

TRANSPORTATION ANALYSIS

John's Pass Village Resort

Prepared for:

JPV Hotel Property LLC



Palm Traffic
Engineering + Planning

Transportation Analysis

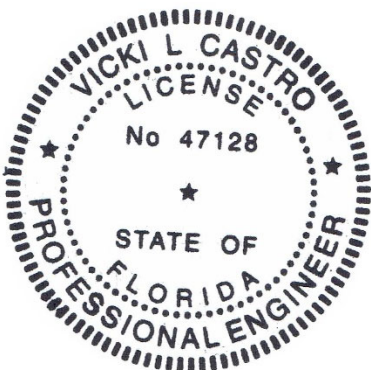
John's Pass Village Resort

Revised March 2026
Revised January 2026
Revised December 2025
March 2025

Prepared for:
JPV Hotel Property LLC

Prepared by:
Palm Traffic
4006 South MacDill Avenue
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Project No. T25016



Vicki L
Castro

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by Vicki L Castro
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Vicki L. Castro, P.E.
P.E. No. 47128

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Intersection Analysis

PROJECT OVERVIEW

The purpose of this Transportation Analysis is to support the proposed project located south of 129th Avenue West and east of Gulf Boulevard in the City of Maderia Beach, Florida, as shown in Figure 1. The site is currently occupied by a paid parking lot. The proposed rezoning will allow for the following:

- 87 room Hotel
- 11,900 square feet of Retail
- 92 Paid Parking Spaces

PROJECT DESCRIPTION

The accesses for the project are proposed to be as follows:

- One (1) left-in/right-in Hotel Entry access to 129th Avenue East
- One (1) full public access to 129th Avenue East.

A conceptual site plan is included in the Appendix of this report.

TRIP GENERATION SUMMARY

The trip rates utilized in this report were obtained from the latest computerized version of “OTISS” which utilizes the Institute of Transportation Engineers’ (ITE) Trip Generation, 11th Edition, 2021, as its database. Based on these trip rates, it is estimated that the proposed project will attract approximately 1,641 daily trip ends, as shown in Table 1. The proposed project would attract approximately 138 trip ends during the AM peak hour with 94 inbound and 44 outbound, as shown in Table 1. During the PM peak hour, the proposed project would attract approximately 223 trip ends with 92 inbound and 131 outbound, as shown in Table 1.

Figure 1. Project Location

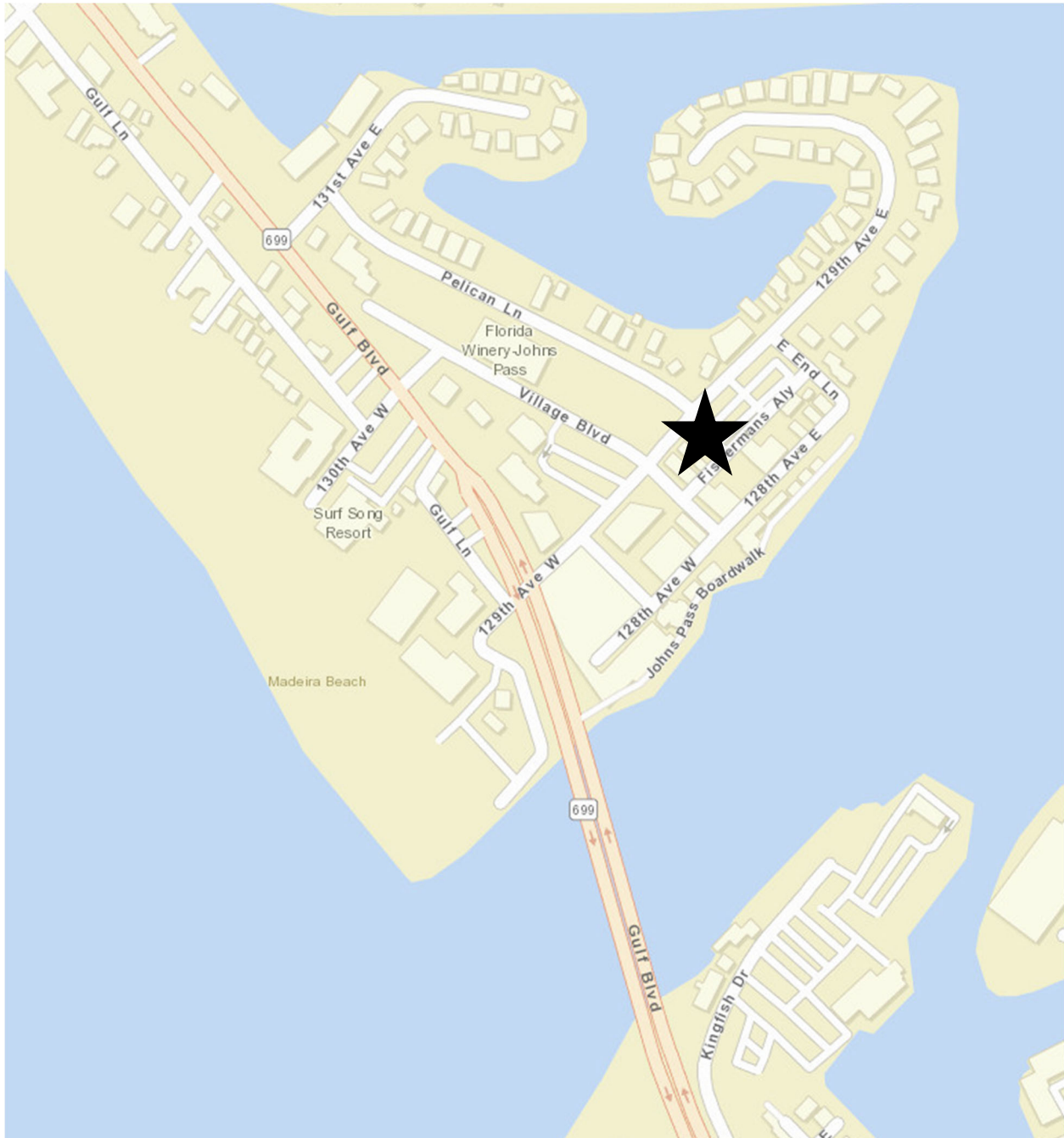


Table 1. Estimated Project Traffic

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends (1)</u>	<u>AM Peak Hour Trip Ends (1)</u>			<u>PM Peak Hour Trip Ends (1)</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Hotel	310	87 Rooms	695	22	18	40	26	25	51
Retail	822	11,900 SF	648	17	11	28	44	44	88
Paid Parking	090	92 Spaces	<u>298</u>	<u>55</u>	<u>15</u>	<u>70</u>	<u>22</u>	<u>62</u>	<u>84</u>
Project Total			1,641	94	44	138	92	131	223

(1) Source: ITE Trip Generation, 11th Edition, 2021.

PROJECT TRIP DISTRIBUTION / ASSIGNMENT

The following distribution of the AM and PM peak hour trip ends were based on the existing traffic and development patterns with hand assignment to the local network:

- 60% to and from the north (via Gulf Boulevard)
- 40% to and from the south (via Gulf Boulevard).

Table 2 shows the distribution of the AM and PM peak hour project trip ends. Figure 2 illustrates the project trip ends on the adjacent roadway network for the AM and PM peak hours.

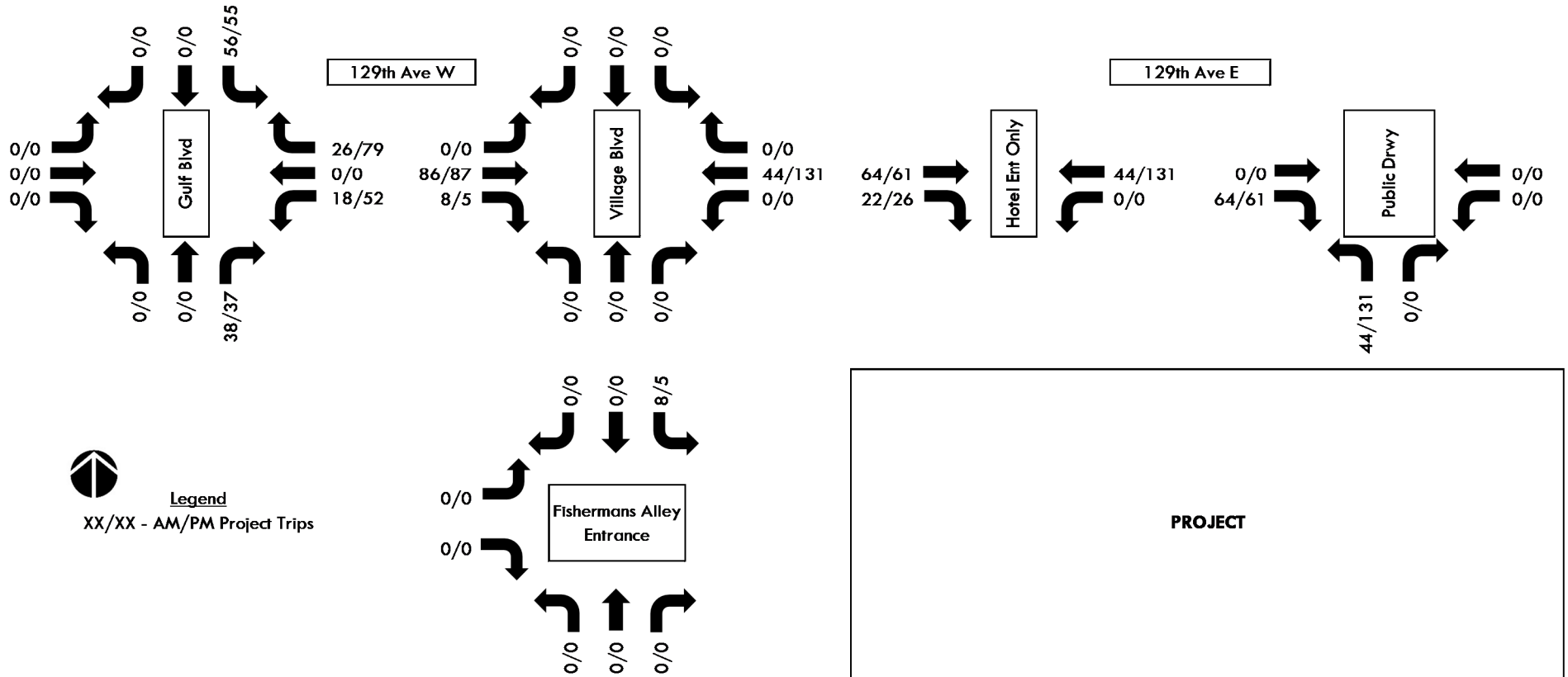
BUDGETED IMPROVEMENTS

As stated previously, the site is located south of 129th Avenue East and east of Gulf Boulevard. Gulf Boulevard is a four (4) lane divided roadway. 129th Avenue East is a two (2) lane undivided roadway in the vicinity of the project. According to the FDOT Work Program and the Pinellas County Capital Improvement Program, there are no capacity adding improvements budgeted in the vicinity of the project.

Table 2. Estimated Peak Hour Project Traffic Distribution

<u>Time Period</u>	<u>North (60%)</u>		<u>South (40%)</u>		<u>Total</u>	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
AM	56	26	38	18	94	44
PM	55	79	37	52	92	131

Figure 2. Project Traffic



BACKGROUND TRAFFIC

The following methodology was utilized to estimate the existing volumes within the study area:

1. PALM TRAFFIC collected AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hour turning movement counts on Thursday, February 13, 2025, at the following intersections:
 - Gulf Boulevard and 129th Avenue West
 - Village Boulevard and 129th Avenue West
 - Village Boulevard and Fishermans Alley.

No anomalies were present within the adjacent transportation facility that would have potentially impacted data collection efforts, nor were any anomalies present that could have impacted the data collection.

2. The turning movement counts were collected during the peak season based on the FDOT Seasonal Factors for Pinellas County of 0.93. Therefore, no adjustment is needed. Figure 3 illustrates the peak season traffic.
3. Based on FDOT historical traffic counts on Gulf Boulevard in the area, there has been approximately 1.1 percent annual growth over the past 5 years. Therefore, an annual growth rate of 1.1 percent per year was used to determine the background traffic in the buildout year of 2027. Figure 4 illustrates the background traffic. Figure 5 illustrates the background plus project traffic for the AM and PM peak hours.

Figure 3. Peak Season Traffic

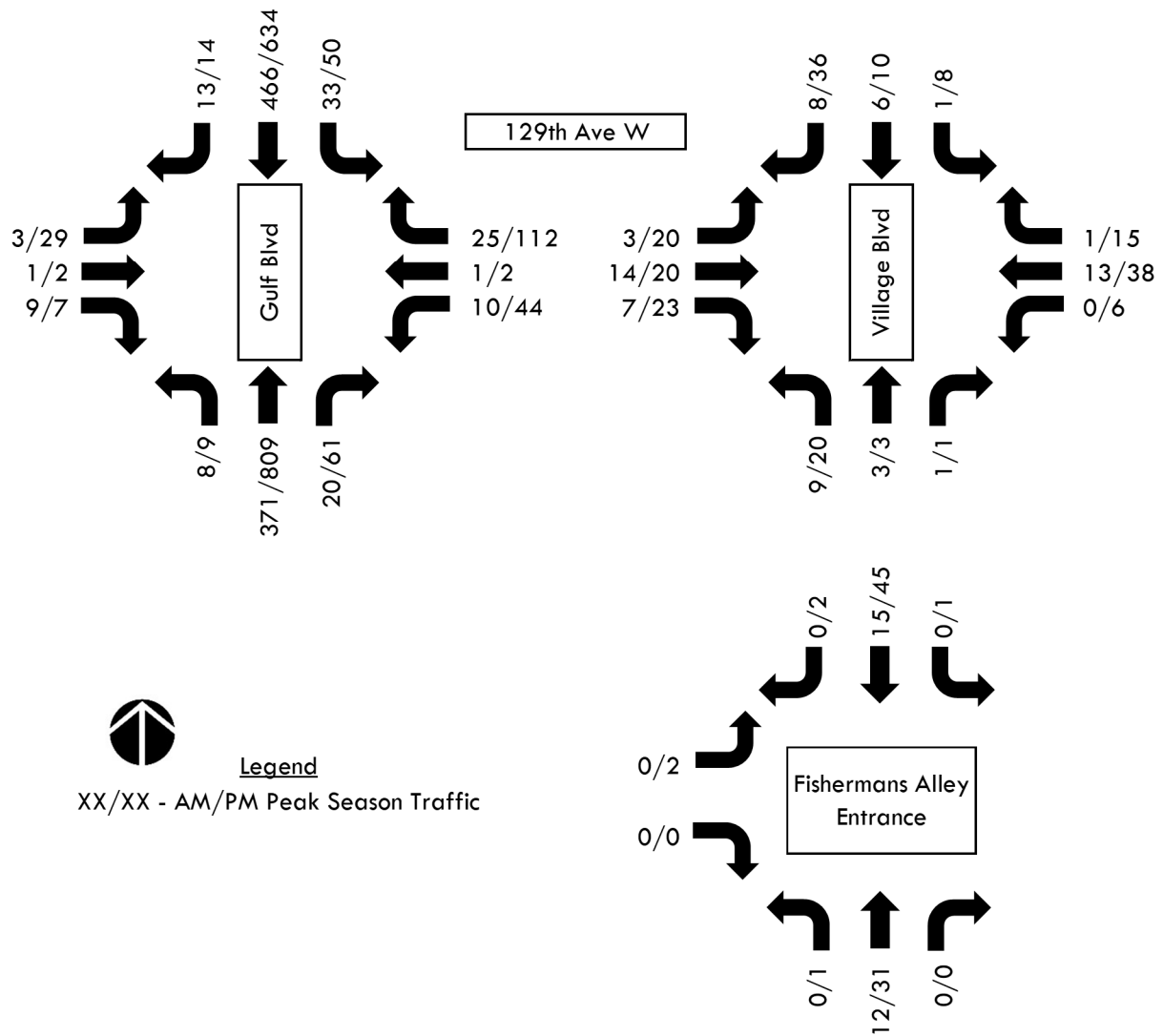


Figure 4. Background Traffic

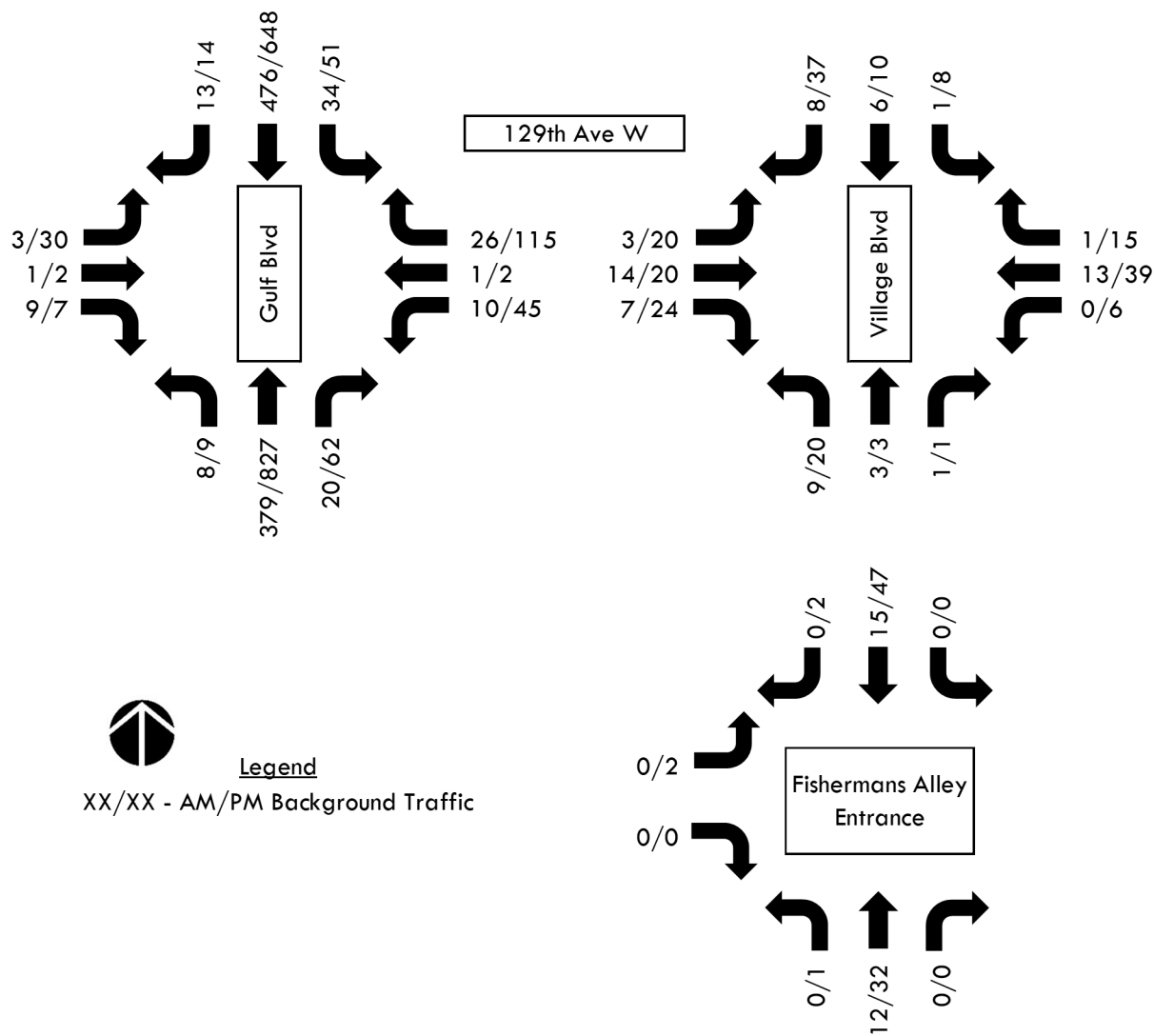
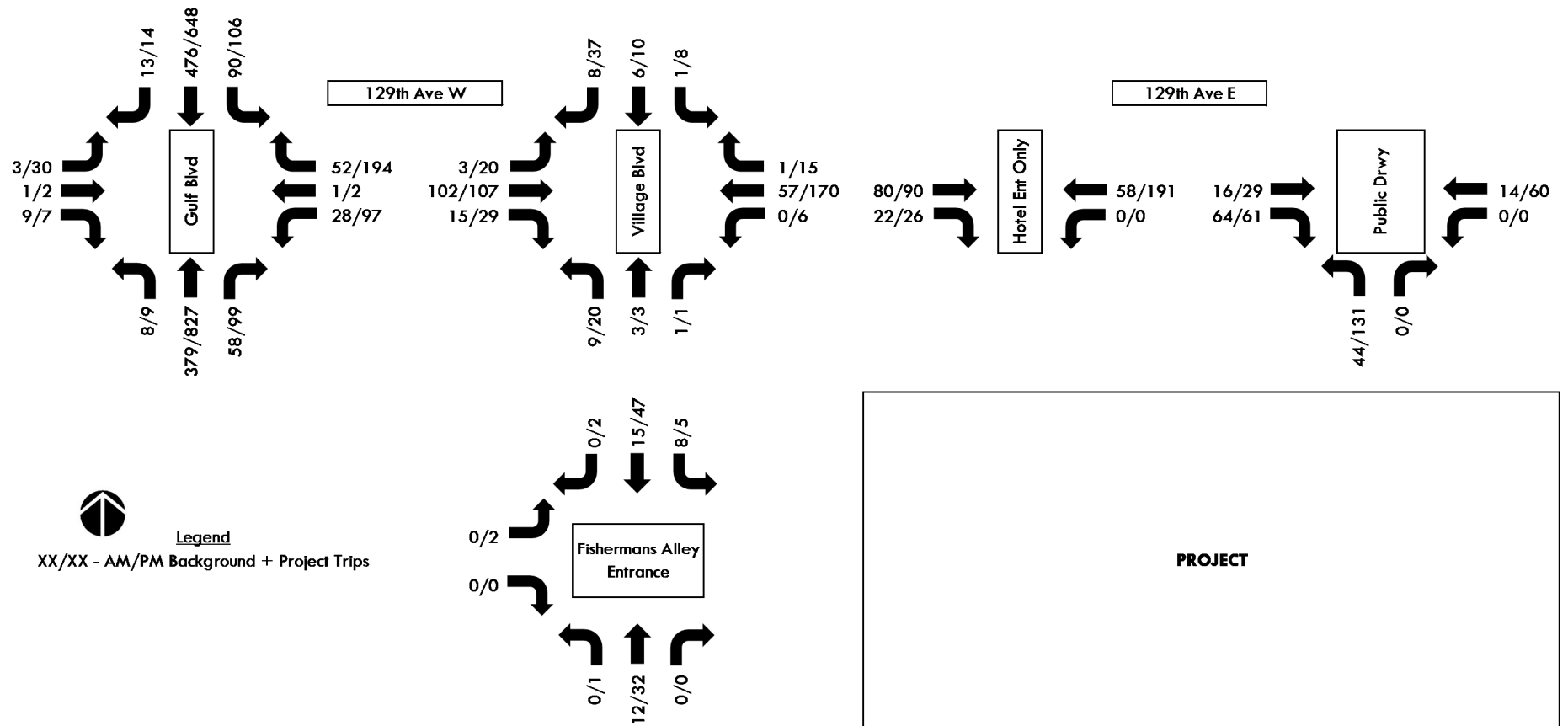


Figure 5. Background Plus Project Traffic



INTERSECTION ANALYSIS

Intersection analysis was conducted for the AM and PM peak hours at the following intersections within the study network:

- Gulf Boulevard and 129th Avenue West
- Village Boulevard and 129th Avenue West
- 129th Avenue East and Public Parking
- Village Boulevard and Fishermans Alley.

The analysis was based on SYNCHRO with the proposed project traffic. Table 3 summarizes the analysis for the intersections and are described in detail in the following paragraphs.

Gulf Boulevard and 129th Avenue West

This intersection is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a volume to capacity ratio less than 1.0 during the AM and PM peak hour with the background plus project traffic.

Village Boulevard and 129th Avenue West

This intersection is unsignalized with a four-way stop condition. Unsignalized intersection analysis indicates that all movements should operate with a volume to capacity ratio less than 1.0 during the AM and PM peak hour with the background plus project traffic.

129th Avenue East and Public Parking

This intersection is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a volume to capacity ratio less than 1.0 during the AM and PM peak hour with the background plus project traffic.

Village Boulevard and Fishermans Alley

This intersection is unsignalized with one-way eastbound movement on the east approach. Unsignalized intersection analysis indicates that all movements should operate with a volume to capacity ratio less than 1.0 during the AM and PM peak hour with the background plus project traffic.

Table 3. Estimated Volume to Capacity Ratio

<u>Intersection</u>	<u>Direction</u>	AM Peak Hour Background + Project Volume to Capacity Ratio			PM Peak Hour Background + Project Volume to Capacity Ratio		
		<u>Left</u>	<u>Through</u>	<u>Right</u>	<u>Left</u>	<u>Through</u>	<u>Right</u>
Gulf Boulevard and 129th Avenue W	EB	0.03	0.03	0.03	0.18	0.18	0.18
	WB	0.13	0.13	0.04	0.43	0.43	0.37
	NB	0.01	*	*	0.01	*	*
	SB	0.08	*	*	0.15	*	*
129th Avenue W and Village Boulevard	EB	0.14	0.14	0.14	0.19	0.19	0.19
	WB	0.07	0.07	0.07	0.23	0.23	0.23
	NB	0.02	0.02	0.02	0.03	0.03	0.03
	SB	0.02	0.02	0.02	0.07	0.07	0.07
129th Avenue E and Public Parking	WB	0.00	*	-	0.00	*	-
	NB	0.05	-	0.15	0.15	-	0.15
Village Boulevard and Fishermans Alley	EB	0.00	0.00	0.00	0.00	0.00	0.00
	NB	0.00	*	*	0.00	*	*
	SB	0.01	*	*	0.00	*	*

* Free flow movement

CONCLUSION

Based on the results of the analysis, this project will have minimal impact on the operating conditions surrounding the project. There are no recommendations for turn lanes at the project driveways or changes to the existing traffic control at the study intersections.

APPENDIX

APPENDIX
CONCEPTUAL SITE PLAN

JOHNS PASS VILLAGE RESORT

PLANNED DEVELOPMENT PLAN

SECTION 15, TOWNSHIP 31 S, RANGE 15 E
MADEIRA BEACH, FLORIDA

DRAWING INDEX

SHEET	TITLE
C1	COVER SHEET
C2	EXISTING CONDITIONS
C3	PLANNED DEVELOPMENT PLAN
C4	MOBILITY ACCESS PLAN
C5	UTILITY PLAN
C6	PLANNED DEVELOPMENT PLAN

LEGAL DESCRIPTION

LOTS 2 THROUGH 9 AND LOTS 14 THROUGH 20,
BLOCK 1, MITCHELL’S BEACH, ACCORDING TO
THE MAP OR PLAT THEREOF, AS RECORDED IN
PLAT BOOK 3, PAGE 54, OF THE PUBLIC
RECORDS OF PINELLAS COUNTY, FLORIDA.

LOCATION MAP



PROJECT DIRECTORY

OWNERS:	<u>JVP HOTEL PROPERTY, LLC</u> 101 150TH AVENUE MADEIRA BEACH, FL 33708
DEVELOPER:	<u>WILLIAM KARNS ENTERPRISES, INC</u> 101 150TH AVENUE MADEIRA BEACH, FL 33708 PHONE: 727-524-3000
CIVIL ENGINEER:	<u>GULF COAST CONSULTING, INC</u> 13825 ICOT BOULEVARD, SUITE 605 CLEARWATER, FL 33760 PHONE: 727-524-1818 ATTN: SEAN P. CASHEN, P.E. 42505
SURVEYOR:	<u>GEODATA SERVICES, INC</u> 1166 KAPP DRIVE1 CLEARWATER, FL 33765 PHONE: 727-447-1763

PREPARED FOR:

WILLIAM KARNS ENTERPRISES, INC

101 150th AVENUE
MADEIRA BEACH, FL 33708



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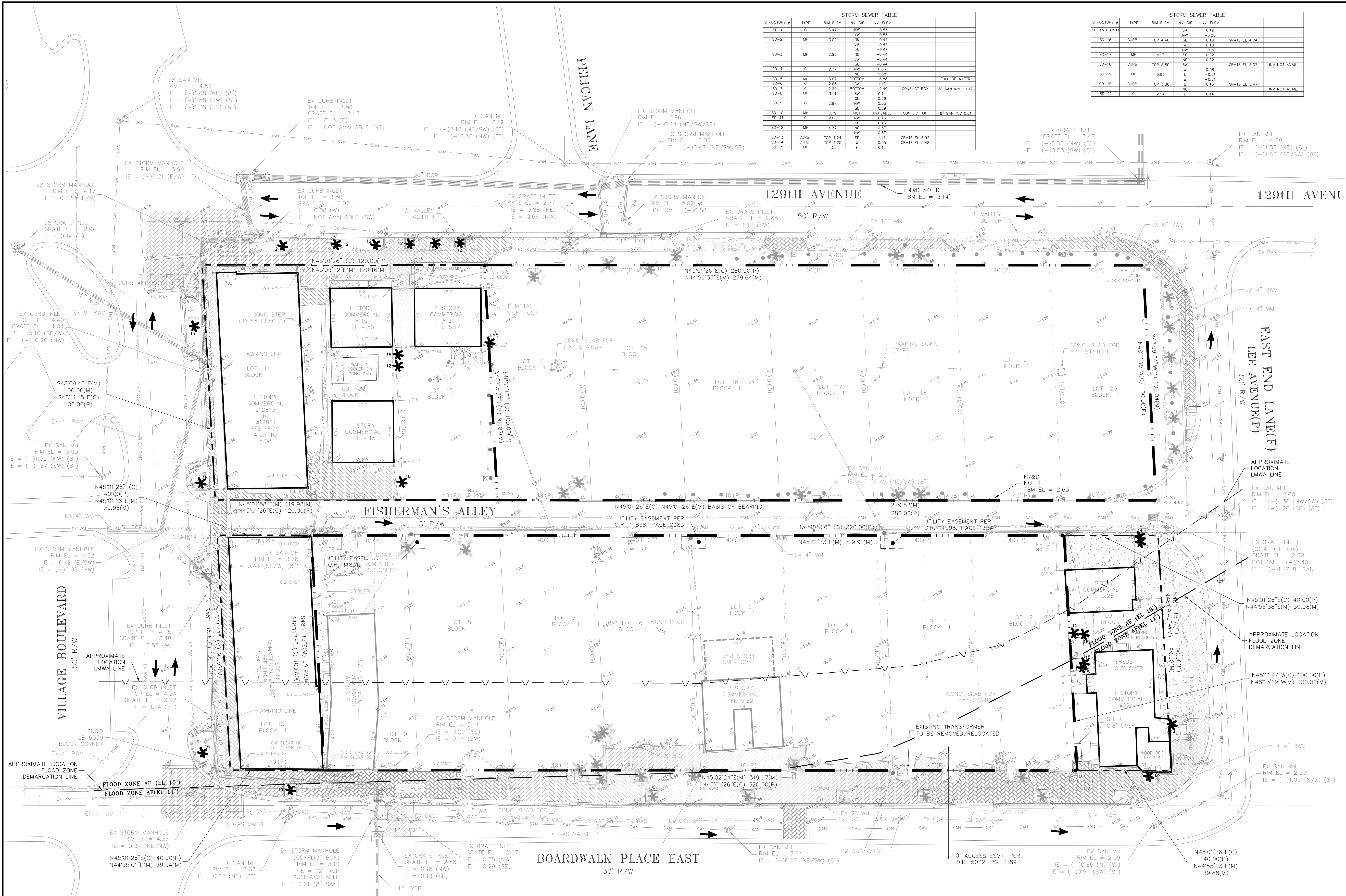
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25-003
DATE: 04/03/2025
REVISED: 03/13/2026
JOHNS PASS VILLAGE RESORT

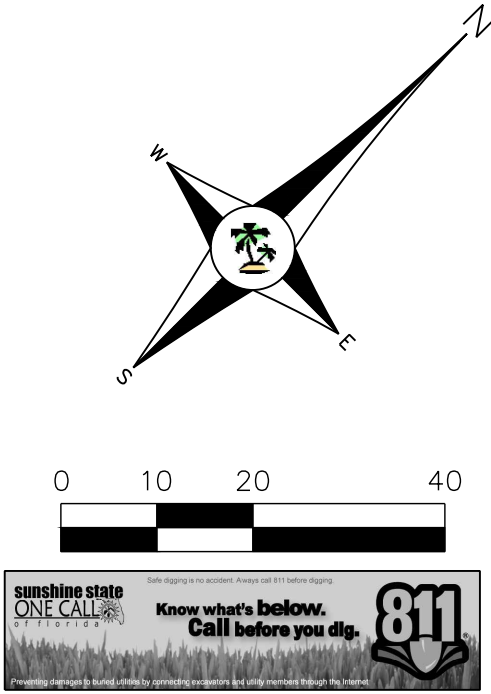
SITE DATA TABLE

SITE DATA TABLE			
Site Address	125 129th Avenue East, Madeira Beach, Florida 33708		
Parcel ID Numbers	15-31-15-58320-001-0020 15-31-15-58320-001-0060 15-31-15-58320-001-0090 15-31-15-58320-001-0170	15-31-15-58320-001-0040 15-31-15-58320-001-0070 15-31-15-58320-001-0140 15-31-15-58320-001-0190	15-31-15-58320-001-0050 15-31-15-58320-001-0080 15-31-15-58320-001-0160 15-31-15-58320-001-0200
Flood Zone	Parcels are in flood zone "AE (EL 10)" and "AE (EL 11)" and "VE (EL 13)", according to the flood insurance rate map, map numbers: 12103C0191H and 12103C0192H, map effective date, August 21, 2021, as provided by the Federal Emergency Management Agency.		
Proposed Uses	Hotel: 87 units (24 studios, 32 one-bedroom, 28 two-bedroom, 3 three-bedroom) Retail: 7,550 square feet 1st Floor Restaurant: 3,350 square feet (134 seats: 1 per 25 square feet) 1st Floor Café: 1,000 square feet (40 seats: 1 per 25 square feet) 6th Floor Restaurant: 3,900 square feet (260 seats: 1 per 15 square feet of dining space) Event Space: 2,800 square feet (187 seats: 1 per 15 square feet)		
Existing Zoning	C-1, John's Pass Village Activity Center (Commercial Core)		
Site Area	North Parcels: South Parcels: Vacated Alley: Total:	27,952 square feet 31,928 square feet 3,604 square feet 63,484 square feet	0.642 acres 0.733 acres 0.083 acres 1.457 acres
Lot Width (129th Ave)	Required: 40 feet	Proposed: 280 feet	
Lot Width (Boardwalk Pl)	Required: 40 feet	Proposed: 320 feet	
Lot Depth	Required: 80 feet	Proposed: 100 feet	
Allowable Building Area	63,484 square feet x 2.0:	126,968 square feet	
Allowable Density	1.457 acres x 60:	87 units	
Existing Building Area	15-31-15-58320-001-0090 15-31-15-58320-001-0130 Total:	2,200 square feet 924 square feet 3,124 square feet	Retail (to be demolished) Retail (to be demolished)
Proposed Building Area	New Hotel: New Restrooms: Total:	126,744 square feet 224 square feet 126,968 square feet	
Proposed Density	New:	87 units	59.7 units per acre
Allowable ISR		53,961 square feet	85.0% of site
Proposed ISR	Building Footprint: Arcade/Porte Cochere: Paving/Sidewalk: Total:	41,628 square feet 6,714 square feet 5,352 square feet 53,278 square feet	65.6% of site 10.6% of site 8.4% of site 84.6% of site
Open Space	Landscaping: Permeable Pavers: Total:	7,560 square feet 2,230 square feet 9,790 square feet	11.9% of site 3.5% of site 15.4% of site
Required Parking	Hotel units (2 bedrooms): Hotel units (3 bedrooms): 1st Floor Retail: 1st Floor Restaurant: Hotel Café and Restaurant: Event Space: Pool and pool terrace: Subtotal: 50% Johns Pass Activity Center Reduction:	84 x 1.2 3 x 2.2 7,550 sf / 300 134 seats / 4 19 employees / 2 300 seats/4 41 employees / 2 187 seats / 6 seats 9,500/200 349.8 spaces 175 spaces	100.8 spaces 6.6 spaces 25.2 spaces 33.5 spaces 9.5 spaces 75.0 spaces 20.5 spaces 31.2 spaces 47.5 spaces 349.8 spaces 175 spaces
Proposed Parking	Hotel Parking: Paid Public Parking: Total Parking:	175 spaces 92 spaces 267 spaces (including 2 van accessible and 6 handicap spaces)	
Allowable Height	Lots over 0.5 acres:	55 feet above DFE	4 stories over ground floor commercial
Proposed Height		79 feet above DFE	5 stories over ground floor commercial
Allowable Setbacks	Front Yard: (129th and Boardwalk) Street Side Yard: Interior Side Yard:	Multi-story buildings One-story buildings Stairs, elevators Balconies, awnings	10 feet 0 feet 0 feet 6 foot encroachment over ROW 10 feet 10 feet on one side
Proposed Setbacks	Front Yard: (129th and Boardwalk) Street Side Yard: Interior Side Yard:	First five stories Sixth floor Balconies, awnings One-story restroom building Hotel Park Trash Room, Restrooms	0 feet 10 feet 6 foot encroachment 0 feet 10 feet 8 feet 1 foot
PD	PD flexibility requested for the following: Building height (roof of main building): 73 feet above DFE instead of 55 feet above DFE Building height (roof of east stair tower): 79 feet above DFE instead of 55 feet above DFE Number of stories: 5 stories over ground level commercial instead of 4 stories over ground level commercial Front setback: 0 feet instead of 10 feet for multi-story buildings Upper floor setbacks: 0 feet instead of 10 feet for lower 5 stories of building Balconies, awnings & roof overhang located over ROW: 6 foot encroachment beyond property line on north and south sides of building Visibility Triangle: New building encroaches into 25' property line visibility triangle at intersection of East End Lane and 129th Avenue East (10.7') and intersection of East End Lane and Fisherman's Alley (2.6').		



STORM SEWER TABLE					
STRUCTURE #	TYPE	RIM ELEV	INV. DIR	INV. ELEV	
SD-1	GI	3.47	NW	-0.53	
SD-2	MH	3.02	SW	-0.53	
			NE	-0.47	
			SW	-0.47	
SD-3	MH	2.96	NE	-0.47	
			SW	-0.44	
			SE	-0.44	
SD-4	GI	2.77	NW	0.66	
SD-5	MH	3.02	NW	-0.88	
SD-6	GI	2.68	SW	1.17	
SD-7	GI	2.20	BOTTOM	-2.40	CONFLICT BOX
SD-8	MH	3.14	SW	0.14	8" SAN INV -1.12
SD-9	GI	2.97	NE	0.29	
			SE	0.35	
SD-10	MH	3.19	NOT AVAILABLE	0.29	
SD-11	GI	2.88	NW	0.18	
SD-12	MH	4.37	NE	0.37	
			NW	0.13	
SD-13	CURB I	TOP 4.24	SE	1.14	GRATE EL 3.92
SD-14	CURB I	TOP 4.25	W	0.55	GRATE EL 3.48
SD-15	MH	4.52	E	0.12	

STORM SEWER TABLE					
STRUCTURE #	TYPE	RIM ELEV	INV. DIR	INV. ELEV	
SD-15 (CONT)			NW	0.12	
SD-16	CURB I	TOP 4.40	SE	-0.08	GRATE EL 4.04
			SW	0.10	
SD-17	MH	4.17	NW	-0.20	
			SE	0.02	
SD-18	CURB I	TOP 3.80	SW	0.02	GRATE EL 3.07
			NE	0.08	INV. NOT AVAIL.
SD-19	MH	3.99	E	-0.21	
			W	-0.21	
SD-20	CURB I	TOP 3.80	E	0.13	GRATE EL 3.47
SD-21	GI	2.94	NE	0.14	INV. NOT AVAIL.



FLOOD ZONE NOTE:

SUBJECT PROPERTY APPEARS TO LIE IN FLOOD ZONES AE (EL 10), AE (EL 11) & VE (EL 13), ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP, COMMUNITY PLAN NUMBER 12103C0191H & 12103C0192H, DATED AUGUST 24, 2021. THIS PARCEL, OR A PORTION THEREOF, APPEARS TO BE IN A COASTAL "A" ZONE.

DATUM NOTE:

THE VERTICAL DATA SHOWN HERE ARE THE RESULTS OF A CONTROL SURVEY PERFORMED BY GLOBAL POSITIONING SYSTEM (GPS) METHODS. THIS GPS SURVEY WAS PERFORMED BY A CREW FROM GEODATA SERVICES, INC., CLEARWATER, FLORIDA, AND ESTABLISHED BY GPS OBSERVATIONS USING 3 SOKKIA STRATUS RECEIVERS - STATIC LI GPS SYSTEM, AND ADJUSTED WITH SOKKIA SPECTRUM V4.21 SOFTWARE. VERTICAL DATA SHOWN HEREON ARE IN NAVD 88, FLORIDA WEST ZONE; HOLDING PBE 147 USE HAVING A PID NUMBER OF AG0767 AND A FLORIDA DEPARTMENT OF TRANSPORTATION BENCHMARK DESIGNATED BM 15-90-DA-25A TO SET A SITE TBM.

- SYMBOL LEGEND**
- BFP = Backflow Preventor
 - LOCATION = Cable Box
 - LINE = Centerline
 - LOCATION = Cleanout
 - LOCATION = Decorative Light
 - LOCATION = Drainage Manhole
 - LOCATION = Fire Hydrant
 - LOCATION = Grease Trap
 - LOCATION = Guy Anchor
 - LOCATION = Handicap
 - LOCATION = Lightpole
 - LOCATION = Mailbox
 - LOCATION = Power Box
 - LOCATION = Sanitary Manhole
 - LOCATION = Sign
 - LOCATION = Grate Inlet
 - LOCATION = Spot Elevation
 - LOCATION = Telephone Box
 - LOCATION = Utility Pole
 - LOCATION = Water Meter
 - LOCATION = Water Valve
 - LOCATION = Well

SANITARY SEWER TABLE				
MANHOLE #	RIM ELEV	INV. DIR	INV. ELEV	PIPE SIZE IN INCHES
SS-1	4.08	NE	-1.57	8
		SW	-1.67	8
		SE	-1.67	8
SS-2	2.60	NW	-1.30	8
		SE	-1.20	8
		SW	-1.30	8
SS-3	2.91	NE	-0.49	8
		SW	-0.49	8
SS-4	3.78	NE	0.43	8
		N	-1.00	8
SS-5	2.23	W	0.43	8
		S	-1.00	8
SS-6	2.99	SW	-0.91	8
		NE	-0.17	8
SS-7	3.04	NE	-0.17	8
		SW	-0.17	8
SS-8	3.67	NE	0.82	8
SS-9	3.12	NE	-2.18	8
		SW	-2.18	8
		NW	-2.33	8
SS-10	4.52	SW	-1.58	8
		NE	-1.68	8
SS-11	3.93	NW	-1.32	8
		SW	-1.27	8

DESIGNED: SPC
DRAWN: MKC
CHECKED: SPC
Q.C.

Gulf Coast Consulting, Inc.
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ENGINEERING TRANSPORTATION PLANNING PERMITTING
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Clearwater, Florida 33760
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PREPARED FOR:

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101 150th AVENUE
MADEIRA BEACH, FL 33708
PHONE: 727-367-3000

SHEET DESCRIPTION:

JOHNS PASS VILLAGE RESORT
EXISTING CONDITIONS PLAN

NO	DATE	REVISIONS	APPD BY
1	03/09/26	REVISED FLOOD ZONES & LWMA LINE	

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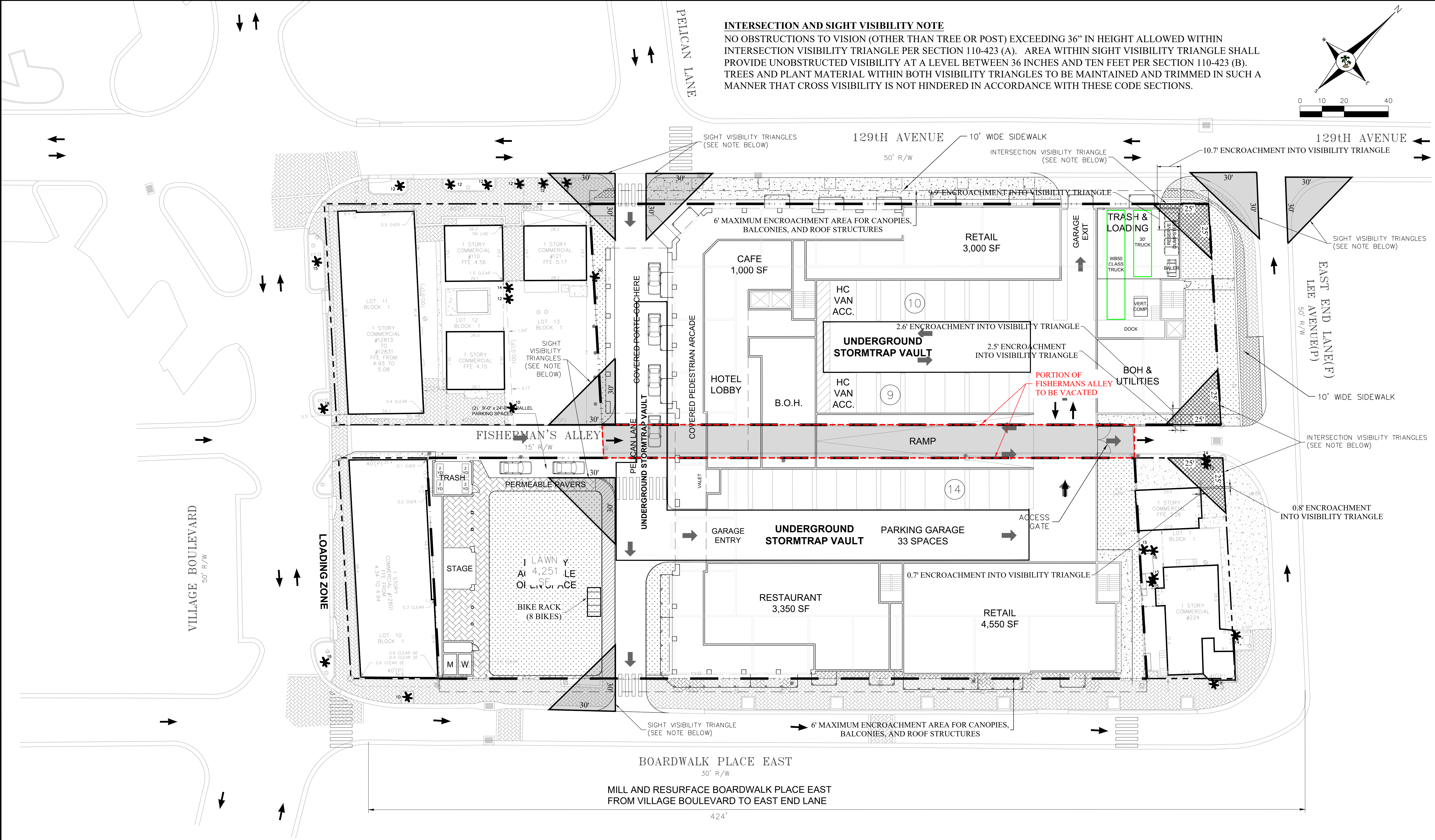
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CERTIFICATE OF AUTHORIZATION NO. 9774

JOB NO. 25-003
DATE: 03/20/25

C2

Y:\P\H\G\Johns Pass Village Resort (25-003)\Drawings\DWG-02-01 ECD.dwg, 3/20/2025 4:42:38 PM



INTERSECTION AND SIGHT VISIBILITY NOTE

NO OBSTRUCTIONS TO VISION (OTHER THAN TREE OR POST) EXCEEDING 36" IN HEIGHT ALLOWED WITHIN INTERSECTION VISIBILITY TRIANGLE PER SECTION 110-423 (A). AREA WITHIN SIGHT VISIBILITY TRIANGLE SHALL PROVIDE UNOBSTRUCTED VISIBILITY AT A LEVEL BETWEEN 36 INCHES AND TEN FEET PER SECTION 110-423 (B). TREES AND PLANT MATERIAL WITHIN BOTH VISIBILITY TRIANGLES TO BE MAINTAINED AND TRIMMED IN SUCH A MANNER THAT CROSS VISIBILITY IS NOT HINDERED IN ACCORDANCE WITH THESE CODE SECTIONS.

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SPC

DRAWN
MKC

CHECKED
SPC

Q.C.



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PREPARED FOR:
WILLIAM KARNS ENTERPRISES, INC
101 150th AVENUE
MADEIRA BEACH, FL 33708
PHONE: 727-367-3000

SHEET DESCRIPTION:
JOHNS PASS VILLAGE RESORT
MOBILITY ACCESS PLAN

NO.	DATE	REVISIONS
4	03/13/26	REVISED PER SITE PLAN MODIFICATIONS
3	01/16/26	REVISED PER CITY COMMENTS
2	12/04/25	REVISED PER CITY COMMENTS
1	10/20/25	ADDED SHEET

APPROVED BY: [Signature]

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PROFESSIONAL ENGINEER
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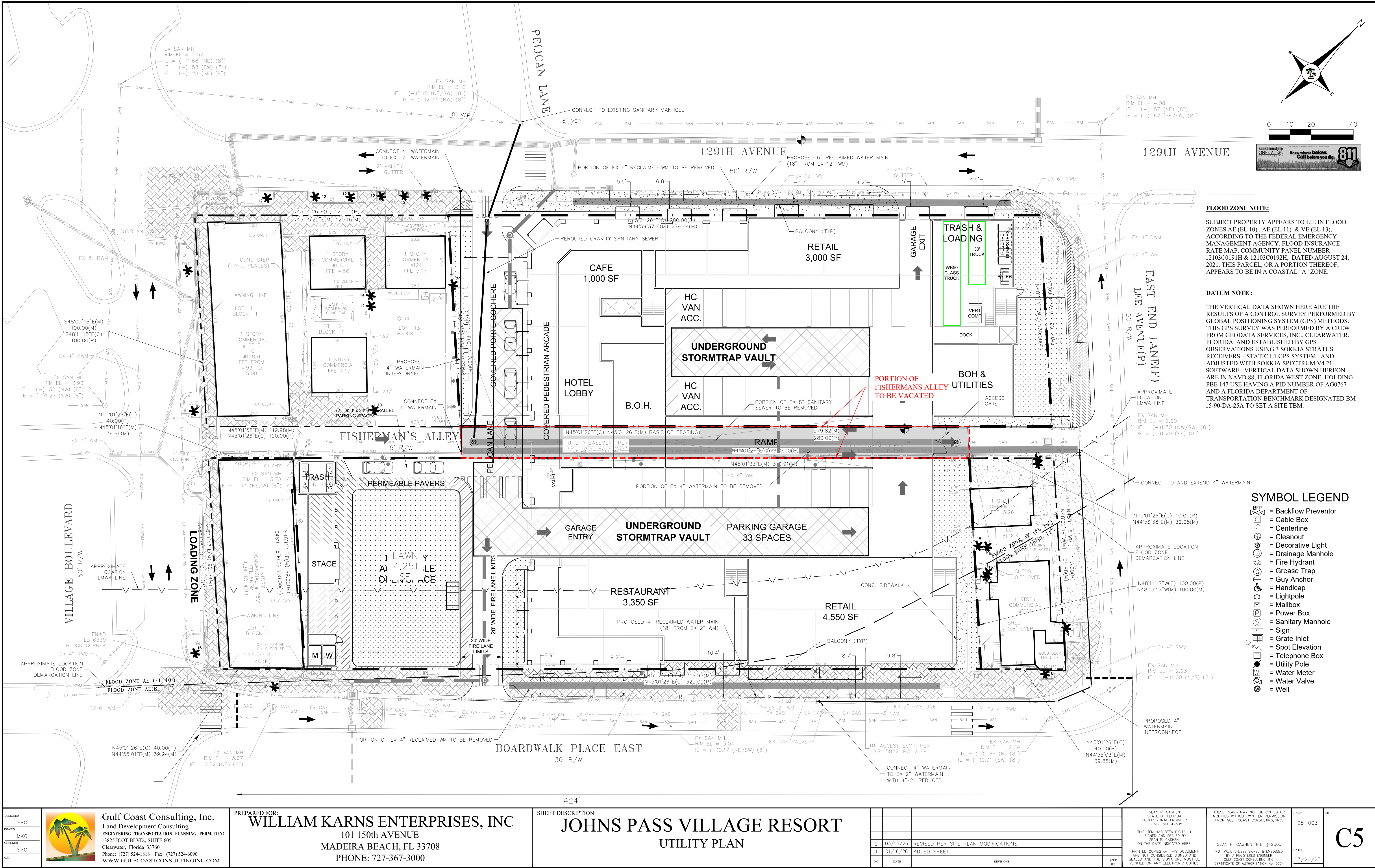
SEAN P. CASHEN, P.E. #42505
NOT VALID UNLESS SIGNED & EMBOSSED
BY A REGISTERED ENGINEER
GULF COAST CONSULTING, INC.
CERTIFICATE OF AUTHORIZATION No. 9774

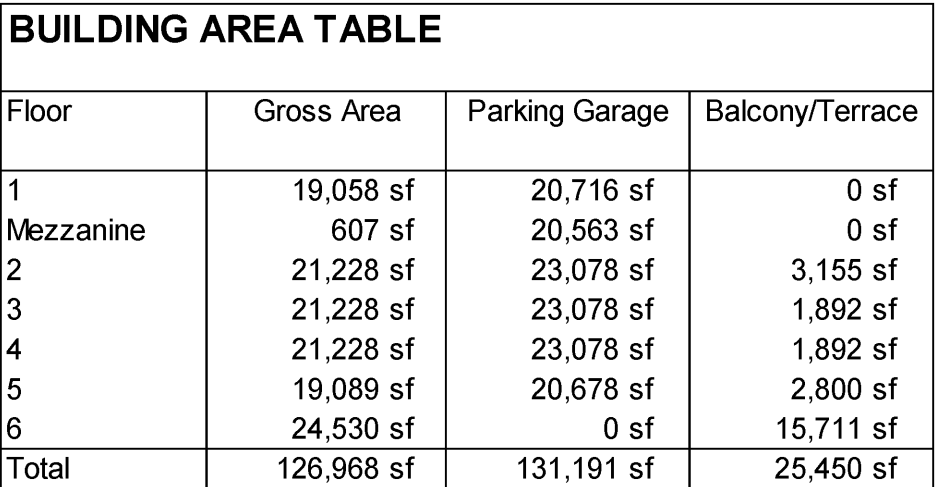
X08 NO.
25-003

DATE:
03/20/25

SHEET
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V:\PHILAS\Johns Pass Village Resort (25-003)\Drawings\MP\25-003_Mobility Access Plan.dwg, 3/13/2026 4:50:11 PM





APPENDIX

TRIP GENERATION

PERIOD SETTING

Analysis Name :
Project Name :
Date:
State/Province:
Country:
Analyst's Name:

Daily
Johns Pass Village v04
1/24/2025

Edition:

No :
City:
Zip/Postal Code:
Client Name:
Edition:

Trip Generation Manual, 11th
Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
310 - Hotel (General Urban/Suburban)	Rooms	87 ⁽⁰⁾	Weekday	Average 7.99	348 50%	347 50%	695
822 - Strip Retail Plaza (&amp;amp;lt;40k) (General Urban/Suburban)	1000 Sq. Ft. GLA	11.9	Weekday	Average 54.45	324 ⁽¹⁾ 50%	324 ⁽¹⁾ 50%	648 ⁽¹⁾
090 - Park-and-Ride Lot with Bus or Light Rail Service (General Urban/Suburban)	Parking Spaces	92 ⁽⁰⁾	Weekday	Average 3.24	149 ⁽¹⁾ 50%	149 ⁽¹⁾ 50%	298 ⁽¹⁾

(0) indicates size out of range.
(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
310 - Hotel	0 %	348	0 %	347
822 - Strip Retail Plaza (&amp;amp;lt;40k)	0 %	324	0 %	324
090 - Park-and-Ride Lot with Bus or Light Rail Service	0 %	149	0 %	149

INTERNAL TRIPS

310 - Hotel				822 - Strip Retail Plaza (&amp;amp;lt;40k)			
Exit	347	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry 324
Entry	348	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit 324
310 - Hotel				090 - Park-and-Ride Lot with Bus or Light Rail Service			
Exit	347	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry 149
Entry	348	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit 149
822 - Strip Retail Plaza (&amp;amp;lt;40k)				090 - Park-and-Ride Lot with Bus or Light Rail Service			
Exit	324	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry 149
Entry	324	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit 149

310 - Hotel					
	Total Trips	Internal Trips		Total	External Trips
		822 - Strip Retail Plaza (&amp;amp;lt;40k)	090 - Park-and-Ride Lot with Bus or Light Rail Service		
Entry	348 (100%)	0 (0%)	0 (0%)	0 (0%)	348 (100%)
Exit	347 (100%)	0 (0%)	0 (0%)	0 (0%)	347 (100%)
Total	695 (100%)	0 (0%)	0 (0%)	0 (0%)	695 (100%)

822 - Strip Retail Plaza (&amp;amp;lt;40k)

	Total Trips	Internal Trips		Total	External Trips
		310 - Hotel	090 - Park-and-Ride Lot with Bus or Light Rail Service		
Entry	324 (100%)	0 (0%)	0 (0%)	0 (0%)	324 (100%)
Exit	324 (100%)	0 (0%)	0 (0%)	0 (0%)	324 (100%)
Total	648 (100%)	0 (0%)	0 (0%)	0 (0%)	648 (100%)

090 - Park-and-Ride Lot with Bus or Light Rail Service

	Total Trips	Internal Trips		Total	External Trips
		310 - Hotel	822 - Strip Retail Plaza (&amp;amp;lt;40k)		
Entry	149 (100%)	0 (0%)	0 (0%)	0 (0%)	149 (100%)
Exit	149 (100%)	0 (0%)	0 (0%)	0 (0%)	149 (100%)
Total	298 (100%)	0 (0%)	0 (0%)	0 (0%)	298 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
310 - Hotel	695	0	0	695
822 - Strip Retail Plaza (&amp;amp;lt;40k)	648	0	0	648
090 - Park-and-Ride Lot with Bus or Light Rail Service	298	0	0	298

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 310 - Hotel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

822 - Strip Retail Plaza (&amp;amp;lt;40k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

090 - Park-and-Ride Lot with Bus or Light Rail Service (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	821
Total Exiting	820
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	821
Total Exiting Non-Pass-by Trips	820

PERIOD SETTING

Analysis Name :	AM Peak Hour	
Project Name :	Johns Pass Village v04	No :
Date:	1/24/2025	City:
State/Province:		Zip/Postal Code:
Country:		Client Name:
Analyst's Name:		Edition: Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
310 - Hotel (General Urban/Suburban)	Rooms	87	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.46	22 55%	18 45%	40
822 - Strip Retail Plaza (<40k) (General Urban/Suburban)	1000 Sq. Ft. GLA	11.9	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 2.36	17 ⁽⁰⁾ 61%	11 ⁽⁰⁾ 39%	28 ⁽⁰⁾
090 - Park-and-Ride Lot with Bus or Light Rail Service (General Urban/Suburban)	Parking Spaces	92	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.51 (X)+22.65	55 79%	15 21%	70

(0) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
310 - Hotel	0 %	22	0 %	18
822 - Strip Retail Plaza (&&&&<40k)	0 %	17	0 %	11
090 - Park-and-Ride Lot with Bus or Light Rail Service	0 %	55	0 %	15

INTERNAL TRIPS

310 - Hotel				822 - Strip Retail Plaza (&amp;amp;amp;lt;40k)			
Exit	18	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	17	
Entry	22	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	11	
310 - Hotel				090 - Park-and-Ride Lot with Bus or Light Rail Service			
Exit	18	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	55	
Entry	22	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	15	
822 - Strip Retail Plaza (&amp;amp;amp;lt;40k)				090 - Park-and-Ride Lot with Bus or Light Rail Service			
Exit	11	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	55	
Entry	17	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	15	
310 - Hotel							
	Total Trips	Internal Trips			Total	External Trips	
		822 - Strip Retail Plaza (&amp;amp;amp;lt;40k)	090 - Park-and-Ride Lot with Bus or Light Rail Service				
Entry	22 (100%)	0 (0%)	0 (0%)		0 (0%)	22 (100%)	

Exit	18 (100%)	0 (0%)	0 (0%)	0 (0%)	18 (100%)
Total	40 (100%)	0 (0%)	0 (0%)	0 (0%)	40 (100%)

822 - Strip Retail Plaza (&amp;amp;lt;40k)

	Total Trips	Internal Trips			External Trips
		310 - Hotel	090 - Park-and-Ride Lot with Bus or Light Rail Service	Total	
Entry	17 (100%)	0 (0%)	0 (0%)	0 (0%)	17 (100%)
Exit	11 (100%)	0 (0%)	0 (0%)	0 (0%)	11 (100%)
Total	28 (100%)	0 (0%)	0 (0%)	0 (0%)	28 (100%)

090 - Park-and-Ride Lot with Bus or Light Rail Service

	Total Trips	Internal Trips			External Trips
		310 - Hotel	822 - Strip Retail Plaza (&amp;amp;lt;40k)	Total	
Entry	55 (100%)	0 (0%)	0 (0%)	0 (0%)	55 (100%)
Exit	15 (100%)	0 (0%)	0 (0%)	0 (0%)	15 (100%)
Total	70 (100%)	0 (0%)	0 (0%)	0 (0%)	70 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
310 - Hotel	40	0	0	40
822 - Strip Retail Plaza (&amp;amp;lt;40k)	28	0	0	28
090 - Park-and-Ride Lot with Bus or Light Rail Service	70	0	0	70

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods 310 - Hotel (General Urban/Suburban)
The chosen method (Average) is not recommended by ITE. ITE recommends LIN based on the criterion.

External Trips 310 - Hotel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

822 - Strip Retail Plaza (&amp;amp;lt;40k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

090 - Park-and-Ride Lot with Bus or Light Rail Service (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	94
Total Exiting	44
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	94
Total Exiting Non-Pass-by Trips	44

PERIOD SETTING

Analysis Name :	PM Peak Hour	
Project Name :	Johns Pass Village v04	No :
Date:	1/24/2025	City:
State/Province:		Zip/Postal Code:
Country:		Client Name:
Analyst's Name:		Edition: Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
310 - Hotel (General Urban/Suburban)	Rooms	87	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.59	26 51%	25 49%	51
822 - Strip Retail Plaza (&amp;amp;lt;40k) (General Urban/Suburban)	1000 Sq. Ft. GLA	11.9	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.71\ln(X) + 2.72$	44 50%	44 50%	88
090 - Park-and-Ride Lot with Bus or Light Rail Service (General Urban/Suburban)	Parking Spaces	92	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) $T = 0.39(X) + 47.96$	22 26%	62 74%	84

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
310 - Hotel	0 %	26	0 %	25
822 - Strip Retail Plaza (&amp;amp;lt;40k)	0 %	44	0 %	44
090 - Park-and-Ride Lot with Bus or Light Rail Service	0 %	22	0 %	62

INTERNAL TRIPS

310 - Hotel					822 - Strip Retail Plaza (&amp;amp;amp;amp;lt;40k)				
Exit	25	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry 44
Entry	26	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit 44
310 - Hotel					090 - Park-and-Ride Lot with Bus or Light Rail Service				
Exit	25	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry 22
Entry	26	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit 62
822 - Strip Retail Plaza (&amp;amp;amp;amp;lt;40k)					090 - Park-and-Ride Lot with Bus or Light Rail Service				
Exit	44	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry 22
Entry	44	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit 62

310 - Hotel					
	Total Trips	Internal Trips			External Trips
		822 - Strip Retail Plaza (&amp;amp;amp;it;40k)	090 - Park-and-Ride Lot with Bus or Light Rail Service	Total	
Entry	26 (100%)	0 (0%)	0 (0%)	0 (0%)	26 (100%)

Exit	25 (100%)	0 (0%)	0 (0%)	0 (0%)	25 (100%)
Total	51 (100%)	0 (0%)	0 (0%)	0 (0%)	51 (100%)

822 - Strip Retail Plaza (&amp;amp;lt;40k)

	Total Trips	Internal Trips			External Trips
		310 - Hotel	090 - Park-and-Ride Lot with Bus or Light Rail Service	Total	
Entry	44 (100%)	0 (0%)	0 (0%)	0 (0%)	44 (100%)
Exit	44 (100%)	0 (0%)	0 (0%)	0 (0%)	44 (100%)
Total	88 (100%)	0 (0%)	0 (0%)	0 (0%)	88 (100%)

090 - Park-and-Ride Lot with Bus or Light Rail Service

	Total Trips	Internal Trips			External Trips
		310 - Hotel	822 - Strip Retail Plaza (&amp;amp;lt;40k)	Total	
Entry	22 (100%)	0 (0%)	0 (0%)	0 (0%)	22 (100%)
Exit	62 (100%)	0 (0%)	0 (0%)	0 (0%)	62 (100%)
Total	84 (100%)	0 (0%)	0 (0%)	0 (0%)	84 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
310 - Hotel	51	0	0	51
822 - Strip Retail Plaza (&amp;amp;lt;40k)	88	0	0	88
090 - Park-and-Ride Lot with Bus or Light Rail Service	84	0	0	84

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods 310 - Hotel (General Urban/Suburban)
The chosen method (Average) is not recommended by ITE. ITE recommends LIN based on the criterion.

External Trips 310 - Hotel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

822 - Strip Retail Plaza (&amp;amp;lt;40k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

090 - Park-and-Ride Lot with Bus or Light Rail Service (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

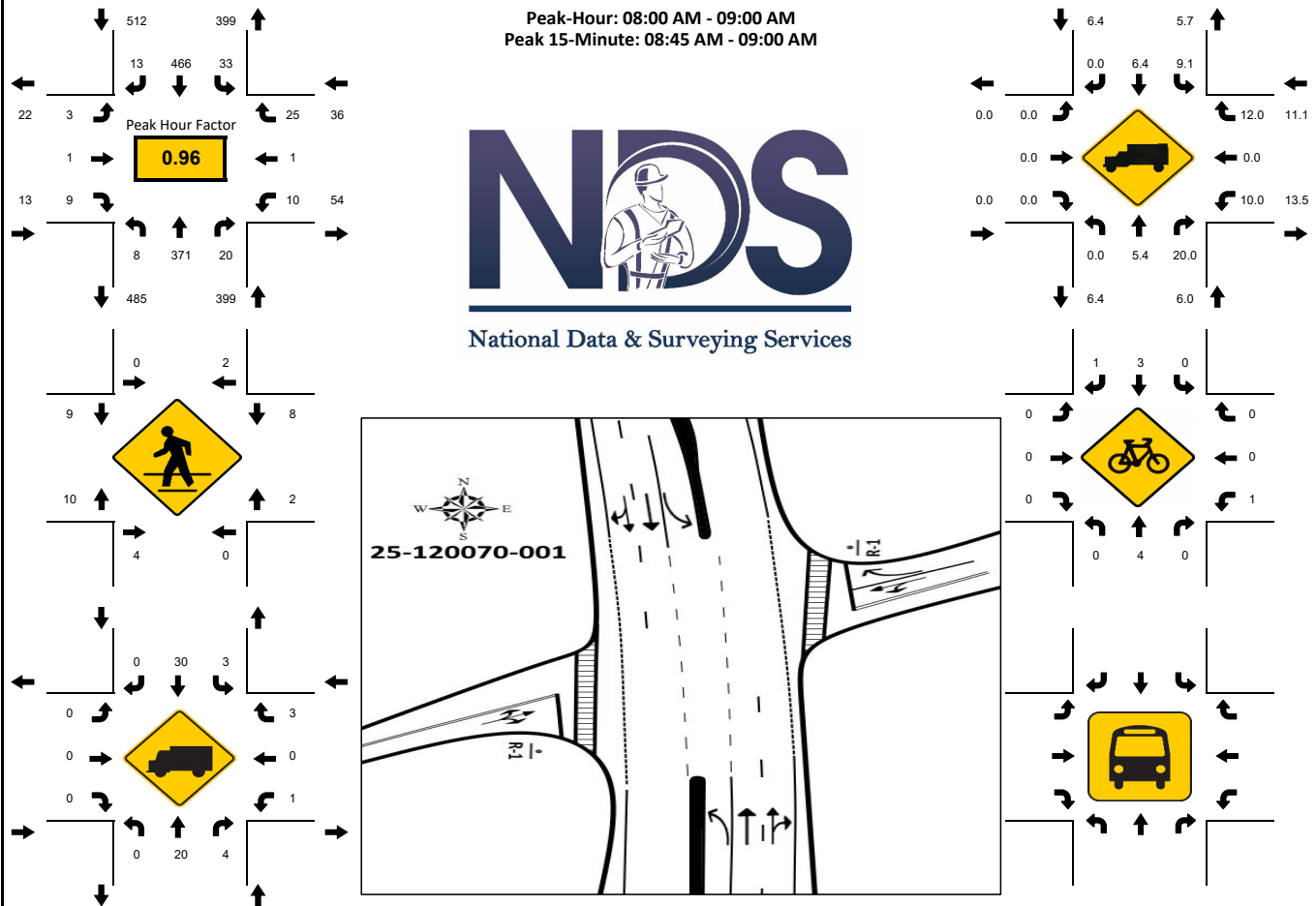
SUMMARY

Total Entering	92
Total Exiting	131
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	92
Total Exiting Non-Pass-by Trips	131

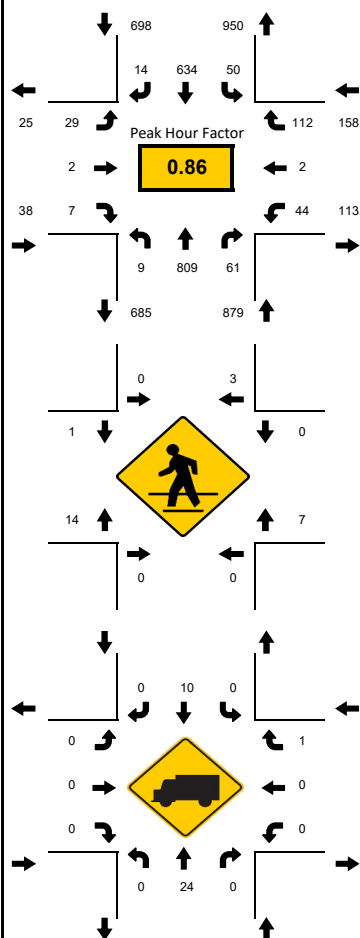
APPENDIX

TURNING MOVEMENT COUNTS

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DATE: Thu, Feb 13, 2025

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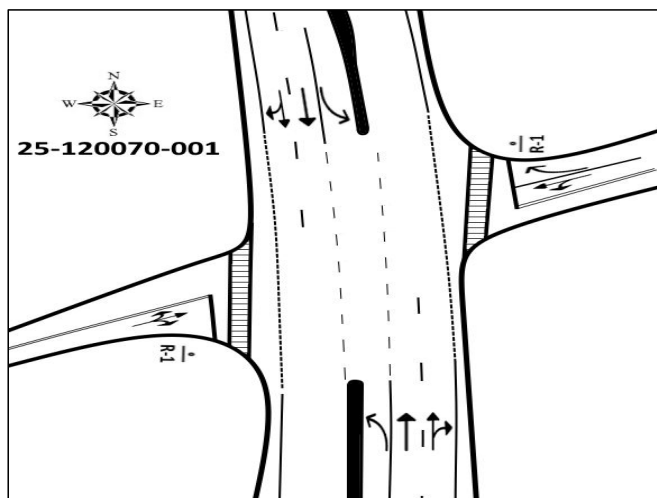
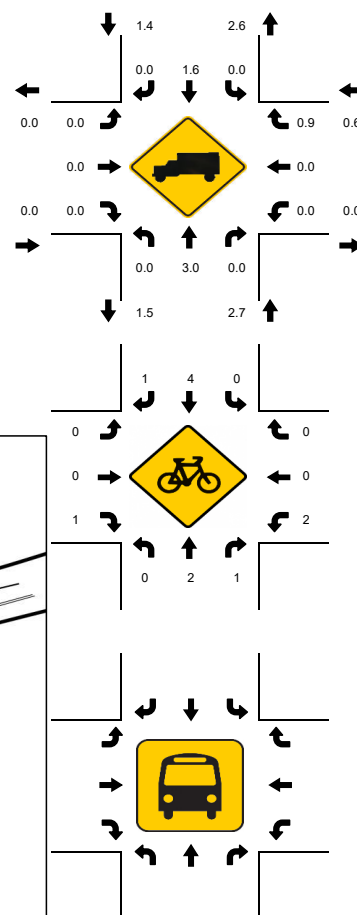
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DATE: Thu, Feb 13, 2025



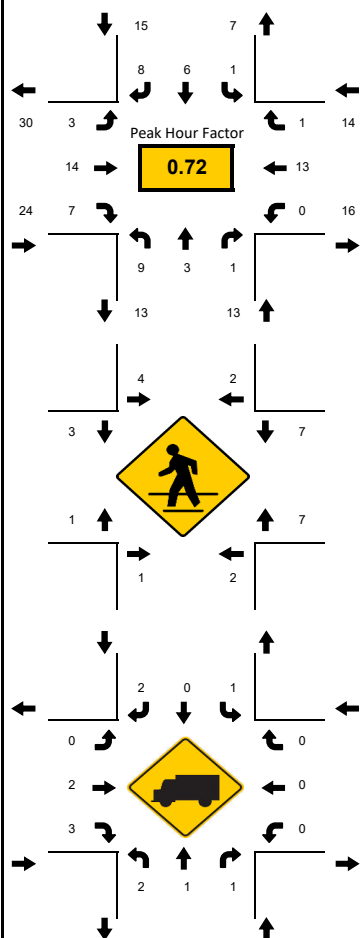
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Peak 15-Minute: 04:15 PM - 04:30 PM



National Data & Surveying Services

[illegible]

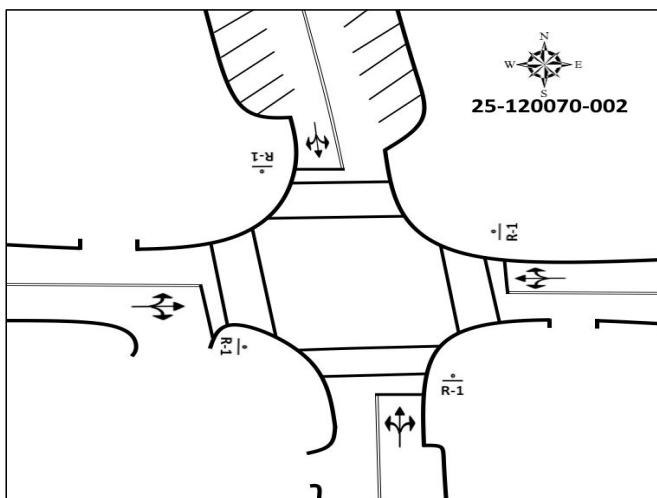
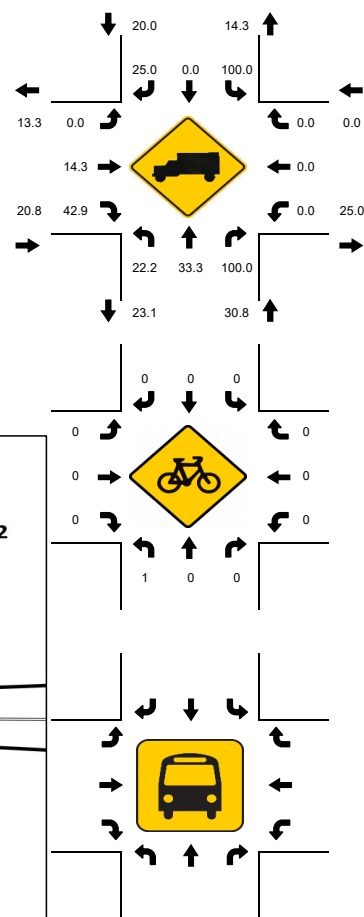
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DATE: Thu, Feb 13, 2025



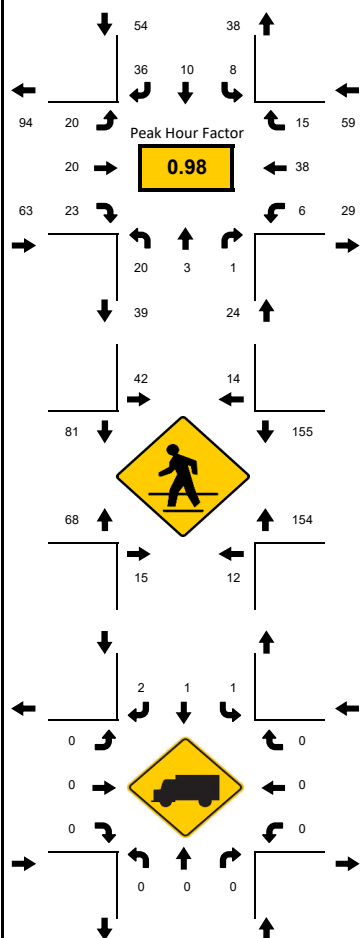
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Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services

[illegible]

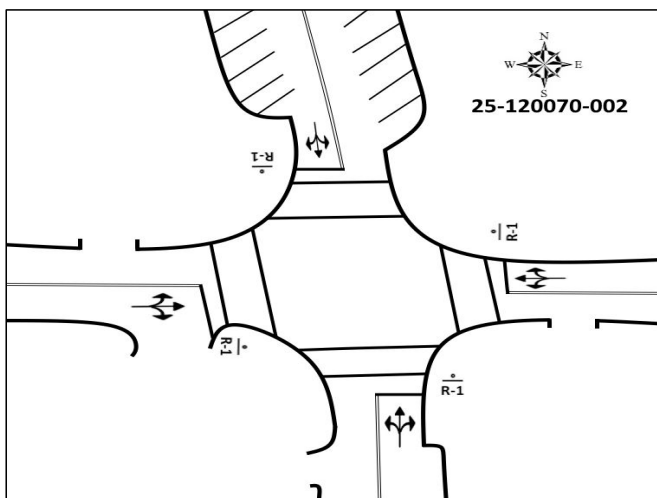
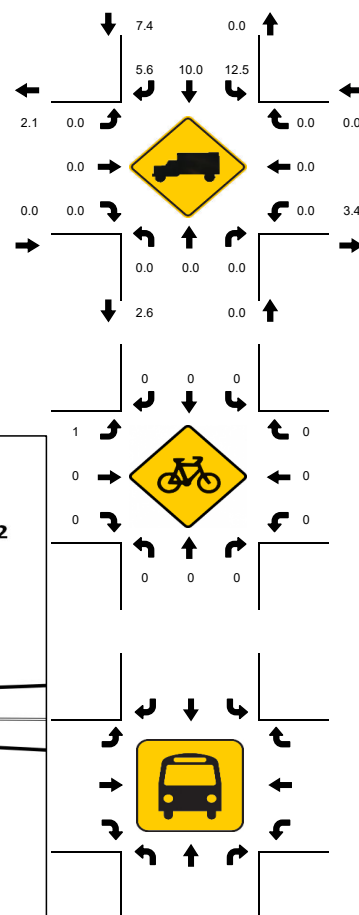
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DATE: Thu, Feb 13, 2025



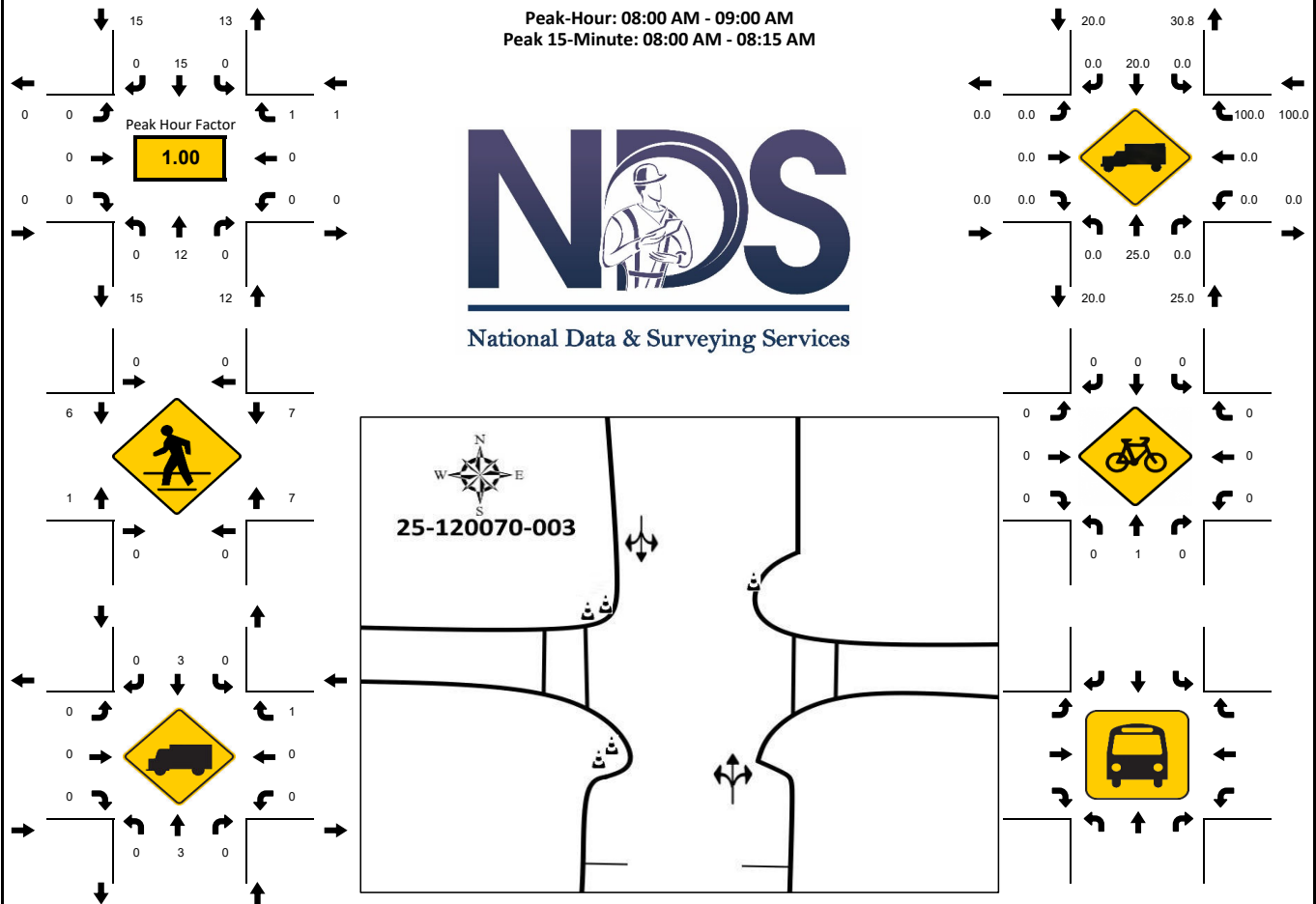
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Peak 15-Minute: 04:00 PM - 04:15 PM



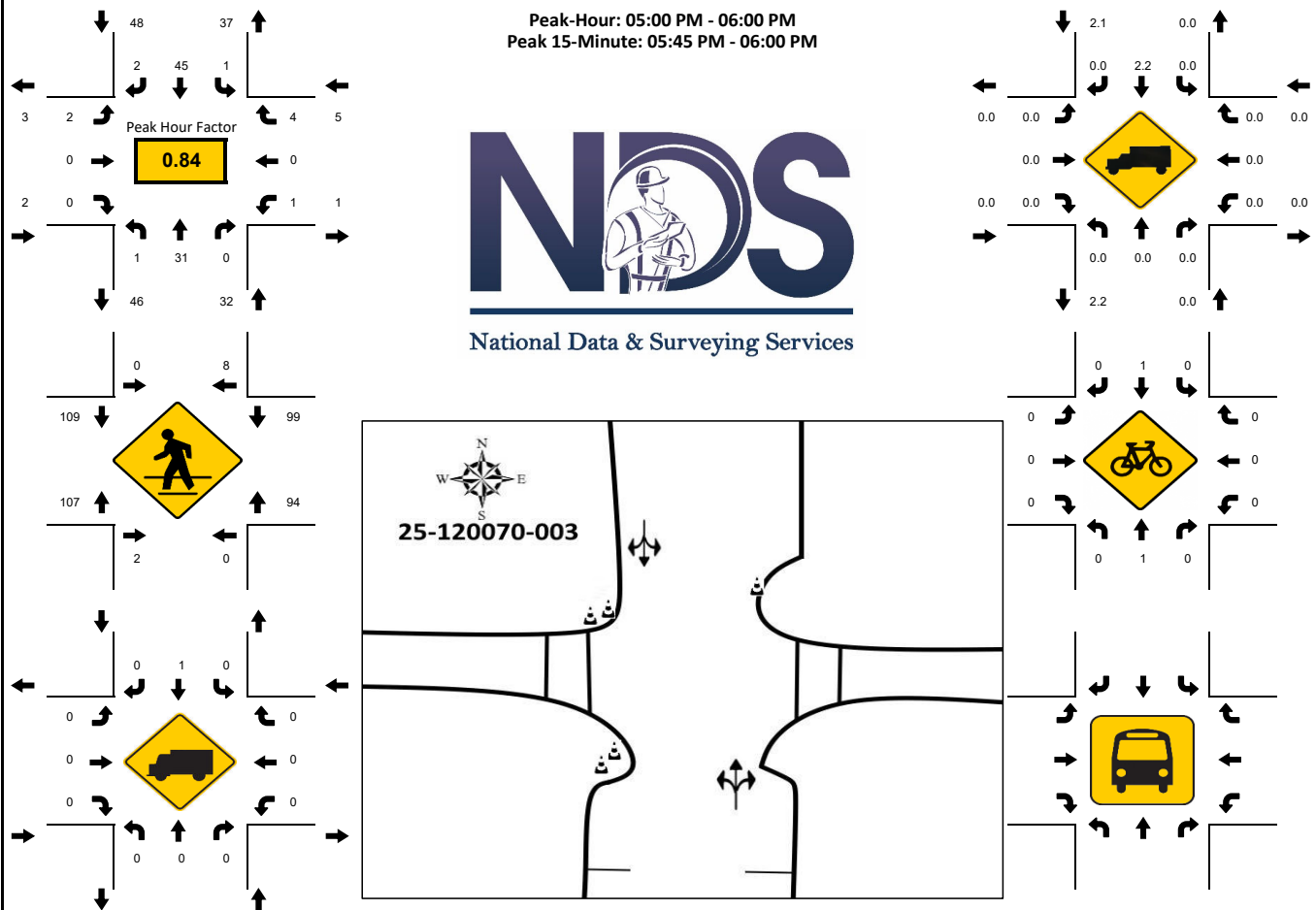
National Data & Surveying Services

[illegible]

PROJECT ID: 25-120070-003
DATE: Thu, Feb 13, 2025

[illegible]

PROJECT ID: 25-120070-003
DATE: Thu, Feb 13, 2025

[illegible]

APPENDIX

FDOT SEASONAL FACTORS

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1500 PINELLAS COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.94 PSCF
1	01/01/2023 - 01/07/2023	1.10	1.17
2	01/08/2023 - 01/14/2023	1.06	1.13
3	01/15/2023 - 01/21/2023	1.02	1.09
4	01/22/2023 - 01/28/2023	1.00	1.06
5	01/29/2023 - 02/04/2023	0.98	1.04
* 6	02/05/2023 - 02/11/2023	0.95	1.01
* 7	02/12/2023 - 02/18/2023	0.93	0.99
* 8	02/19/2023 - 02/25/2023	0.93	0.99
* 9	02/26/2023 - 03/04/2023	0.93	0.99
*10	03/05/2023 - 03/11/2023	0.92	0.98
*11	03/12/2023 - 03/18/2023	0.92	0.98
*12	03/19/2023 - 03/25/2023	0.93	0.99
*13	03/26/2023 - 04/01/2023	0.93	0.99
*14	04/02/2023 - 04/08/2023	0.94	1.00
*15	04/09/2023 - 04/15/2023	0.94	1.00
*16	04/16/2023 - 04/22/2023	0.95	1.01
*17	04/23/2023 - 04/29/2023	0.95	1.01
*18	04/30/2023 - 05/06/2023	0.96	1.02
19	05/07/2023 - 05/13/2023	0.97	1.03
20	05/14/2023 - 05/20/2023	0.98	1.04
21	05/21/2023 - 05/27/2023	0.98	1.04
22	05/28/2023 - 06/03/2023	0.99	1.05
23	06/04/2023 - 06/10/2023	0.99	1.05
24	06/11/2023 - 06/17/2023	1.00	1.06
25	06/18/2023 - 06/24/2023	1.00	1.06
26	06/25/2023 - 07/01/2023	1.01	1.07
27	07/02/2023 - 07/08/2023	1.01	1.07
28	07/09/2023 - 07/15/2023	1.01	1.07
29	07/16/2023 - 07/22/2023	1.02	1.09
30	07/23/2023 - 07/29/2023	1.03	1.10
31	07/30/2023 - 08/05/2023	1.05	1.12
32	08/06/2023 - 08/12/2023	1.06	1.13
33	08/13/2023 - 08/19/2023	1.07	1.14
34	08/20/2023 - 08/26/2023	1.07	1.14
35	08/27/2023 - 09/02/2023	1.06	1.13
36	09/03/2023 - 09/09/2023	1.06	1.13
37	09/10/2023 - 09/16/2023	1.06	1.13
38	09/17/2023 - 09/23/2023	1.05	1.12
39	09/24/2023 - 09/30/2023	1.05	1.12
40	10/01/2023 - 10/07/2023	1.04	1.11
41	10/08/2023 - 10/14/2023	1.03	1.10
42	10/15/2023 - 10/21/2023	1.02	1.09
43	10/22/2023 - 10/28/2023	1.03	1.10
44	10/29/2023 - 11/04/2023	1.03	1.10
45	11/05/2023 - 11/11/2023	1.04	1.11
46	11/12/2023 - 11/18/2023	1.04	1.11
47	11/19/2023 - 11/25/2023	1.06	1.13
48	11/26/2023 - 12/02/2023	1.07	1.14
49	12/03/2023 - 12/09/2023	1.08	1.15
50	12/10/2023 - 12/16/2023	1.10	1.17
51	12/17/2023 - 12/23/2023	1.07	1.14
52	12/24/2023 - 12/30/2023	1.05	1.12
53	12/31/2023 - 12/31/2023	1.02	1.09

* PEAK SEASON

09-MAR-2024 18:41:42

830UPD

7_1500_PKSEASON.TXT

APPENDIX

INTERSECTION ANALYSIS

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	3	1	9	28	1	52	8	379	58	90	476	13
Future Vol, veh/h	3	1	9	28	1	52	8	379	58	90	476	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	9	29	1	53	8	387	59	92	486	13
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	887	1139	250	861	1116	223	499	0	0	446	0	0
Stage 1	677	677	-	433	433	-	-	-	-	-	-	-
Stage 2	210	462	-	428	683	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	239	200	750	249	206	780	1061	-	-	1111	-	-
Stage 1	409	450	-	571	580	-	-	-	-	-	-	-
Stage 2	773	563	-	575	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	182	750	228	187	780	1061	-	-	1111	-	-
Mov Cap-2 Maneuver	206	182	-	228	187	-	-	-	-	-	-	-
Stage 1	406	413	-	566	575	-	-	-	-	-	-	-
Stage 2	714	558	-	520	410	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.2		14.8		0.2		1.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1061	-	-	406 226 780	1111	-	-					
HCM Lane V/C Ratio	0.008	-	-	0.033 0.131 0.068	0.083	-	-					
HCM Control Delay (s)	8.4	-	-	14.2 23.3 10	8.5	-	-					
HCM Lane LOS	A	-	-	B C B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.1 0.4 0.2	0.3	-	-					

HCM 6th AWSC
2: Village Blvd & 129th Ave W/129th Ave E

03/19/2026

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	3	102	15	0	57	1	9	3	1	1	6	8
Future Vol, veh/h	3	102	15	0	57	1	9	3	1	1	6	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	104	15	0	58	1	9	3	1	1	6	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.4	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	3%	0%	7%
Vol Thru, %	23%	85%	98%	40%
Vol Right, %	8%	12%	2%	53%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	120	58	15
LT Vol	9	3	0	1
Through Vol	3	102	57	6
RT Vol	1	15	1	8
Lane Flow Rate	13	122	59	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.135	0.067	0.017
Departure Headway (Hd)	4.353	3.96	4.067	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	812	905	878	893
Service Time	2.432	1.985	2.103	2.031
HCM Lane V/C Ratio	0.016	0.135	0.067	0.017
HCM Control Delay	7.5	7.6	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.2	0.1

HCM 6th TWSC
4: Public Parking & 129th Ave E

03/19/2026

Intersection

Int Delay, s/veh 2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	64	0	14	44	0
Future Vol, veh/h	16	64	0	14	44	0
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	65	0	14	45	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	81
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1517
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1517
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	943	-	-	1517	-
HCM Lane V/C Ratio	0.048	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
5: Village Blvd & Fishermans Alley

03/19/2026

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	12	0	8	15	0
Future Vol, veh/h	0	0	0	0	0	0	0	12	0	8	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	12	0	8	15	0
Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	43	43	15				15	0	0	12	0	0
Stage 1	31	31	-				-	-	-	-	-	-
Stage 2	12	12	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	968	849	1065				1603	-	-	1607	-	-
Stage 1	992	869	-				-	-	-	-	-	-
Stage 2	1011	886	-				-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	963	0	1065				1603	-	-	1607	-	-
Mov Cap-2 Maneuver	963	0	-				-	-	-	-	-	-
Stage 1	992	0	-				-	-	-	-	-	-
Stage 2	1006	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	0						0			2.5		
HCM LOS	A											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1603	-	-	-	1607	-	-					
HCM Lane V/C Ratio	-	-	-	-	0.005	-	-					
HCM Control Delay (s)	0	-	-	0	7.3	0	-					
HCM Lane LOS	A	-	-	A	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-					

HCM 6th TWSC

1: Gulf Blvd & Beach Place Condo/129th Ave W

03/19/2026

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2	7	97	2	194	9	827	99	106	648	14
Future Vol, veh/h	30	2	7	97	2	194	9	827	99	106	648	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	110	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	2	7	99	2	198	9	844	101	108	661	14
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1325	1847	338	1461	1804	473	675	0	0	945	0	0
Stage 1	884	884	-	913	913	-	-	-	-	-	-	-
Stage 2	441	963	-	548	891	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	114	74	658	~ 90	79	538	912	-	-	722	-	-
Stage 1	307	362	-	294	350	-	-	-	-	-	-	-
Stage 2	565	332	-	488	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	63	62	658	~ 78	67	538	912	-	-	722	-	-
Mov Cap-2 Maneuver	190	179	-	234	222	-	-	-	-	-	-	-
Stage 1	304	308	-	291	347	-	-	-	-	-	-	-
Stage 2	352	329	-	408	305	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	25.3		20.9		0.1		1.5					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	912	-	-	217 234 538	722	-	-					
HCM Lane V/C Ratio	0.01	-	-	0.183 0.432 0.368	0.15	-	-					
HCM Control Delay (s)	9	-	-	25.3 31.6 15.5	10.9	-	-					
HCM Lane LOS	A	-	-	D D C	B	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.7 2 1.7	0.5	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th AWSC
2: Village Blvd & 129th Ave W/129th Ave E

03/19/2026

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	107	29	6	170	15	20	3	1	8	10	37
Future Vol, veh/h	20	107	29	6	170	15	20	3	1	8	10	37
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	109	30	6	173	15	20	3	1	8	10	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.5	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	83%	13%	3%	15%
Vol Thru, %	12%	69%	89%	18%
Vol Right, %	4%	19%	8%	67%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	156	191	55
LT Vol	20	20	6	8
Through Vol	3	107	170	10
RT Vol	1	29	15	37
Lane Flow Rate	24	159	195	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.188	0.225	0.068
Departure Headway (Hd)	4.917	4.242	4.155	4.362
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	731	852	850	824
Service Time	2.929	2.242	2.255	2.372
HCM Lane V/C Ratio	0.033	0.187	0.229	0.068
HCM Control Delay	8.1	8.2	8.5	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.7	0.9	0.2

HCM 6th TWSC
4: Public Parking & 129th Ave E

03/19/2026

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	61	0	60	131	0
Future Vol, veh/h	29	61	0	60	131	0
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	62	0	61	134	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	92	0	122	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	873	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	873	1004
Mov Cap-2 Maneuver	-	-	-	-	873	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	962	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		9.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	873	-	-	1503	-	
HCM Lane V/C Ratio	0.153	-	-	-	-	
HCM Control Delay (s)	9.9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

HCM 6th TWSC
5: Village Blvd & Fishermans Alley

03/19/2026

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	2	0	0	0	0	0	1	32	0	5	47	2
Future Vol, veh/h	2	0	0	0	0	0	1	32	0	5	47	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	0	0	0	1	33	0	5	48	2
Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	94	94	49				50	0	0	33	0	0
Stage 1	59	59	-				-	-	-	-	-	-
Stage 2	35	35	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	906	796	1020				1557	-	-	1579	-	-
Stage 1	964	846	-				-	-	-	-	-	-
Stage 2	987	866	-				-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	902	0	1020				1557	-	-	1579	-	-
Mov Cap-2 Maneuver	902	0	-				-	-	-	-	-	-
Stage 1	963	0	-				-	-	-	-	-	-
Stage 2	984	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	9						0.2			0.7		
HCM LOS	A											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1557	-	-	902	1579	-	-					
HCM Lane V/C Ratio	0.001	-	-	0.002	0.003	-	-					
HCM Control Delay (s)	7.3	0	-	9	7.3	0	-					
HCM Lane LOS	A	A	-	A	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-					