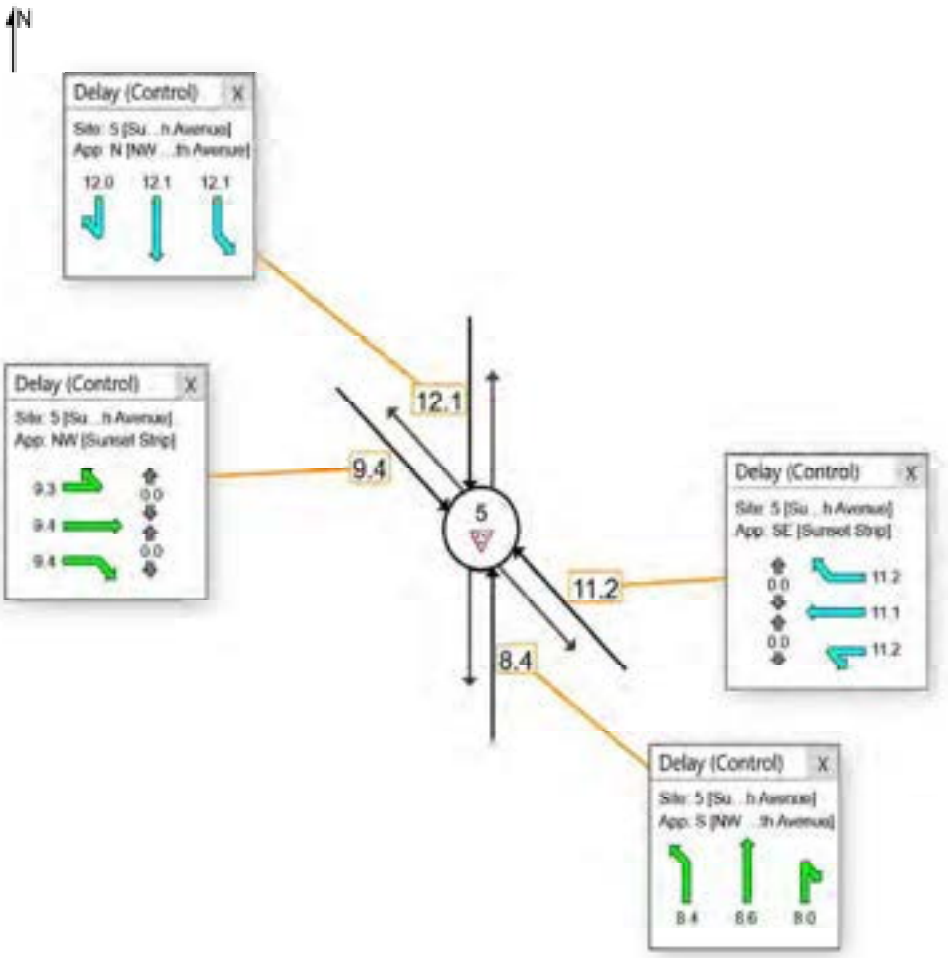
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Prooject PM
Site Category: Future with Prooject 2022
Roundabout

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QUEUE DISTANCE (AVERAGE)

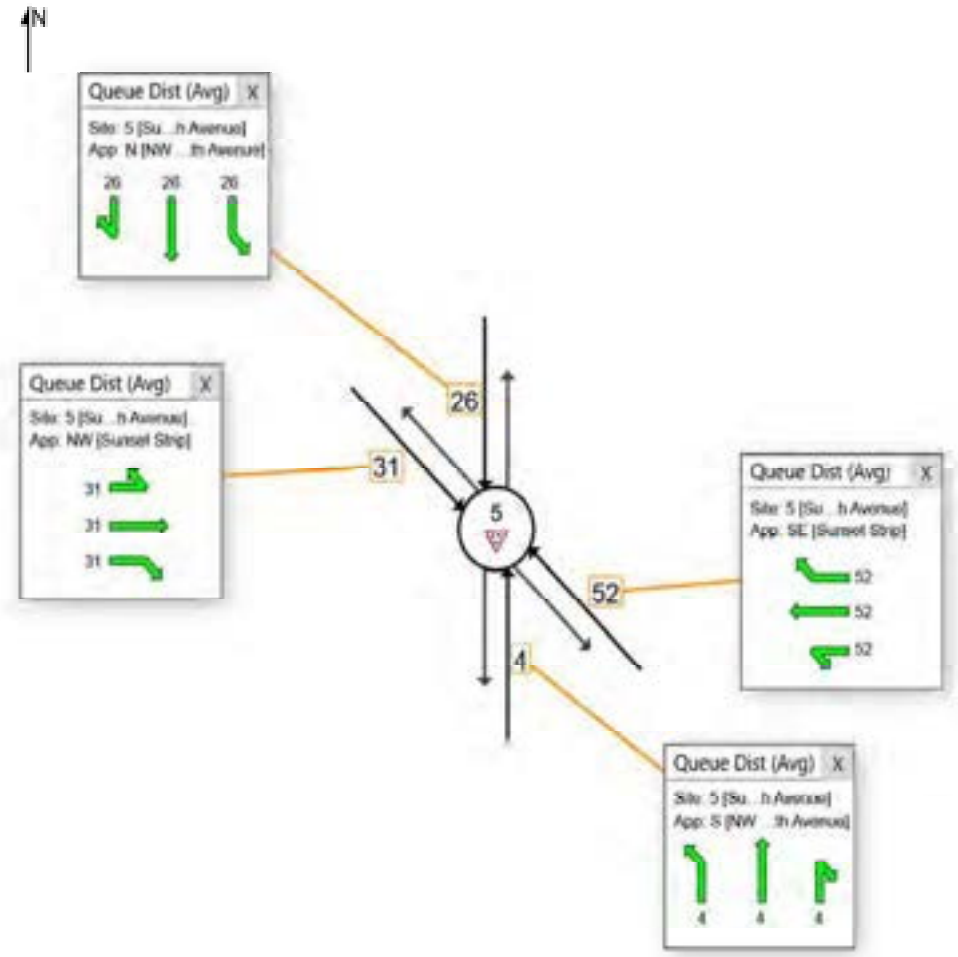
Largest Average Back of Queue Distance for any lane used by the vehicle movement (feet)

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Future with Prooject PM
Site Category: Future with Prooject 2022
Roundabout

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Close All Popups



Colour code based on Level of Service



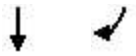
LOS A LOS B LOS C LOS D LOS E LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: Same as Sign Control
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	93	200	124	11	346	278	106	10	51	1629	190	54
Future Volume (vph)	93	200	124	11	346	278	106	10	51	1629	190	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0		7.0	7.0		7.0
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.97	0.91		0.97
Frpb, ped/bikes	1.00	0.99			1.00	1.00	0.99		1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
Frt	1.00	0.94			1.00	1.00	0.85		1.00	0.98		1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.95	1.00		0.95
Satd. Flow (prot)	1805	3308			1787	3574	1560		3388	4987		3367
Flt Permitted	0.58	1.00			0.18	1.00	1.00		0.95	1.00		0.95
Satd. Flow (perm)	1094	3308			342	3574	1560		3388	4987		3367
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	96	206	128	11	357	287	109	10	53	1679	196	56
RTOR Reduction (vph)	0	71	0	0	0	0	90	0	0	7	0	0
Lane Group Flow (vph)	96	263	0	0	368	287	19	0	63	1868	0	56
Confl. Peds. (#/hr)			6	1	6				1		2	2
Confl. Bikes (#/hr)			3				2				1	
Heavy Vehicles (%)	0%	3%	0%	0%	1%	1%	2%	0%	4%	2%	4%	4%
Turn Type	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Prot	Prot	NA		Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases	4			8	8		8					
Actuated Green, G (s)	26.1	17.1			43.6	28.6	28.6		6.0	90.7		5.7
Effective Green, g (s)	26.1	17.1			43.6	28.6	28.6		6.0	90.7		5.7
Actuated g/C Ratio	0.16	0.11			0.27	0.18	0.18		0.04	0.57		0.04
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0		7.0	7.0		7.0
Vehicle Extension (s)	1.5	2.0			2.5	2.0	2.0		1.5	3.0		1.5
Lane Grp Cap (vph)	218	353			278	638	278		127	2827		119
v/s Ratio Prot	0.02	0.08			c0.17	0.08			c0.02	0.37		0.02
v/s Ratio Perm	0.05				c0.19		0.01					
v/c Ratio	0.44	0.75			1.32	0.45	0.07		0.50	0.66		0.47
Uniform Delay, d1	59.2	69.3			51.9	58.7	54.6		75.5	24.0		75.7
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.28
Incremental Delay, d2	0.5	7.3			168.6	0.2	0.0		1.1	1.2		0.9
Delay (s)	59.7	76.7			220.4	58.9	54.7		76.6	25.2		97.7
Level of Service	E	E			F	E	D		E	C		F
Approach Delay (s)		72.9				136.1				26.9		
Approach LOS		E				F				C		

Intersection Summary			
HCM 2000 Control Delay	40.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1951	50
Future Volume (vph)	1951	50
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5113	
Flt Permitted	1.00	
Satd. Flow (perm)	5113	
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	2011	52
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	2062	0
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		2
Heavy Vehicles (%)	1%	2%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	90.4	
Effective Green, g (s)	90.4	
Actuated g/C Ratio	0.57	
Clearance Time (s)	7.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	2888	
v/s Ratio Prot	c0.40	
v/s Ratio Perm		
v/c Ratio	0.71	
Uniform Delay, d1	25.4	
Progression Factor	0.32	
Incremental Delay, d2	1.3	
Delay (s)	9.3	
Level of Service	A	
Approach Delay (s)	11.7	
Approach LOS	B	

Intersection Summary

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	93	200	11	346	278	106	51	1629	54	1951
Future Volume (vph)	93	200	11	346	278	106	51	1629	54	1951
Lane Group Flow (vph)	96	334	0	368	287	109	63	1875	56	2063
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	3	8		5	2	1	6
Permitted Phases	4		8	8		8				
Detector Phase	7	4	3	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	6.0	5.0	10.0	5.0	10.0
Minimum Split (s)	16.0	44.0	24.0	24.0	50.0	50.0	12.0	40.0	12.0	40.0
Total Split (s)	16.0	44.0	24.0	24.0	52.0	52.0	17.0	75.0	17.0	75.0
Total Split (%)	10.0%	27.5%	15.0%	15.0%	32.5%	32.5%	10.6%	46.9%	10.6%	46.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.44	0.79		1.33	0.45	0.29	0.43	0.65	0.40	0.70
Control Delay	52.4	66.3		209.7	61.4	9.5	83.1	24.9	101.9	9.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	66.3		209.7	61.4	9.5	83.1	24.9	101.9	9.2
Queue Length 50th (ft)	80	140		~475	146	0	34	467	31	130
Queue Length 95th (ft)	127	191		#664	190	49	60	580	m53	123
Internal Link Dist (ft)		1123			804			609		1629
Turn Bay Length (ft)	105			175		85	265		325	
Base Capacity (vph)	229	847		277	1027	531	211	2878	210	2937
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.39		1.33	0.28	0.21	0.30	0.65	0.27	0.70

Intersection Summary

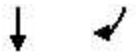
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: University Drive & Sunset Strip



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	130	237	68	238	260	145	24	88	2120	352	12	104
Future Volume (vph)	130	237	68	238	260	145	24	88	2120	352	12	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0		7.0	7.0			7.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.97	0.91			0.97
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98		1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00
Frt	1.00	0.97		1.00	1.00	0.85		1.00	0.98			1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00			0.95
Satd. Flow (prot)	1770	3358		1767	3610	1587		3421	4992			3502
Flt Permitted	0.58	1.00		0.22	1.00	1.00		0.95	1.00			0.95
Satd. Flow (perm)	1086	3358		408	3610	1587		3421	4992			3502
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	249	72	251	274	153	25	93	2232	371	13	109
RTOR Reduction (vph)	0	17	0	0	0	96	0	0	13	0	0	0
Lane Group Flow (vph)	137	304	0	251	274	57	0	118	2590	0	0	122
Confl. Peds. (#/hr)			8	8			6	4		17		17
Confl. Bikes (#/hr)			4			4				3		
Heavy Vehicles (%)	2%	3%	3%	2%	0%	0%	0%	3%	1%	2%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	Prot	NA		Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8		8						
Actuated Green, G (s)	28.7	18.2		44.5	28.0	28.0		8.8	86.7			8.8
Effective Green, g (s)	28.7	18.2		44.5	28.0	28.0		8.8	86.7			8.8
Actuated g/C Ratio	0.18	0.11		0.28	0.18	0.18		0.06	0.54			0.06
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		7.0	7.0			7.0
Vehicle Extension (s)	1.5	2.0		2.5	2.0	2.0		1.5	3.0			1.5
Lane Grp Cap (vph)	239	381		285	631	277		188	2705			192
v/s Ratio Prot	0.04	0.09		c0.11	0.08			0.03	c0.52			c0.03
v/s Ratio Perm	0.06			c0.13		0.04						
v/c Ratio	0.57	0.80		0.88	0.43	0.21		0.63	0.96			0.64
Uniform Delay, d1	58.4	69.1		49.5	58.9	56.5		74.0	34.9			74.0
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.16
Incremental Delay, d2	2.1	10.4		25.4	0.2	0.1		4.6	9.9			4.1
Delay (s)	60.5	79.5		74.9	59.1	56.6		78.6	44.8			90.1
Level of Service	E	E		E	E	E		E	D			F
Approach Delay (s)		73.8			64.4				46.2			
Approach LOS		E			E				D			

Intersection Summary			
HCM 2000 Control Delay	45.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1742	78
Future Volume (vph)	1742	78
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5051	
Flt Permitted	1.00	
Satd. Flow (perm)	5051	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1834	82
RTOR Reduction (vph)	3	0
Lane Group Flow (vph)	1913	0
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	2%	1%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	86.7	
Effective Green, g (s)	86.7	
Actuated g/C Ratio	0.54	
Clearance Time (s)	7.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	2737	
v/s Ratio Prot	0.38	
v/s Ratio Perm		
v/c Ratio	0.70	
Uniform Delay, d1	27.0	
Progression Factor	1.04	
Incremental Delay, d2	1.2	
Delay (s)	29.3	
Level of Service	C	
Approach Delay (s)	32.9	
Approach LOS	C	

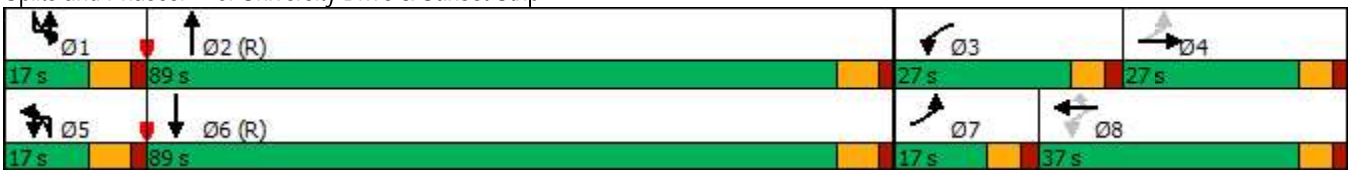
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	130	237	238	260	145	88	2120	104	1742
Future Volume (vph)	130	237	238	260	145	88	2120	104	1742
Lane Group Flow (vph)	137	321	251	274	153	118	2603	122	1916
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	5.0	10.0	5.0	10.0
Minimum Split (s)	16.0	27.0	24.0	37.0	37.0	12.0	40.0	12.0	40.0
Total Split (s)	17.0	27.0	27.0	37.0	37.0	17.0	89.0	17.0	89.0
Total Split (%)	10.6%	16.9%	16.9%	23.1%	23.1%	10.6%	55.6%	10.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.57	0.81	0.88	0.43	0.41	0.63	0.96	0.63	0.70
Control Delay	56.5	80.7	78.1	60.7	19.5	88.7	44.7	98.1	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	80.7	78.1	60.7	19.5	88.7	44.7	98.1	30.1
Queue Length 50th (ft)	112	164	220	135	33	63	947	61	737
Queue Length 95th (ft)	171	219	#331	181	103	99	#1118	98	791
Internal Link Dist (ft)		1123		804			609		1629
Turn Bay Length (ft)	100		175		105	250		325	
Base Capacity (vph)	245	457	291	699	401	213	2717	219	2739
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.70	0.86	0.39	0.38	0.55	0.96	0.56	0.70

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 30 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: University Drive & Sunset Strip



Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	83	1820	82	19	49	2041
Future Vol, veh/h	0	83	1820	82	19	49	2041
Conflicting Peds, #/hr	1	0	0	3	0	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	290	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	3	4	0	6	2
Mvmt Flow	0	85	1857	84	19	50	2083

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	-	974	0	0	1417	1944	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.18	-	-	5.6	5.42	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.94	-	-	2.3	3.16	-
Pot Cap-1 Maneuver	0	*506	-	-	*867	*631	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		1	-	-	1	1	-
Mov Cap-1 Maneuver	-	*504	-	-	*653	*653	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	504	* 653	-
HCM Lane V/C Ratio	-	-	0.168	0.106	-
HCM Control Delay (s)	-	-	13.6	11.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	74	2140	247	32	97	1965
Future Vol, veh/h	0	74	2140	247	32	97	1965
Conflicting Peds, #/hr	0	0	0	3	0	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	290	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	5	1	1	0	0	1
Mvmt Flow	0	79	2277	263	34	103	2090

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	-	1273	0	0	1854	2543	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	5.6	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	2.3	3.1	-
Pot Cap-1 Maneuver	0	*424	-	-	*729	394	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		1	-	-	1	1	-
Mov Cap-1 Maneuver	-	*423	-	-	*430	430	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	423	430	-
HCM Lane V/C Ratio	-	-	0.186	0.319	-
HCM Control Delay (s)	-	-	15.4	17.3	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	1.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	88	16	30	31	7	4	29	1724	18	11	21	2037
Future Volume (vph)	88	16	30	31	7	4	29	1724	18	11	21	2037
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		7.0	7.0			7.0	7.0
Lane Util. Factor	1.00	1.00			0.95		1.00	0.91			1.00	0.91
Frpb, ped/bikes	1.00	0.99			1.00		1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.90			0.99		1.00	1.00			1.00	1.00
Flt Protected	0.95	1.00			0.96		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1787	1544			3103		1736	5062			1749	5070
Flt Permitted	0.37	1.00			0.82		0.95	1.00			0.95	1.00
Satd. Flow (perm)	700	1544			2640		1736	5062			1749	5070
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	93	17	32	33	7	4	31	1815	19	12	22	2144
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	1
Lane Group Flow (vph)	93	49	0	0	44	0	31	1834	0	0	34	2177
Confl. Peds. (#/hr)			4	4			4		2		2	
Confl. Bikes (#/hr)			3			4						
Heavy Vehicles (%)	1%	14%	7%	7%	29%	0%	4%	2%	29%	9%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4			8								
Actuated Green, G (s)	21.8	21.8			6.3		6.1	111.9			6.3	112.1
Effective Green, g (s)	21.8	21.8			6.3		6.1	111.9			6.3	112.1
Actuated g/C Ratio	0.14	0.14			0.04		0.04	0.70			0.04	0.70
Clearance Time (s)	6.0	6.0			6.0		7.0	7.0			7.0	7.0
Vehicle Extension (s)	1.5	2.0			2.0		1.5	3.0			1.5	3.0
Lane Grp Cap (vph)	159	210			103		66	3540			68	3552
v/s Ratio Prot	c0.03	0.03					0.02	0.36			c0.02	c0.43
v/s Ratio Perm	c0.04				0.02							
v/c Ratio	0.58	0.23			0.43		0.47	0.52			0.50	0.61
Uniform Delay, d1	63.1	61.6			75.1		75.4	11.3			75.3	12.6
Progression Factor	1.00	1.00			1.00		1.08	1.60			1.06	0.39
Incremental Delay, d2	3.5	0.2			1.0		1.6	0.5			1.0	0.4
Delay (s)	66.6	61.9			76.1		83.0	18.6			80.8	5.3
Level of Service	E	E			E		F	B			F	A
Approach Delay (s)		65.0			76.1			19.6				6.4
Approach LOS		E			E			B				A

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	32
Future Volume (vph)	32
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	34
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	4%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

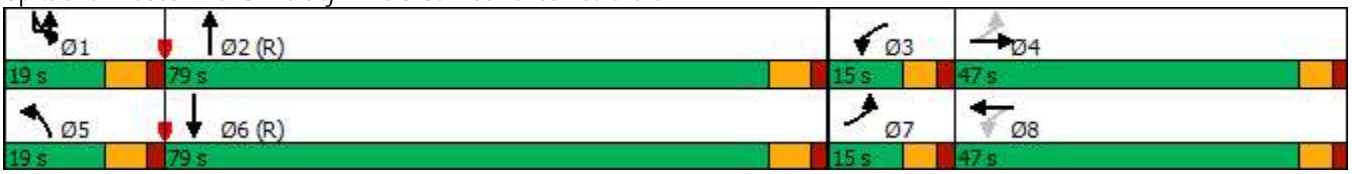
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	88	16	31	7	29	1724	21	2037
Future Volume (vph)	88	16	31	7	29	1724	21	2037
Lane Group Flow (vph)	93	49	0	44	31	1834	34	2178
Turn Type	pm+pt	NA	pm+pt	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	11.0	44.0	11.0	45.0	12.0	36.0	12.0	36.0
Total Split (s)	15.0	47.0	15.0	47.0	19.0	79.0	19.0	79.0
Total Split (%)	9.4%	29.4%	9.4%	29.4%	11.9%	49.4%	11.9%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.60	0.25		0.36	0.41	0.51	0.43	0.60
Control Delay	79.4	63.6		81.5	92.8	18.9	86.2	5.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	63.6		81.5	92.8	18.9	86.2	5.3
Queue Length 50th (ft)	88	45		24	30	601	37	104
Queue Length 95th (ft)	148	90		46	m48	694	m46	m87
Internal Link Dist (ft)		1140		233		1533		1742
Turn Bay Length (ft)					190		195	
Base Capacity (vph)	158	396		677	130	3624	131	3639
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.59	0.12		0.06	0.24	0.51	0.26	0.60

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 128 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: University Drive & Sunrise Lakes Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	15	40	56	12	7	57	1938	54	46	1938	54
Future Volume (vph)	93	15	40	56	12	7	57	1938	54	46	1938	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00			0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.89			0.99		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1595			3183		1703	5097		1719	5114	
Flt Permitted	0.43	1.00			0.76		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	808	1595			2498		1703	5097		1719	5114	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	99	16	43	60	13	7	61	2062	57	49	2062	57
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	1	0
Lane Group Flow (vph)	99	59	0	0	80	0	61	2118	0	49	2118	0
Confl. Peds. (#/hr)							4		1	1		4
Confl. Bikes (#/hr)			5			5						
Heavy Vehicles (%)	2%	9%	3%	5%	8%	29%	6%	1%	12%	5%	1%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.5	25.5			9.7		8.6	106.9		7.6	105.9	
Effective Green, g (s)	25.5	25.5			9.7		8.6	106.9		7.6	105.9	
Actuated g/C Ratio	0.16	0.16			0.06		0.05	0.67		0.05	0.66	
Clearance Time (s)	6.0	6.0			6.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	1.5	2.0			2.0		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	187	254			151		91	3405		81	3384	
v/s Ratio Prot	c0.03	0.04					c0.04	c0.42		0.03	0.41	
v/s Ratio Perm	c0.05				0.03							
v/c Ratio	0.53	0.23			0.53		0.67	0.62		0.60	0.63	
Uniform Delay, d1	60.0	58.7			72.9		74.3	15.1		74.7	15.6	
Progression Factor	1.00	1.00			1.00		1.35	0.34		1.00	0.63	
Incremental Delay, d2	1.2	0.2			1.5		7.1	0.4		5.9	0.6	
Delay (s)	61.3	58.9			74.5		107.3	5.6		80.7	10.5	
Level of Service	E	E			E		F	A		F	B	
Approach Delay (s)		60.4			74.5			8.5			12.1	
Approach LOS		E			E			A			B	

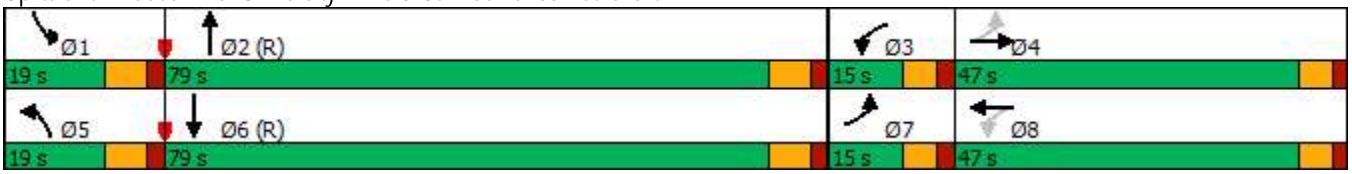
Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	93	15	56	12	57	1938	46	1938
Future Volume (vph)	93	15	56	12	57	1938	46	1938
Lane Group Flow (vph)	99	59	0	80	61	2119	49	2119
Turn Type	pm+pt	NA	pm+pt	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	4.0	6.0	4.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	11.0	44.0	11.0	45.0	12.0	36.0	12.0	36.0
Total Split (s)	15.0	47.0	15.0	47.0	19.0	79.0	19.0	79.0
Total Split (%)	9.4%	29.4%	9.4%	29.4%	11.9%	49.4%	11.9%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.53	0.23		0.53	0.60	0.61	0.53	0.62
Control Delay	70.1	60.2		84.8	109.4	5.8	87.6	10.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	60.2		84.8	109.4	5.8	87.6	10.9
Queue Length 50th (ft)	91	53		43	68	138	54	224
Queue Length 95th (ft)	152	100		73	m71	m520	m74	197
Internal Link Dist (ft)		1140		233		1533		1742
Turn Bay Length (ft)					190		195	
Base Capacity (vph)	189	409		640	131	3453	129	3431
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.52	0.14		0.13	0.47	0.61	0.38	0.62

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 122 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: University Drive & Sunrise Lakes Boulevard



Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	427	3	0	18	15	144
Future Vol, veh/h	427	3	0	18	15	144
Conflicting Peds, #/hr	1	0	0	1	2	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	508	4	0	21	18	171

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	1034	13
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	1022	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1593	-	-	-	259	1073
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	350	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	176	1071
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	350	-

Approach	EB	WB	SB
HCM Control Delay, s	8.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	724
HCM Lane V/C Ratio	0.32	-	-	-	0.261
HCM Control Delay (s)	8.3	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	1

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	341	1	2	14	19	382
Future Vol, veh/h	341	1	2	14	19	382
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	1
Mvmt Flow	371	1	2	15	21	415

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	754	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	744	-
Critical Hdwy	4.12	-	-	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.309
Pot Cap-1 Maneuver	1600	-	-	-	380	1074
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	292	1074
Mov Cap-2 Maneuver	-	-	-	-	292	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	473	-

Approach	EB	WB	SB
HCM Control Delay, s	7.9	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1600	-	-	-	953
HCM Lane V/C Ratio	0.232	-	-	-	0.457
HCM Control Delay (s)	7.9	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	2.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	0	3	0	54	0	406	37	82	156	0
Future Vol, veh/h	2	1	0	3	0	54	0	406	37	82	156	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	2	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	6	0	0
Mvmt Flow	2	1	0	4	0	64	0	478	44	96	184	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	910	901	185	879	879	503	185	0	0	524	0	0
Stage 1	377	377	-	502	502	-	-	-	-	-	-	-
Stage 2	533	524	-	377	377	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	258	280	862	270	288	569	1402	-	-	1023	-	-
Stage 1	649	619	-	555	545	-	-	-	-	-	-	-
Stage 2	534	533	-	649	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	210	250	861	247	257	567	1401	-	-	1021	-	-
Mov Cap-2 Maneuver	210	250	-	247	257	-	-	-	-	-	-	-
Stage 1	648	553	-	554	544	-	-	-	-	-	-	-
Stage 2	474	532	-	580	553	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	12.8	0	3.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	222	531	1021	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.126	0.094	-	-
HCM Control Delay (s)	0	-	-	21.5	12.8	8.9	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.3	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	1	42	0	319	27	64	384	0
Future Vol, veh/h	0	0	0	5	1	42	0	319	27	64	384	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	2	0	2	33	8	1	0
Mvmt Flow	0	0	0	6	1	50	0	380	32	76	457	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1031	1022	457	1006	1006	397	457	0	0	413	0	0
Stage 1	609	609	-	397	397	-	-	-	-	-	-	-
Stage 2	422	413	-	609	609	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.22	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.318	2.2	-	-	2.272	-	-
Pot Cap-1 Maneuver	213	238	608	222	243	652	1114	-	-	1114	-	-
Stage 1	486	488	-	633	607	-	-	-	-	-	-	-
Stage 2	613	597	-	486	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	182	216	608	206	220	651	1114	-	-	1113	-	-
Mov Cap-2 Maneuver	182	216	-	206	220	-	-	-	-	-	-	-
Stage 1	486	443	-	632	606	-	-	-	-	-	-	-
Stage 2	565	596	-	441	443	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.9	0	1.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	-	514	1113	-	-
HCM Lane V/C Ratio	-	-	-	-	0.111	0.068	-	-
HCM Control Delay (s)	0	-	-	0	12.9	8.5	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	38	15	21	30	0	19	0	84	0	1	1
Future Vol, veh/h	0	38	15	21	30	0	19	0	84	0	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	20	0	3	0	16	0	2	0	0	0
Mvmt Flow	0	46	18	25	36	0	23	0	101	0	1	1
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.4	7.7	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	41%	0%
Vol Thru, %	0%	0%	72%	59%	50%
Vol Right, %	0%	100%	28%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	84	53	51	2
LT Vol	19	0	0	21	0
Through Vol	0	0	38	30	1
RT Vol	0	84	15	0	1
Lane Flow Rate	23	101	64	61	2
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.035	0.114	0.071	0.072	0.003
Departure Headway (Hd)	5.493	4.052	3.992	4.246	4.013
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	649	877	883	832	877
Service Time	3.254	1.812	2.081	2.333	2.107
HCM Lane V/C Ratio	0.035	0.115	0.072	0.073	0.002
HCM Control Delay	8.5	7.3	7.4	7.7	7.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.2	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	72	17	62	24	0	15	0	134	0	1	1
Future Vol, veh/h	0	72	17	62	24	0	15	0	134	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	3	18	2	0	0	7	0	0	0	0	100
Mvmt Flow	0	78	18	67	26	0	16	0	146	0	1	1
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.9	8.2	7.9	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	72%	0%
Vol Thru, %	0%	0%	81%	28%	50%
Vol Right, %	0%	100%	19%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	134	89	86	2
LT Vol	15	0	0	62	0
Through Vol	0	0	72	24	1
RT Vol	0	134	17	0	1
Lane Flow Rate	16	146	97	93	2
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.025	0.172	0.116	0.118	0.003
Departure Headway (Hd)	5.564	4.24	4.311	4.552	4.315
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	646	849	834	790	831
Service Time	3.275	1.951	2.323	2.564	2.332
HCM Lane V/C Ratio	0.025	0.172	0.116	0.118	0.002
HCM Control Delay	8.4	7.8	7.9	8.2	7.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.4	0.4	0

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	31	60	2	0	117
Future Vol, veh/h	81	31	60	2	0	117
Conflicting Peds, #/hr	3	3	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	9	7	2	50	0	3
Mvmt Flow	98	37	72	2	0	141

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	4	142	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.49	6.27	4.12	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.363	2.218	-	-	-
Pot Cap-1 Maneuver	826	1065	1441	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	783	1061	1440	-	-	-
Mov Cap-2 Maneuver	783	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	7.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	844	-	-
HCM Lane V/C Ratio	0.05	-	0.16	-	-
HCM Control Delay (s)	7.6	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	198	56	38	7	5	91
Future Vol, veh/h	198	56	38	7	5	91
Conflicting Peds, #/hr	2	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	3	0	0	2
Mvmt Flow	228	64	44	8	6	105

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	104	7	111	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	889	1081	1473	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	862	1080	1473	-	-	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	6.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	902	-	-
HCM Lane V/C Ratio	0.03	-	0.324	-	-
HCM Control Delay (s)	7.5	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	37	87	54	0	333
Future Vol, veh/h	91	37	87	54	0	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	40	95	59	0	362

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	-	119
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1445	-	0	933
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	-	933
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	933	-	-	1445	-
HCM Lane V/C Ratio	0.388	-	-	0.065	-
HCM Control Delay (s)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	122	284	94	0	244
Future Vol, veh/h	91	122	284	94	0	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	133	309	102	0	265

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	-	166
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1336	-	0	878
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1336	-	-	878
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.4	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	878	-	-	1336	-
HCM Lane V/C Ratio	0.302	-	-	0.231	-
HCM Control Delay (s)	10.9	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.9	-

Future with Project with Improvements

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	323	992	234	16	369	994	177	16	216	1247	346	225
Future Volume (vph)	323	992	234	16	369	994	177	16	216	1247	346	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00	0.97
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.98		1.00	1.00	0.98	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)	3400	5036	1505		3436	5036	1541		3376	5085	1563	3467
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)	3400	5036	1505		3436	5036	1541		3376	5085	1563	3467
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	347	1067	252	17	397	1069	190	17	232	1341	372	242
RTOR Reduction (vph)	0	0	93	0	0	0	136	0	0	0	95	0
Lane Group Flow (vph)	347	1067	159	0	414	1069	54	0	249	1341	277	242
Confl. Peds. (#/hr)	3		7	5	7		3	4	13		9	9
Confl. Bikes (#/hr)			2				2					
Heavy Vehicles (%)	3%	3%	5%	0%	2%	3%	3%	0%	4%	2%	1%	1%
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases			4				8				2	
Actuated Green, G (s)	18.3	39.1	39.1		21.2	42.0	42.0		13.6	57.2	57.2	14.5
Effective Green, g (s)	18.3	39.1	39.1		21.2	42.0	42.0		13.6	57.2	57.2	14.5
Actuated g/C Ratio	0.11	0.24	0.24		0.13	0.26	0.26		0.08	0.36	0.36	0.09
Clearance Time (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		1.5	3.0	3.0	1.5
Lane Grp Cap (vph)	388	1230	367		455	1321	404		286	1817	558	314
v/s Ratio Prot	0.10	c0.21			c0.12	c0.21			c0.07	0.26		0.07
v/s Ratio Perm			0.11				0.04				0.18	
v/c Ratio	0.89	0.87	0.43		0.91	0.81	0.13		0.87	0.74	0.50	0.77
Uniform Delay, d1	69.9	58.0	51.1		68.5	55.2	45.1		72.3	44.9	40.1	71.1
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.21	0.75	0.77	1.00
Incremental Delay, d2	21.6	6.7	0.8		21.4	3.8	0.2		21.0	2.4	2.8	10.2
Delay (s)	91.5	64.7	51.9		89.9	59.0	45.3		108.2	36.2	33.8	81.3
Level of Service	F	E	D		F	E	D		F	D	C	F
Approach Delay (s)		68.3				65.1				44.9		
Approach LOS		E				E				D		

Intersection Summary			
HCM 2000 Control Delay	57.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1516	321
Future Volume (vph)	1516	321
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.0	7.0
Lane Util. Factor	0.91	1.00
Frpb, ped/bikes	1.00	0.97
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5136	1540
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5136	1540
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	1630	345
RTOR Reduction (vph)	0	155
Lane Group Flow (vph)	1630	190
Confl. Peds. (#/hr)		13
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	1%	2%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	58.1	58.1
Effective Green, g (s)	58.1	58.1
Actuated g/C Ratio	0.36	0.36
Clearance Time (s)	7.0	7.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1865	559
v/s Ratio Prot	c0.32	
v/s Ratio Perm		0.12
v/c Ratio	0.87	0.34
Uniform Delay, d1	47.5	37.0
Progression Factor	1.00	1.00
Incremental Delay, d2	6.0	1.6
Delay (s)	53.6	38.7
Level of Service	D	D
Approach Delay (s)	54.3	
Approach LOS	D	

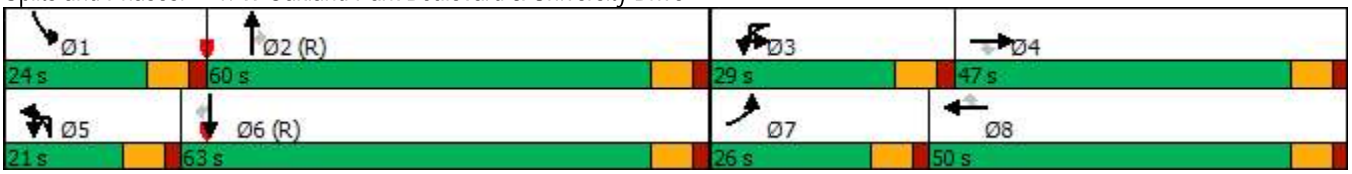
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	992	234	369	994	177	216	1247	346	225	1516	321
Future Volume (vph)	323	992	234	369	994	177	216	1247	346	225	1516	321
Lane Group Flow (vph)	347	1067	252	414	1069	190	249	1341	372	242	1630	345
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	48.0	48.0	12.0	47.0	47.0	12.0	47.0	47.0	12.0	47.0	47.0
Total Split (s)	26.0	47.0	47.0	29.0	50.0	50.0	21.0	60.0	60.0	24.0	63.0	63.0
Total Split (%)	16.3%	29.4%	29.4%	18.1%	31.3%	31.3%	13.1%	37.5%	37.5%	15.0%	39.4%	39.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.90	0.87	0.55	0.91	0.81	0.35	0.87	0.74	0.57	0.77	0.87	0.48
Control Delay	95.2	66.4	30.9	93.0	60.7	8.3	111.8	37.0	22.7	87.3	54.2	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.2	66.4	30.9	93.0	60.7	8.3	111.8	37.0	22.7	87.3	54.2	13.9
Queue Length 50th (ft)	186	392	117	222	383	5	142	199	77	129	595	76
Queue Length 95th (ft)	#269	452	213	#312	441	69	#212	322	198	176	662	174
Internal Link Dist (ft)		950			3832			1742			882	
Turn Bay Length (ft)	260		220	260		370	245		120	260		280
Base Capacity (vph)	403	1261	469	472	1354	548	295	1816	653	368	1865	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.85	0.54	0.88	0.79	0.35	0.84	0.74	0.57	0.66	0.87	0.48

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 102 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: W Oakland Park Boulevard & University Drive



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	401	975	312	19	427	1064	237	23	251	1436	293	17
Future Volume (vph)	401	975	312	19	427	1064	237	23	251	1436	293	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00	
Frpb, ped/bikes	1.00	1.00	0.97		1.00	1.00	0.97		1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	3467	5085	1575		3502	5136	1537		3470	5136	1553	
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)	3467	5085	1575		3502	5136	1537		3470	5136	1553	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	401	975	312	19	427	1064	237	23	251	1436	293	17
RTOR Reduction (vph)	0	0	93	0	0	0	92	0	0	0	79	0
Lane Group Flow (vph)	401	975	219	0	446	1064	145	0	274	1436	214	0
Confl. Peds. (#/hr)	12		9	2	9		12	8	7		6	6
Confl. Bikes (#/hr)			3				4					
Heavy Vehicles (%)	1%	2%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases			4				8				2	
Actuated Green, G (s)	21.5	38.5	38.5		23.1	40.1	40.1		15.2	57.2	57.2	
Effective Green, g (s)	21.5	38.5	38.5		23.1	40.1	40.1		15.2	57.2	57.2	
Actuated g/C Ratio	0.13	0.24	0.24		0.14	0.25	0.25		0.09	0.36	0.36	
Clearance Time (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		1.5	3.0	3.0	
Lane Grp Cap (vph)	465	1223	378		505	1287	385		329	1836	555	
v/s Ratio Prot	0.12	0.19			c0.13	c0.21			c0.08	c0.28		
v/s Ratio Perm			0.14				0.09				0.14	
v/c Ratio	0.86	0.80	0.58		0.88	0.83	0.38		0.83	0.78	0.39	
Uniform Delay, d1	67.8	57.1	53.6		67.1	56.7	49.6		71.2	45.8	38.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.19	1.02	1.24	
Incremental Delay, d2	14.7	3.7	2.1		16.2	4.5	0.6		12.9	2.7	1.6	
Delay (s)	82.5	60.8	55.7		83.3	61.2	50.2		97.4	49.6	49.0	
Level of Service	F	E	E		F	E	D		F	D	D	
Approach Delay (s)		65.0				65.3				56.1		
Approach LOS		E				E				E		

Intersection Summary			
HCM 2000 Control Delay	59.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	101.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	214	1312	261
Future Volume (vph)	214	1312	261
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3470	5085	1551
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3470	5085	1551
Peak-hour factor, PHF	1.00	1.00	1.00
Adj. Flow (vph)	214	1312	261
RTOR Reduction (vph)	0	0	142
Lane Group Flow (vph)	231	1312	119
Confl. Peds. (#/hr)	6		7
Confl. Bikes (#/hr)			
Heavy Vehicles (%)	1%	2%	2%
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	13.2	55.2	55.2
Effective Green, g (s)	13.2	55.2	55.2
Actuated g/C Ratio	0.08	0.35	0.35
Clearance Time (s)	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0
Lane Grp Cap (vph)	286	1754	535
v/s Ratio Prot	0.07	0.26	
v/s Ratio Perm			0.08
v/c Ratio	0.81	0.75	0.22
Uniform Delay, d1	72.2	46.3	37.2
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	14.5	3.0	1.0
Delay (s)	86.6	49.2	38.1
Level of Service	F	D	D
Approach Delay (s)		52.4	
Approach LOS		D	

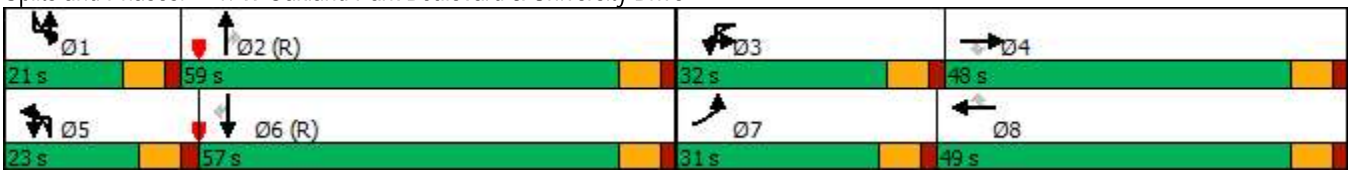
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	975	312	427	1064	237	251	1436	293	214	1312	261
Future Volume (vph)	401	975	312	427	1064	237	251	1436	293	214	1312	261
Lane Group Flow (vph)	401	975	312	446	1064	237	274	1436	293	231	1312	261
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	48.0	48.0	12.0	47.0	47.0	12.0	47.0	47.0	12.0	47.0	47.0
Total Split (s)	31.0	48.0	48.0	32.0	49.0	49.0	23.0	59.0	59.0	21.0	57.0	57.0
Total Split (%)	19.4%	30.0%	30.0%	20.0%	30.6%	30.6%	14.4%	36.9%	36.9%	13.1%	35.6%	35.6%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.86	0.80	0.66	0.88	0.83	0.50	0.83	0.78	0.46	0.81	0.75	0.39
Control Delay	86.3	62.5	39.4	86.6	62.9	27.3	101.5	50.9	31.1	92.9	50.4	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.3	62.5	39.4	86.6	62.9	27.3	101.5	50.9	31.1	92.9	50.4	10.3
Queue Length 50th (ft)	213	347	179	237	379	98	156	368	97	123	467	33
Queue Length 95th (ft)	272	402	291	#303	439	188	#217	439	213	#182	529	110
Internal Link Dist (ft)		950			3832			1742			882	
Turn Bay Length (ft)	260		220	260		370	245		120	260		280
Base Capacity (vph)	520	1303	495	547	1352	495	350	1837	634	306	1757	677
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.75	0.63	0.82	0.79	0.48	0.78	0.78	0.46	0.75	0.75	0.39

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 99 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: W Oakland Park Boulevard & University Drive



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	50	1278	55	47	90	1302	253	175	99	197	252	50
Future Volume (vph)	50	1278	55	47	90	1302	253	175	99	197	252	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	6.0		7.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	5085	1597		1805	5036	1540	1798	1845	1592	1714	1810
Flt Permitted	0.13	1.00	1.00		0.11	1.00	1.00	0.72	1.00	1.00	0.39	1.00
Satd. Flow (perm)	241	5085	1597		216	5036	1540	1364	1845	1592	705	1810
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	56	1436	62	53	101	1463	284	197	111	221	283	56
RTOR Reduction (vph)	0	0	21	0	0	0	35	0	0	86	0	0
Lane Group Flow (vph)	56	1436	41	0	154	1463	249	197	111	135	283	56
Confl. Peds. (#/hr)	1		1	1	1		1	2		4	4	
Confl. Bikes (#/hr)												
Heavy Vehicles (%)	4%	2%	0%	0%	0%	3%	3%	0%	3%	0%	5%	5%
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	3	5!	5	2	7	3	8	5!	7	4
Permitted Phases	6		6	2!	2		2	8		8	4	
Actuated Green, G (s)	99.9	94.1	119.5		112.3	100.3	130.7	42.9	17.5	29.5	52.9	22.5
Effective Green, g (s)	99.9	94.1	119.5		112.3	100.3	130.7	42.9	17.5	29.5	52.9	22.5
Actuated g/C Ratio	0.56	0.52	0.66		0.62	0.56	0.73	0.24	0.10	0.16	0.29	0.12
Clearance Time (s)	7.0	7.0	6.0		7.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	2.0		1.5	3.0	3.0	2.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	181	2658	1060		240	2806	1118	386	179	260	377	226
v/s Ratio Prot	0.01	0.28	0.01		c0.04	c0.29	0.04	0.07	0.06	0.03	c0.13	0.03
v/s Ratio Perm	0.16		0.02		c0.36		0.12	0.05		0.05	c0.09	
v/c Ratio	0.31	0.54	0.04		0.64	0.52	0.22	0.51	0.62	0.52	0.75	0.25
Uniform Delay, d1	19.9	28.6	10.4		20.2	24.9	8.1	58.6	78.1	68.8	54.1	71.1
Progression Factor	1.00	1.00	1.00		1.06	0.88	1.65	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.8	0.0		4.1	0.7	0.1	0.5	6.5	0.7	8.2	0.6
Delay (s)	20.2	29.4	10.4		25.5	22.5	13.4	59.1	84.6	69.5	62.3	71.7
Level of Service	C	C	B		C	C	B	E	F	E	E	E
Approach Delay (s)		28.3				21.4			68.8			65.6
Approach LOS		C				C			E			E

Intersection Summary			
HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



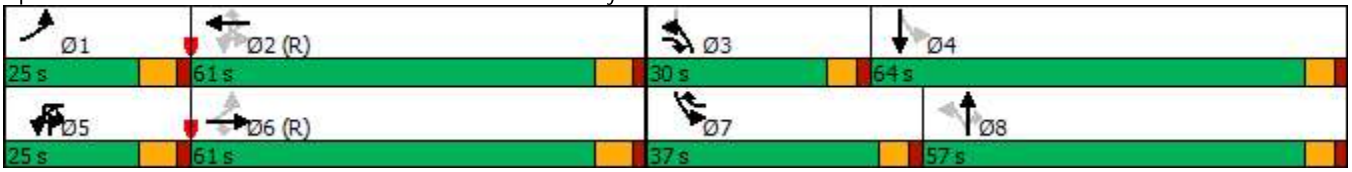
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	227
Future Volume (vph)	227
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	255
RTOR Reduction (vph)	219
Lane Group Flow (vph)	36
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	2
Heavy Vehicles (%)	1%
Turn Type	custom
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	25.4
Effective Green, g (s)	25.4
Actuated g/C Ratio	0.14
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	221
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.16
Uniform Delay, d1	68.0
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	68.1
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	50	1278	55	47	90	1302	253	175	99	197	252	50
Future Volume (vph)	50	1278	55	47	90	1302	253	175	99	197	252	50
Lane Group Flow (vph)	56	1436	62	0	154	1463	284	197	111	221	283	56
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	3	5!	5	2	7	3	8	5!	7	4
Permitted Phases	6		6	2!	2		2	8		8	4	
Detector Phase	1	6	3	5	5	2	7	3	8	5	7	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	6.0	4.0	4.0	10.0	6.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	43.0	12.0	12.0	12.0	46.0	12.0	12.0	24.0	12.0	12.0	24.0
Total Split (s)	25.0	61.0	30.0	25.0	25.0	61.0	37.0	30.0	57.0	25.0	37.0	64.0
Total Split (%)	13.9%	33.9%	16.7%	13.9%	13.9%	33.9%	20.6%	16.7%	31.7%	13.9%	20.6%	35.6%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0		7.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None	None	None	None	None
v/c Ratio	0.29	0.53	0.06		0.64	0.51	0.24	0.55	0.67	0.67	0.78	0.23
Control Delay	18.3	30.0	0.5		27.1	22.4	6.4	56.3	97.8	43.7	70.4	69.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	30.0	0.5		27.1	22.4	6.4	56.3	97.8	43.7	70.4	69.7
Queue Length 50th (ft)	25	413	0		77	457	141	182	129	129	278	58
Queue Length 95th (ft)	48	510	4		83	530	75	250	195	201	366	105
Internal Link Dist (ft)		3832				1714			275			517
Turn Bay Length (ft)	280		220		250		130			180	250	
Base Capacity (vph)	299	2693	1130		298	2879	1191	384	522	380	376	583
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.53	0.05		0.52	0.51	0.24	0.51	0.21	0.58	0.75	0.10

Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 13 (7%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 2: W Oakland Park Boulevard & Inverrary Boulevard W





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	227
Future Volume (vph)	227
Lane Group Flow (vph)	255
Turn Type	custom
Protected Phases	
Permitted Phases	3
Detector Phase	3
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0
Total Split (s)	30.0
Total Split (%)	16.7%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.58
Control Delay	12.8
Queue Delay	0.0
Total Delay	12.8
Queue Length 50th (ft)	0
Queue Length 95th (ft)	87
Internal Link Dist (ft)	
Turn Bay Length (ft)	350
Base Capacity (vph)	455
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.56

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	125	1400	150	38	214	1353	293	139	89	133	268	93
Future Volume (vph)	125	1400	150	38	214	1353	293	139	89	133	268	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	6.0		7.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Lane Util. Factor	0.86	0.86	1.00		1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1522	4804	1578		1805	5136	1584	1805	1900	1515	1770	1863
Flt Permitted	0.15	0.92	1.00		0.15	1.00	1.00	0.70	1.00	1.00	0.38	1.00
Satd. Flow (perm)	237	4399	1578		286	5136	1584	1323	1900	1515	699	1863
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	126	1414	152	38	216	1367	296	140	90	134	271	94
RTOR Reduction (vph)	0	0	42	0	0	0	45	0	0	95	0	0
Lane Group Flow (vph)	113	1427	110	0	254	1367	251	140	90	39	271	94
Confl. Peds. (#/hr)			2		2							
Confl. Bikes (#/hr)			1				1			2		
Heavy Vehicles (%)	2%	2%	0%	0%	0%	1%	1%	0%	0%	6%	2%	2%
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	3	5!	5	2	7	3	8	5!	7	4
Permitted Phases	6		6	2!	2		2	8		8	4	
Actuated Green, G (s)	103.3	103.3	104.7		117.1	96.2	127.0	28.4	13.0	33.9	49.8	28.4
Effective Green, g (s)	103.3	103.3	104.7		117.1	96.2	127.0	28.4	13.0	33.9	49.8	28.4
Actuated g/C Ratio	0.57	0.57	0.58		0.65	0.53	0.71	0.16	0.07	0.19	0.28	0.16
Clearance Time (s)	7.0	7.0	6.0		7.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	2.0		1.5	3.0	3.0	2.0	2.0	1.5	3.0	2.0
Lane Grp Cap (vph)	235	2556	917		362	2744	1117	249	137	285	376	293
v/s Ratio Prot	0.04	0.04	0.01		c0.08	c0.27	0.04	0.05	0.05	0.02	c0.12	0.05
v/s Ratio Perm	0.24	0.28	0.06		c0.37		0.12	0.04		0.01	c0.08	
v/c Ratio	0.48	0.56	0.12		0.70	0.50	0.22	0.56	0.66	0.14	0.72	0.32
Uniform Delay, d1	19.2	24.0	16.9		13.4	26.6	9.3	69.2	81.3	60.9	55.9	67.2
Progression Factor	1.00	1.00	1.00		1.72	1.05	1.91	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2	0.0		4.5	0.6	0.1	1.7	8.4	0.1	6.7	0.2
Delay (s)	19.7	24.2	17.0		27.6	28.5	17.8	70.9	89.7	60.9	62.5	67.5
Level of Service	B	C	B		C	C	B	E	F	E	E	E
Approach Delay (s)		23.2				26.7			71.9			60.7
Approach LOS		C				C			E			E

Intersection Summary			
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	169
Future Volume (vph)	169
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.99
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1585
Flt Permitted	1.00
Satd. Flow (perm)	1585
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	171
RTOR Reduction (vph)	131
Lane Group Flow (vph)	40
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	4
Actuated Green, G (s)	42.4
Effective Green, g (s)	42.4
Actuated g/C Ratio	0.24
Clearance Time (s)	7.0
Vehicle Extension (s)	1.5
Lane Grp Cap (vph)	373
v/s Ratio Prot	0.01
v/s Ratio Perm	0.02
v/c Ratio	0.11
Uniform Delay, d1	54.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	54.0
Level of Service	D
Approach Delay (s)	
Approach LOS	

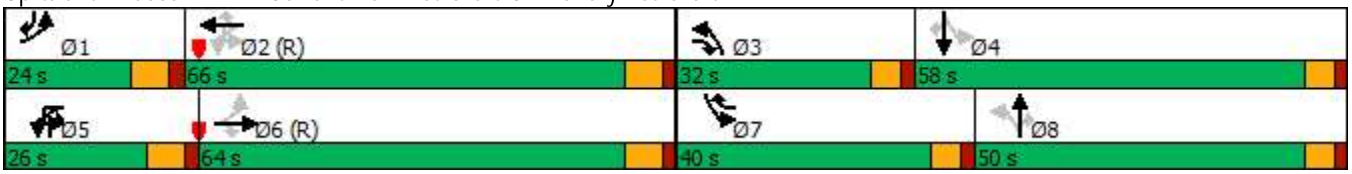
Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	125	1400	150	38	214	1353	293	139	89	133	268	93
Future Volume (vph)	125	1400	150	38	214	1353	293	139	89	133	268	93
Lane Group Flow (vph)	113	1427	152	0	254	1367	296	140	90	134	271	94
Turn Type	pm+pt	NA	pm+ov	pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	3	5!	5	2	7	3	8	5!	7	4
Permitted Phases	6		6	2!	2		2	8		8	4	
Detector Phase	1	6	3	5	5	2	7	3	8	5	7	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	6.0	4.0	4.0	10.0	5.0	6.0	6.0	4.0	5.0	5.0
Minimum Split (s)	12.0	43.0	12.0	12.0	12.0	46.0	11.0	12.0	45.0	12.0	11.0	45.0
Total Split (s)	24.0	64.0	32.0	26.0	26.0	66.0	40.0	32.0	50.0	26.0	40.0	58.0
Total Split (%)	13.3%	35.6%	17.8%	14.4%	14.4%	36.7%	22.2%	17.8%	27.8%	14.4%	22.2%	32.2%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0		7.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None	None	None	None	None
v/c Ratio	0.48	0.56	0.16		0.70	0.50	0.25	0.56	0.66	0.36	0.72	0.32
Control Delay	21.6	21.9	6.5		39.6	30.5	8.1	59.8	102.7	13.6	65.9	69.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	21.9	6.5		39.6	30.5	8.1	59.8	102.7	13.6	65.9	69.0
Queue Length 50th (ft)	56	315	23		183	364	52	130	106	16	274	99
Queue Length 95th (ft)	104	406	65		329	450	164	182	169	72	350	158
Internal Link Dist (ft)		3832				1714			275			517
Turn Bay Length (ft)	280		220		250		130			180	250	
Base Capacity (vph)	267	2557	1058		370	2745	1201	356	464	380	399	538
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.56	0.14		0.69	0.50	0.25	0.39	0.19	0.35	0.68	0.17

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 126 (70%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 2: W Oakland Park Boulevard & Inverrary Boulevard W



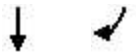


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	169
Future Volume (vph)	169
Lane Group Flow (vph)	171
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	4
Detector Phase	1
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	12.0
Total Split (s)	24.0
Total Split (%)	13.3%
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.35
Control Delay	7.2
Queue Delay	0.0
Total Delay	7.2
Queue Length 50th (ft)	0
Queue Length 95th (ft)	57
Internal Link Dist (ft)	
Turn Bay Length (ft)	350
Base Capacity (vph)	524
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	93	200	124	11	346	278	106	10	51	1629	190	54
Future Volume (vph)	93	200	124	11	346	278	106	10	51	1629	190	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0		7.0	7.0		7.0
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.97	0.91		0.97
Frpb, ped/bikes	1.00	0.99			1.00	1.00	0.99		1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
Frt	1.00	0.94			1.00	1.00	0.85		1.00	0.98		1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.95	1.00		0.95
Satd. Flow (prot)	1805	3308			1787	3574	1561		3388	4987		3367
Flt Permitted	0.58	1.00			0.18	1.00	1.00		0.95	1.00		0.95
Satd. Flow (perm)	1094	3308			346	3574	1561		3388	4987		3367
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	96	206	128	11	357	287	109	10	53	1679	196	56
RTOR Reduction (vph)	0	68	0	0	0	0	85	0	0	7	0	0
Lane Group Flow (vph)	96	266	0	0	368	287	24	0	63	1868	0	56
Confl. Peds. (#/hr)			6	1	6				1		2	2
Confl. Bikes (#/hr)			3				2				1	
Heavy Vehicles (%)	0%	3%	0%	0%	1%	1%	2%	0%	4%	2%	4%	4%
Turn Type	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Prot	Prot	NA		Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases	4			8	8		8					
Actuated Green, G (s)	27.2	17.2			50.6	34.6	34.6		6.0	83.7		5.7
Effective Green, g (s)	27.2	17.2			50.6	34.6	34.6		6.0	83.7		5.7
Actuated g/C Ratio	0.17	0.11			0.32	0.22	0.22		0.04	0.52		0.04
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0		7.0	7.0		7.0
Vehicle Extension (s)	1.5	2.0			2.5	2.0	2.0		1.5	3.0		1.5
Lane Grp Cap (vph)	230	355			356	772	337		127	2608		119
v/s Ratio Prot	0.03	0.08			c0.18	0.08			c0.02	0.37		0.02
v/s Ratio Perm	0.04				c0.15		0.02					
v/c Ratio	0.42	0.75			1.03	0.37	0.07		0.50	0.72		0.47
Uniform Delay, d1	58.2	69.3			48.4	53.4	49.9		75.5	29.1		75.7
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.23
Incremental Delay, d2	0.4	7.4			56.7	0.1	0.0		1.1	1.7		0.9
Delay (s)	58.7	76.7			105.1	53.5	49.9		76.6	30.8		93.9
Level of Service	E	E			F	D	D		E	C		F
Approach Delay (s)		72.7				77.9				32.3		
Approach LOS		E				E				C		

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1951	50
Future Volume (vph)	1951	50
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5113	
Flt Permitted	1.00	
Satd. Flow (perm)	5113	
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	2011	52
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	2062	0
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		2
Heavy Vehicles (%)	1%	2%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	83.4	
Effective Green, g (s)	83.4	
Actuated g/C Ratio	0.52	
Clearance Time (s)	7.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	2665	
v/s Ratio Prot	c0.40	
v/s Ratio Perm		
v/c Ratio	0.77	
Uniform Delay, d1	30.7	
Progression Factor	0.36	
Incremental Delay, d2	1.9	
Delay (s)	13.0	
Level of Service	B	
Approach Delay (s)	15.1	
Approach LOS	B	

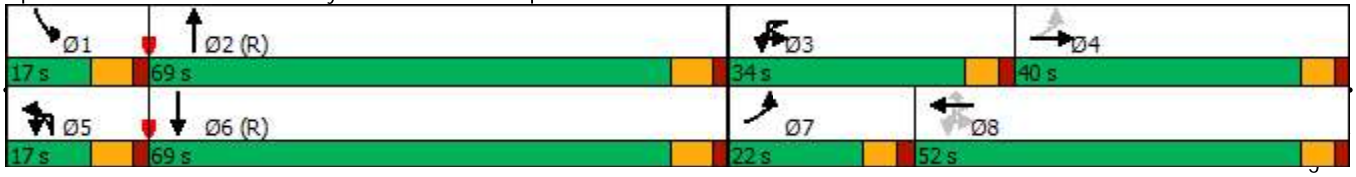
Intersection Summary

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	93	200	11	346	278	106	51	1629	54	1951
Future Volume (vph)	93	200	11	346	278	106	51	1629	54	1951
Lane Group Flow (vph)	96	334	0	368	287	109	63	1875	56	2063
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	3	8		5	2	1	6
Permitted Phases	4		8	8		8				
Detector Phase	7	4	3	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	6.0	5.0	10.0	5.0	10.0
Minimum Split (s)	16.0	44.0	24.0	24.0	50.0	50.0	12.0	40.0	12.0	40.0
Total Split (s)	22.0	40.0	34.0	34.0	52.0	52.0	17.0	69.0	17.0	69.0
Total Split (%)	13.8%	25.0%	21.3%	21.3%	32.5%	32.5%	10.6%	43.1%	10.6%	43.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.42	0.79		1.03	0.37	0.25	0.43	0.71	0.40	0.76
Control Delay	45.8	67.0		103.1	54.7	8.2	83.1	31.2	98.2	13.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	67.0		103.1	54.7	8.2	83.1	31.2	98.2	13.1
Queue Length 50th (ft)	72	141		~349	135	0	34	544	31	263
Queue Length 95th (ft)	115	193		#538	180	46	60	664	m53	731
Internal Link Dist (ft)		1123			804			609		1629
Turn Bay Length (ft)	105			175		85	265		325	
Base Capacity (vph)	298	764		361	1027	531	211	2658	210	2712
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.44		1.02	0.28	0.21	0.30	0.71	0.27	0.76

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: University Drive & Sunset Strip



Appendix D

Committed Roadway Improvements

4446731 SR-816/OAKLAND PARK BLVD FROM SR-817/UNIVERSITY DRIVE TO NW 31ST AVE Non-SIS



Work Summary: PTO STUDIES

From:

To:

Lead Agency: FDOT

Length: 4.33

MTP Pg.: 5-3

Phase	Fund Source	2022	2023	2024	2025	2026	Total
PDE	DDR	0	250,000	0	0	0	**250,000**
PDE	DIH	0	8,000	0	0	0	**8,000**
Total		**0**	**258,000**	**0**	**0**	**0**	**258,000**

Prior Year Cost:

Future Year Cost:

Total Project Cost: 258,000

Project Description: OAKLAND PARK BLVD. INTERMODAL DEVELOPMENT STUDY TO IMPROVE THE INTERMODAL ACCESS ALONG THE CORRIDOR WITH DEDICATED BUS LANES AND IMPROVED ACCESS TO LOCAL TRANSIT SERVICES. IS R/W NEEDED

4455201 CITYWIDE BUS SHELTERS - VARIOUS LOCATIONS — Non-SIS



Work Summary: PUBLIC TRANSPORTATION

From:

To:

Lead Agency: BROWARD MPO

0

MTP Pg.: 5-30

Phase	Fund Source	2022	2023	2024	2025	2026	Total
CAP	FTAT	1,694,250	0	0	0	0	**1,694,250**
CAP	SU	1,694,250	0	0	0	0	**1,694,250**
Total		**3,388,500**	**0**	**0**	**0**	**0**	**3,388,500**

Prior Year Cost:

Future Year Cost:

Total Project Cost: 3,388,500

Project Description: 2021 MPO CSLIP PRIORITY #10 VARIOUS LOCATIONS: SUNSET STRIP,UNIVERSITY DRIVE AND OAKLAND PARK BLVD FLEX TO MPO

4476751 SR-816/OAKLAND PARK BLVD FROM ROCK ISLAND ROAD TO EAST OF NW 31 STREET Non-SIS



Work Summary: RESURFACING

From:

To:

Lead Agency: FDOT

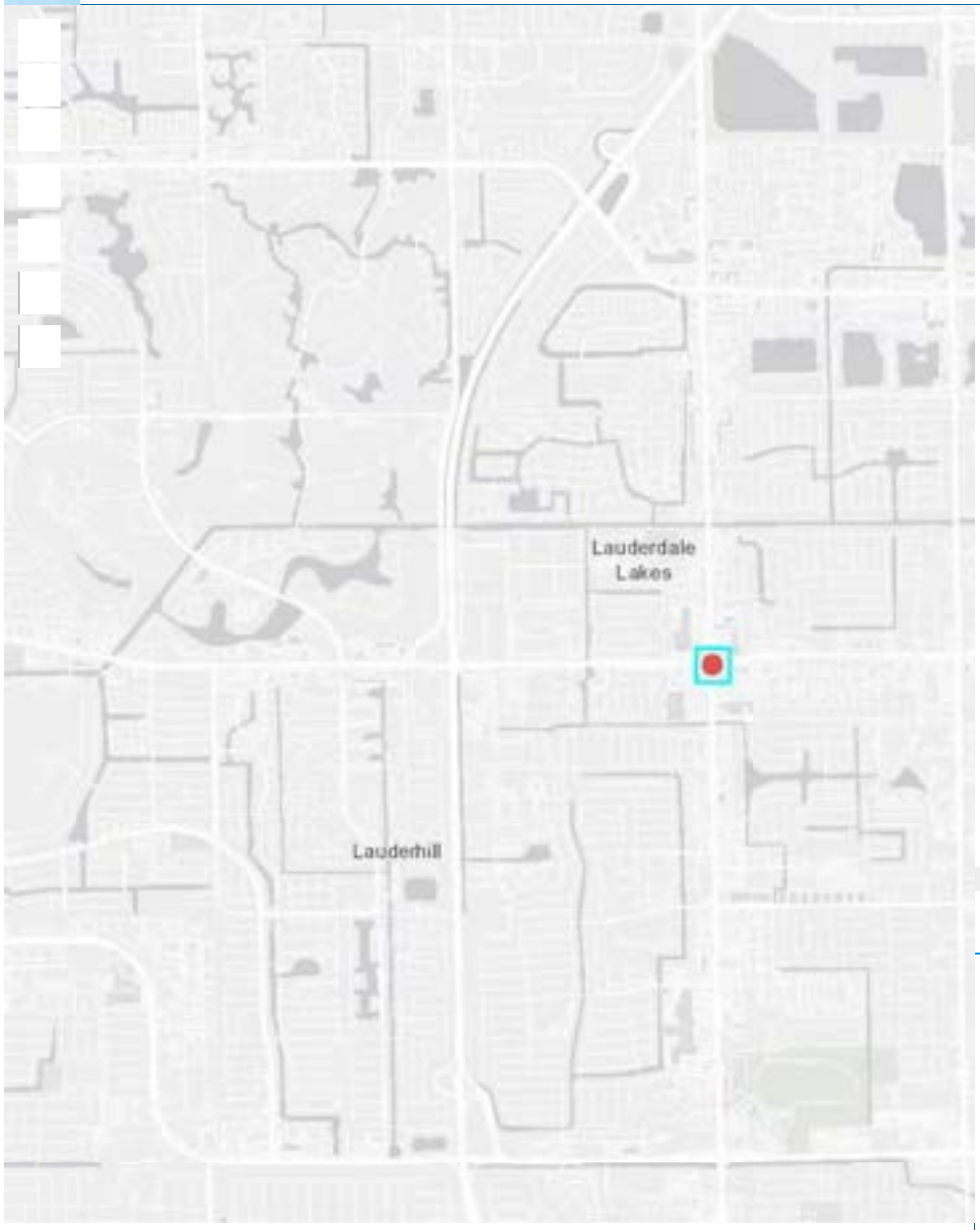
Length: 2.298

MTP Pg.: 5-36

Phase	Fund Source	2022	2023	2024	2025	2026	Total
PE	DIH	96,824	0	0	0	0	**96,824**
PE	DDR	580,943	0	0	0	0	**580,943**
CST	DS	0	0	0	4,552,256	0	**4,552,256**
CST	DIH	0	0	0	133,910	0	**133,910**
Total		**677,767**	**0**	**0**	**4,686,166**	**0**	**5,363,933**

Prior Year Cost:
Future Year Cost:
Total Project Cost: 5,363,933
Project Description:

DRAFT COMMITMENT 2045 MTP



Intersection Projects

Oakland Park Blvd. at SR-7

Funding Program: State
Project Sponsor: Broward MPO
Project Limits:
Project Description: Construct center turn overpass.
Road Owner: State
Total Cost: $99,900,000
Funding Timeframe: 2026/2030

Need Additional Information?

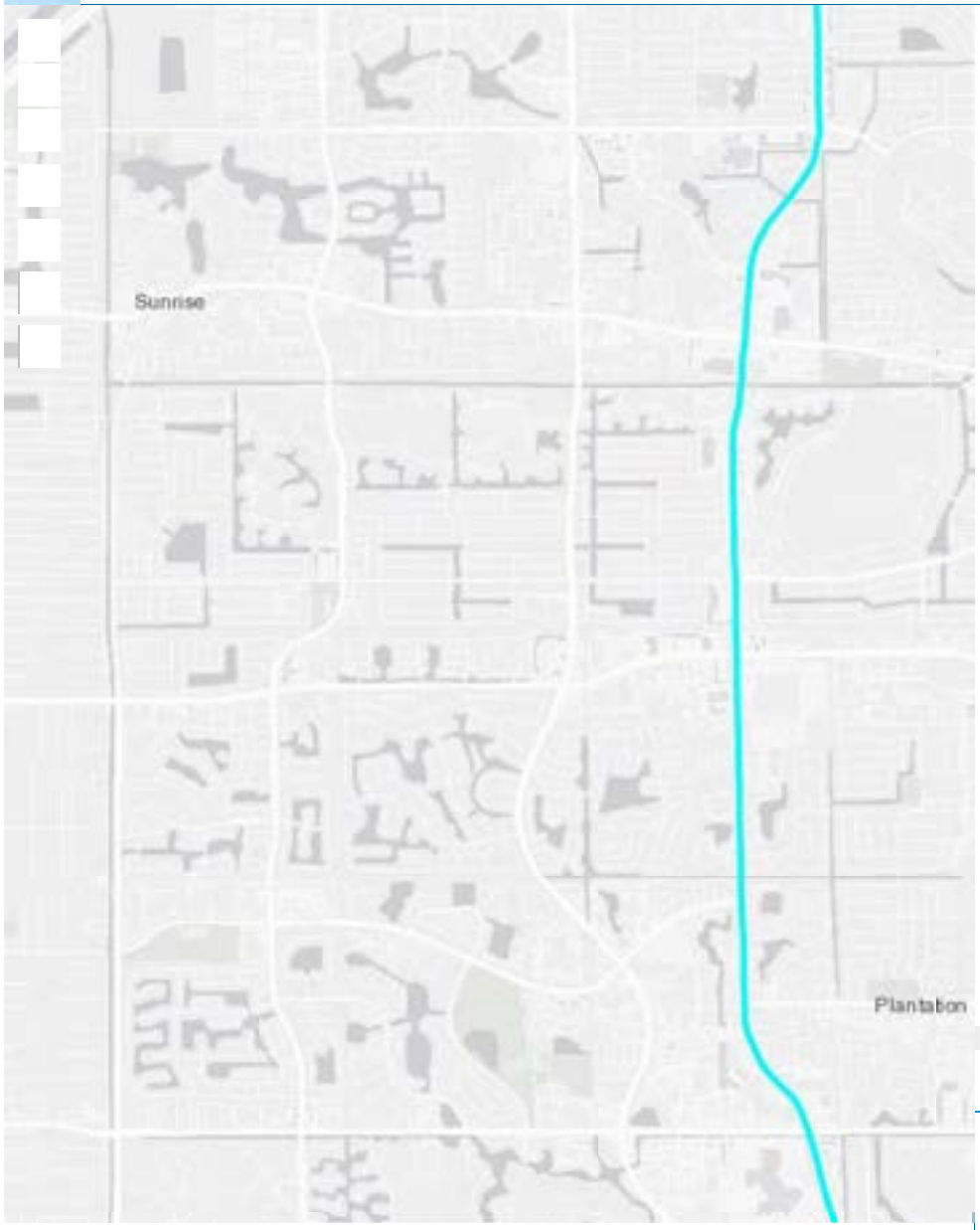
For more information visit Commitment2045.org or feedback@br

Commitment 2045

For more information visit our site by clicking on the image below.

Comments

No comments available



Transit Projects

University Drive Rapid Bus

Funding Program: Transit
Project Sponsor: Broward County
Project Limits: From Coconut Creek (Sample Rd.) to Miami Dade County (Golden Glades)
Project Description: 10-15 min. limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP/Queue Jump technologies, and mobile ticketing.
Road Owner: County
Total Cost: $115,696,100
Funding Timeframe: 2031/2035

Contact Information

For more information visit Commitment2045.org or feedback@br

Commitment 2045

For more information visit our site by clicking on the image below.

Comments

No comments available

Appendix E

Trip Generation

Scenario - 1

Scenario Name: Proposed - Sept 2024 User Group:

Dev. phase: 1 No. of Years to Project Traffic : 0

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	400	Weekday	Best Fit (LOG)	1806	1806	3612
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.92Ln(X) + 2.68	50%	50%	
210(1) - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	400	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG)	68	195	263
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.91Ln(X) + 0.12	26%	74%	
210(2) - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	400	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	230	135	365
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.94Ln(X) + 0.27	63%	37%	
220 - Multifamily Housing (Low-Rise) - Not	General Urban/Suburban	Dwelling Units	500	Weekday	Best Fit (LIN)	1640	1640	3280
Data Source: Trip Generation Manual, 11th Ed					T = 6.41(X) + 75.31	50%	50%	
220(1) - Multifamily Housing (Low-Rise) -	General Urban/Suburban	Dwelling Units	500	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	43	135	178
Data Source: Trip Generation Manual, 11th Ed					T = 0.31(X) + 22.85	24%	76%	
220(2) - Multifamily Housing (Low-Rise) - Not	General Urban/Suburban	Dwelling Units	500	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	148	87	235
Data Source: Trip Generation Manual, 11th Ed					T = 0.43(X) + 20.55	63%	37%	
411 - Public Park	General Urban/Suburban	Acres	7.77	Weekday	Best Fit (LIN)	47	47	94
Data Source: Trip Generation Manual, 11th Ed					T = 0.64(X) + 88.46	50%	50%	
411(1) - Public Park	General Urban/Suburban	Acres	7.77	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	0	0	0
Data Source: Trip Generation Manual, 11th Ed					0.02	59%	41%	
411(2) - Public Park	General Urban/Suburban	Acres	7.77	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	13	10	23
Data Source: Trip Generation Manual, 11th Ed					T = 0.06(X) + 22.60	55%	45%	

COMMUTING CHARACTERISTICS BY SEX

United States® Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Census Tract 602.07, Broward County, Florida		
	Total	Male	Female
Label	Estimate	Estimate	Estimate
Workers 16 years and over	1,506	690	816
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	91.4%	96.1%	87.4%
Drove alone	83.4%	88.4%	79.2%
Carpooled	8.0%	7.7%	8.2%
In 2-person carpool	6.6%	4.8%	8.2%
In 3-person carpool	1.3%	2.9%	0.0%
In 4-or-more person carpool	0.0%	0.0%	0.0%
Workers per car, truck, or van	1.05	1.04	1.05
Public transportation (excluding taxicab)	2.9%	0.0%	5.3%
Walked	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%
Taxicab, motorcycle, or other means	0.0%	0.0%	0.0%
Worked from home	5.8%	3.9%	7.4%
PLACE OF WORK			
Workers 16 years and over who did not work from home	1,419	663	756
VEHICLES AVAILABLE			
PERCENT ALLOCATED			

Table Notes

COMMUTING CHARACTERISTICS BY SEX

Survey/Program: American Community Survey
Year: 2020
Estimates: 5-Year
Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2020, the 2020 Census provides the official counts of the population and housing units for the nation, states, counties, cities, and towns. For 2016 to 2019, the Population Estimates Program provides estimates of the population for the nation, states, counties, cities, and towns and intercensal housing unit estimates for the nation, states, and counties.

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

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

The 2016-2020 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:
-
The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution.
N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
(X)
The estimate or margin of error is not applicable or not available.
median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").
**
The margin of error could not be computed because there were an insufficient number of sample observations.
***
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.
*****
A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Appendix F

Transit Documentation

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired/TTY: 954-357-8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

1,000 copies of this public document were promulgated at a gross cost of $275, or $0.275 per copy to inform the public about the Transit Division's schedule and route information. Printed 5/22

Broward County Transit

ROUTE 2 ALL WEEK SCHEDULE

N.W. 207 Street to Westview Drive
via University Drive

Effective 5/29/22



Safety Is Our Number One Priority

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Westview Drive & University Drive

NW 207 ST & UNIVERSITY DR	PINES BLVD & UNIVERSITY DR	STIRLING RD & UNIVERSITY DR	SW 30TH ST & UNIVERSITY	WEST TERMINAL **ARRIVAL**	WEST TERMINAL **DEPARTURE**	OAKLAND PARK BLVD & UNIVERSITY DR	McNAB RD & UNIVERSITY DR	ATLANTIC BLVD & UNIVERSITY DR	WESTVIEW DR & UNIVERSITY DR
1	2	3	4	5	5	6	7	8	9
					5:00a	5:11a	5:21a	5:29a	5:45a
					5:25a	5:37a	5:45a	5:53a	6:09a
					5:50a	6:02a	6:11a	6:18a	6:36a
5:15a	5:29a	5:38a	5:44a	6:05a	6:11a	6:27a	6:37a	6:44a	7:04a
5:40a	5:56a	6:05a	6:11a	6:32a	6:38a	6:54a	7:07a	7:17a	7:39a
6:05a	6:23a	6:33a	6:40a	7:00a	7:06a	7:24a	7:37a	7:47a	8:08a
6:30a	6:49a	6:57a	7:04a	7:28a	7:34a	7:56a	8:08a	8:17a	8:41a
6:55a	7:14a	7:26a	7:36a	7:57a	8:03a	8:23a	8:36a	8:46a	9:10a
7:16a	7:36a	7:49a	7:59a	8:20a	8:26a	8:45a	8:58a	9:07a	9:31a G
7:41a	8:02a	8:13a	8:23a	8:44a	8:50a	9:09a	9:21a	9:30a	9:49a
8:06a	8:26a	8:38a	8:48a	9:09a	9:15a	9:33a	9:46a	9:55a	10:15a
8:32a	8:52a	9:03a	9:11a	9:30a	9:36a	9:54a	10:07a	10:17a	10:35a
8:59a	9:17a	9:28a	9:35a	9:57a	10:03a	10:22a	10:35a	10:44a	11:04a
9:25a	9:42a	9:53a	10:00a	10:24a	10:30a	10:48a	11:01a	11:10a	11:29a
9:50a	10:07a	10:17a	10:24a	10:50a	10:56a	11:14a	11:26a	11:35a	11:56a
10:15a	10:33a	10:43a	10:51a	11:13a	11:19a	11:37a	11:50a	12:00p	12:21p
10:40a	10:58a	11:12a	11:19a	11:41a	11:47a	12:05p	12:19p	12:28p	12:49p
11:05a	11:23a	11:33a	11:40a	12:08p	12:14p	12:33p	12:45p	12:54p	1:15p
11:30a	11:48a	11:59a	12:07p	12:34p	12:40p	12:58p	1:11p	1:20p	1:40p
11:55a	12:12p	12:22p	12:30p	12:58p	1:04p	1:24p	1:37p	1:46p	2:09p
12:20p	12:37p	12:47p	12:55p	1:24p	1:30p	1:49p	2:02p	2:12p	2:33p
12:45p	1:07p	1:17p	1:24p	1:52p	1:58p	2:18p	2:32p	2:43p	3:06p
1:10p	1:28p	1:38p	1:45p	2:15p	2:21p	2:42p	2:57p	3:07p	3:31p G
1:35p	1:53p	2:08p	2:16p	2:42p	2:48p	3:09p	3:25p	3:37p	3:59p
2:00p	2:18p	2:30p	2:39p	3:08p	3:14p	3:35p	3:50p	4:00p	4:22p G
2:25p	2:43p	2:56p	3:05p	3:33p	3:39p	3:59p	4:14p	4:24p	4:47p
2:50p	3:14p	3:26p	3:36p	4:04p	4:10p	4:31p	4:46p	4:56p	5:19p
3:15p	3:33p	3:47p	3:58p	4:29p	4:35p	4:55p	5:10p	5:20p	5:43p
3:40p	3:58p	4:10p	4:20p	4:48p	4:54p	5:15p	5:30p	5:40p	6:08p
4:01p	4:21p	4:33p	4:44p	5:14p	5:20p	5:42p	5:57p	6:06p	6:29p
4:24p	4:43p	4:55p	5:05p	5:33p	5:39p	6:01p	6:16p	6:25p	6:50p
4:50p	5:09p	5:22p	5:32p	6:02p	6:08p	6:28p	6:42p	6:51p	7:11p
5:16p	5:37p	5:50p	5:59p	6:26p	6:32p	6:51p	7:03p	7:12p	7:33p
5:41p	6:02p	6:14p	6:23p	6:49p	6:55p	7:14p	7:27p	7:35p	7:56p G
6:11p	6:31p	6:42p	6:50p	7:18p	7:24p	7:42p	7:54p	8:01p	8:22p
6:38p	6:57p	7:08p	7:17p	7:42p	7:48p	8:06p	8:18p	8:26p	8:45p
7:02p	7:19p	7:29p	7:38p	8:04p	8:10p	8:27p	8:38p	8:45p	9:04p G
7:26p	7:43p	7:54p	8:01p	8:25p	8:31p	8:46p	8:56p	9:02p	9:19p
7:50p	8:09p	8:18p	8:25p	8:46p	8:52p	9:08p	9:19p	9:25p	9:42p
8:14p	8:29p	8:37p	8:43p	9:05p	9:11p	9:27p	9:36p	9:43p	10:01p G
8:38p	8:52p	9:00p	9:06p	9:29p	9:35p	9:50p	9:59p	10:05p	10:22p
9:06p	9:21p	9:32p	9:39p	9:59p	10:05p	10:20p	10:30p	10:36p	10:54p
9:39p	9:53p	10:01p	10:07p	10:29p	10:35p	10:50p	10:59p	11:05p	11:22p G
10:09p	10:26p	10:34p	10:40p	10:58p	11:04p	11:19p	11:28p	11:34p	11:50p G
10:38p	10:54p	11:01p	11:07p	11:26p	11:32p	11:46p	11:53p	11:59p	12:15a G
11:08p	11:23p	11:30p	11:36p	11:55p	12:01a	12:14a	12:23a	12:29a	12:45a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter “G” after them indicate bus returns to garage.

MONDAY-FRIDAY There are additional bus stops in between those listed.

SOUTHBOUND

To NW 207 Street in Miami-Dade County

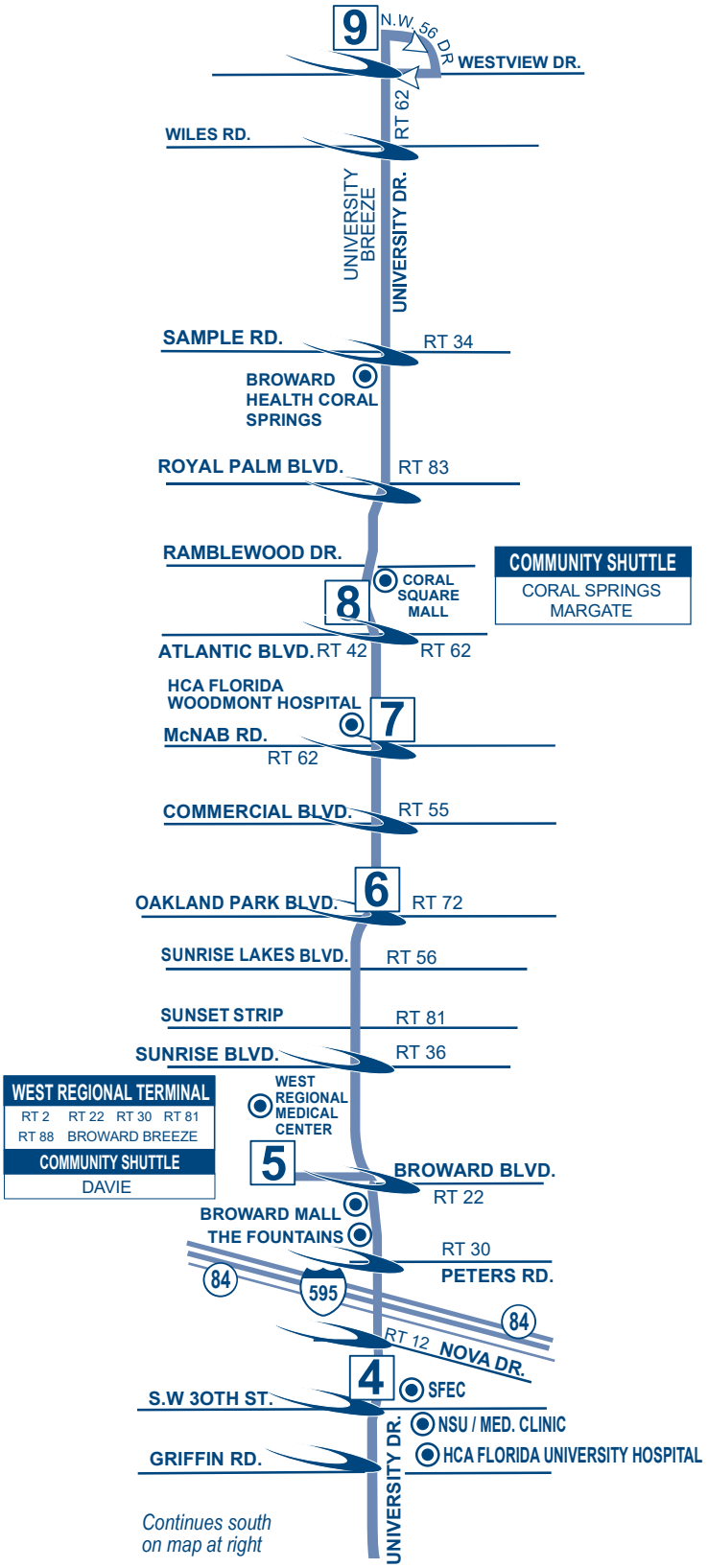
WESTVIEW DR & UNIVERSITY DR	ATLANTIC BLVD & UNIVERSITY DR	McNAB RD & UNIVERSITY DR	OAKLAND PARK BLVD & UNIVERSITY DR	WEST TERMINAL **ARRIVAL**	WEST TERMINAL **DEPARTURE**	SW 30TH ST & UNIVERSITY	STIRLING RD & UNIVERSITY DR	PINES BLVD & UNIVERSITY DR	NW 207 ST & UNIVERSITY DR
9	8	7	6	5	5	4	3	2	1
					5:11a	5:22a	5:29a	5:37a	5:47a
					5:36a	5:47a	5:54a	6:03a	6:13a
5:00a	5:15a	5:22a	5:32a	5:50a	5:58a	6:10a	6:19a	6:29a	6:44a
5:29a	5:43a	5:50a	6:02a	6:20a	6:28a	6:41a	6:50a	7:01a	7:14a
5:58a	6:14a	6:23a	6:35a	6:51a	6:59a	7:13a	7:22a	7:33a	7:47a
6:23a	6:40a	6:50a	7:03a	7:19a	7:27a	7:44a	7:53a	8:04a	8:17a
6:48a	7:06a	7:16a	7:30a	7:49a	7:57a	8:13a	8:23a	8:34a	8:47a
7:11a	7:27a	7:36a	7:49a	8:09a	8:17a	8:33a	8:41a	8:51a	9:04a
7:32a	7:48a	8:00a	8:12a	8:34a	8:42a	8:57a	9:04a	9:13a	9:25a
7:58a	8:16a	8:26a	8:39a	9:01a	9:09a	9:23a	9:32a	9:42a	9:54a
8:24a	8:43a	8:53a	9:06a	9:26a	9:34a	9:50a	9:59a	10:09a	10:24a
8:49a	9:06a	9:15a	9:28a	9:48a	9:56a	10:12a	10:20a	10:30a	10:45a
9:11a	9:27a	9:36a	9:50a	10:12a	10:20a	10:33a	10:42a	10:51a	11:08a
9:33a	9:51a	10:00a	10:14a	10:35a	10:43a	10:58a	11:07a	11:17a	11:32a
9:59a	10:19a	10:28a	10:42a	11:03a	11:11a	11:25a	11:34a	11:45a	12:00p
10:25a	10:44a	10:53a	11:07a	11:28a	11:36a	11:51a	12:03p	12:14p	12:29p
10:52a	11:10a	11:19a	11:33a	11:54a	12:02p	12:19p	12:28p	12:40p	12:55p
11:19a	11:37a	11:47a	12:00p	12:21p	12:29p	12:45p	12:54p	1:06p	1:21p
11:44a	12:02p	12:10p	12:24p	12:46p	12:54p	1:09p	1:18p	1:29p	1:45p
12:09p	12:28p	12:36p	12:49p	1:10p	1:18p	1:35p	1:44p	1:55p	2:11p
12:34p	12:53p	1:01p	1:15p	1:35p	1:43p	1:59p	2:11p	2:23p	2:39p
12:59p	1:19p	1:28p	1:42p	2:01p	2:09p	2:25p	2:34p	2:45p	3:01p G
1:24p	1:44p	1:53p	2:08p	2:29p	2:37p	2:56p	3:05p	3:19p	3:36p
1:49p	2:08p	2:17p	2:31p	2:52p	3:00p	3:17p	3:27p	3:40p	3:56p
2:14p	2:35p	2:46p	3:01p	3:21p	3:29p	3:48p	3:58p	4:11p	4:28p G
2:39p	3:02p	3:13p	3:29p	3:47p	3:55p	4:14p	4:24p	4:37p	4:54p
3:04p	3:26p	3:37p	3:53p	4:11p	4:19p	4:38p	4:49p	5:02p	5:20p
3:29p	3:51p	4:02p	4:17p	4:38p	4:46p	5:05p	5:19p	5:34p	5:53p
3:54p	4:17p	4:27p	4:43p	5:04p	5:12p	5:34p	5:44p	5:57p	6:14p
4:19p	4:41p	4:52p	5:07p	5:29p	5:37p	5:57p	6:06p	6:18p	6:35p
4:45p	5:07p	5:17p	5:31p	5:52p	6:00p	6:21p	6:30p	6:41p	6:59p
5:09p	5:30p	5:40p	5:55p	6:16p	6:24p	6:40p	6:48p	7:01p	7:20p G
5:34p	5:57p	6:06p	6:20p	6:40p	6:48p	7:04p	7:13p	7:24p	7:39p
5:59p	6:20p	6:30p	6:44p	7:05p	7:13p	7:26p	7:34p	7:42p	7:57p
6:24p	6:44p	6:53p	7:05p	7:24p	7:32p	7:46p	7:54p	8:04p	8:19p
6:50p	7:11p	7:19p	7:31p	7:50p	7:58p	8:13p	8:21p	8:31p	8:46p
7:15p	7:32p	7:39p	7:50p	8:10p	8:18p	8:31p	8:39p	8:49p	9:04p G
7:40p	7:55p	8:03p	8:14p	8:37p	8:45p	8:56p	9:04p	9:13p	9:27p
8:04p	8:21p	8:29p	8:39p	8:56p	9:04p	9:17p	9:26p	9:36p	9:50p
8:34p	8:49p	8:56p	9:07p	9:24p	9:32p	9:43p	9:51p	10:00p	10:14p
9:04p	9:20p	9:27p	9:40p	9:56p	10:04p	10:16p	10:24p	10:33p	10:46p
9:34p	9:50p	9:56p	10:07p	10:24p	10:32p	10:46p	10:54p	11:03p	11:17p G
10:04p	10:20p	10:28p	10:39p	10:54p	11:02p	11:14p	11:22p	11:31p	11:45p G
10:35p	10:49p	10:55p	11:06p	11:18p G					
11:05p	11:19p	11:25p	11:35p	11:47p G					

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter “G” after them indicate bus returns to garage.

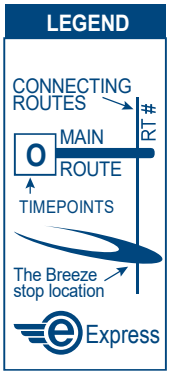
ROUTE 2

NW 207 Street to
Westview Drive
via University Drive

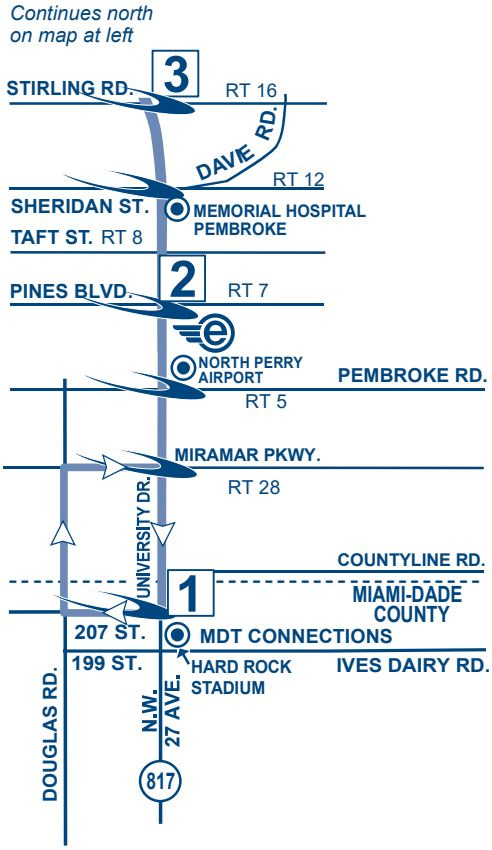


POINTS OF INTEREST

- North Perry Airport
- Memorial Hospital Pembroke
- Nova Southeastern University Medical Clinic
- Broward Mall
- The Fountains
- West Regional Medical Center
- HCA Florida University Hospital
- Coral Square Mall
- Broward Health Coral Springs
- Hard Rock Stadium
- South Florida Educational Center (SFEC)
- HCA Florida Woodmont Hospital







SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND To Westview Drive

NW 207 ST & UNIVERSITY DR	PINES BLVD & UNIVERSITY DR	STIRLING RD & UNIVERSITY DR	SW 30TH ST & UNIVERSITY	WEST TERMINAL **ARRIVAL**	WEST TERMINAL **DEPARTURE**	OAKLAND PARK BLVD & UNIVERSITY DR	McNAB RD & UNIVERSITY DR	ATLANTIC BLVD & UNIVERSITY DR	WESTVIEW DR
1	2	3	4	5	5	6	7	8	9
					5:20a	5:33a	5:44a	5:50a	6:05a
5:13a	5:27a	5:35a	5:42a	5:58a	6:03a	6:16a	6:27a	6:33a	6:48a
5:54a	6:08a	6:16a	6:23a	6:39a	6:44a	6:57a	7:07a	7:14a	7:27a
6:39a	6:53a	7:01a	7:09a	7:27a	7:32a	7:48a	7:58a	8:05a	8:19a
7:14a	7:30a	7:39a	7:47a	8:04a	8:09a	8:27a	8:38a	8:45a	8:59a
7:49a	8:06a	8:16a	8:24a	8:39a	8:44a	9:02a	9:14a	9:21a	9:34a
8:24a	8:42a	8:52a	9:00a	9:18a	9:23a	9:40a	9:52a	9:59a	10:13a
8:59a	9:18a	9:28a	9:37a	9:55a	10:00a	10:18a	10:30a	10:38a	10:52a
9:34a	9:53a	10:03a	10:11a	10:31a	10:36a	10:54a	11:06a	11:14a	11:30a
10:09a	10:26a	10:36a	10:44a	11:03a	11:08a	11:26a	11:38a	11:46a	12:02p
10:44a	11:01a	11:12a	11:20a	11:37a	11:42a	12:00p	12:12p	12:20p	12:35p
11:19a	11:34a	11:45a	11:53a	12:11p	12:16p	12:35p	12:47p	12:55p	1:11p
11:54a	12:10p	12:19p	12:26p	12:44p	12:49p	1:08p	1:20p	1:28p	1:45p
12:29p	12:46p	12:55p	1:02p	1:20p	1:25p	1:44p	1:56p	2:04p	2:20p
1:04p	1:20p	1:30p	1:38p	1:56p	2:01p	2:20p	2:32p	2:40p	2:56p
1:39p	1:55p	2:06p	2:15p	2:35p	2:40p	2:59p	3:11p	3:20p	3:36p
2:14p	2:31p	2:42p	2:51p	3:09p	3:14p	3:33p	3:45p	3:54p	4:10p
2:49p	3:06p	3:17p	3:25p	3:42p	3:47p	4:06p	4:19p	4:27p	4:43p
3:24p	3:42p	3:53p	4:01p	4:17p	4:22p	4:41p	4:54p	5:02p	5:18p
3:59p	4:17p	4:28p	4:36p	4:52p	4:57p	5:16p	5:30p	5:37p	5:53p
4:34p	4:52p	5:03p	5:10p	5:27p	5:32p	5:51p	6:04p	6:12p	6:26p
5:07p	5:23p	5:33p	5:40p	5:57p	6:02p	6:20p	6:32p	6:40p	6:54p
5:40p	5:56p	6:06p	6:13p	6:33p	6:38p	6:56p	7:08p	7:17p	7:32p
6:09p	6:26p	6:36p	6:43p	7:03p	7:08p	7:30p	7:42p	7:51p	8:06p
6:38p	6:55p	7:05p	7:12p	7:30p	7:35p	7:57p	8:08p	8:15p	8:29p
7:08p	7:23p	7:33p	7:40p	7:58p	8:03p	8:19p	8:30p	8:37p	8:51p
7:39p	7:54p	8:04p	8:10p	8:27p	8:32p	8:48p	8:59p	9:05p	9:19p G
8:07p	8:24p	8:33p	8:39p	8:56p	9:01p	9:16p	9:27p	9:33p	9:47p
8:37p	8:54p	9:03p	9:09p	9:27p	9:32p	9:47p	9:58p	10:04p	10:17p
9:06p	9:21p	9:30p	9:36p	9:54p	9:59p	10:14p	10:24p	10:30p	10:43p G
9:35p	9:50p	9:59p	10:05p	10:23p	10:28p	10:43p	10:53p	10:59p	11:11p
10:06p	10:23p	10:31p	10:37p	10:55p	11:00p	11:15p	11:25p	11:31p	11:43p G
10:52p	11:10p	11:18p	11:24p	11:39p	11:44p	11:59p	12:09a	12:15a	12:27a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter “G” after them indicate bus returns to garage.

SATURDAY

There are additional bus stops in between those listed.

SOUTHBOUND To NW 207 Street in Miami-Dade County

WESTVIEW DR & UNIVERSITY DR	ATLANTIC BLVD & UNIVERSITY DR	McNAB RD & UNIVERSITY DR	OAKLAND PARK BLVD & UNIVERSITY DR	WEST TERMINAL **ARRIVAL**	WEST TERMINAL **DEPARTURE**	SW 30TH ST & UNIVERSITY	STIRLING RD & UNIVERSITY DR	PINES BLVD & UNIVERSITY DR	NW 207 ST & UNIVERSITY DR
9	**8**	**7**	**6**	**5**	**5**	**4**	**3**	**2**	**1**
					5:00a	5:10a	5:17a	5:26a	5:35a
					5:35a	5:45a	5:52a	6:01a	6:10a
5:24a	5:40a	5:47a	5:58a	6:17a	6:22a	6:32a	6:39a	6:48a	6:57a
5:57a	6:13a	6:20a	6:31a	6:50a	6:55a	7:06a	7:14a	7:22a	7:32a
6:28a	6:44a	6:51a	7:02a	7:23a	7:28a	7:40a	7:48a	7:56a	8:07a
7:02a	7:16a	7:25a	7:36a	7:57a	8:02a	8:14a	8:21a	8:32a	8:43a
7:37a	7:51a	8:00a	8:12a	8:34a	8:39a	8:51a	8:58a	9:08a	9:19a
8:10a	8:27a	8:36a	8:48a	9:09a	9:14a	9:28a	9:37a	9:47a	9:58a
8:41a	8:58a	9:07a	9:19a	9:39a	9:44a	9:58a	10:08a	10:18a	10:29a
9:16a	9:32a	9:41a	9:53a	10:13a	10:18a	10:32a	10:42a	10:52a	11:03a
9:49a	10:06a	10:15a	10:29a	10:49a	10:54a	11:09a	11:18a	11:31a	11:43a
10:24a	10:43a	10:52a	11:06a	11:25a	11:30a	11:45a	11:54a	12:05p	12:17p
10:55a	11:14a	11:23a	11:36a	11:55a	12:00p	12:19p	12:28p	12:38p	12:50p
11:25a	11:44a	11:53a	12:06p	12:23p	12:28p	12:47p	12:56p	1:07p	1:19p
12:00p	12:20p	12:30p	12:43p	1:00p	1:05p	1:21p	1:30p	1:41p	1:53p
12:31p	12:51p	1:01p	1:20p	1:38p	1:43p	1:59p	2:11p	2:22p	2:34p
1:06p	1:26p	1:35p	1:54p	2:14p	2:19p	2:35p	2:47p	2:58p	3:11p
1:40p	2:00p	2:10p	2:23p	2:44p	2:49p	3:06p	3:16p	3:28p	3:41p
2:13p	2:34p	2:44p	2:57p	3:17p	3:22p	3:40p	3:50p	4:02p	4:14p
2:46p	3:07p	3:16p	3:28p	3:48p	3:53p	4:10p	4:23p	4:34p	4:46p
3:19p	3:39p	3:48p	4:00p	4:19p	4:24p	4:41p	4:54p	5:07p	5:20p
3:52p	4:13p	4:22p	4:37p	4:56p	5:01p	5:18p	5:28p	5:44p	5:57p
4:25p	4:47p	4:56p	5:10p	5:25p	5:30p	5:47p	5:57p	6:09p	6:22p
4:58p	5:17p	5:25p	5:39p	5:54p	5:59p	6:15p	6:24p	6:35p	6:48p
5:31p	5:50p	5:58p	6:10p	6:28p	6:33p	6:49p	6:58p	7:08p	7:20p
6:04p	6:22p	6:30p	6:42p	7:00p	7:05p	7:19p	7:28p	7:38p	7:50p
6:37p	6:55p	7:03p	7:14p	7:31p	7:36p	7:50p	7:59p	8:08p	8:19p
7:10p	7:27p	7:35p	7:46p	8:03p	8:08p	8:21p	8:29p	8:38p	8:49p
7:43p	8:00p	8:07p	8:20p	8:39p	8:44p	8:57p	9:05p	9:15p	9:24p
8:16p	8:33p	8:40p	8:53p	9:11p	9:16p	9:29p	9:37p	9:47p	9:56p
8:49p	9:05p	9:12p	9:23p	9:41p	9:46p	9:59p	10:07p	10:17p	10:26p
9:22p	9:36p	9:43p	9:54p	10:11p	10:16p	10:29p	10:37p	10:47p	10:56p G
9:55p	10:09p	10:14p	10:25p	10:41p	10:46p	10:59p	11:06p	11:13p	11:22p G
10:34p	10:48p	10:53p	11:04p	11:22p	11:27p	11:37p	11:44p	11:51p	12:00a G
11:19p	11:34p	11:40p	11:51p	12:09a	12:14a	12:24a	12:31a	12:38a	12:47a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter “G” after them indicate bus returns to garage.

SUNDAY

There are additional bus stops in between those listed.

NORTHBOUND To Westview Drive

NW 207 ST & UNIVERSITY DR	PINES BLVD & UNIVERSITY DR	STIRLING RD & UNIVERSITY DR	SW 30TH ST & UNIVERSITY	WEST TERMINAL **ARRIVAL**	WEST TERMINAL **DEPARTURE**	OAKLAND PARK BLVD & UNIVERSITY DR	McNAB RD & UNIVERSITY DR	ATLANTIC BLVD & UNIVERSITY DR	WESTVIEW DR
1	2	3	4	5	5	6	7	8	9
					7:15a	7:28a	7:38a	7:44a	8:00a
7:00a	7:16a	7:24a	7:30a	7:43a	7:48a	8:04a	8:12a	8:19a	8:35a
7:48a	8:05a	8:13a	8:19a	8:33a	8:38a	8:54a	9:05a	9:12a	9:28a
8:36a	8:52a	9:00a	9:07a	9:22a	9:27a	9:43a	9:52a	9:59a	10:15a
9:24a	9:41a	9:51a	9:58a	10:13a	10:18a	10:35a	10:46a	10:54a	11:10a
10:12a	10:28a	10:37a	10:44a	11:00a	11:05a	11:21a	11:31a	11:38a	11:55a
11:00a	11:18a	11:29a	11:36a	11:52a	11:57a	12:14p	12:25p	12:32p	12:48p
11:48a	12:05p	12:16p	12:23p	12:39p	12:44p	1:00p	1:11p	1:18p	1:35p
12:36p	12:51p	12:59p	1:06p	1:24p	1:29p	1:46p	1:56p	2:02p	2:19p
1:24p	1:40p	1:50p	1:57p	2:16p	2:21p	2:38p	2:50p	2:57p	3:14p
2:10p	2:26p	2:41p	2:49p	3:07p	3:12p	3:29p	3:41p	3:49p	4:07p
3:04p	3:22p	3:37p	3:44p	4:00p	4:05p	4:23p	4:35p	4:42p	4:54p
3:58p	4:16p	4:27p	4:35p	4:52p	4:57p	5:14p	5:26p	5:34p	5:50p
4:45p	5:02p	5:13p	5:19p	5:36p	5:41p	5:57p	6:08p	6:18p	6:34p
5:34p	5:50p	5:59p	6:06p	6:24p	6:29p	6:47p	6:58p	7:06p	7:22p
6:22p	6:39p	6:50p	6:58p	7:14p	7:19p	7:37p	7:49p	7:56p	8:13p
7:12p	7:27p	7:35p	7:41p	7:59p	8:04p	8:20p	8:30p	8:36p	8:52p
8:02p	8:19p	8:28p	8:35p	8:50p	8:55p	9:12p	9:22p	9:27p	9:43p
8:46p	9:03p	9:11p	9:16p	9:31p	9:36p	9:52p	10:02p	10:08p	10:23p G
9:36p	9:51p	9:58p	10:03p	10:19p G					

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter “G” after them indicate bus returns to garage.

SUNDAY

There are additional bus stops in between those listed.

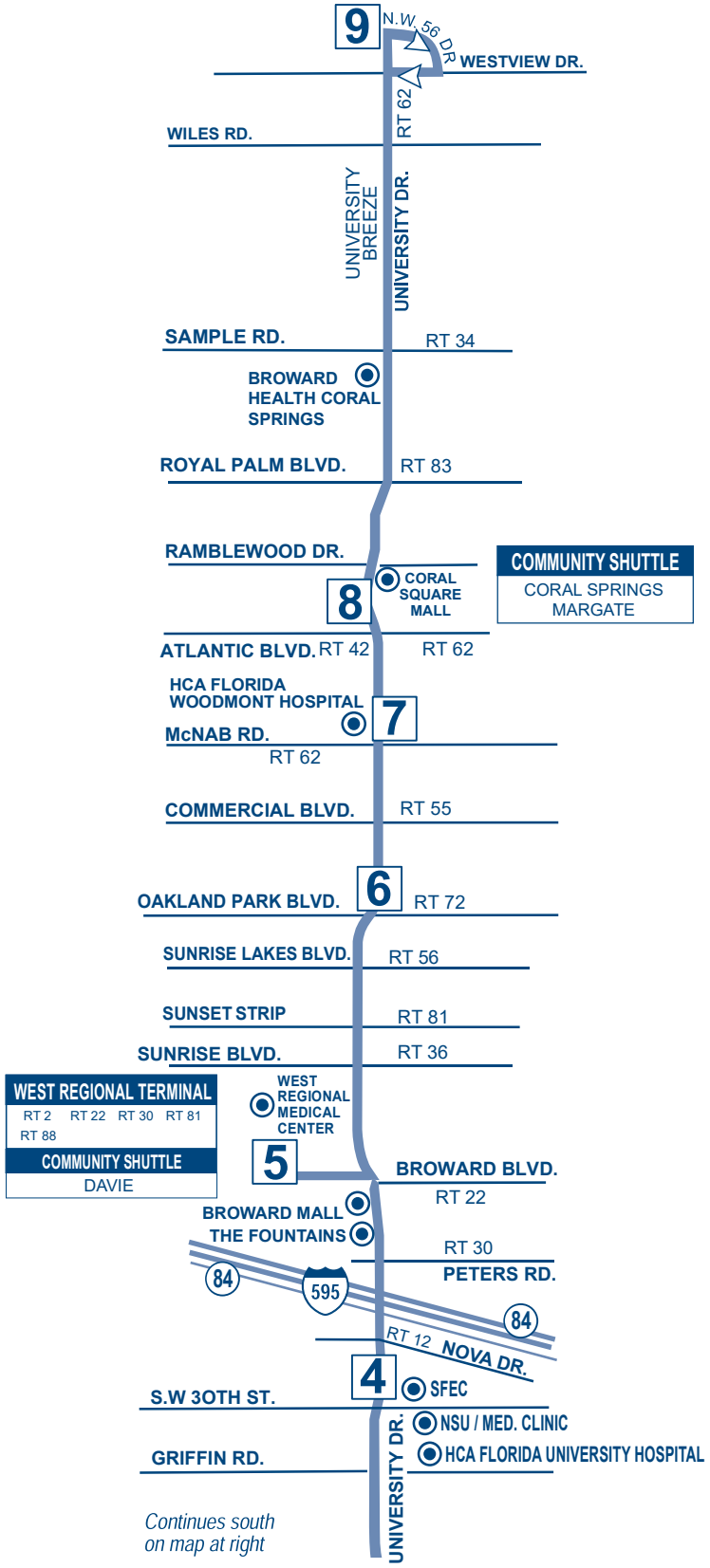
SOUTHBOUND To NW 207 Street in Miami-Dade County

WESTVIEW DR & UNIVERSITY DR	ATLANTIC BLVD & UNIVERSITY DR	McNAB RD & UNIVERSITY DR	OAKLAND PARK BLVD & UNIVERSITY DR	WEST TERMINAL **ARRIVAL**	WEST TERMINAL **DEPARTURE**	SW 30TH ST & UNIVERSITY	STIRLING RD & UNIVERSITY DR	PINES BLVD & UNIVERSITY DR	NW 207 ST & UNIVERSITY DR
9	**8**	**7**	**6**	**5**	**5**	**4**	**3**	**2**	**1**
					6:55a	7:06a	7:13a	7:23a	7:34a
6:40a	6:54a	7:02a	7:13a	7:35a	7:40a	7:50a	7:57a	8:07a	8:18a
7:30a	7:45a	7:54a	8:06a	8:26a	8:31a	8:43a	8:49a	8:59a	9:10a
8:15a	8:29a	8:36a	8:47a	9:08a	9:13a	9:26a	9:33a	9:43a	9:54a
8:59a	9:16a	9:23a	9:34a	9:56a	10:01a	10:14a	10:23a	10:32a	10:43a
9:43a	10:00a	10:09a	10:21a	10:41a	10:46a	10:59a	11:07a	11:18a	11:30a
10:32a	10:48a	10:55a	11:07a	11:29a	11:34a	11:47a	11:55a	12:04p	12:16p
11:21a	11:38a	11:46a	11:58a	12:16p	12:21p	12:37p	12:46p	12:56p	1:11p
12:12p	12:30p	12:38p	12:50p	1:06p	1:11p	1:26p	1:34p	1:44p	1:59p
1:00p	1:19p	1:27p	1:41p	1:58p	2:03p	2:18p	2:27p	2:38p	2:53p
1:51p	2:10p	2:19p	2:32p	2:49p	2:54p	3:10p	3:21p	3:32p	3:47p
2:40p	3:00p	3:08p	3:19p	3:36p	3:41p	3:57p	4:06p	4:17p	4:33p
3:26p	3:45p	3:53p	4:05p	4:21p	4:26p	4:41p	4:50p	5:00p	5:15p
4:18p	4:39p	4:48p	5:00p	5:15p	5:20p	5:36p	5:45p	5:56p	6:11p
5:12p	5:30p	5:38p	5:50p	6:05p	6:10p	6:26p	6:34p	6:43p	6:58p
6:01p	6:18p	6:26p	6:38p	6:57p	7:02p	7:17p	7:26p	7:36p	7:51p
6:47p	7:05p	7:12p	7:23p	7:39p	7:44p	7:59p	8:08p	8:17p	8:31p
7:36p	7:51p	7:57p	8:06p	8:22p	8:27p	8:40p	8:46p	8:56p	9:10p
8:24p	8:42p	8:50p	9:02p	9:13p	9:18p	9:32p	9:40p	9:50p	10:03p G
9:12p	9:27p	9:33p	9:42p	9:58p	10:03p	10:15p	10:22p	10:31p	10:42p G
9:56p	10:12p	10:18p	10:28p	10:39p G					

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter “G” after them indicate bus returns to garage.

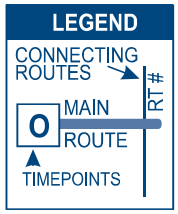
ROUTE 2

NW 207 Street to
Westview Drive
via University Drive

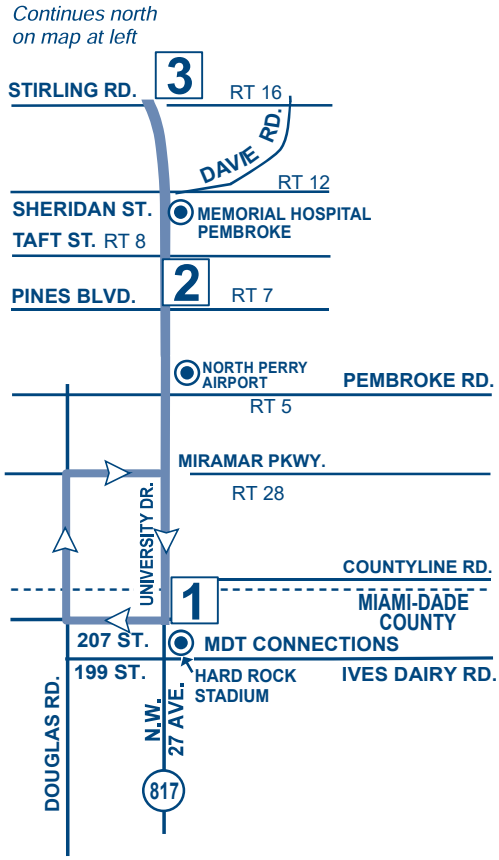


POINTS OF INTEREST

- North Perry Airport
- Memorial Hospital Pembroke
- Nova Southeastern University Medical Clinic
- Broward Mall
- The Fountains
- West Regional Medical Center
- HCA Florida University Hospital
- Coral Square Mall
- Broward Health Coral Springs
- Hard Rock Stadium
- South Florida Educational Center (SFEC)
- HCA Florida Woodmont Hospital







Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day
Independence Day
Labor Day
Thanksgiving Day
Memorial Day
Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.



WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954.357.8400

Hearing-speech impaired/TTY: 954.357.8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY FLORIDA

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $230.00, or $.046 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 5/18

ROUTE 56

Weekdays

Schedule

Effective 1/1/15



Welleby Plaza to Jacaranda Plaza
via Sunrise Lakes Boulevard

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

You Tube

954-357-8400
Broward.org/BCT

MONDAY - FRIDAY

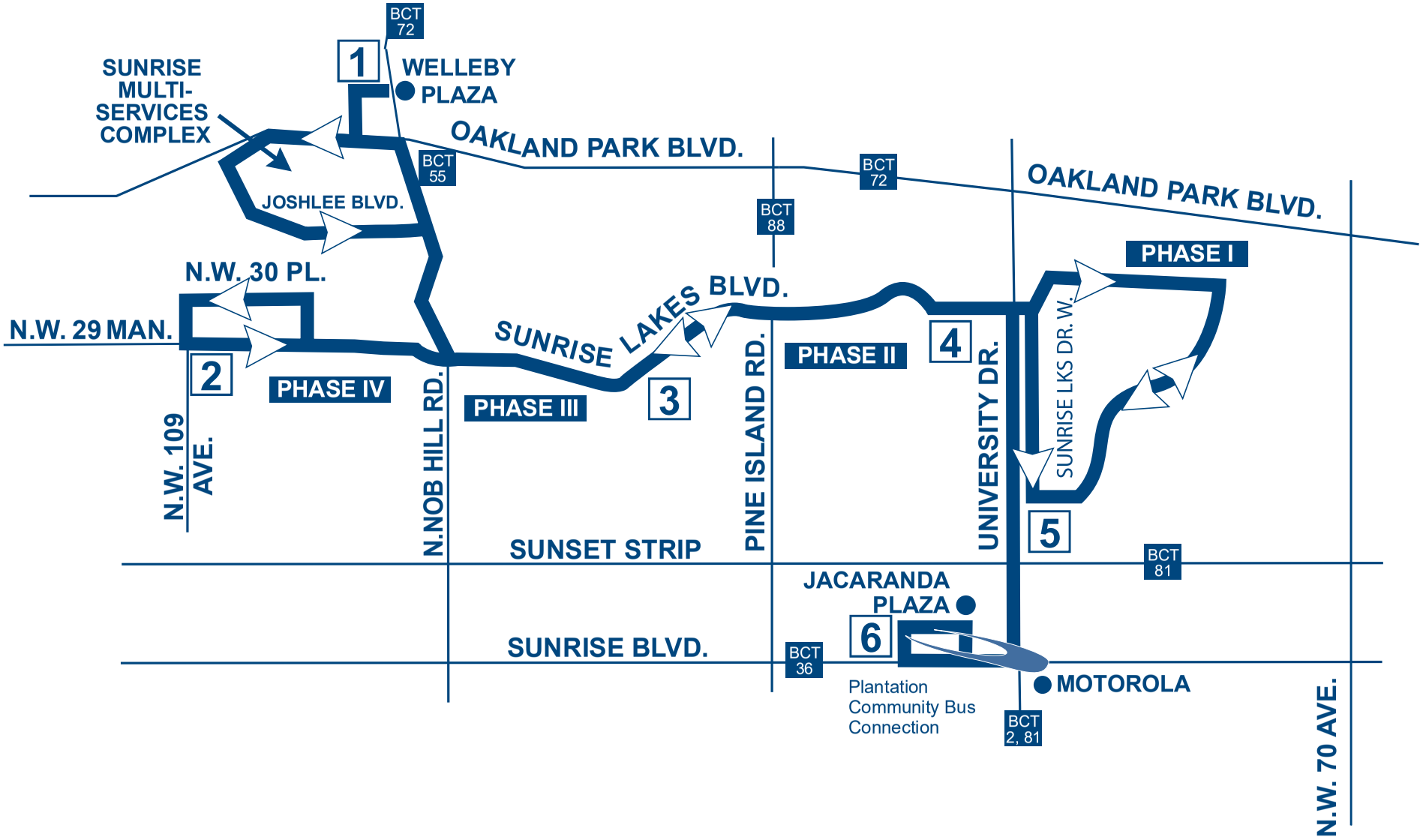
EASTBOUND
To Jacaranda Plaza

PUBLIX/ WELLEBY PLAZA	NW 109 AVE. & 29 MANOR	SUNRISE LAKES BLVD. & PINE ISLAND RD	SUNRISE LAKES BLVD. & UNIVERSITY DR.	SUNRISE LAKES BLVD. WEST/NW 26 ST.	PUBLIX/ JACARANDA PLAZA
1	**2**	**3**	**4**	**5**	**6**
6:30a	6:41a	6:49a	6:52a	6:59a	7:10a
7:15a	7:26a	7:34a	7:37a	7:44a	7:55a
8:00a	8:11a	8:19a	8:22a	8:29a	8:40a
8:45a	8:56a	9:04a	9:07a	9:14a	9:25a
9:30a	9:41a	9:49a	9:52a	9:59a	10:10a
10:15a	10:26a	10:34a	10:37a	10:44a	10:55a
11:00a	11:11a	11:19a	11:22a	11:29a	11:40a
11:45a	11:56a	12:04p	12:07p	12:14p	12:25p
12:30p	12:41p	12:49p	12:52p	12:59p	1:10p
1:15p	1:26p	1:34p	1:37p	1:44p	1:55p
2:00p	2:11p	2:19p	2:22p	2:29p	2:40p
2:45p	2:56p	3:04p	3:07p	3:14p	3:25p
3:30p	3:41p	3:49p	3:52p	3:59p	4:10p
4:15p	4:26p	4:34p	4:37p	4:44p	4:55p
5:00p	5:11p	5:19p	5:22p	5:29p	5:40p
5:45p	5:56p	6:04p	6:07p	6:14p	6:25p
6:30p	6:41p	6:49p	6:52p	6:59p	7:10p

WESTBOUND
To Welleby Plaza

PUBLIX/ JACARANDA PLAZA	SUNRISE LAKES BLVD. WEST/NW 26 ST.	SUNRISE LAKES BLVD. & UNIVERSITY DR.	SUNRISE LAKES BLVD. & PINE ISLAND RD.	NW 109 AVE. & 29 MANOR	PUBLIX/ WELLEBY PLAZA
6	**5**	**4**	**3**	**2**	**1**
7:15a	7:26a	7:29a	7:32a	7:41a	7:52a
8:00a	8:11a	8:14a	8:17a	8:26a	8:37a
8:45a	8:56a	8:59a	9:02a	9:11a	9:22a
9:30a	9:41a	9:44a	9:47a	9:56a	10:07a
10:15a	10:26a	10:29a	10:32a	10:41a	10:52a
11:00a	11:11a	11:14a	11:17a	11:26a	11:37a
11:45a	11:56a	11:59a	12:02p	12:11p	12:22p
12:30p	12:41p	12:44p	12:47p	12:56p	1:07p
1:15p	1:26p	1:29p	1:32p	1:41p	1:52p
2:00p	2:11p	2:14p	2:17p	2:26p	2:37p
2:45p	2:56p	2:59p	3:02p	3:11p	3:22p
3:30p	3:41p	3:44p	3:47p	3:56p	4:07p
4:15p	4:26p	4:29p	4:33p	4:43p	4:55p
5:00p	5:11p	5:14p	5:18p	5:28p	5:40p
5:45p	5:56p	5:59p	6:03p	6:13p	6:25p
6:30p	6:41p	6:44p	6:48p	6:58p	7:10p

ROUTE 56 Shuttle



Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day
Independence Day
Labor Day
Thanksgiving Day
Memorial Day
Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

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FLORIDA
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BOARD OF COUNTY COMMISSIONERS
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1,000 copies of this public document were promulgated at a gross cost of $275, or $0.275 per copy to inform the public about the Transit Division's schedule and route information. Printed 5/22

Broward County Transit

ROUTE 72 ALL WEEK SCHEDULE

Sawgrass Mills Mall to Galt Mile
via Oakland Park Boulevard

Effective 5/29/22



Safety Is Our Number One Priority

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND To Galt Mile

SAWGRASS MILLS MALL	OAKLAND PARK BLVD. & UNIVERSITY DR.	OAKLAND PARK BLVD. & US 441	OAKLAND PARK BLVD. & NE 17TH AVENUE	GALT MILE
1	**2**	**3**	**5**	**6**
	4:45a	5:01a	5:18a	5:26a
	5:04a	5:20a	5:41a	5:49a
	5:21a	5:39a	6:01a	6:12a
5:25a	5:42a	6:00a	6:28a	6:39a
5:45a	6:02a	6:21a	6:49a	7:00a
6:05a	6:21a	6:40a	7:08a	7:20a
6:26a	6:42a	7:01a	7:31a	7:43a
6:47a	7:03a	7:24a	7:54a	8:06a
7:06a	7:26a	7:47a	8:16a	8:29a
7:26a	7:46a	8:07a	8:35a	8:48a
7:46a	8:06a	8:26a	8:54a	9:07a
8:06a	8:25a	8:45a	9:13a	9:26a
8:26a	8:45a	9:05a	9:32a	9:45a
8:48a	9:07a	9:30a	9:57a	10:10a
9:09a	9:31a	9:54a	10:21a	10:34a
9:30a	9:52a	10:15a	10:42a	10:55a
9:51a	10:12a	10:36a	11:03a	11:17a
10:13a	10:33a	10:57a	11:24a	11:38a
10:33a	10:53a	11:17a	11:44a	11:58a
10:55a	11:15a	11:39a	12:06p	12:20p
11:15a	11:34a	11:58a	12:25p	12:39p
11:35a	11:54a	12:18p	12:45p	12:59p
11:55a	12:14p	12:38p	1:05p	1:20p
12:15p	12:35p	12:59p	1:27p	1:42p
12:35p	12:55p	1:19p	1:47p	2:02p
12:55p	1:15p	1:39p	2:07p	2:22p
1:15p	1:35p	1:59p	2:29p	2:44p
1:35p	1:55p	2:18p	2:48p	3:03p
1:55p	2:16p	2:39p	3:09p	3:23p
2:15p	2:36p	2:59p	3:29p	3:43p
2:35p	2:57p	3:19p	3:49p	4:03p
2:56p	3:17p	3:39p	4:09p	4:23p
3:16p	3:37p	3:59p	4:29p	4:43p
3:38p	3:59p	4:21p	4:51p	5:05p
4:01p	4:23p	4:45p	5:15p	5:29p
4:26p	4:48p	5:11p	5:40p	5:54p
4:50p	5:11p	5:34p	6:02p	6:13p
5:10p	5:31p	5:53p	6:17p	6:27p G
5:26p	5:47p	6:08p	6:29p	6:39p
5:46p	6:07p	6:25p	6:46p	6:56p
6:06p	6:26p	6:44p	7:05p	7:15p
6:29p	6:49p	7:07p	7:27p	7:37p
6:49p	7:09p	7:27p	7:47p	7:57p
7:09p	7:28p	7:46p	8:06p	8:16p
7:30p	7:49p	8:07p	8:27p	8:37p
8:00p	8:18p	8:36p	8:56p	9:05p
8:33p	8:51p	9:09p	9:28p	9:37p
9:03p	9:21p	9:39p	9:58p	10:07p
9:33p	9:51p	10:09p	10:28p	10:37p
10:03p	10:21p	10:39p	10:58p	11:07p
10:33p	10:51p	11:09p	11:28p	11:37p G
11:03p	11:21p	11:39p	11:58p	12:07a G
11:33p	11:51p	12:09a	12:28a	12:37a G
12:03a	12:21a	12:39a	12:58a	1:07a G

WESTBOUND To Sawgrass Mills Mall

GALT MILE	OAKLAND PARK BLVD. & NW 18 AVENUE	OAKLAND PARK BLVD. & US 441	OAKLAND PARK BLVD. & UNIVERSITY DR.	SAWGRASS MILLS MALL
6	**4**	**3**	**2**	**1**
5:10a	5:30a	5:44a	6:00a	6:16a
5:35a	5:55a	6:08a	6:24a	6:40a
6:00a	6:22a	6:35a	6:51a	7:08a
6:22a	6:44a	6:57a	7:15a	7:34a
6:37a	6:59a	7:14a	7:32a	7:51a
6:52a	7:18a	7:33a	7:51a	8:10a
7:12a	7:40a	7:55a	8:13a	8:32a
7:33a	8:01a	8:16a	8:34a	8:53a
7:55a	8:25a	8:40a	8:58a	9:17a
8:16a	8:46a	9:01a	9:19a	9:37a
8:39a	9:09a	9:24a	9:42a	10:00a
8:58a	9:28a	9:46a	10:04a	10:22a
9:17a	9:47a	10:05a	10:23a	10:41a
9:37a	10:07a	10:25a	10:43a	11:01a
9:58a	10:28a	10:46a	11:04a	11:21a
10:21a	10:51a	11:07a	11:25a	11:42a
10:44a	11:11a	11:25a	11:43a	12:00p
11:06a	11:30a	11:44a	12:02p	12:19p
11:27a	11:51a	12:06p	12:26p	12:43p
11:49a	12:18p	12:35p	12:55p	1:12p
12:09p	12:43p	1:00p	1:20p	1:37p
12:31p	1:06p	1:23p	1:43p	2:00p
12:51p	1:28p	1:45p	2:05p	2:22p
1:11p	1:49p	2:06p	2:26p	2:43p
1:32p	2:10p	2:27p	2:47p	3:04p
1:53p	2:31p	2:48p	3:08p	3:26p
2:13p	2:51p	3:08p	3:28p	3:46p
2:33p	3:13p	3:31p	3:51p	4:10p
2:54p	3:38p	3:56p	4:15p	4:34p
3:14p	3:59p	4:16p	4:35p	4:54p
3:34p	4:16p	4:33p	4:52p	5:10p
3:54p	4:33p	4:50p	5:09p	5:27p
4:14p	4:52p	5:09p	5:28p	5:46p
4:36p	5:14p	5:31p	5:50p	6:08p
4:57p	5:36p	5:53p	6:12p	6:30p
5:21p	6:00p	6:17p	6:35p	6:51p
5:44p	6:24p	6:40p	6:57p	7:12p
6:05p	6:42p	6:58p	7:14p	7:28p G
6:27p	6:59p	7:14p	7:29p	7:43p
6:49p	7:20p	7:34p	7:49p	8:03p G
7:09p	7:39p	7:53p	8:08p	8:22p
7:29p	7:59p	8:13p	8:28p	8:42p
7:49p	8:19p	8:33p	8:48p	9:02p G
8:09p	8:39p	8:53p	9:07p	9:20p
8:29p	8:59p	9:13p	9:27p	9:40p
8:52p	9:19p	9:33p	9:47p	10:00p G
9:18p	9:44p	9:58p	10:10p	10:22p
9:48p	10:12p	10:23p	10:35p	10:47p
10:18p	10:41p	10:52p	11:04p	11:16p
10:48p	11:11p	11:22p	11:34p	11:46p
11:18p	11:41p	11:52p	12:04a	12:16a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP - **Times with the letter "G" after them indicate bus returns to garage.**

SATURDAY

EASTBOUND To Galt Mile

SAWGRASS MILLS MALL	OAKLAND PARK BLVD. & UNIVERSITY DR.	OAKLAND PARK BLVD. & US 441	OAKLAND PARK BLVD. & NE 17TH AVENUE	GALT MILE
1	2	3	5	6
5:25a	5:40a	5:56a	6:13a	6:21a
5:45a	6:02a	6:20a	6:42a	6:50a
6:05a	6:19a	6:37a	6:59a	7:07a
6:25a	6:39a	6:57a	7:19a	7:27a
6:45a	6:59a	7:17a	7:39a	7:47a
7:06a	7:20a	7:37a	7:59a	8:07a
7:25a	7:42a	7:59a	8:21a	8:29a
7:42a	7:59a	8:16a	8:39a	8:50a
8:04a	8:21a	8:40a	9:06a	9:17a
8:24a	8:43a	9:04a	9:30a	9:41a
8:45a	9:04a	9:25a	9:51a	10:02a
9:05a	9:24a	9:45a	10:11a	10:22a
9:26a	9:45a	10:07a	10:32a	10:43a
9:47a	10:07a	10:32a	10:57a	11:08a
10:08a	10:30a	10:55a	11:20a	11:31a
10:29a	10:51a	11:16a	11:41a	11:52a
10:50a	11:12a	11:37a	12:02p	12:14p
11:10a	11:32a	11:57a	12:23p	12:35p
11:30a	11:52a	12:15p	12:41p	12:53p
11:50a	12:12p	12:34p	1:00p	1:12p
12:10p	12:32p	12:54p	1:20p	1:32p
12:30p	12:52p	1:14p	1:40p	1:52p
12:53p	1:15p	1:37p	2:03p	2:15p
1:13p	1:35p	1:57p	2:23p	2:35p
1:36p	1:58p	2:20p	2:46p	2:58p
1:56p	2:18p	2:40p	3:06p	3:15p
2:16p	2:38p	3:00p	3:24p	3:33p
2:36p	2:58p	3:16p	3:40p	3:49p
2:56p	3:16p	3:34p	3:58p	4:07p
3:17p	3:37p	3:55p	4:19p	4:28p
3:38p	3:58p	4:16p	4:40p	4:49p
4:00p	4:20p	4:38p	5:02p	5:10p
4:24p	4:44p	5:02p	5:25p	5:33p
4:48p	5:08p	5:26p	5:49p	5:57p
5:08p	5:28p	5:46p	6:09p	6:17p
5:28p	5:48p	6:06p	6:28p	6:36p
5:48p	6:08p	6:26p	6:48p	6:56p
6:08p	6:27p	6:45p	7:07p	7:15p
6:25p	6:44p	7:02p	7:24p	7:32p G
6:41p	7:00p	7:18p	7:40p	7:48p
7:05p	7:24p	7:42p	8:04p	8:12p
7:28p	7:47p	8:05p	8:27p	8:35p
7:52p	8:07p	8:25p	8:47p	8:55p G
8:20p	8:35p	8:52p	9:12p	9:19p
8:53p	9:08p	9:24p	9:44p	9:52p
9:24p	9:39p	9:55p	10:15p	10:24p
9:54p	10:09p	10:25p	10:45p	10:54p
10:21p	10:36p	10:52p	11:12p	11:21p G
10:51p	11:06p	11:22p	11:42p	11:49p G
11:21p	11:36p	11:53p	12:12a	12:19a G
11:51p	12:08a	12:24a	12:43a	12:50a G

WESTBOUND To Sawgrass Mills Mall

GALT MILE	OAKLAND PARK BLVD. & NW 18 AVENUE	OAKLAND PARK BLVD. & US 441	OAKLAND PARK BLVD. & UNIVERSITY DR.	SAWGRASS MILLS MALL
6	4	3	2	1
5:13a	5:31a	5:41a	5:54a	6:09a
5:33a	5:51a	6:01a	6:17a	6:32a
5:53a	6:13a	6:25a	6:41a	6:56a
6:15a	6:37a	6:49a	7:05a	7:22a
6:37a	6:59a	7:12a	7:29a	7:46a
7:00a	7:24a	7:37a	7:54a	8:11a
7:20a	7:44a	7:57a	8:14a	8:31a
7:40a	8:05a	8:18a	8:35a	8:52a
8:00a	8:28a	8:41a	8:58a	9:16a
8:20a	8:48a	9:01a	9:19a	9:37a
8:40a	9:08a	9:22a	9:40a	9:58a
9:00a	9:29a	9:43a	10:01a	10:19a
9:19a	9:48a	10:02a	10:22a	10:40a
9:32a	10:01a	10:15a	10:35a	10:53a
9:52a	10:22a	10:36a	10:56a	11:14a
10:12a	10:42a	10:56a	11:16a	11:34a
10:32a	11:02a	11:16a	11:36a	11:54a
10:54a	11:24a	11:38a	11:58a	12:16p
11:19a	11:49a	12:03p	12:23p	12:41p
11:41a	12:11p	12:25p	12:45p	1:02p
12:04p	12:34p	12:48p	1:07p	1:24p
12:24p	12:54p	1:07p	1:26p	1:43p
12:45p	1:13p	1:26p	1:45p	2:02p
1:05p	1:32p	1:45p	2:04p	2:22p
1:25p	1:52p	2:05p	2:22p	2:40p
1:45p	2:14p	2:26p	2:43p	3:01p
2:05p	2:37p	2:49p	3:06p	3:24p
2:25p	2:57p	3:09p	3:28p	3:46p
2:46p	3:19p	3:34p	3:53p	4:11p
3:08p	3:42p	3:57p	4:16p	4:34p
3:28p	4:02p	4:17p	4:36p	4:54p
3:46p	4:20p	4:35p	4:54p	5:13p
4:02p	4:36p	4:51p	5:08p	5:27p
4:22p	4:56p	5:10p	5:26p	5:45p
4:43p	5:18p	5:31p	5:47p	6:06p
5:03p	5:38p	5:51p	6:07p	6:25p
5:23p	5:58p	6:12p	6:29p	6:47p
5:46p	6:19p	6:33p	6:50p	7:08p
6:09p	6:41p	6:55p	7:12p	7:30p
6:29p	7:01p	7:15p	7:32p	7:50p G
6:48p	7:20p	7:34p	7:51p	8:09p
7:08p	7:40p	7:54p	8:10p	8:27p G
7:28p	7:55p	8:09p	8:24p	8:44p
7:58p	8:25p	8:39p	8:54p	9:14p
8:25p	8:52p	9:05p	9:20p	9:40p
8:52p	9:18p	9:30p	9:45p	10:04p
9:29p	9:55p	10:05p	10:18p	10:36p
10:02p	10:27p	10:37p	10:50p	11:08p
10:34p	10:59p	11:08p	11:21p	11:39p
11:10p	11:33p	11:42p	11:55p	12:13a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP - **Times with the letter "G" after them indicate bus returns to garage.**

SUNDAY

EASTBOUND To Galt Mile

SAWGRASS MILLS MALL	OAKLAND PARK BLVD. & UNIVERSITY DR.	OAKLAND PARK BLVD. & US 441	OAKLAND PARK BLVD. & NE 17TH AVENUE	GALT MILE
1	**2**	**3**	**5**	**6**
7:28a	7:45a	8:03a	8:25a	8:34a
8:15a	8:32a	8:50a	9:12a	9:20a
8:40a	8:57a	9:15a	9:38a	9:46a
9:05a	9:22a	9:40a	10:03a	10:13a
9:36a	9:53a	10:11a	10:35a	10:45a
10:11a	10:28a	10:46a	11:10a	11:20a
10:39a	10:56a	11:14a	11:38a	11:48a
11:02a	11:20a	11:37a	12:01p	12:12p
11:26a	11:44a	12:01p	12:25p	12:37p
11:51a	12:09p	12:27p	12:51p	1:03p
12:17p	12:35p	12:53p	1:17p	1:29p
12:40p	12:58p	1:16p	1:40p	1:52p
1:05p	1:23p	1:41p	2:05p	2:19p
1:30p	1:48p	2:07p	2:30p	2:44p
1:55p	2:12p	2:33p	2:56p	3:08p
2:20p	2:36p	2:57p	3:19p	3:30p
2:45p	3:01p	3:20p	3:42p	3:53p
3:10p	3:28p	3:47p	4:09p	4:20p
3:36p	3:54p	4:13p	4:35p	4:46p
4:01p	4:19p	4:38p	5:01p	5:11p
4:26p	4:44p	5:02p	5:25p	5:35p
4:49p	5:09p	5:27p	5:50p	6:00p
5:17p	5:37p	5:55p	6:16p	6:24p
5:42p	6:02p	6:20p	6:41p	6:49p
6:07p	6:25p	6:43p	7:04p	7:12p
6:32p	6:50p	7:08p	7:29p	7:37p
7:02p	7:20p	7:38p	8:00p	8:08p
7:35p	7:54p	8:13p	8:35p	8:43p
8:06p	8:25p	8:44p	9:04p	9:12p G
8:34p	8:52p	9:10p	9:30p	9:38p G
9:11p	9:29p	9:47p	10:07p	10:15p G

WESTBOUND To Sawgrass Mills Mall

GALT MILE	OAKLAND PARK BLVD. & NW 18 AVENUE	OAKLAND PARK BLVD. & US 441	OAKLAND PARK BLVD. & UNIVERSITY DR.	SAWGRASS MILLS MALL
6	**4**	**3**	**2**	**1**
7:45a	8:09a	8:23a	8:38a	8:54a
8:15a	8:39a	8:53a	9:08a	9:24a
8:45a	9:09a	9:23a	9:38a	9:54a
9:13a	9:37a	9:51a	10:06a	10:23a
9:33a	9:57a	10:10a	10:26a	10:43a
9:59a	10:23a	10:36a	10:52a	11:09a
10:29a	10:54a	11:07a	11:23a	11:40a
10:55a	11:21a	11:34a	11:50a	12:07p
11:15a	11:41a	11:54a	12:09p	12:27p
11:36a	12:02p	12:15p	12:29p	12:47p
11:59a	12:27p	12:40p	12:54p	1:12p
12:24p	12:52p	1:05p	1:20p	1:38p
12:49p	1:18p	1:31p	1:46p	2:04p
1:14p	1:44p	1:57p	2:11p	2:28p
1:39p	2:11p	2:23p	2:37p	2:54p
2:04p	2:41p	2:53p	3:08p	3:26p
2:29p	3:05p	3:17p	3:32p	3:50p
2:54p	3:27p	3:39p	3:54p	4:12p
3:19p	3:51p	4:03p	4:18p	4:35p
3:44p	4:16p	4:29p	4:44p	5:01p
4:09p	4:42p	4:55p	5:10p	5:27p
4:34p	5:07p	5:19p	5:35p	5:52p
4:59p	5:30p	5:42p	5:58p	6:15p
5:24p	5:55p	6:08p	6:25p	6:42p
5:47p	6:16p	6:29p	6:46p	7:03p G
6:10p	6:38p	6:51p	7:08p	7:25p
6:35p	7:03p	7:16p	7:33p	7:50p
7:00p	7:28p	7:41p	7:58p	8:15p
7:24p	7:52p	8:05p	8:22p	8:39p G
7:47p	8:15p	8:28p	8:45p	9:01p
8:20p	8:48p	9:01p	9:13p G	
8:53p	9:19p	9:32p	9:44p G	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP - **Times with the letter "G" after them indicate bus returns to garage.**

ROUTE 72

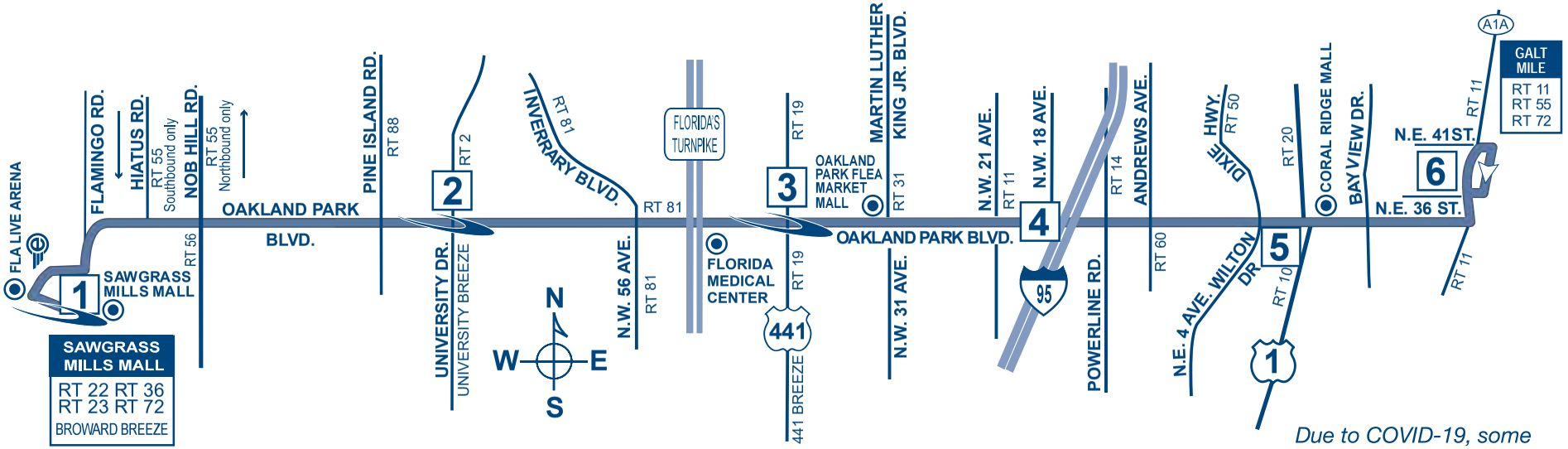
Sawgrass Mills Mall to Galt Mile
via Oakland Park Blvd

POINTS OF INTEREST

- Sawgrass Mills Mall
- FLA Live Arena
- Florida Medical Center
- Oakland Park Flea Market Mall
- Coral Ridge Mall

LEGEND

CONNECTING ROUTES
RT #
MAIN ROUTE
TIMEPOINTS
The Breeze stop location



SAWGRASS MILLS MALL
RT 22 RT 36
RT 23 RT 72
BROWARD BREEZE

Due to COVID-19, some Breeze services may be suspended.
Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM
Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA
BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

1,000 copies of this public document were promulgated at a gross cost of $170, or $.17 per copy to inform the public about the Transit Division's schedule and route information. Printed 1/22

Broward County Transit

ROUTE 81 ALL WEEK SCHEDULE

Broward Central Terminal
to West Regional Terminal

Effective 1/23/22



Safety Is Our Number One Priority

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 81

Broward Central Terminal to
West Regional Terminal

BROWARD COUNTY TRANSIT



WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND
To Broward Central Terminal

WEST REGIONAL TERMINAL	SUNSET STRIP & UNIVERSITY DR	SUNRISE BLVD & NW 56 AVE	NW 44 ST & INVERRARY BLVD	LAUDERHILL TRANSIT CENTER	BROWARD BLVD & NW 31 AVE	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6	7
	4:55a	5:06a	5:18a	5:43a	5:54a	6:03a
	5:15a	5:25a	5:35a	6:01a	6:10a	6:21a
5:35a	5:42a	5:52a	6:05a	6:29a	6:38a	6:50a
6:11a	6:22a	6:34a	6:47a	7:14a	7:26a	7:40a
6:44a	6:53a	7:05a	7:20a	7:47a	7:59a	8:14a
7:18a	7:30a	7:45a	7:58a	8:24a	8:35a	8:49a
7:54a	8:06a	8:21a	8:33a	9:00a	9:11a	9:23a
8:30a	8:42a	8:54a	9:07a	9:33a	9:44a	9:56a
9:05a	9:17a	9:28a	9:40a	10:05a	10:16a	10:28a
9:41a	9:52a	10:04a	10:18a	10:48a	11:00a	11:12a
10:16a	10:26a	10:37a	10:51a	11:19a	11:30a	11:41a
10:47a	10:58a	11:09a	11:21a	11:47a	11:58a	12:10p
11:23a	11:35a	11:46a	12:00p	12:28p	12:39p	12:51p
12:00p	12:11p	12:23p	12:35p	1:05p	1:16p	1:29p
12:36p	12:48p	12:59p	1:11p	1:36p	1:48p	2:00p
1:12p	1:24p	1:36p	1:49p	2:14p	2:27p	2:42p
1:46p	1:58p	2:10p	2:21p	2:49p	3:01p	3:16p
2:14p	2:26p	2:38p	2:49p	3:19p	3:31p	3:46p G
2:53p	3:05p	3:19p	3:32p	3:59p	4:11p	4:25p G
3:26p	3:39p	3:53p	4:06p	4:33p	4:46p	5:00p G
4:04p	4:18p	4:32p	4:45p	5:11p	5:25p	5:39p
4:42p	4:56p	5:10p	5:23p	5:49p	6:03p	6:16p
5:17p	5:32p	5:46p	6:00p	6:27p	6:41p	6:53p
5:52p	6:06p	6:20p	6:34p	6:58p	7:09p	7:19p
6:28p	6:40p	6:52p	7:05p	7:33p	7:45p	7:55p
7:06p	7:19p	7:30p	7:40p	8:03p	8:14p	8:26p
7:42p	7:54p	8:06p	8:17p	8:40p	8:51p	9:01p
8:14p	8:25p	8:36p	8:49p	9:13p	9:23p	9:32p
8:48p	8:58p	9:10p	9:20p	9:45p	9:55p	10:05p G
9:21p	9:32p	9:43p	9:54p	10:17p	10:28p	10:37p
9:56p	10:06p	10:17p	10:27p	10:45p G		
10:47p	10:57p	11:08p	11:18p	11:36p G		

WESTBOUND
To West Regional Terminal

BROWARD CENTRAL TERMINAL	BROWARD BLVD & NW 31 AVE	LAUDERHILL TRANSIT CENTER	NW 44 ST & INVERRARY BLVD	SUNRISE BLVD & NW 56 AVE	SUNSET STRIP & UNIVERSITY DR	WEST REGIONAL TERMINAL
7	6	5	4	3	2	1
		5:30a	5:46a	5:59a	6:11a	6:19a
5:35a	5:44a	5:57a	6:16a	6:33a	6:46a	6:54a
6:13a	6:23a	6:38a	6:58a	7:18a	7:30a	7:40a
6:46a	6:56a	7:10a	7:30a	7:50a	8:04a	8:14a
7:17a	7:30a	7:44a	8:04a	8:22a	8:33a	8:46a
7:56a	8:07a	8:23a	8:43a	8:59a	9:11a	9:20a
8:31a	8:41a	8:56a	9:16a	9:32a	9:43a	9:54a
9:06a	9:18a	9:31a	9:50a	10:04a	10:15a	10:24a
9:42a	9:52a	10:08a	10:27a	10:43a	10:54a	11:04a
10:17a	10:28a	10:44a	11:06a	11:21a	11:32a	11:45a
10:50a	11:01a	11:16a	11:39a	11:53a	12:04p	12:17p
11:26a	11:38a	11:55a	12:16p	12:32p	12:43p	12:53p
12:03p	12:14p	12:30p	12:51p	1:05p	1:18p	1:29p
12:35p	12:45p	1:01p	1:21p	1:35p	1:47p	1:56p
1:11p	1:23p	1:42p	2:02p	2:18p	2:30p	2:40p
1:40p	1:53p	2:11p	2:33p	2:50p	3:03p	3:13p
2:12p	2:25p	2:44p	3:06p	3:25p	3:39p	3:49p
2:55p	3:10p	3:28p	3:50p	4:07p	4:20p	4:29p
3:31p	3:44p	4:02p	4:25p	4:42p	4:54p	5:03p
4:01p	4:14p	4:31p	4:56p	5:15p	5:28p	5:37p
4:40p	4:54p	5:12p	5:36p	5:54p	6:07p	6:15p
5:14p	5:32p	5:50p	6:15p	6:33p	6:46p	6:54p
5:52p	6:05p	6:23p	6:46p	7:05p	7:18p	7:27p
6:29p	6:40p	6:57p	7:19p	7:36p	7:46p	7:53p
7:06p	7:16p	7:33p	7:53p	8:09p	8:20p	8:27p
7:39p	7:49p	8:05p	8:25p	8:39p	8:48p	8:55p
8:14p	8:24p	8:37p	8:55p	9:09p	9:18p	9:24p
8:46p	8:56p	9:12p	9:32p	9:46p	9:57p	10:03p G
9:20p	9:29p	9:44p	10:01p	10:15p	10:25p	10:32p
9:58p	10:09p	10:26p	10:44p	10:59p	11:07p G	
10:50p	11:00p	11:15p	11:31p	11:44p	11:51p G	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SATURDAY

EASTBOUND

To Broward Central Terminal

1 WEST REGIONAL TERMINAL	2 SUNSET STRIP & UNIVERSITY DR	3 SUNRISE BLVD & NW 56 AVE	4 NW 44 ST & INVERRARY BLVD	5 LAUDERHILL TRANSIT CENTER	6 BROWARD BLVD & NW 31 AVE	7 BROWARD CENTRAL TERMINAL
	5:15a	5:24a	5:35a	6:00a	6:08a	6:18a
5:35a	5:42a	5:51a	6:02a	6:27a	6:35a	6:46a
6:11a	6:19a	6:29a	6:40a	7:08a	7:16a	7:26a
6:46a	6:55a	7:06a	7:16a	7:44a	7:54a	8:05a
7:15a	7:24a	7:36a	7:47a	8:14a	8:24a	8:33a
7:54a	8:04a	8:14a	8:27a	8:54a	9:06a	9:17a
8:26a	8:36a	8:48a	8:59a	9:26a	9:38a	9:49a
8:56a	9:07a	9:17a	9:29a	9:58a	10:08a	10:18a
9:32a	9:43a	9:53a	10:06a	10:33a	10:45a	10:53a
10:10a	10:21a	10:31a	10:43a	11:09a	11:20a	11:32a
10:45a	10:56a	11:08a	11:22a	11:48a	11:58a	12:11p
11:23a	11:34a	11:45a	11:57a	12:24p	12:36p	12:49p
12:01p	12:12p	12:22p	12:35p	1:02p	1:14p	1:24p
12:33p	12:45p	12:55p	1:07p	1:36p	1:47p	2:02p
1:11p	1:23p	1:35p	1:47p	2:15p	2:27p	2:38p
1:47p	1:58p	2:10p	2:23p	2:50p	3:01p	3:13p
2:21p	2:33p	2:44p	2:56p	3:22p	3:34p	3:48p
2:57p	3:09p	3:23p	3:36p	4:02p	4:13p	4:25p
3:31p	3:43p	3:54p	4:06p	4:33p	4:47p	4:58p
4:06p	4:17p	4:30p	4:42p	5:09p	5:23p	5:34p
4:41p	4:53p	5:05p	5:17p	5:42p	5:52p	6:04p
5:18p	5:31p	5:43p	5:55p	6:21p	6:32p	6:44p
5:50p	6:04p	6:14p	6:26p	6:51p	7:03p	7:14p
6:26p	6:38p	6:50p	7:02p	7:29p	7:40p	7:51p
7:03p	7:16p	7:26p	7:37p	8:02p	8:13p	8:25p
7:35p	7:47p	7:58p	8:10p	8:37p	8:48p	8:58p
8:10p	8:23p	8:35p	8:46p	9:12p	9:23p	9:33p
8:49p	9:00p	9:14p	9:24p	9:49p	9:59p	10:09p G
9:20p	9:31p	9:44p	9:54p	10:19p	10:28p	10:38p
9:56p	10:08p	10:20p	10:30p	10:55p G		
10:46p	10:59p	11:09p	11:19p	11:44p G		

WESTBOUND

To West Regional Terminal

7 BROWARD CENTRAL TERMINAL	6 BROWARD BLVD & NW 31 AVE	5 LAUDERHILL TRANSIT CENTER	4 NW 44 ST & INVERRARY BLVD	3 SUNRISE BLVD & NW 56 AVE	2 SUNSET STRIP & UNIVERSITY DR	1 WEST REGIONAL TERMINAL
		5:30a	5:46a	5:59a	6:10a	6:18a
5:35a	5:43a	5:59a	6:15a	6:28a	6:39a	6:47a
6:11a	6:19a	6:35a	6:54a	7:09a	7:19a	7:26a
6:46a	6:55a	7:10a	7:27a	7:40a	7:53a	7:59a
7:14a	7:23a	7:37a	7:54a	8:07a	8:18a	8:29a
7:54a	8:02a	8:16a	8:32a	8:46a	8:56a	9:04a
8:31a	8:40a	8:53a	9:10a	9:24a	9:34a	9:42a
9:00a	9:10a	9:24a	9:44a	9:58a	10:10a	10:17a
9:38a	9:47a	10:01a	10:23a	10:38a	10:48a	10:56a
10:14a	10:25a	10:40a	11:06a	11:19a	11:30a	11:42a
10:43a	10:54a	11:10a	11:29a	11:44a	11:55a	12:07p
11:20a	11:30a	11:46a	12:09p	12:23p	12:34p	12:43p
11:59a	12:09p	12:24p	12:46p	1:01p	1:11p	1:20p
12:35p	12:47p	1:07p	1:32p	1:44p	1:54p	2:03p
1:10p	1:19p	1:38p	2:01p	2:15p	2:25p	2:34p
1:46p	1:56p	2:14p	2:36p	2:48p	2:58p	3:07p
2:20p	2:32p	2:47p	3:10p	3:26p	3:36p	3:49p
2:56p	3:07p	3:25p	3:47p	4:04p	4:15p	4:24p
3:31p	3:43p	3:58p	4:20p	4:36p	4:49p	4:58p
4:05p	4:15p	4:30p	4:52p	5:08p	5:19p	5:30p
4:43p	4:53p	5:09p	5:31p	5:48p	6:00p	6:11p
5:16p	5:26p	5:44p	6:06p	6:21p	6:34p	6:43p
5:50p	6:00p	6:22p	6:44p	6:58p	7:10p	7:19p
6:26p	6:36p	6:51p	7:12p	7:27p	7:40p	7:48p
7:01p	7:11p	7:26p	7:49p	8:04p	8:18p	8:26p
7:35p	7:45p	8:00p	8:23p	8:38p	8:50p	8:58p
8:10p	8:19p	8:33p	8:52p	9:07p	9:17p	9:25p
8:46p	8:57p	9:10p	9:29p	9:44p	9:53p	10:01p G
9:17p	9:28p	9:41p	10:01p	10:16p	10:25p	10:33p
9:55p	10:02p	10:15p	10:35p	10:50p	10:59p G	
10:47p	10:54p	11:07p	11:24p	11:35p	11:44p G	

SUNDAY

EASTBOUND

To Broward Central Terminal

1	2	3	4	5	6	7
8:00a	8:10a	8:22a	8:35a	9:01a	9:12a	9:27a
8:45a	8:55a	9:07a	9:20a	9:46a	9:57a	10:10a
9:33a	9:43a	9:55a	10:08a	10:34a	10:46a	10:58a
10:17a	10:28a	10:41a	10:54a	11:21a	11:34a	11:47a
11:07a	11:19a	11:31a	11:44a	12:13p	12:24p	12:38p
11:53a	12:05p	12:17p	12:30p	12:58p	1:09p	1:23p
12:42p	12:55p	1:07p	1:21p	1:47p	1:58p	2:13p
1:31p	1:43p	1:55p	2:08p	2:33p	2:45p	3:00p
2:24p	2:36p	2:48p	3:01p	3:27p	3:38p	3:51p
3:11p	3:24p	3:36p	3:48p	4:17p	4:30p	4:44p
4:00p	4:14p	4:27p	4:40p	5:10p	5:22p	5:36p
4:50p	5:04p	5:16p	5:30p	5:56p	6:07p	6:17p
5:39p	5:52p	6:03p	6:15p	6:42p	6:52p	7:02p
6:32p	6:44p	6:57p	7:09p	7:34p	7:45p	7:55p
7:25p	7:37p	7:50p	8:02p	8:26p	8:37p	8:47p
8:10p	8:21p	8:33p	8:45p	9:05p G		

WESTBOUND

To West Regional Terminal

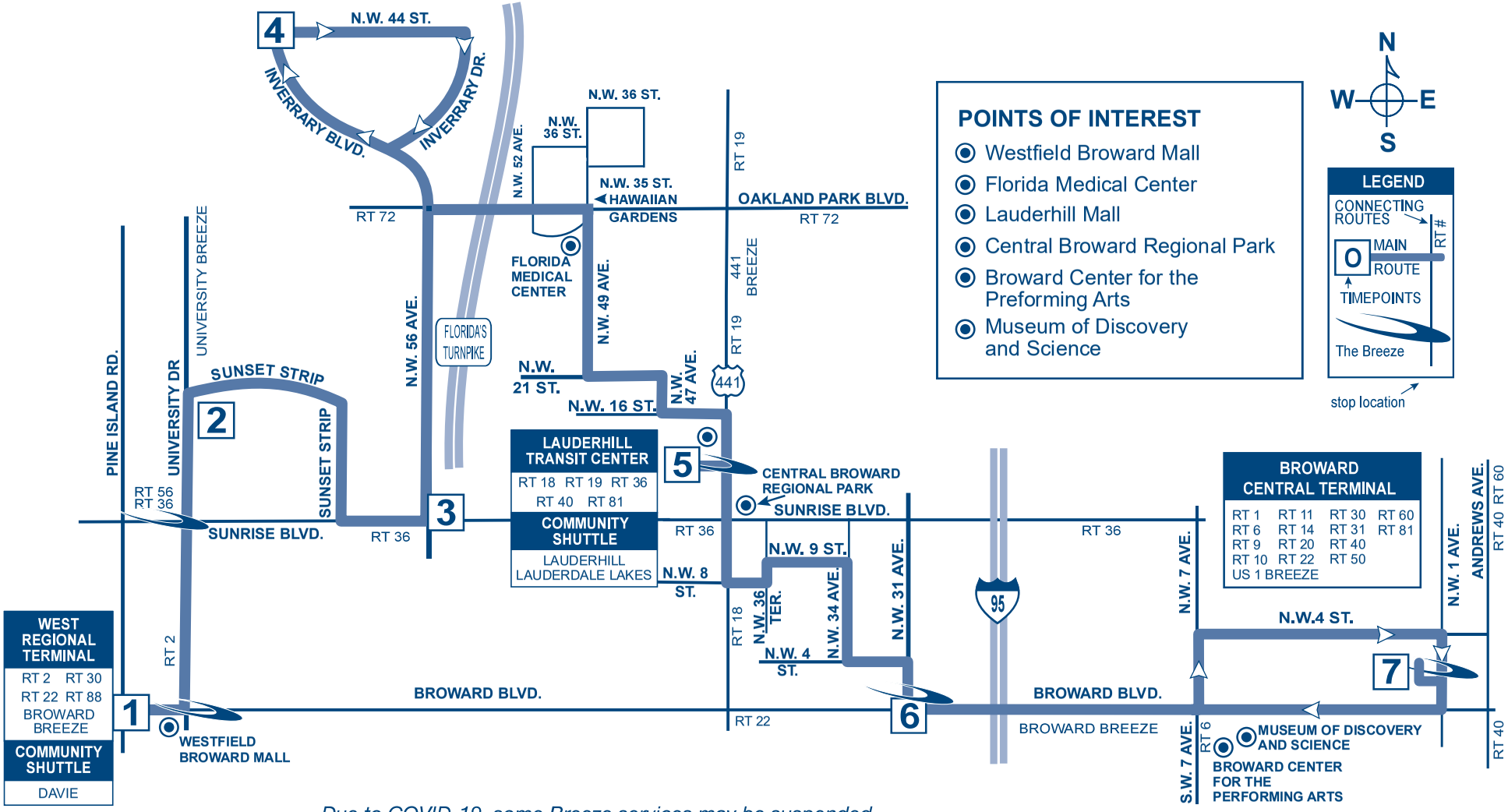
7	6	5	4	3	2	1
8:00a	8:09a	8:24a	8:42a	8:58a	9:10a	9:20a
8:46a	8:55a	9:11a	9:31a	9:45a	9:57a	10:07a
9:35a	9:45a	10:00a	10:19a	10:33a	10:45a	10:55a
10:20a	10:30a	10:46a	11:05a	11:20a	11:32a	11:44a
11:09a	11:18a	11:33a	11:53a	12:07p	12:19p	12:29p
11:57a	12:07p	12:23p	12:44p	12:59p	1:11p	1:22p
12:45p	12:56p	1:12p	1:32p	1:47p	1:58p	2:09p
1:32p	1:42p	1:59p	2:19p	2:35p	2:47p	2:58p
2:23p	2:34p	2:52p	3:12p	3:28p	3:40p	3:51p
3:14p	3:24p	3:40p	4:01p	4:18p	4:30p	4:41p
4:03p	4:13p	4:29p	4:51p	5:07p	5:17p	5:28p
4:53p	5:04p	5:20p	5:40p	5:55p	6:09p	6:18p
5:45p	5:57p	6:14p	6:35p	6:51p	7:04p	7:13p
6:34p	6:45p	7:01p	7:25p	7:41p	7:52p	8:01p
7:16p	7:25p	7:39p	8:03p	8:18p	8:29p	8:38p G
8:04p	8:14p	8:32p	8:52p	9:07p	9:22p G	
8:54p	9:04p	9:19p	9:39p	9:54p	10:09p G	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

ROUTE 81

West Regional Terminal to
Broward Central Terminal



Due to COVID-19, some Breeze services may be suspended.
Please contact BCT Customer Service or visit our website for the latest service updates.

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

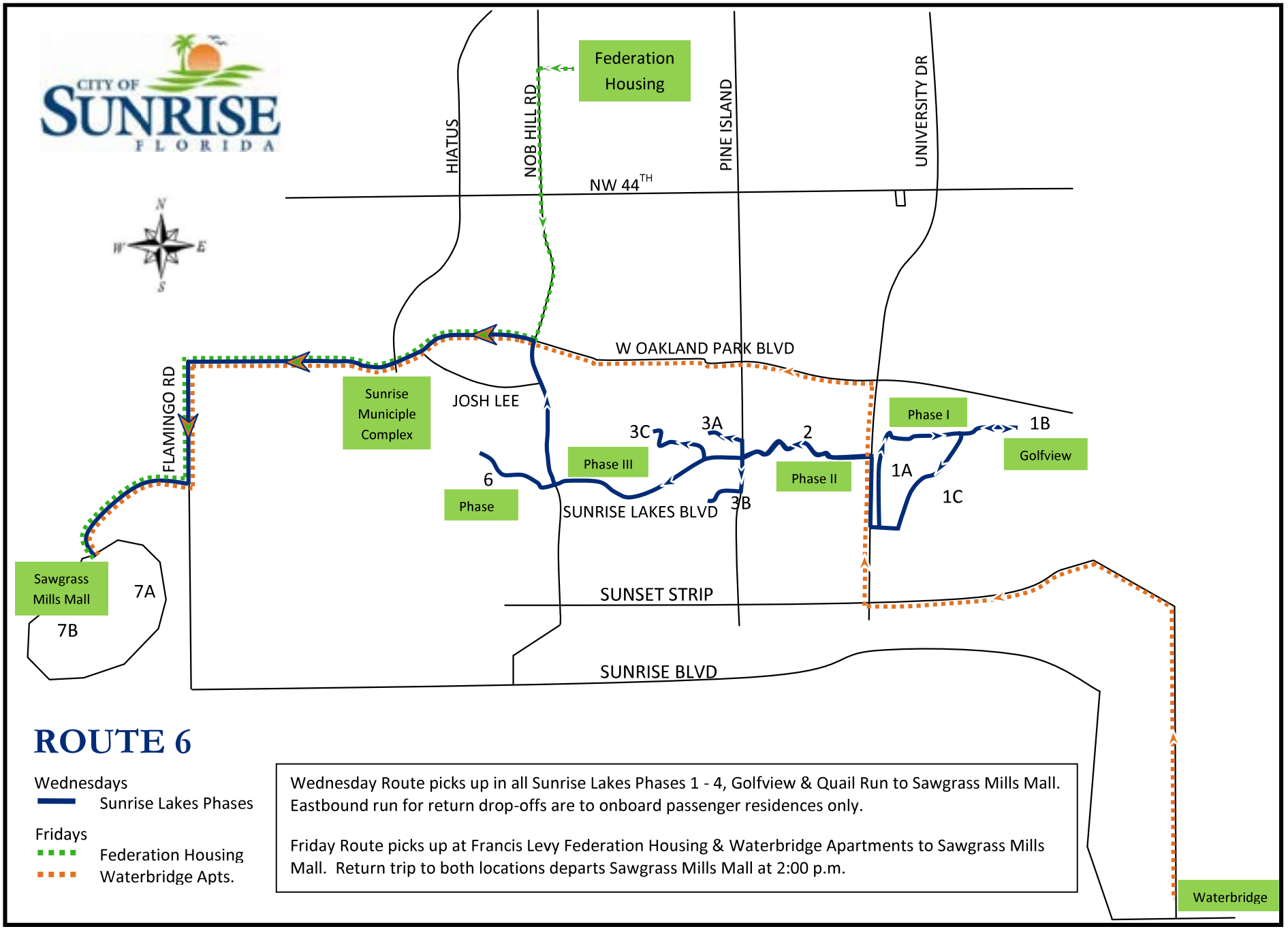
Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.



Both Routes: Cover Sunrise Lakes Phase 1, Golfview, Phases 2 & 3 and (Phase 4 home from Publix only); Run alternately East & Westbound on Sunrise Lakes Blvd.
Run Express 8:00 – 9:00 a.m. Rt. 3 Covers Westbound Express starting at Golfview. Rt. 4 Covers Eastbound Express starting at Phase 3.
Regular runs begin at 9:00 a.m. and operate with one hour headways. (Wait time would be two hours if one route was cut.) Rt. 3 begins at Publix, Rt. 4 at Bravo Mkt.



ROUTE 6

Wednesdays
- Sunrise Lakes Phases

Fridays
- Federation Housing
- Waterbridge Apts.

Wednesday Route picks up in all Sunrise Lakes Phases 1 - 4, Golfview & Quail Run to Sawgrass Mills Mall. Eastbound run for return drop-offs are to onboard passenger residences only.

Friday Route picks up at Francis Levy Federation Housing & Waterbridge Apartments to Sawgrass Mills Mall. Return trip to both locations departs Sawgrass Mills Mall at 2:00 p.m.



Route covers Sunrise Lakes Phases 1 & 2, Golfview, Quail Run and Francis Levy Federation Housing. Runs Eastbound on Sunrise Lakes Blvd.
Rt 7 Express runs 8:00 – 8:45 a.m. picking up at Sunrise Lakes Phase 3 Entries A, B, C & D dropping at Doris North to Federation Housing and Eastbound on NW 44th Street. Regular run begins at 8:50 a.m. at Sunrise Lakes Phase 2 and operates with one hour headways.

City of Sunrise
Mini-Bus Service Routes 3, 4, 5, 6, & 7

The City of Sunrise is pleased to provide bus service for the convenience of our residents.

Fees have been waived by the Sunrise City Commission through May 10, 2018.

- The schedules indicate the stops on our route and the expected arrival times.
- The service will operate as close to schedule as possible. Traffic or other conditions may cause the bus to arrive slightly early or late. Thank you for your patience.
- Drivers may not accept tips, gifts or gratuities of any kind.
- Please try to limit your packages to a total of three.
- In order to insure the safest, most timely and courteous service for all passengers, please remember:
  - Passengers must be seated at all times while the bus is in motion.
  - Drivers may not make any unscheduled stops.
  - Drivers may not leave the bus unattended and may not carry packages more than a safe distance beyond the exterior of the bus.

Thank you for your cooperation.

The Sunrise Bus Service does not run on Saturdays and Sundays or the following holidays observed by the City of Sunrise.

New Year's Day	Martin Luther King, Jr. Day	Memorial Day
Independence Day	Labor Day	Veteran's Day
Thanksgiving Day & day after	Christmas Day	

For further information or comments please contact the Transportation Dispatch Office at 954-746-3677, Monday – Friday, 8:00 am – 3:00 pm.

Revised Date: 07/14/18

City of Sunrise ROUTE 6 - Sawgrass Mills Mall
Wednesdays - Phases 1, 2, 3, 4, & Golfview

Stop	Location	Times				
1	Sunrise Lakes Phase 1 & Golfview	8:30	9:30	10:30	11:30	
2	Sunrise Lakes Phase 2	8:40	9:40	10:40	11:40	
3	Sunrise Lakes Phase 3 (Entry C)	8:45	9:45	10:45	11:45	
4	Sunrise Lakes Phase 3 (Entry A & B)	8:50	9:50	10:50	11:50	
5	Sunrise Lakes Phase 3 (Entry D)	8:55	9:55	10:55	11:55	
6	Sunrise Lakes Phase 4 (On SLB Blvd B.C.T Bus Stops Only)	9:00	10:00	11:00	12:00	
7	Sawgrass Mills Mall Target/Marshalls	9:05	10:05	11:05	12:05	2:10
8	Return from Sawgrass Mills Mall		10:10	11:10	12:10	

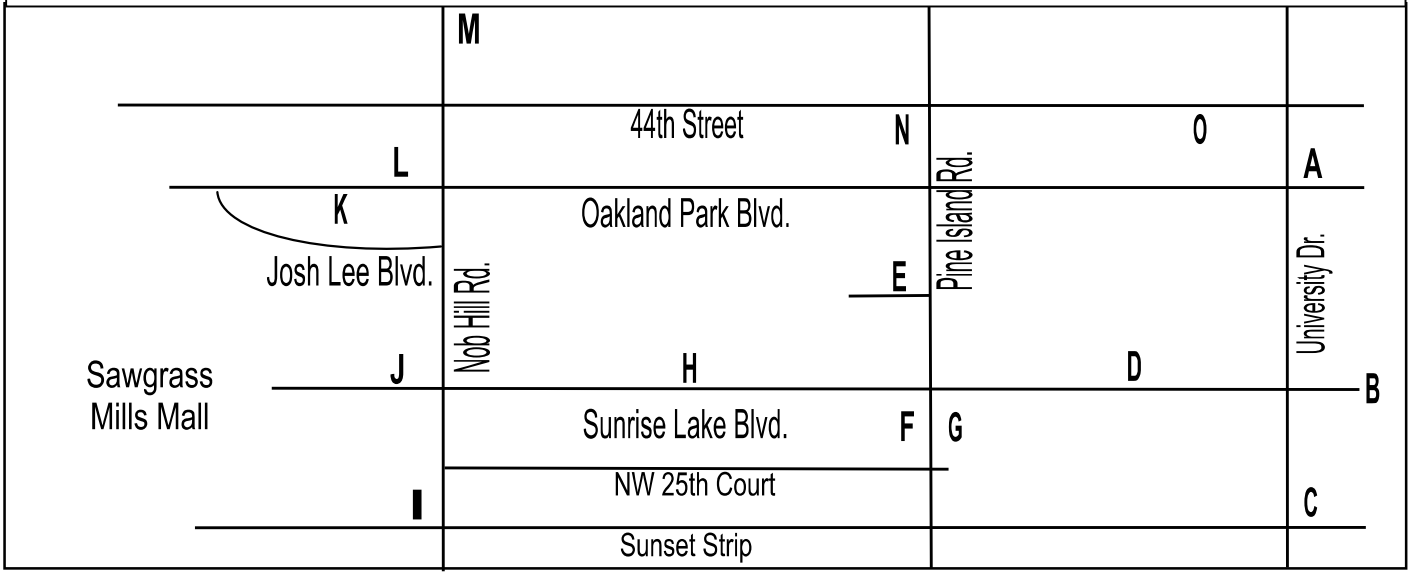
Fridays - Francis Levy Federation & Waterbridge Apartments

	Francis Levy Federation Housing	9:30
	Waterbridge Apartments	11:00
	Sawgrass Mills Mall to Federation & Waterbridge Apartments	2:00

CITY OF SUNRISE FLORIDA

MAP LOCATIONS

A (Walmart) Sunrise Town Center
B Sunrise Lakes Phase 1 & Golfview Apts.
C (Bravo) University Plaza
D Sunrise Lakes Phase 2
E Sunrise Lakes Phase 3 – Entry C
F Sunrise Lakes Phase 3 – Entry B
G Sunrise Lakes Phase 3 – Entry A
H Sunrise Lakes Phase 3 – Entry D
I (Doris Market) Nob Hill Plaza
J Sunrise Lakes Phase 4
K City of Sunrise Senior Center & Dan Pearl Library
L (Publix) Welleby Plaza
M Federation Housing & Daniel Cantor Sr. Center
N (Winn Dixie) Pine Plaza
O (Fish Peddler) Lincoln Plaza



City of Sunrise ROUTES 3 & 4 - Phases 1, Golfview, 2, 3, & Phase 4 home from Publix

Routes 3 & 4 run both East and Westbound on Sunrise Lakes Blvd.

Stop	Location	Route 3 Times				Route 4 Times		
1	**Welleby Plaza (Publix) &** Region's Bank		9:00	11:00	1:40		10:00	12:00
2	**Sunrise Civic Center, Senior Center & Dan Pearl Library**		9:05	11:05	1:45		10:05	12:05
3	**Sunrise Lakes Phase 4** Drop off only- by request		9:10	11:10	1:50		10:10	12:10
4	**Nob Hill Plaza (Doris Market)**		9:15	11:15	1:55		10:15	12:15
5	**Sunrise Lakes Phase 3**		9:25	11:25	2:15	8:00 Express	10:25	12:25
6	**Sunrise Lakes Phase 3 (ENTRY D) Entries C, B, & A**		9:30 9:40	11:30 11:40	2:20	8:15 Express	10:30 10:40	12:30 12:40
7	**Sunrise Lakes Phase 2**		9:45	11:45	2:25	8:20 Express	10:45	12:45
8	**Sunrise Lakes Phase 1, Golfview, & Quail Run**		9:55	11:55	2:35	8:25 Express	10:55	12:55
9	**University Plaza (Bravo)**		10:00	12:00	2:40	9:00	11:00	1:00 drop 1:40 leave
10	**Sunrise Town Center (Walmart)**		10:05	12:05	2:45 to all phases	9:05	11:05	1:45
11	**Sunrise Lakes Phase 1, Golfview, & Quail Run**	8:00 Express	10:15	12:15		9:15	11:15	1:55
12	**Sunrise Lakes Phase 2**	8:10 Express	10:20	12:20		9:20	11:20	2:00
13	**Sunrise Lakes Phase 3 Entries A, B, C, & D**	8:15 Express	10:25	12:25		9:25	11:25	2:05
14	**Sunrise Lakes Phase 3**	8:20 Express	10:30	12:30		9:30	11:30	2:15
15	**Nob Hill Plaza (Doris Market)**		10:45	12:45		9:45	11:45	2:30
16	**Sunrise Civic Center, Senior Center & Dan Pearl Library**		10:55	12:55		9:55	11:55	2:35
1	**Welleby Plaza (Publix) & Region's Bank**							2:40 to all Phases

ROUTE 5 - Waterbridge & Gold Key Apartments

Leaving Waterbridge: to all route destinations except Sawgrass Mills Mall
Monday - Friday 8:45 am Monday - Thursday 11:00 am (by request only, at least hour in advance)
Leaving Gold Key Clubhouse: (by request only) 9:00 am & 11:05 am to all route destinations except Sawgrass Mills Mall

Return Trips to Waterbridge and Gold Key: 11:00 am & 1:00 pm

ROUTE 7 - Phase 1, 2, Golfview, & Francis Levy Federation Housing

Travels East on Sunrise Lakes Blvd. towards Sunrise Town Center (Walmart) / North to 44th Street.

Stop	Location	Times					
1	**Sunrise Lakes Phase 3 (Entry C)**	8:00 Express					
2	**Sunrise Lakes Phase 3 (Entry A & B)**	8:05 Express					
3	**Sunrise Lakes Phase 3 (Entry D)**	8:10 Express					
4	**Nob Hill Plaza (Doris Market)**	8:20 Express					
5	**Francis Levy Federation Housing (Daniel Cantor Senior Center by request Only)**	8:40 Express					
6	**Pine Plaza (Winn Dixie)**	8:45					
7	**Sunrise Lakes Phase 2**	8:50	9:50	10:50	11:50	12:50	
8	**Sunrise Lakes Phase 1, Golfview & Quail Run**	9:00	9:55	10:55	11:55	12:55	
9	**Sunrise Town Center (Walmart) & Lowes Plaza (by request)**	9:10	1010	11:10	12:10	1:10	2:10
10	**Lincoln Park (Fish Peddler)**	9:15	10:15	11:15	12:15		2:15
11	**Pine Plaza (Winn Dixie)**	9:20	10:20	11:20	12:20		2:20
12	**Francis Levy Federation Housing (Daniel Cantor Sr. Center by request only)**	9:25	10:25	11:25	12:25		2:25
13	**Welleby Plaza (Publix) & Region's Bank**	9:30	10:30	11:30	12:30 To all phases		*2:40 Last Bus to Federation, Phase 1 & 2
14	**Sunrise Civic Center Senior Center & Dan Pearl Library**	9:35	10:35	11:35	12:35		
15	**Francis Levy Federation Housing (Daniel Cantor Senior Center by request only)**	9:40	10:40	11:40	12:40		
16	**Pine Plaza (Winn Dixie)**	9:45	10:45	11:45			

Appendix G

Queuing Documentation

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8–9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

where:

M = queue length which is exceeded p percent of the time
N = number of service channels (drive-in positions)
Q = service rate per channel (vehicles per hour)
$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor
q = demand rate on the system (vehicles per hour)
Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

ρ	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \dfrac{q}{NQ} = \dfrac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$
N = number of channels (service positions)

Solution

Step 1: $Q = \dfrac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \dfrac{q}{NQ} = \dfrac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M, being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956}\right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110}\right] - 1$$
$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$

Sec. 16-144. - Amount of off-street parking.

(a) The off-street parking required by this article shall be provided and maintained on the basis of the following minimum requirements:

(1) *Dwelling, single-family and mobile homes:* Two (2) parking spaces required; the spaces may be tandem but must not intrude on sidewalk.

(2) *Dwelling, two-family, multiple-family and townhouses or villas:*

Efficiency, spaces per dwelling unit 1.50

One (1) bedroom, spaces per dwelling unit 1.75

Two (2) bedrooms, spaces per dwelling unit 2.00

Three (3) or more bedrooms, spaces per dwelling unit 2.50

In addition, guest parking must be provided at a minimum rate of ten (10) percent of the total number of parking spaces required for the development.

(3) *Hotel:* Three (3) parking spaces for each four (4) sleeping rooms or suites. If, in addition to sleeping rooms, there are other uses operated in connection with or as part of the hotel, additional off-street parking spaces shall be provided for such uses as would be required by this article if such uses were separate from the hotel to the extent of fifty (50) percent of the off-street parking specified in this article for retail stores, offices, service establishments, bars, restaurants, dining rooms, night clubs, ballrooms, banquet halls, meeting rooms and auditoriums. The above parking requirement is ten (10) percent less where the number of sleeping rooms or suites is between two hundred fifty (250) and three hundred (300).

(4) *Motels:* One (1) parking space for each guest room, plus two (2) parking spaces for the owner or manager.

(5) Trailer courts, camps or parks: One (1) parking space for each trailer.

(6) *Hospitals:* Two (2) parking spaces for each bed.

(7) *Community care facilities:* One (1) parking space for each three (3) beds for patients, plus one (1) parking space for each two hundred (200) square feet of office and administration space.

(8) *Places of public assembly having fixed seats:* One (1) parking space for each three (3) seats, except that where a place of public assembly is part of a multi-tenant complex with greater than fifty thousand (50,000) square feet of gross floor area, one (1) parking space for each five (5) seats shall be required.

(9) *Places of public assembly (without fixed seats):* One (1) parking space for each five (5) seats or one (1) parking space for each thirty-five (35) square feet of net floor area occupied by patrons or other occupants, whichever is greater.

(10) *Affordable housing located within one-quarter (¼) mile of an existing public transit route:* In order to facilitate the production of affordable housing for very low income households, low income households and/or moderate income households, the department may waive up to fifteen (15) percent of the parking spaces required by this section subject to the following requirements:

a. The applicant must submit a parking study to the department demonstrating that fewer parking spaces are needed. Before preparing such a study, the applicant shall meet with the department to develop an acceptable methodology for the study. The code standard shall be presumed to be the correct standard, but the department may choose to approve the reduced parking standard if the study provides clear and convincing evidence that the reduced parking standard is appropriate.

b. The location, character and size of parking spaces shall comply with section 16-142, except that the department may waive the requirements for wheelstops and may allow parking spaces of a minimum eighteen (18) feet in length. The applicant must demonstrate that such waivers will improve the overall design of the affordable housing project and will not reduce public safety.

c. Such waivers shall be given only for projects which include rental or sales restrictions and monitoring provisions that

Turnberry Yacht Club Guard House

Entrance Processing Time

Date: September 23, 2021

Time: 4:15-5:45 **Observer:** Kansas **Observer:** Nicole

Gaurdhouse				Resident's Lane (Clicker)			
Veh	Processing Time (sec)	Veh	Processing Time (sec)	Veh	Processing Time (sec)	Veh	Processing Time (sec)
1	54.77	35	23.09	1	10	26	6.02
2	3.33	36	3.06	2	4	27	2.81
3	7.69	37	6.06	3	6	28	1.42
4	7.49	38	7.53	4	4	29	1.84
5	7.02	39	7.92	5	7.76	30	3.4
6	30.85	40	24.23	6	6.12	31	2.29
7	47.39	41	11	7	26.08	32	2.3
8	19.88	42	6.86	8	43.08	33	2.16
9	5.11	43	8.36	9	23.92	34	1.66
10	10.5	44	11.19	10	26	35	1.7
11	41.93	45	10.46	11	11.22	36	21.26
12	4.43	46	9.51	12	25.97	37	2.05
13	1.13	47	25.37	13	6.92	38	2.57
14	3	48	5.76	14	1.81	39	1.95
15	4.22	49	6.95	15	1.79	40	1.73
16	12.93	50	7.7	16	2.41	41	1.79
17	5.52	51	10.63	17	4.82	42	1.49
18	13.81	52	12.84	18	1.63	43	1.66
19	8.44	53	10.48	19	1.61	44	1.36
20	24.79	54	23.5	20	1.41	45	2.42
21	12.34	55	12.92	21	1.6	46	3.07
22	34.26	56	5.93	22	1.63	47	1.9
23	12.97	57	8.19	23	4.51	48	2.91
24	24.51	58	9.89	24	1.77	49	21.76
25	4.38	59	15.56	25	1.42	50	2.12
26	5.34	60	9.46				
27	11.85	61	12.58				
28	37.72	62	5.05				
29	7.46	63	11.5				
30	15.18	64	9.59				
31	3.82	65	7.34				
32	9.14	66	10.64				
33	10.01	67	13.03				
34	8.23	68	7.67				

Residential Gate Average: 6.46 Sec

0.11 Miin

Visitor's Gate Average: 13.75 Sec

0.23 Min