Transportation Impact Analysis

107th Avenue Expansion, City of Sweetwater, Florida

Final Report

Submitted to

Florida Department of Transportation

Prepared by

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1. INTRODUCTION

The Florida Department of Transportation has developed plans to widen SW 107th Avenue between West Flagler Street and SW 8th Street from the current four lanes to six lanes. Recently, there have been proposals to develop an area in the City of Sweetwater into a college town. The study area is adjacent to Florida International University (FIU) main campus, as indicated by the rectangular area shown in Figure 1.1. The study area is bound to the north by West Flagler Street, east by SW 107th Avenue, south by SW 8th Street, and west by SW 110th Avenue. The proposed new development/redevelopment is made up of offices, apartments or condominiums, restaurants, book store, stores, coffee shops, etc. Different development scenarios were created in this study, and their impacts on traffic on 107th Avenue and in the surrounding area were analyzed. The analyses also included pedestrian and bicycle connectivity in the area, as well as access to transit services and the FIU circulator that connects the main campus to the Engineering Center.



Figure 1.1 Satellite Image of the Study Area

In the remainder of this report, Chapter 2 describes the methodology of the analysis. Chapter 3 discusses the data that are collected and used in this study. Chapter 4 analyzes the existing traffic conditions. Chapter 5 estimates the traffic impacts from the new developments and future traffic conditions, as well as roadway levels of service. Chapter 6 addresses issues related to non-motorized modes and access to transit services. Finally, Chapter 7 provides conclusions and recommendations.

2. METHODOLOGY DEVELOPMENT

The methodology employed for studying the traffic impact of the proposed redevelopment is described in this chapter. Section 2.1 defines the study area and the traffic analysis zones. Section 2.2 defines the analysis years, i.e., the base year and forecast year. Section 2.3 explains the overall procedure of the analysis and describes the method used to estimate background traffic.

2.1 Study Area and Traffic Analysis Zones

The study area and the TAZ boundaries are shown in Figure 2.1. The study area where redevelopment is propose is located in TAZ 824, as defined in the 2015 Miami-Dade County FSUTMS model. TAZ 824 extends from SW 107th Avenue westward to SW 114th Avenue. Because the proposed redevelopment site is within one block west of SW 109th Avenue and does not occur through the entire zone, TAZ 824 is divided into three new TAZs, which are renumbered as TAZ 824a, TAZ 1468, and TAZ 1469. TAZ 824a represents the part of the original TAZ 824 where no new development is assumed. TAZs 1468 and 1469 represent the areas inside the original TAZ 824 where new development is assumed to occur in the future. These two TAZs make up the study area, with TAZ 1468 on the east side of SW 109 Avenue and TAZ 1469 on the west side of SW 109 Avenue to SW 110 Avenue.

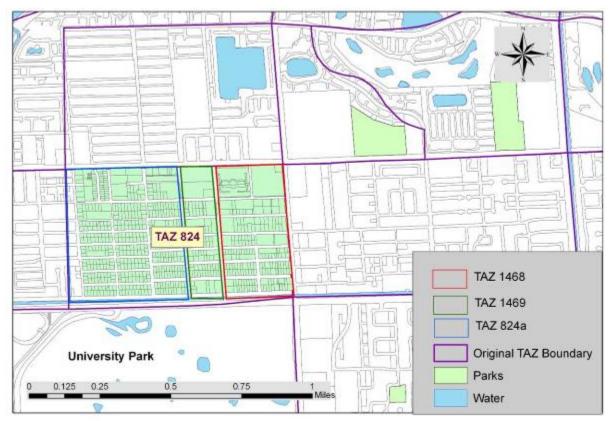


Figure 2.1 Study Area and TAZ Boundaries

2.2 Analysis Years

The base year for this study is 2005. The year 2015 is chosen as the target year.

2.3 Analysis Methodology

This study follows the procedures outlined in the Florida Department of Transportation's Site Impact Analysis Manual, as well as the 2007 edition of the ITE Trip Generation Manual and the 2005/2015 FSUTMS model. The study involved an analysis of the existing conditions, creation of different growth scenarios, and analysis of the traffic impact of the new developments.

Figure 2.2 illustrates the overall methodology for the site impact analysis. Both the manual method and FSUTMS models are used in this analysis. The manual method is applied to calculate trip generation based on daily trip rates from the 7th edition of the ITE Trip Generation Manual. Internal captures are estimated by using diagrammatical depiction. Link distribution percentages method is applied to obtain the percentages of traffic from the study area that are distributed to selected facilities (i.e., network link). These percentages are obtained from both the base year and forecast year FSUTMS models, and are subsequently applied in the manual calculation of trips from the study area that are distributed to the selected facilities. The base year percentage of traffic for that facility for the future year. The future year trip percentage from the study area for a given network link is used to calculate the development trips on the given network link, which are added to the background traffic to obtain the total traffic on the link for the future year.

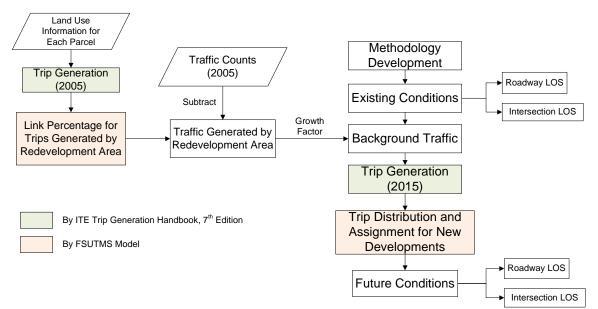


Figure 2.2 Methodology Flowchart

One of the analysis steps is estimating background traffic, which is the traffic in the future year without the redevelopment. Because the study area is expected to be redeveloped, some of the existing land use will be replaced by new developments, while the remaining land use will be unchanged. This means that the traffic from the land use that is to be replaced by the new development would no longer to be generated in the future year and will need to be subtracted from the future year background traffic. The following equations describe the procedure for calculating the background traffic for the future year for a given facility (or at a given count station):

$$T = T_u + T_m \tag{1}$$
$$T_m^e = T_m - T_m^i \tag{2}$$

$$T_{B} = F \times (t_{c} - T_{m}^{e} \times P)$$
(3)

where

Т

= Trip generation for the base year,

- T_m = Trip generated by the changed land use for the base year,
- T_u = Trip generated by the unchanged land use for the base year,
- T_m^{e} = External trips from the changed land use for the base year,
- T_m^{i} = Internal trips from the changed land use for the base year,
- t_B = Background traffic,
- F =Growth factor,
- t_c = Traffic counts from count station in the base year, and
- P = Link percentage of trips generated by redevelopments for the base year.

Equation (1) states that the base year vehicle trips are made up of two parts: trips generated from the land use that remains unchanged (T_u) and those from the land use that is to be changed in 2015 (T_m) . Equation (2) states that in the base year, external trips generated from the land use to be changed are the difference between the total trips and internal trips. The background traffic for a given count station can be calculated using Equation (3). In the equation, P is the percentage of the base year traffic from the land use that is to be changed that uses (or is assigned to) the road where the count station is located. P is obtained from the 2005 FSUTMS model, which is run with TAZ 824 split into three new zones: 824a (lane use unchanged), 1468 (some of the land use changed), and 1469 (some of the land use changed). The term $T_m^e \times P$ is therefore the external trips from the land use in the base year that will be replaced in the future at the given count station. Finally, the background traffic at the given location, t_B , is obtained by first subtracting the external trips generated from the land use that is to be replaced from the base year traffic counts, then multiplying this difference by a growth factor, F, which is assumed based on the projected growth in the region.

3. DATA COLLECTION AND PROCESSING

To assess the existing conditions and potential impact from the proposed development of the study area, various data including roadway geometry, traffic data, land use data, employment data, traffic analysis zone boundary, ridership of the FIU Campus Area Transit Service (CATS), and future growth projections were obtained. The following sections provide a brief description of each type of data.

3.1 Base Year Traffic Data for Selected Facilities

In the vicinity of the study area, there are four FDOT traffic count stations. They are located on SW 107th Avenue and SW 8th Street and include 871218, 871090, 872580, and 870090. Their locations are described in Table 3.1. Traffic counts from these stations were obtained from the 2006 Annual Average Daily Traffic Report, published by the FDOT.

1 uoie 5.1 L	Soutions of I our Count Stations in the Vienney of the Sta
Station No.	Location
871218	NW 107th Avenue, 200' N of NW 7th Street
871090	SW 107th Avenue, 200' S of SW 8th Street
872580	SW 107th Avenue, 200' S of Flagler Street
870090	SW 8th Street, 200' E of SW 109th Avenue

 Table 3.1
 Locations of Four Count Stations in the Vicinity of the Study Area

3.2 FSUTMS Input Files for the 2005 FSUTMS Model

Because the original TAZ 824 was split into three TAZs, input files for the FSUTMS model need to be modified to reflect the changes in the TAZ structure. Tables 3.2 provides the household data for TAZ 824 from the original ZDATA1a file, and Table 3.3 gives the employment data from the ZDATA2 files.

Table 3.2ZDATA1A for TAZ 824

	HHWOC ¹	HHWC ²	VEHWOC ³	VEHWC ⁴	WRKWOC ⁵	WRKWC ⁶	PWOC ⁷	PWC ⁸
TAZ 824	1,564	1,159	2,278	2,507	1,748	1,866	3,433	4,883

1: Households without Children

2: Households with Children

3: Vehicles in Households without Children

4: Vehicles in Households with Children

5: Workers in Households without Children

6: Workers in Households with Children

7: Persons in Households without Children

8: Persons in Households with Children

Table 3.3ZDATA2 for TAZ 824

14010 5.5 E		•		
Industrial		Commercial	Service	Total
	Employment	Employment	Employment	Employment
TAZ 824	80	430	291	801

3.3 Existing Land Use

Existing land use, illustrated in Figure 3.1, was obtained from the FIU Metropolitan Center. In the study area, the dominant land use is currently multi-family residential. The study area also contains commercial properties and offices.

To estimate trip generation based on the ITE Trip Generation Manuel, parcel level information on land use is needed. The Miami-Dade County Property Search Engine (<u>http://www.miamidade.gov/pa/property_search.asp</u>) was used to obtain detailed information on the land use of each property in the study area.

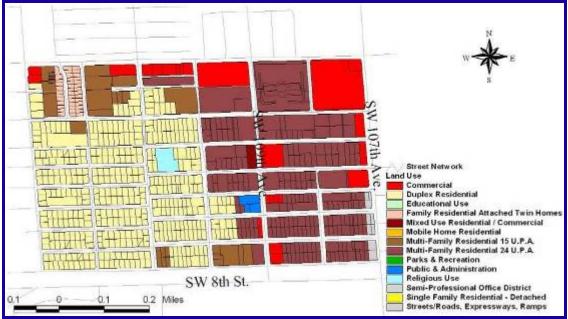


Figure 3.1 Existing Land Use in TAZ 824

3.4 Employment Data

Similarly to residential properties, information on non-residential land use is also required for estimating trip generation using the ITE manual. Employment data, including employment type and employment size by business location, were obtained from the 2005 InfoUSA database of business establishments, which was purchased by the FDOT. The data were used to modify the ZDATA2 file. The original employment data were in ASCII format and were geocoded based on the Miami-Dade County street map. Figure 3.2 shows the geocoded employment data in the original TAZ 824. The database contains information on name, street address, SIC code, and employment size at the address of a business establishment.

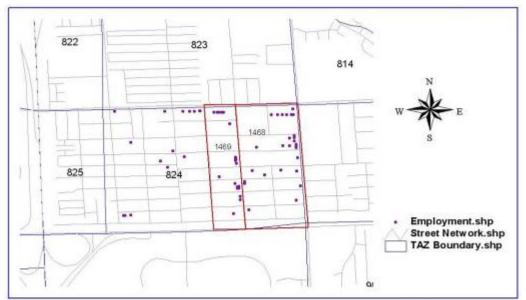


Figure 3.2 Geocoded Employment Data in TAZ 824

3.5 Street Network and Transit Bus Routes

There are five MetroBus Routes, including 11, 51, 71, 137, and 212. These routes provide transit services in and around the study area. Figure 3.3 shows the street network and the MetroBus Routes.



Figure 3.3 Street Network and Metro Bus Routes around the Study Area

3.6 Campus Area Transit Service (CATS)

CATS is a shuttle service between the University Park (UP) campus, located on the southwest corner of SW 107th Avenue and SW 8th Street, and the Engineering Center (EC) located on the northeast corner of NW 107th Avenue and West Flagler Street. The shuttle fleet consists of two buses running on 100-percent biodiesel fuel. The current CATS schedule, which combines the schedules of the two buses, and the headway are presented in Table 3.4. The route is shown in Figure 3.4, with stops at the bookstore at the Graham Center on the UP campus, through the Engineering and Computer Science (ECS) building on the UP campus, and finally to the Engineering Center.

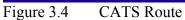
Figures 3.5 through 3.9 show the average ridership of CATS Monday through Friday by hour. The boarding counts were conducted over five weeks from August 27 to September 28, 2007 at three stops: the engineering campus (EC), Engineering and Computer Science building on the main campus (ECS), and Graham Center (GC). It appears that 10 AM, 1 PM, and 3 PM were three peaks during the day.

Table 5.4 CATS			TT 1
Bus Stop	ECS	EC	Headway
7:05 AM	7:10 AM	7:30 AM	
7:50 AM	7:55 AM	8:10 AM	0:45
8:25 AM	8:30 AM	8:50 AM	0:35
9:05 AM	9:10 AM	9:25 AM	0:40
9:10 AM	9:15 AM	9:35 AM	0:05
9:40 AM	9:45 AM	10:00 AM	0:30
9:50 AM	9:55 AM	10:10 AM	0:10
10:15 AM	10:20 AM	10:35 AM	0:25
10:25 AM	10:30 AM	10:50 AM	0:10
11:25 AM	11:30 AM	11:50 AM	1:00
12:05 PM	12:10 PM	12:25 PM	0:40
12:40 PM	12:45 PM	1:00 PM	0:35
1:05 PM	1:10 PM	1:25 PM	0:25
1:20 PM	1:25 PM	1:45 PM	0:15
1:45 PM	1:50 PM	2:05 PM	0:25
2:05 PM	2:10 PM	2:25 PM	0:20
2:20 PM	2:25 PM	2:40 PM	0:15
2:35 PM	2:40 PM	2:55 PM	0:15
2:55 PM	3:00 PM	3:20 PM	0:20
3:10 PM	3:15 PM	3:35 PM	0:15
3:35 PM	3:40 PM	3:55 PM	0:25
3:45 PM	3:50 PM	4:05 PM	0:10
4:05 PM	4:10 PM	4:25 PM	0:20
4:40 PM	4:45 PM	5:00 PM	0:35
5:15 PM	5:20 PM	5:35 PM	0:35
6:15 PM	6:20 PM	6:40 PM	1:00
7:00 PM	7:05 PM	7:20 PM	0:45
7:40 PM	7:45 PM	7:55 PM	0:40
8:10 PM	8:15 PM	8:35 PM	0:30
8:35 PM*	8:40 PM*	8:50 PM*	0:25
9:05 PM*	9:10 PM*	9:30 PM*	0:30
9:45 PM*	9:50 PM*	10:10 PM*	0:40

Table 3.4CATS Schedule

* Service not available Friday evenings





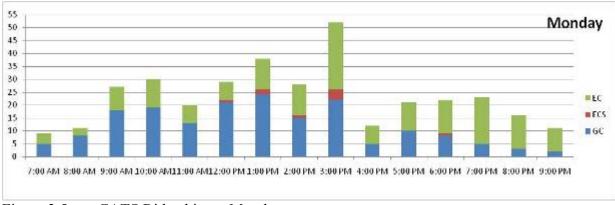
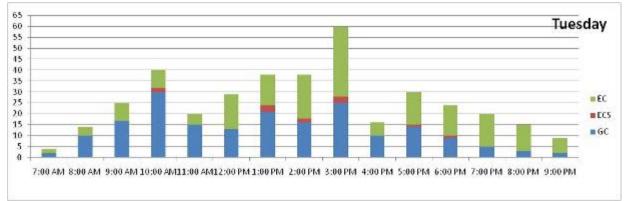


Figure 3.5 CATS Ridership on Monday





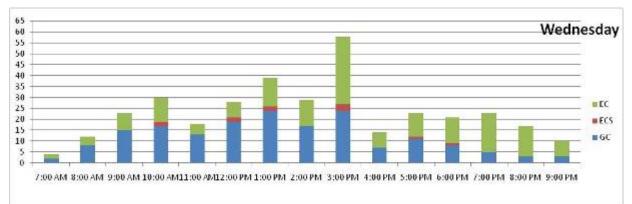


Figure 3.7 CATS Ridership on Wednesday

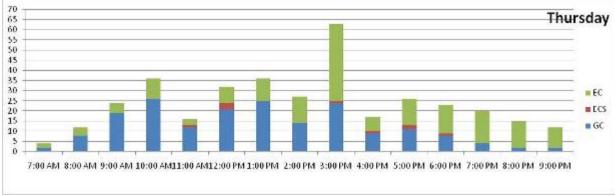


Figure 3.8 CATS Ridership on Thursday

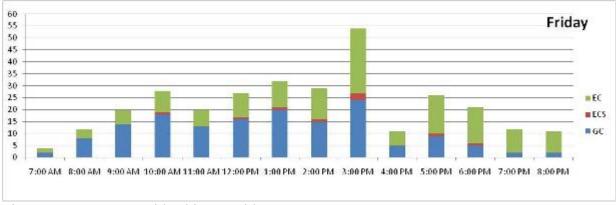


Figure 3.9 CATS Ridership on Friday

3.7 Future Growth

According to the 2030 Miami-Dade Long Range Transportation Plan, the population of Miami-Dade County is expected to exceed three million and its employment base to surpass 1.5 million by 2030. Miami-Dade County is divided into six planning areas, as shown in Figure 3.10. The study area falls into the Northwest transportation planning area, where travel demand is expected to increase significantly. The total trips are projected to grow 45% in the Northwest Transportation Planning Area by 2030, compared to 43% countywide. Figure 3.11 shows

countywide increases in demographic and transportation measures. Figure 3.12 presents these increases in the Northwest Transportation Planning Area.

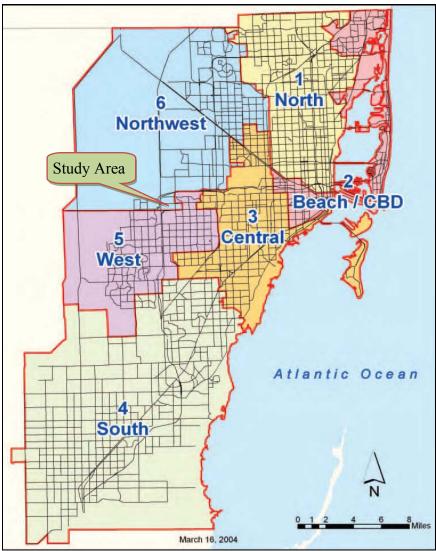


Figure 3.10 Miami-Dade County Planning Areas (Source: 2030 Miami-Dade Long Range Transportation Plan)

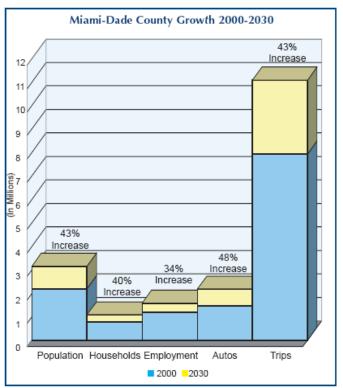


Figure 3.11 Growth in Miami-Dade County (Source: 2030 Miami-Dade Long Range Transportation Plan)

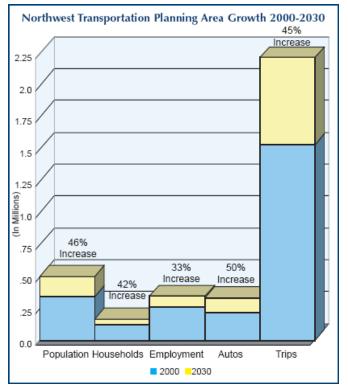


Figure 3.12 Growth in the Northwest Transportation Planning Area (Source: 2030 Miami-Dade Long Range Transportation Plan)

4. ANALYSIS OF EXISTING TRAFFIC CONDITIONS

The base year levels of service for roadways and intersections are analyzed and summarized in the following two sections.

4.1 Roadway Levels of Service

There are four traffic count stations (871218, 871090, 872580, and 870090) in the vicinity of the study area, as described earlier in Table 3.1. Traffic counts from these count stations were obtained from the 2006 Annual Average Daily Traffic Report, published by the FDOT. The level of service (LOS) at each station was analyzed using Table 4-7 of the FDOT's Quality/Level of Service Handbook. NW/SW 107th Ave is a four-Lane Arterial Class II facility, and SW 8th Street is an eight-Lane Arterial II facility. Table 4.1 provides the average annual daily traffic (AADT) and the LOS at these stations. The K, D, and T factors in the table are, respectively, the 30th-highest hourly traffic of the year, directional distribution factor, and truck factor.

1 auto 4.	I Roadway Levels of Ser	100 (2005)								
Station No.	Location	K Factor	D Factor	T Factor	AADT ¹	DDHV ²	LOS ³	$LOS D^4$	LOS E ⁴	LOS F ⁴
871218	NW 107th Avenue, 200' N of NW 7th Street	7.39	58.66	5.55	73,000	3,165	F	1,360	1,710	1,800
871090	SW 107th Avenue, 200' S of SW 8th Street	7.39	58.66	4.89	51,500	2,230	F	1,360	1,710	1,800
872580	SW 107th Avenue, 200' S of Flagler Street	7.39	58.66	4.89	38,000	1,646	D	1,360	1,710	1,800
870090	SW 8th Street, 200' E of SW 109th Avenue	7.39	58.66	4.10	56,000	2,425	С	2,790	3,330	3,500

Table 4.1Roadway Levels of Service (2005)

1. Source: 2006 Annual Average Daily Traffic Report, Florida Department of Transportation

2. Directional Design Hourly Volume (DDHV) = $AADT \times K \times D$

3. Table 4-7 of the FDOT's Quality/Level of Service Handbook (4-Lane / 8-Lane Arterial Class II)

4: Minimum threshold volume for LOS D, E, and F in Table 4-7 of the FDOT's Quality/Level of Service Handbook

4.2 Intersection Levels of Service

Turning movement counts were obtained from Table 6.2 in the 2006 SR 985/SW 107th Avenue PD&E Study Final Report (FDOT District VI). This table is reproduced as Table 4.2 below, with the LOS for the intersection of SW 109th Avenue and SW 8th Street added. The LOS was calculated using the HCS 2000 software. The signal plans used in the analysis were provided by the Miami-Dade County Public Works Department.

Intersection	Peak Hour	Delay (sec/veh)	LOS
SW 107th Avenue and W Flagler Street	AM	107.2	F
SW 107th Avenue and W Flagler Street	PM	83.1	F
SW 107th Avenue and SW 4th Street	AM	17.7	В
SW 10/th Avenue and SW 4th Sueet	PM	22.9	С
SW 107th Avenue and SW 8th Street	AM	62.7	E
Sw 10/th Avenue and Sw 8th Street	PM	89.7	F
SW 109th Avenue and SW 8th Street	AM	125.8	F
Sw 109th Avenue and Sw 8th Sueet	PM	132.4	F

Table 4.2Signalized Intersection Levels of Service (2005)

Delays and LOS were also analyzed for unsignalized intersections using the HCS 2000 software, and are summarized in Table 4.3. Because all cross streets are two-lane local roads, the movement LOS is the same as the approach LOS.

Intersection	Peak Hour Begins	Delay (sec/veh)	Movement LOS	Approach LOS
Eastbound of SW 2nd Street	7:15 AM	285.4	F	F
Eastbound of Sw 2nd Street	5:00 PM	52.0	F	F
Eastbound of SW 3rd Street	7:15 AM	65.5	F	F
Eastbound of Sw 31d Street	4:30 PM	71.6	F	F
Eastbound of SW 5th Street	7:00 AM	35.9	Е	Е
Eastbound of Sw 5th Street	5:00 PM	45.6	Е	Е
Westbound of SW 5th Street	7:00 AM	15.5	С	С
westbound of Sw 5th Sheet	5:00 PM	16.5	С	С
Eastbound of SW 6th Street	7:00 AM	29.8	D	D
Eastbound of Sw our Street	5:00 PM	28.0	D	D
Westbound of SW 6th Street	7:00 AM	42.6	Е	Е
westbound of Sw our Street	5:00 PM	48.3	Е	Е
Eastbound of SW 7th Street	7:00 AM	21.1	С	С
Eastbound of Sw 7th Street	5:00 PM	35.0	D	D
Easthound of SW 7th Tomas	7:15 AM	29.8	D	D
Eastbound of SW 7th Terrace	5:00 PM	28.1	D	D
Weathound of SW 7th Tomas	7:00 AM	49.5	Е	Е
Westbound of SW 7th Terrace	5:00 PM	101.3	F	F

Table 4.3Unsignalized Intersection Levels of Service along SW 107th Avenue

5. ANALYSIS OF BACKGROUND TRAFFIC

This chapter describes the computation of the background traffic for 2015. As mentioned in Section 2.3, traffic in the network for the future year is made up of two parts: (1) background traffic, which is the result of regional growth in population and employment based on the anticipated future network, and (2) traffic that would result from the redevelopment in the study area. The background traffic is generated by unchanged land use for the future year in the study area, which is estimated by applying a growth factor to the traffic generated by the unchanged parcels for the current year. Section 5.1 discusses trip generation for 2005 by using the Institute of Transportation Engineer (ITE) Trip Generation Handbook. The internal captures are calculated based on all of the residential, retail, and office land uses for each TAZ. The FSUTMS model is applied to calculate the link percentage of the total trips generated by TAZs 1468 and 1469, which is described in Section 5.2. Finally, Section 5.3 presents the calculation of background traffic.

5.1 Trip Generation for 2005

The Institute of Transportation Engineer (ITE) Trip Generation Handbook, 7th Edition, provides trip generation rates for different types of land uses. There are 13 land use types in the study area. These land use types and their corresponding measure units (third column), ITE trip generation

rates (fourth column), the total intensity (quantity as measure by the given unit) within the study area (fifth column) and the total trips are summarized in Table 5.1. Trips generated by each TAZ are calculated for each parcel within the original TAZ 824. The detailed trip generation data are provided in Tables A.1 through A.2 in Appendix A.

Land Use	ITE Code	Intensity	Unit	Trip Generation Rate	Trips
Single-Family Detaching Housing	210	175	DU^{1}	9.57	1,675
Residential Condominium/Townhouse	230	1444	DU^{1}	5.86	8,462
Apartment	220	952	DU^1	6.72	6,397
Low-Rise Apartment	221	9	DU^1	6.59	59
Fast-Food Restaurant without Drive-Through Window	933	3	TSF GFA ²	716.00	2,491
Drinking Place	936	4	TSF GFA ²	11.34	44
Shopping Center	820	108	TSF GLA ³	42.94	4,635
Specialty Retail Center	814	122	TSF GLA ³	44.32	5,396
Gasoline/Service Station with Convenience Market	945	10	Fuel Position	162.78	1,628
Drive-in Bank	912	24	TSF GFA^2	246.49	6,032
Government Office Building	730	24	TSF GFA ²	68.93	1,632
Automobile Care Center	942	4	TSF OGLA ⁴	3.38	15
Church	560	64	TSF GFA^2	9.11	587
Total					39,052

Table 5.1Weekday Trip Generation Rates by Land Use

1. DU: Dwelling unit

2. TSF GFA: Thousand square feet gross floor area

3. TSF GLA: Thousand square feet gross leasable area

4: TSF OGLA: Thousand square feet Occupied gross leasable area

Table 5.2 summarizes the base trip generation for each TAZ, which is obtained by multiplying the entering and leaving trip rates from the ITE trip generation manual, both of which are 50%, by the land use intensity (third column of Table 5.1). The numbers of trips are summed for each zone.

Table 5.2	Total Trips	from TAZS 8	24a, 1468, and 14	105
TAZ	IN	OUT	TOTAL	
1468	10,851	10,851	21,702	
1469	3,701	3,701	7,403	
824a	4,974	4,974	9,948	
Total	19,526	19,526	39,052	

Table 5.2Total Trips from TAZs 824a, 1468, and 1469

Because of the mixed land use, some trips will be served by attractions in the same TAZ zone. Three kinds of land use are assumed to generate internal trips: residential, retail, and office. Table 5.3 provides the total and internal trips for these three kinds of land uses for TAZ 824a, TAZ 1468, and TAZ 1469. The internal trips are used to determine the internal capture trips for the three zones. The internal capture trips are calculated following the procedure described in the *FDOT Transportation and Growth Management 2008* report. The calculations of the internal capture trips for TAZs 824a, 1468, and 1469 are illustrated, respectively, in Appendix B, Figures B.1 through B.3. From these diagrams, the percentages of internal capture trips between residential, retail, and office land uses for each of the three TAZs are obtained.

	Residential, Retail, and Office Land use							
Existing]	Total Trips			Internal Trips			
Land Use	In	Out	Total	In	Out	Total	%	
			TAZ 146	8				
Residential	3,573	3,573	7,145	446	361	807	11.3%	
Retail	4,012	4,012	8,023	416	479	895	11.2%	
Office	251	251	501	38	60	98	19.5%	
Total	7,836	7,836	15,669	900	900	1,800		
			TAZ 146	9				
Residential	1,293	1,293	2,586	214	166	380	14.7%	
Retail	1,843	1,843	3,687	240	258	498	3.5%	
Office	565	565	1130	55	85	140	12.4%	
Total	3,701	3,701	7,403	509	509	1,018		
			TAZ 824	а				
Residential	3,431	3,431	6,862	137	112	250	3.6%	
Retail	1,249	1,249	2,499	112	137	250	10%	
Office	0	0	0	0	0	0	0%	
Total	4,680	4,680	9,361	249	249	500		

Table 5.3Total, Internal, and External Trips for TAZs 824a, 1468, and 1469 Generated by
Residential, Retail, and Office Land use

External trips for each TAZ are obtained by excluding the internal capture trips (IN, OUT, and TOTAL) shown in Table 5.3 from the total trips shown in Table 5.2 trips (IN, OUT, and TOTAL). The results are given in Table 5.4.

Table 5.4External Trips for Study Area

TAZ	IN	OUT	TOTAL
1468	9,951	9,952	19,903
1469	3,192	3,192	6,385
824a	4,707	4,704	9,411
Total	17,850	17,848	35,698

5.2 Trip Distribution and Assignment for 2005

The 2005 Miami Dade FSUTMS model is used for trip distribution analysis to obtain the traffic data for the base year. Figure 5.1 shows the model network around the study area. The four network links, colored in green in the figure, correspond to the four count stations (871218, 872580, 870090, and 871090) in the vicinity of the study area. TAZs 1468 and 1469 are defined as the selected zones for tracking the development trips.

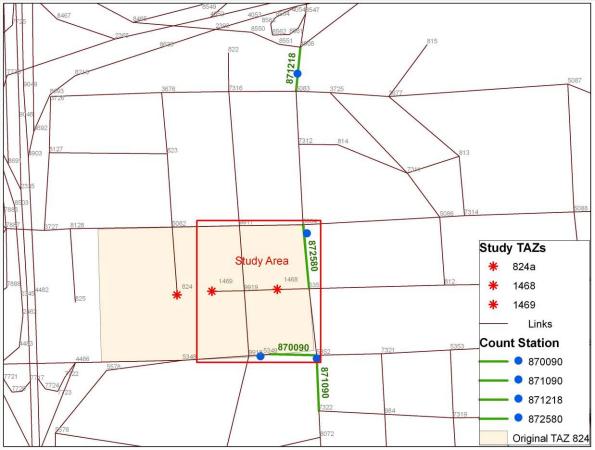


Figure 5.1 2005 Model Network for the Study Area and Its Vicinity

Because the original TAZ 824 is divided into three zones (TAZs 824a, 1468, and 1469), the input files for the FSUTMS model are modified as shown in Table 5.5 and Table 5.6. The ZDATA1 file is modified based on the information on residential properties in the new TAZs, which is from the property tax database. The ZDATA2 file is revised based on the distribution for each kind of employment within the new TAZs, which is obtained from the 2005 InfoUSA database by summing the industrial, commercial, and service employments for each TAZ.

Table 5.5	ZDATATA Data from the 2005 Miami-Dade County Model									
	HHWOC ¹	HHWC ²	VEHWOC ³	VEHWC ⁴	WRKWOC ⁵	WRKWC ⁶	PWOC ⁷	PWC ⁸		
TAZ 824a	640	474	932	1,025	715	763	1,404	1,997		
TAZ 1468	670	497	976	1,074	749	799	1,471	2,092		
TAZ 1469	254	188	370	408	284	303	558	794		
1: Hous	1: Households without Children									

1: 2: Households with Children

3: Vehicles in Households without Children

Vehicles in Households with Children 4:

Workers in Households without Children 5:

6: Workers in Households with Children

7: Persons in Households without Children

Persons in Households with Children 8:

		Employment						
	Industrial	Commercial	Service	Total				
TAZ 824a	32	86	66	176				
TAZ 1468	17	262	129	416				
TAZ 1469	31	82	96	209				

Table 5.6ZDATA2 Data from the 2005 Miami-Dade County Model

Because it has been assumed that there will not be any land use changes in TAZ 824a in the future year, the select zone analysis only tracks trips generated by TAZs 1468 and 1469. The link volumes from the model output are given in Table 5.7. Node A and Node B are the end nodes of the centroid connectors for each zone. Because the three links are all centroid connectors, the trips on these links are generated by selected zones, the number of trips for purpose 1 (PURP1) always equals to purpose 3 (PURP3), and purpose 2 (PURP2) always equals to purpose 4 (PURP4).

Table 5.7Redevelopment Trips from the 2005 Miami-Dade County Model

TAZ	Node-A	Node-B	PURP1 ¹	$PURP2^{2}$	PURP3 ³	PURP4 ⁴	Generation	
	1468	5351	785	225	785	225		
1468	5351	1468	753	233	753	233	3,245	
1408	1468	9919	442	167	442	167		
	9919	1468	469	171	469	171		
1460	1469	9919	582	138	582	138	1 4(2	
1469	9919	1469	595	148	595	148	1,463	
Total							4,708	

1. PURP1: Total Drive-alone trips from all zones

2. PURP2: Total HOV2+ trips from all zones

3. PURP3: Total Drive-alone trips from selected zones

4. PURP4: Total HOV2+ trips from selected zones

The network links corresponding to the four count stations (871218, 872580, 870090, and 871090) in the study area are 4908-5083, 5084-5351, 5349-5352, and 5352-7322. Link volumes obtained from the model output after the traffic assignment step are given in Table 5.8. The last column in the table gives the link volume generated by the study area as a percentage of the total external trips from the study area. The distribution result from the FSUTMS model shows that 26.70% of the trips generated from TAZs 1468 and 1469 use the section of NW 107th Avenue north of NW 7th street. About 24% of the trips generated from the same zones use the section of SW 107th Avenue south of Flagler Street. However, south of SW 8th Street, this percentage decreases to 13.28%. About 10% of the trips use the section of SW 8th Street west of SW 107th Avenue.

Table 5.8	study Area Trips on Sele	cted Netwo	rk Links ire	om the 2005 FS	UTMS Model
Station No.	Location	Node-A	Node-B	Trips from Study Area	% of Total Trips from Study Area
871218	NW 107th Avenue, 200' N of NW 7th Street	4908	5083	1,257	26.70%
872580	SW 107th Avenue, 200' S of Flagler Street	5084	5351	1,101	23.39%
870090	SW 8th Street, 200' E of SW 109th Avenue	5349	5352	4,92	10.45%
871090	SW 107th Avenue, 200' S of SW 8th Street	5352	7322	6,25	13.28%

Table 5.8Study Area Trips on Selected Network Links from the 2005 FSUTMS Model

5.3 Background Traffic for 2015

Future land use data were developed and obtained from the FIU Metropolitan Center. Figure 5.2 shows the proposed mixed-use parcels and the unchanged parcels within the study area. The City of Sweetwater would like to have mixed-use development along SW 107th Avenue, SW 109th Avenue, West Flagler Street, and SW 7th Terrace to make Sweetwater into a "college town". Part of the existing land use will be replaced by mixed-use development, while the land use in the rest of the study area will remain unchanged. The traffic generated from the unchanged parcels in the study area for future year 2015 is the background traffic in this analysis, which is the traffic expected from overall growth and other developments that is expected without the redevelopment considered in this study.



Figure 5.2 Future Land Use for Study Area

The methodology applied to estimate background traffic for 2015 is described in Section 2.3. It involves first excluding the traffic from the parcels that are proposed for redevelopment in the study area from the total traffic in 2005, and then applying a growth factor to the 2005 traffic to obtain the 2015 background traffic. The external trips generated in 2005 from parcels that are assumed to be redeveloped in 2015 are given in Table 5.9. Detailed parcel information is provided in Table A.1, and Table A.2 in Appendix A.

14010 013	2	mpo nom i ui oo	
TAZ	IN	OUT	TOTAL
1468	5,700	5,678	11,378
1469	2,278	2,290	4,568
Total	7,978	7,968	15,946

Table 5.9External Trips from Parcels to be Redeveloped in TAZs 1468 and 1469 (2005)

By applying the percentages obtained from the FSUTMS model output, which are shown in the last column of Table 5.8, to the total redevelopment trips (15,946) from TAZs 1468 and 1469, given in Table 5.9, the trips generated from the redeveloped parcels are loaded onto the links where the four count stations are located. The numbers of trips on the four links from the redeveloped parcels are provided in the fourth column of Table 5.10. By subtracting these trips from the traffic counts, the 2005 background traffic is obtained, as shown in the second last column in Table 5.10.

As previously mentioned, travel demand is expected to increase significantly by 2030 and the total trips are projected to grow by 45% from the 2000 level in the Northwest Transportation Planning Area between 2000 and 2030 (*2030 Miami-Dade Long Range Transportation Plan*). For the ten year period between 2005 and 2015, one third of the 30-year growth (45%) is assumed, which is 15% of the growth between 2000 and 2030. Applying the 15% growth rate to the 2005 background traffic, given in the sixth column of Table 5.10, the background traffic for 2015 is obtained, which is provided in the last column of the table.

10010 0110	Buenground manne for					
Station No.	Location	% of Total Trips from Study Area	Trips (2005 ¹)	AADT	Background Traffic 2005	Background traffic 2015
871218	NW 107th Avenue, 200' N of NW 7th Street	26.70%	4,257	73,000	68,743	79,054
872580	SW 107th Avenue, 200' S of Flagler Street	23.39%	3,729	38,000	34,271	39,412
870090	SW 8th Street, 200' E of SW 109th Avenue	10.45%	1,666	56,000	54,334	62,484
871090	SW 107th Avenue, 200' S of SW 8th Street	13.28%	2,117	51,500	49,383	56,791

Table 5.10Background Traffic for 2015

1. Total trips from areas that are to be redeveloped for the future scenarios.

6. ANALYSIS OF FUTURE CONDITIONS

The future year in the analysis is 2015. Future development trips are estimated based on the trip rates from the 7th edition of the ITE Trip Generation Manual based on three redevelopment scenarios. Development trips are distributed to network links using the link percentage method,

with link percentages obtained from the 2015 FSUTMS model. Traffic conditions are evaluated for each of the assumed redevelopment densities, as well as the expansion of SW 107th Avenue from four to six lanes. In this chapter, Sections 6.1 and 6.2 describe, respectively, the employment and population projections. Based on the new development, Section 6.3 estimates the trip generation for 2015. Section 6.4 describes the calculation for link percentages obtained from the FSUTMS model, and Section 6.5 discusses the LOS for intersections in the future year.

6.1 Employment Projection

FIU Metropolitan Center provided an employment projection based on the mixed land use district scenario, with limited business district zoning (BU-1A). It is assumed that with the creation of mixed-use corridors, the city would gain 23 new businesses, and nearly half of them would be retail stores. Future employment is calculated based on the following assumptions:

- \checkmark 100 feet of depth along the corridor to attract businesses typical to the area,
- ✓ Future businesses will exist only on the ground level of any newly built structure, and
- ✓ Future businesses will be similar to existing ones both in their type and in the number of persons employed (retail or office and employing 3-4 persons each).

Of the 23 new businesses, 15 are assumed to be in TAZ 1468, and eight are assumed to be in TAZ 1469 on the west side of SW 109th Avenue. The 23 new businesses are assigned a land use type based on the existing land use types, such as retail stores, restaurants, offices, clinics, and banks.

6.2 **Population Projection**

While there is only one projection for future employment, three population projections are created based on different residential densities. The combination of the employment projection with three population projections results in three different growth scenarios. The first scenario is based on the lowest population projection with a residential density of 50 units per acre for the entire mixed-use area. The second scenario is based on the assumption of 75 residential units per acre. The third scenario assumes 105 units per acre. Around 27 acres of land will be changed to mixed-use, with 20 acres located within TAZ 1468 and seven acres in TAZ 1469. Replacing the existing 331 units in TAZ 1468 and 188 units in TAZ 1469, the numbers of new housing units for the study area are shown in Table 6.1.

Table 6.1 Housing Units for Different Scenarios						
	Saanaria	Density	Units in	Units in		
_	Scenario	(Units per Acre)	TAZ 1468	TAZ 1469		
	1 (Low)	50	1,012	354		
	2 (Medium)	75	1,514	530		
	3 (High)	105	2,116	741		

Table 6.1Housing Units for Different Scenarios

6.3 Trip Generation for 2015

New trips are calculated based on the ITE Trip Generation Handbook, which are provided in Tables 6.2 and 6.3, respectively, for TAZs 1468 and 1469. Each record represents a redeveloped parcel. The type of future land use and the ITE land use code are given in the third and fourth columns. The unit measure of each new development is shown in the fifth column, which is in

either thousand square feet gross floor area (TSF GFA) or thousand square feet gross leasable area (TSF GLA). The redevelopment is assumed to be mixed residential and commercial use and zoned as limited business district (BU-1A), with the first floor being commercial and above floors residential. According to the Miami Dade County zoning code (Zoning Information for Limited Business District by Miami Dade County, Department of Planning & Zoning), the Floor Area Ratio (FAR) is 0.40. This ratio is used to estimate the gross floor area or gross leasable area of the new developments. Column seven in Table 6.2 shows the GFA/GLA in 1000 square feet. Applying the trip rates in the 8th column, the new trips generated by new development are obtained and are provided in the last column.

Parcel	TAZ	Future Land Use	ITE Code	Unit	Area (sq-ft)	GFA/GLA (1000 sq-ft)	Trip Rate	Trips
1	1468	Retail	814	TSF GFA	17,829	7.13	44.32	316
2	1468	Retail	814	TSF GLA	13,820	5.53	44.32	245
3	1468	Services	912	TSF GFA	20,326	8.13	156.48	1272
4	1468	Office	710	TSF GFA	19,998	8.00	11.01	88
5	1468	Retail	814	TSF GLA	11,583	4.63	44.32	205
6	1468	Restaurant	933	TSF GFA	22,627	9.05	716.00	6480
7	1468	Restaurant	931	TSF GFA	25,060	10.02	89.95	902
8	1468	Restaurant	933	TSF GFA	19,497	7.80	716.00	5584
9	1468	Restaurant	933	TSF GFA	18,428	7.37	716.00	5278
10	1468	Restaurant	931	TSF GFA	14,925	5.97	89.95	537
11	1468	Restaurant	936	TSF GFA	19,263	7.71	11.34	87
12	1468	Retail	814	TSF GLA	9,995	4.00	44.32	177
13	1468	Retail	814	TSF GLA	13,605	5.44	44.32	241
14	1468	Retail	814	TSF GLA	12,136	4.85	44.32	215
15	1468	Retail	853	TSF GFA	12,882	5.15	845.60	4357

Table 6.2Trips from New Businesses in TAZ 1468

Table 6.3Trips from New Businesses in TAZ 1469

Parcel	TAZ	Future Land Use	ITE Code	Unit	Area (sq-ft)	GFA/GLA (1000 sq-ft)	Trip Rate	Trips
1	1469	Retail	814	TSF GLA	13,874	5.55	44.32	246
2	1469	Retail	814	TSF GLA	14,155	5.66	44.32	251
3	1469	Office	710	TSF GFA	11,224	4.49	11.01	49
4	1469	Medical	630	TSF GFA	23,875	9.55	31.45	300
5	1469	Restaurant	933	TSF GFA	24,022	9.61	716.00	6880
6	1469	Retail	814	TSF GLA	13,864	5.55	44.32	246
7	1469	Retail	814	TSF GLA	13,524	5.41	44.32	240
8	1469	Office	710	TSF GFA	9,608	3.84	11.01	42

Combining trips from both TAZs 1468 and 1469, the total trips generated by all the new businesses are given in Table 6.4.

Table 6.4 Trips	s from All Nev	w Businesses
Land Use	TAZ 1468	TAZ 1469
Retail/Restaurant	24625	7862
Office	88	92
Services	1272	0
Medical	0	300

Table 6.4Trips from All New Businesses

Internal captures are calculated for each of the development scenarios using the diagrammatical depiction method. The diagrams are provided in Appendix B. Table 6.5 summarizes the internal captures between residential, retail, and office land use for each scenario.

			Total Trip		Internal Trips							
TAZ	Existing Land Use	In	Out	Total	In	Out	Total	% of Total				
	Low Density Scenario											
	Residential	5,886	5,886	11,772	1,401	1,146	2,547	21.64%				
1468	Retail	12,733	12,733	25,465	1,156	1,407	2,563	10%				
	Office	44	44	88	7	11	17	20%				
	Residential	1,674	1,674	3,348	445	354	798	23.85%				
1469	Retail	3,931	3,931	7,862	488	524	1,012	13%				
	Office	611	611	1,222	92	147	238	20%				
		Medi	ium Dens	ity Scena	rio							
	Residential	7,572	7,572	15,145	1,401	1,146	2,547	16.82%				
1468	Retail	12,733	12,733	25,465	1,156	1,407	2,563	10%				
	Office	44	44	88	7	11	17	20%				
	Residential	2,265	2,265	4,531	445	354	798	17.62%				
1469	Retail	3,931	3,931	7,862	488	524	1,012	13%				
	Office	611	611	1,222	92	147	238	20%				
		Hig	gh Densit	y Scenari	0							
	Residential	9,595	9,595	19,190	1,401	1,146	2,547	13.27%				
1468	Retail	12,733	12,733	25,465	1,156	1,407	2,563	10%				
	Office	44	44	88	7	11	17	20%				
	Residential	2,974	2,974	5,948	445	354	798	13.42%				
1469	Retail	3,931	3,931	7,862	488	524	1,012	13%				
	Office	611	611	1,222	92	147	238	20%				

Table 6.5Internal Trips for Three Scenarios

Table 6.6 summarizes the total external trips for the three scenarios from the new developments in TAZs 1468 and 1469.

	Scenario										
TAZ	Low Density			Medium Density			High Density				
	In	Out	Total	In	Out	Total	In	Out	Total		
1468	14,459	14,360	28,819	16,014	15,939	31,953	17,940	17,882	35,822		
1469	4,506	4,530	9,036	5,063	5,095	10,158	5,750	5,786	11,535		
Total	18,965	18,890	37,855	21,077	21,033	42,111	23,689	23,668	47,357		

Table 6.6Total External Trips from New Developments in TAZs 1468 and 1469

6.4 Trip Distribution and Assignment for Future Year

The link distribution percentages method is applied for distribution and assignment of the development trips. The percentage of trips from redevelopment on a given network link is obtained by dividing the number of trips from the redeveloped area assigned to this link by the total number of trips generated from the redeveloped area. The total trips from the redeveloped area and the number of redevelopment trips on a given link are obtained from the FSUTMS model. To run the model, the original ZDATA1 file is modified based on the low, medium, and high residential density scenarios, and ZDATA2 file is modified based on the future projection of employment. The records for TAZs 1468 and 1469 in the ZDATA1 and ZDATA2 files are shown in Tables 6.7 and 6.8. The roadway network of the 2015 FSUTMS model is shown in Figure 6.1.

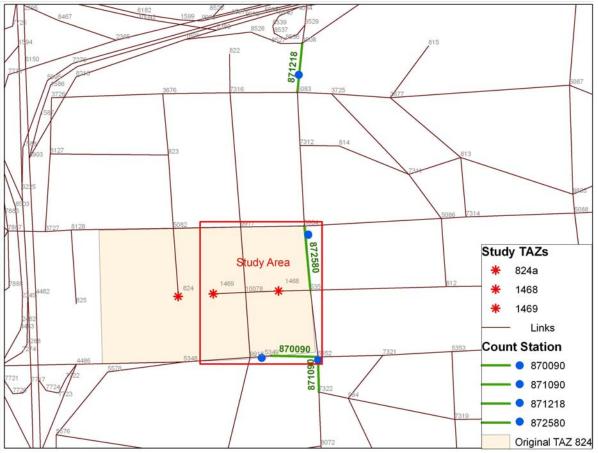


Figure 6.1 2015 Model Network for Study Area

10010 0.7												
TAZs	HHWOC ¹	HHWC ²	VEHWOC ³	VEHWC ⁴	WRKWOC ⁵	WRKWC ⁶	$PWOC^7$	PWC ⁸				
	Low Development Scenario											
TAZ 824a	690	537	1,032	1,184	782	868	1,520	2,271				
TAZ 1468	1,385	1,078	2,072	2,378	1,569	1,743	3,051	4,559				
TAZ 1469	506	394	757	869	573	637	1,115	1,665				
		1	Medium Dev	elopment S	Scenario							
TAZ 824a	690	537	1,032	1,184	782	868	1,520	2,271				
TAZ 1468	1,714	1,334	2,563	2,942	1,941	2,157	3,775	5,640				
TAZ 1469	621	484	929	1,066	704	782	1,368	2,045				
	High Development Scenario											
TAZ 824a	690	537	1,032	1,184	782	868	1,520	2,271				
TAZ 1468	2,108	1,641	3,153	3,619	2,388	2,653	4,643	6,937				
TAZ 1469	759	591	1,136	1,304	860	956	1,673	2,499				
1. Hour	· Households without Children											

Table 6.7ZDATA1A for Model 2015

1: Households without Children

2: Households with Children

3: Vehicles in Households without Children

4: Vehicles in Households with Children

5: Workers in Households without Children

6: Workers in Households with Children

7: Persons in Households without Children

8: Persons in Households with Children

Table 6.8ZDATA2 for Model 2015 for All Scenarios

	Industrial	Commercial	Service	Total
	Employment	Employment	Employment	Employment
TAZ 824a	30	90	76	196
TAZ 1468	17	323	156	495
TAZ 1469	30	105	121	255

The FSUTMS model was run with the three sets of the ZDATA files and with the select zone method. From the model output, trips generated by TAZ 1468 and TAZ 1469 are obtained and are shown in Tables 6.9. In this table, Node A and Node B give the end nodes of the centroid connectors for each zone. The redevelopment trips on the four selected links where count stations are located are given in Table 6.10. The percentages of link traffic of the total trips from the redeveloped area are given in the last column in the table and are based on the trips from the FSUTMS model output.

$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$	TAZ	Node-A	Node-B	PURP1	PURP2	PURP3	PURP4	Generation
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		Generation						
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		1/68	5251				287	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $,				
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	1468							4,857
$\begin{array}{c c c c c c c c c c c c c c c c c c c $								
$\begin{array}{c c c c c c c c c c c c c c c c c c c $,				
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	1469							2,146
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$		10078	1469	885	238	885	238	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Total							7,003
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		[
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$,		,		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	1/68	5351	1468	1,142	292	1,142	292	5 055
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	1400	1468	10078	810	283	810	283	5,055
1469 10078 1469 914 269 914 269 2,354 Total 7,409 High Density Scenario 1468 5351 1,213 345 1,213 345 5351 1468 1,261 318 1,261 318 1468 10078 870 303 870 303 10078 1468 842 330 842 330 1469 10078 1469 948 270 948 270		10078	1468	792	295	792	295	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	1460	1469	10078	917	254	917	254	2 254
$\begin{array}{r c c c c c c c c c c c c c c c c c c c$	1409	10078	1469	914	269	914	269	2,334
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	Total							7,409
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$				High De	ensity Scena	rio		
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		1468	5351	1,213	345	1,213	345	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	1460	5351	1468	1,261	318	1,261	318	5492
1469 10078 955 277 955 277 2450 1469 10078 1469 948 270 948 270 2450	1468	1468	10078	870	303	870	303	5482
1469 10078 955 277 955 277 2450 1469 10078 1469 948 270 948 270 2450		10078	1468	842	330	842	330	
1469 10078 1469 948 270 948 270 2450	1460							2450
	1469	10078	1469			948		2450
	Total							7,932

Table 6.9Trip Generated from Study Area by Miami Model 2015

	Station No.	Location	Node A	Node B	Development Traffic	% of Total Trips from Study Area
ent	871218	NW 107th Avenue, 200' N of NW 7th Street	4908	5083	1,142	16.31%
Low Development Scenario	872580	SW 107th Avenue, 200' S of Flagler Street	5084	5351	1,589	22.69%
w Dev Scen	870090	SW 8th Street, 200' E of SW 109th Avenue	5349	5352	490	7.00%
Loi	871090	SW 107th Avenue, 200' S of SW 8th Street	5352	7322	786	11.22%
nent	871218	NW 107th Avenue, 200' N of NW 7th Street	4908	5083	1,184	15.98%
Medium Development Scenario	872580	SW 107th Avenue, 200' S of Flagler Street	5084	5351	1,665	22.47%
ium Develc Scenario	870090	SW 8th Street, 200' E of SW 109th Avenue	5349	5352	505	6.82%
Medi	871090	SW 107th Avenue, 200' S of SW 8th Street	5352	7322	766	10.34%
ıent	871218	NW 107th Avenue, 200' N of NW 7th Street	4908	5083	1,269	16.00%
Developn Scenario	872580	SW 107th Avenue, 200' S of Flagler Street	5084	5351	1,802	22.72%
High Development Scenario	870090	SW 8th Street, 200' E of SW 109th Avenue	5349	5352	510	6.43%
Hig	871090	SW 107th Avenue, 200' S of SW 8th Street	5352	7322	856	10.79%

 Table 6.10
 Development Traffic from the 2015 Miami-Dade County Model

To estimate the development trips loaded onto the nearby roadway network links, the percentages in the last column of Table 6.10 are multiplied by the total external trips calculated based on the ITE trip generation manual, which are given in the shaded cells in the last row of Table 6.6. The LOS for each section of the road, together with the threshold values for LOS D, E and F, are shown in Table 6.11 for each of the scenarios. Table 4-1 of the FDOT's Quality/Level of Service Handbook is used to determine the link LOS, which is based on annual average daily volumes for urbanized areas. In the 2015 scenarios, NW/SW 107th Ave is a six-lane Arterial Class II facility, and SW 8th Street is an eight-lane Arterial Class II facility.

	Traffic Volumes Estimated for				1			~
Station No.	Location	Background	New Trips ³	Total Volume	LOS ¹	$LOS D^2$	$LOS E^2$	$LOS F^2$
		Low	Density Scena	rio				
871218	NW 107th Avenue, 200' N of NW 7th Street	79,054	6,173	85,227	F	40,300	49,200	51,800
872580	SW 107th Avenue, 200' S of Flagler Street	39,412	8,589	48,001	D	40,300	49,200	51,800
870090	SW 8th Street, 200' E of SW 109th Avenue	62,484	2,649	65,132	Е	53,300	63,800	67,000
871090	SW 107th Avenue, 200' S of SW 8th Street	56,791	4,249	61,039	F	40,300	49,200	51,800
		Mediu	m Density Scer	nario		•		
871218	NW 107th Avenue, 200' N of NW 7th Street	79,054	6,730	85,783	F	40,300	49,200	51,800
872580	SW 107th Avenue, 200' S of Flagler Street	39,412	9,463	48,875	D	40,300	49,200	51,800
870090	SW 8th Street, 200' E of SW 109th Avenue	62,484	2,870	65,354	Е	53,300	63,800	67,000
871090	SW 107th Avenue, 200' S of SW 8th Street	56,791	4,354	61,144	F	40,300	49,200	51,800
		High	Density Scena	irio		•		
871218	NW 107th Avenue, 200' N of NW 7th Street	79,054	7,576	86,630	F	40,300	49,200	51,800
872580	SW 107th Avenue, 200' S of Flagler Street	39,412	10,759	50,170	Е	40,300	49,200	51,800
870090	SW 8th Street, 200' E of SW 109th Avenue	62,484	3,045	65,529	Е	53,300	63,800	67,000
871090	SW 107th Avenue, 200' S of SW 8th Street	56,791	5,111	61,901	F	40,300	49,200	51,800

Table 6.11 Traffic Volumes Estimated for 2015 and LOS for the Four Count Stations

1: Table 4-1 of the FDOT's Quality/Level of Service Handbook

2: Minimum threshold volumes for LOS D, E, and F in Table 4-1 of the FDOT's Quality/Level of Service Handbook
3: Apply the percentage of total trips from study area (Table 6.10) to total external trips from new developments (Table 6.6)

6.5 Intersection Levels of Service

The base year movement volumes for the intersections along SW 107th Avenue are obtained from the 2006 FDOT PD&E Traffic Study Report. The data for the intersection of SW 8th Street and SW 109th Avenue are provided in Appendix C. For the future development scenarios, the FDOT approved TURNS5 software is used to obtain initial turning movement volumes, which are then manually adjusted to better reflect real world conditions The input to TURNS5 software includes turning movements for 2005 and the traffic assignment output (AADT) from the 2005 and 2015 FSUTMS models for each approach of the intersections. The turning movements for future year are obtained based on the approach volumes from the software output for the future year and applying the current year turning movement percentages to these volumes.

The levels of service for the major intersections in the vicinity of the study areas are analyzed based on the three future redevelopment scenarios using the TRANSYT-7F software. The analyses are based on two different assumptions about future signal plans: (1) signal plans will be the same as they are today, which are synchronized; and (2) signal plans are optimized based on the future traffic volumes, with each intersection being treated as isolated. Table 6.12 provides the average delay and LOS for each intersection for each of the three scenarios based on each of the assumed signal plans. Although optimizing the signal plans seems to suggest improvements in the LOS of the intersections, in reality these improvements may not be completely achievable. This is because the signal plans along 107th Avenue are synchronized, therefore optimization of signal plans for all intersections individually cannot be guaranteed. The actual intersection levels of service and average delays for these intersections are likely to fall between the two values provided in Table 6.12.

Intersection	Scenario	2015 (Existing Signals Plans ¹)		2015 (Optimized Signal Plans ²)		2005	
Intersection	Scenario	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS
SW 107th Av & W. Flagler St	1 (Low)	95.3	F	53.0	D		
SW 107th Av & W. Flagler St	2 (Medium)	93.0	F	52.3	D	83.1	F
SW 107th Av & W. Flagler St	3 (High)	92.8	F	52.1	D		
SW 107th Av & SW 4th St	1 (Low)	46.6	D	26.2	С		
SW 107th Av & SW 4th St	2 (Medium)	49.9	D	26.7	С	22.9	С
SW 107th Av & SW 4th St	3 (High)	50.2	D	27.0	С		
SW 107th Av & SW 8th St	1 (Low)	77.8	E	62.6	E		
SW 107th Ave & SW 8th St	2 (Medium)	79.7	E	64.2	Е	89.7	F
SW 107th Av & SW 8th St	3 (High)	81.7	F	66.4	Е		
SW 109th Av & SW 8th St	1 (Low)	383.8	F	268.0	F	132.4	
SW 109th Av & SW 8th St	2 (Medium)	385.4	F	281.0	F	132.4	F
SW 109th Av & SW 8th St	3 (High)	408.8	F	280.0	F		

Table 6.122015 Intersection LOS for PM Peak

1: Assuming existing signal plan

2: Optimized signal plans from Transit-7F

In general, the average delays at intersections along SW 107th Avenue can be expected to decrease after two more lanes are added. The exception is the intersection at SW 4th Street, where delays will increase, although not significantly enough to cause serious deterioration in the

LOS. The LOS for the intersection at West Flagler Street will likely approach LOS E. Currently, delays are quite significant for left turn movements in the eastbound and westbound directions, as well as for the through traffic in the westbound direction. This condition may be improved somewhat if the signal plan is carefully studied and adjusted accordingly. The intersection at SW 8th Street will improve in terms of both average delays and LOS. However, the LOS for critical movements at this intersection will still be F, which are the left turns in the northbound, southbound, and westbound directions, as well as the right turn in the eastbound direction. Currently, inadequate storage space for the turning bays in the northbound and southbound directions is responsible for a large proportion of the delays for the intersection.

The LOS for the intersection of SW 8th Street and SW 109th Avenue will remain at F, and delays will become much worse. This intersection will not benefit from the expansion of SW 107th Avenue. Furthermore, the increased density along SW 109th Avenue will put additional stress on this intersection. Optimization of the signal plan can alleviate the stress at this intersection to a limited degree. Significant improvement in the LOS will require lengthening the turning bays for the north leg of SW 109th Avenue. The current turning bays are unable to accommodate the existing traffic and generate spillback that results in significant delays. Aside from optimizing the signal plans, widening the bridge at the intersection to add an additional lane or lengthening the turning bays or both can improve the LOS for this intersection. However, these improvements will incur significant cost because of the need for widening the bridge or acquiring land to increase the right of way to allow longer turning bays.

7. TRANSIT, PEDESTRAIN, AND BICYCLE CONSIDERATIONS

In this section, transit, pedestrian, and bicycle network and facilities are considered. Section 7.1 discusses the FIU Campus Area Transit Service (CATS). Section 7.2 describes a proposed pedestrian/bicycle connector between the FIU Engineering Center and the University Park campus. Section 7.2 proposes a pedestrian/bicycle network in the City of Sweetwater and discusses the needed improvements. Section 7.3 examines the existing pedestrian access to transit in the city and proposes additional transit stops to improve access to transit services within the City of Sweetwater, as well as transit connectivity between the city and FIU.

7.1 FIU Campus Area Transit Service

The FIU Campus Area Transit Service (CATS) provides a transit alternative to faculty, staff, and students traveling between the main campus at SW 107th Avenue and SW 8th Street and the Engineering Center at West Flagler and 107th Avenue. The shuttle schedules are given in Table 3.3. Currently, the CATS buses operate at headways ranging mostly from 10 minutes to 45 minutes. The irregular and long headways, combined with unreliable running time, make the shuttle service unreliable and affect the service quality, which further discourage people from using the service. The headway needs to be reduced to 10 to 15 minutes during peak periods to make it more attractive to users. The headway also needs to be made more regular, because constant headways help users plan their trips and reduce uncertainty of the departure time. Should the shuttle services be improved, marketing is also necessary to familiarize users with the operation of the system. Detailed information about the service needs to be made conveniently available on both the university and College of Engineering and Computer Science web sites and in the form of pamphlets and posters. Potential increase in ridership may be determined through a Stated Preference survey of students, staff, and faculty at the Engineering Center.

7.2 Pedestrian/ Bicycle Corridor between FIU Main Campus and Engineering Center

Due to the short distance between the FIU University Park main campus and the engineering center, non-motorized modes such as walking and particularly bicycling are variable alternatives to travel by driving. These modes are also attractive to a certain degree because parking on the University Park campus is limited, making it difficult to find a parking space. Currently, bicycle use is not what it could be between the University Park campus and Engineering Center. There are several possible reasons, including safety concerns, the lack of an attractive corridor, and a lack of bicycles for faculty and students who have to drive to work or school but may be interested in using bicycles to commute between the two campuses.

Improvements may be made by the inclusion of a safe and pleasant pedestrian/bicycle path as part of a planned bicycle network. It is proposed that the path connects the FIU Engineering Center campus at West Flagler Street and SW 105th Avenue, via SW 105th Place, SW 4th Street, and SW 109th Avenue to the University Park campus. A pedestrian/bicycle bridge may be built at SW 108th Avenue and SW 8th Street. This path provides a link to the Sweetwater City Hall and proposed mixed developments along SW 109th Avenue, which will be important as an integral component of the College Town plan. The proposed pedestrian bicycle paths, colored yellow, are illustrated in Figure 7.1. Modification of the SW 105th Avenue and SW 4th Street will be minimal, but landscaping will be required to provide shade. This is discussed in the next section. To encourage their use, the proposed paths, if constructed, will need to be clearly marked and signed to raise the awareness by both pedestrians/bicyclists and drivers.

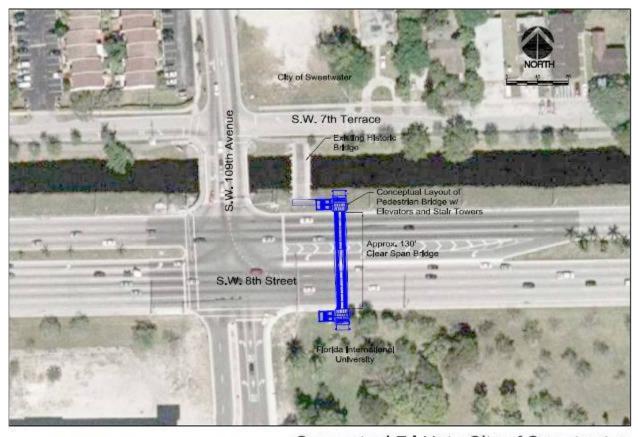


Figure 7.1 Proposed Pedestrain/Bicycle Path between FIU University Park Campus and Engineering Center

This pedestrian/bicycle path will not only encourage employees and students to travel between the two campuses, but also encourage local residents to use non-motorized modes to travel within the city, and enhance the appeal of the neighborhood. Because of the local nature of this proposed facility and the regional nature of the SW 107th Avenue corridor as a major urban arterial that carries mostly through traffic, the benefits of the proposed facility in terms of reducing congestion on SW 107th Avenue and SW 109th Avenue will not be significant. However, the benefits of the proposed pedestrian/bicycle facilities will be an important component in the multimodal transportation system in the proposed College Town, which will encourage transit use and non-motorized travel modes.

To address the issue of the lack of bicycles for people who have to drive or take transit to work or school, the establishment of a bicycle-sharing program similar to the station car programs in California may be investigated in the future. At present, the university may consider to improve the bicycle parking facilities on both the main campus and engineering campus. For instance, more bicycle racks at convenient locations may be added and covers may be provided to protect the bicycles from rain.

To connect the pedestrian/bicycle path(s) with the FIU main campus, a pedestrian bridge has been proposed. Compared with another proposal involving a tunnel, of which the cost will be rather prohibitive, the pedestrian bridge is more economically feasible and has less impact on the environment and the neighborhood. T.Y.Lin International/H.J.Ross is currently working under contract with the City of Sweetwater to provide engineering support for the planning of the college town. The firm has developed preliminary concepts and construction cost estimates for a pedestrian bridge over SW 8th Street near SW 109th Avenue. The conceptual plan, provided by T.Y.Lin International/H.J.Ross, is illustrated in Figure 7.2. The bridge will have a 130-foot clear span, 10-foot width, and two staircase towers with elevators on either side, as well as a moderate level of architecturally decorative accompaniment. Conceptual construction cost (includes contingency) is estimated at \$3M and conceptual engineering and soft costs (includes geotechnical, surveying, and public involvement) is estimated at \$750,000. These estimates do not include any right-of-way acquisition that may be required for construction. The required right-of-way acquisition will need to be studied and determined.



 TYLININTERNATIONAL | HJROSS
 Conceptual F.I.U. to City of Sweetwater

 Figure 7.2
 Conceptual FIU to City of Sweetwater Pedestrian Bridge Layout (source: T.Y.Lin

Internation/HJRoss)

Although there have been proposals to build a pedestrian bridge at SW 107th Avenue and W. Flagler Street, at present, the pedestrian traffic is relative low to justify the high cost. Pedestrian signals are available at the intersections at W. Flagler Street and SW 105th Place, W. Flagler Street and 107^tth Avenue, and SW 4th Street and SW 107th Avenue. These pedestrian signals should allow the pedestrians and bicyclists to cross W. Flagler Street with a reasonable level of safety.

7.3 Evaluation of Conditions of the Proposed Pedestrian/Bicycle Corridor

In this section, the conditions of the proposed pedestrian/bicycle corridor are assessed based on the following criteria:

- Personal safety
- Personal security
- Architectural interest
- Sidewalk width
- Pavement condition/maintenance
- Pathway or sidewalk shade

- Pedestrian scale lighting and amenities
- Presence of other pedestrians
- Conditions at intersections

<u>Safety</u>

According to the Miami-Dade County pedestrian/bicyclist crash database, there have been two crash records for the period between 1996 and 2004 within the City of Sweetwater proper, and only one was within the study area. The database was provided by the Miami-Dade County Metropolitan Planning Organization (MPO). The crash occurred at 6:45 pm, Friday, January 30, 1998 at SW 109th Avenue and SW 3rd Street. The accident involved one vehicle and one pedestrian (aged 13 at the time). The pedestrian sustained incapacitating injuries. Among the engineering students, pedestrian and bicyclist safety has always been a concern, as is true generally in Southeast Florida. Beside problems with driver behaviors, such as the rushing through of yellow lights or the running of red lights, the lack of clearly marked pedestrian/bicycle facilities also contribute to the unsafe environment for pedestrians and bicyclists is poor. It is difficult for drivers to see pedestrians or bicyclists on sidewalks or medians.

Along the proposed pedestrian/bicycle corridor, all signalized intersections have pedestrian signals. At the unsignalized intersections, most cross streets (SW 5th Street, 6th Street, SW 7th Street, SW 7th Terrace and SW 108th Avenue) have stop signs. The land use along the corridor is generally residential and there are no driveways with heavy traffic.

In addition to traffic law enforcement, driver education, and pedestrian/bicyclist education, another important improvement to pedestrian/bicycle safety would be clear marking and signage to indicate the presence of a pedestrian/bicycle corridor. Special pavers or pavement markings may be added at major crossing points such as SW 107th Avenue at SW 4th Street and at the intersection of SW 109th Avenue and SW 4th Street.

Personal Security

According to the FBI crime statistics, Sweetwater is rather safe. Table 7.1 gives the 2007 crime rates by municipality in Miami-Dade County. The crime rates are the numbers of crimes per 10,000 residents. Violent crimes include homicide, rape, robbery, and assault. Property crimes include burglary, larceny, motor vehicle theft, and arson. Sweetwater is ranked 14th among the 34 municipalities in terms of violent crime rate, and 11th in terms of property crime rate. For crime prevention, the City of Sweetwater Police Department also has a Special Tactic Team that operates undercover at night. Security or the perception of security may be improved by adding pedestrian scale lighting in the proposed corridor.

au	e /.1 Crim	e Rates 1	II IVITAII			2						
				Violent	: Crime R	ates			Prope	rty Crime F	lates	
Rank	City	Population	Violent Crime	Homicide	Rape	Robbery	Assault	Property Crime	Burglary	Larceny	Motor Vehicle Theft	Arsor
1	Indian Creek Village	39	0.0	0.0	0.0	0.0	0.0	512.8	0.0	512.8	0.0	0
2	Bal Harbour Village	3,211	0.0	0.0	0.0	0.0	0.0	227.3	18.7	202.4	6.2	0
3	Key Biscayne	9,968	2.0	0.0	0.0	0.0	2.0	259.8	18.1	227.7	14.0	6
4	North Bay Village	8,279	12.1	0.0	1.2	4.8	6.0	254.9	43.5	175.1	36.2	0
5	Golden Beach	893	22.4	0.0	0.0	11.2	11.2	179.2	67.2	78.4	33.6	0
6	Bay Harbor Island	4,996	24.0	0.0	0.0	4.0	20.0	168.1	64.1	84.1	20.0	0
7	Village of Pinecrest	19,027	24.2	0.0	1.1	8.9	14.2	406.8	45.2	345.8	15.8	0
8	Aventura	30,782	25.0	0.0	0.6	15.9	8.4	613.3	37.0	555.8	20.5	0
9	Sunny Isles Beach	15,190	28.3	0.0	2.0	7.9	18.4	420.0	99.4	287.7	32.9	0
10	Hialeah Gardens	19,705	28.4	0.0	1.0	11.2	16.2	479.1	121.3	296.4	61.4	2
11	Coral Gables	42,794	30.8	0.2	1.9	12.4	16.4	512.9	94.4	390.7	27.8	0
12	Virginia Gardens	2,221	31.5	0.0	0.0	22.5	9.0	252.1	36.0	198.1	18.0	0
13	Miami Springs	12,860	35.0	0.0	2.3	17.1	15.6	397.4	80.9	272.2	44.3	0
	Sweetwater	13,436	36.5	0.0	1.5	8.2	26.8	171.2	33.5	92.3	45.4	1
15	Miami Lakes	22,139	41.6	0.0	0.0	14.9	26.6	461.6	53.8	341.0	66.9	0
16	Palmetto Bay	23,287	42.5	0.4	1.7	14.6	25.8	454.3	64.4	353.0	36.9	0
17	Surfside	4,599	43.5	0.0	2.2	10.9	30.4	334.9	65.2	245.7	23.9	0
18	West Miami	5,725	43.7	0.0	5.2	5.2	33.2	291.7	106.6	165.9	19.2	0
19	Biscayne Park	3,049	49.2	0.0	0.0	9.8	39.4	186.9	121.4	49.2	16.4	0
20	Cutler Bay	40,468	52.4	0.2	1.2	20.3	30.6	536.2	74.9	422.6	38.8	0
21	Hialeah	215,853	59.0	0.3	1.9	23.3	33.4	442.2	83.8	280.0	78.5	1
22	El Portal	2,384	62.9	0.0	0.0	21.0	41.9	415.3	218.1	167.8	29.4	0
23	Doral	21,356	63.7	0.0	3.7	14.0	45.9	1,379.0	165.3	1,083.1	130.6	0
24	Miami Shores	9,814	66.2	0.0	1.0	39.7	25.5	717.3	216.0	438.1	63.2	1
25	South Miami	11,071	68.6	0.0	0.0	26.2	42.5	668.4	99.4	514.0	55.1	0
26	North Miami Beach	38,790	119.9	0.0	7.2	58.0	54.7	590.9	174.5	381.0	35.3	3
27	Miami Beach	86,742	123.6	0.5	6.7	51.6	64.8	899.8	156.1	646.4	97.3	1
28	North Miami	57,368	136.5	1.6	5.2	68.2	61.5	713.5	149.4	479.0	85.1	1
29	Miami	410,252	149.2	1.9	1.4	61.8	84.0	516.3	117.7	304.2	94.5	4
30	Homestead	58,074	153.3	1.2	1.4	64.6	86.1	446.5	158.4	233.8	54.2	0
31	Medley	1,043	191.8	0.0	9.6	57.5	124.6	3,844.7	1,064.2	2,425.7	354.7	28
32	Miami Gardens	98,762	192.9	2.4	6.2	69.5	114.8	770.1	168.9	496.5	104.7	1
33	Florida City	9,704	269.0	0.0	4.1	98.9	165.9	1,355.1	288.5	991.3	75.2	2
34	Opa Locka	15,695	347.9	7.6	4.5	181.6	154.2	1,029.6	474.7	379.1	175.9	0

Table 7.1Crime Rates in Miami-Dade County

Source: FBI Uniform Crime Reports (2007). http://www.fbi.gov/ucr/ucr.htm#cius

Architectural Interest

There is generally a lack of architectural interest in the proposed corridor. However, the land use of the proposed corridor is mostly residential, which is more comfortable for pedestrians and bicyclists than strip malls, gas stations, etc. There is also a park at the intersection of SW 105thPlace and SW 4th Street, which may be improved to be more visually pleasing with additional landscaping.

Sidewalk Width

Figure 7.3 displays the sidewalk width on the north and east sides of the streets, while Figure 7.4 shows that of the south and west sides of the streets. Presently, sidewalk widths are generally adequate.

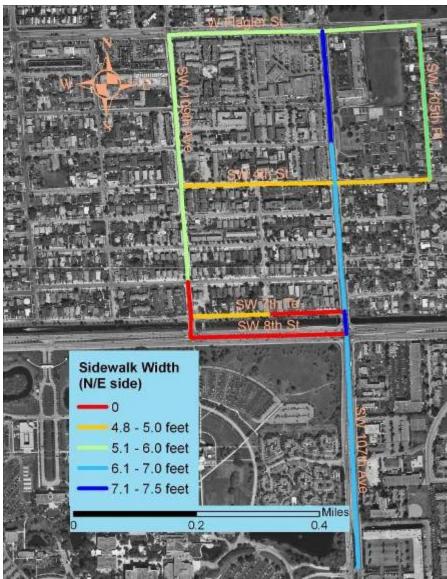


Figure 7.3 Sidewalk Widths on the North and East Sides of Streets



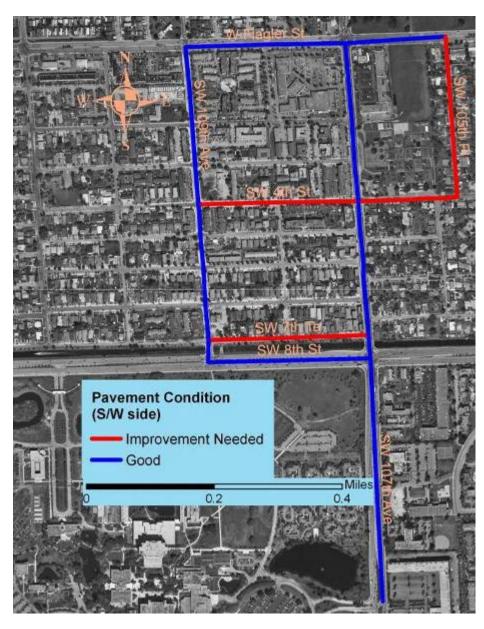
Figure 7.4 Sidewalk Widths on the South and West Sides of Streets

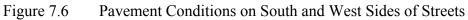
Pavement Condition and Maintenance

The sidewalks are in general clean. The pavement conditions of sidewalks on local streets, including SW 105th Place, SW 4th Street, and section of SW 7th Terrace, have cracks and uneven surfaces and need improvements. The pavement conditions are shown in Figure 7.5 and 7.6, respectively, for the north and east sides of the streets and for the south and west sides.



Figure 7.5 Pavement Conditions on North and East Sides of Streets





Pathway or Sidewalk Shade

Figures 7.7 and 7.8 are maps showing the shade availability. Figure 7.7 shows the approximate percentage of a street section with shades on the north and east sides of the streets. Figure 7.8 shows the same but for the south and west sides of the streets. It can be seen that there is generally a lack of tree shades in the proposed pedestrian/bicycle corridor. Streets that have above 40% of shade are sections of W. Flagler Street (which is not in the proposed corridor), part of SW 4th Street, and SW 7th Terrace.



Figure 7.7 Percentage of Streets Shaded on the North and East Sides of Streets

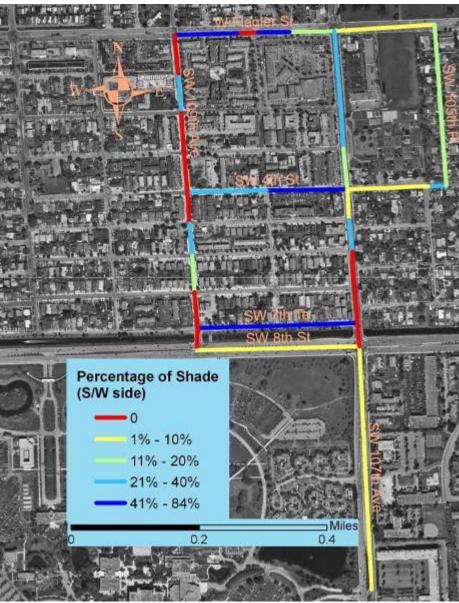


Figure 7.8 Percentage of Streets Shaded on the South and West Sides of Streets

Pedestrian Scale Lighting and Amenities

There are no pedestrian scale lighting or other amenities in the corridor except on SW 8th Terrace. The addition of pedestrian scale lighting will improve both security and safety. Benches and rain shelters may also be added. To reduce the cost, such amenities may be added at one transit bus stop on SW 4th Street between SW 107th Avenue and SW 109th Avenue.

Presence of Other Pedestrians

There are no other pedestrians in the proposed corridor.

Conditions at Intersections

As has been previously mentioned, all signalized intersections are equipped with pedestrian signals, and at the unsignalized intersections there are stop signs for the cross streets. All the sidewalks have ramps at intersections.

To provide an overall condition assessment for each street in the corridor, the criteria discussed above are combined to arrive at a level of service (LOS). The methodology proposed by Dixon (1996) was adopted with minor modifications. Dixon's method was applied in Gainesville, Florida to develop bicycle and pedestrian LOS performance measures based on a point scale system, in which a certain number of points are assigned to a facility based on the criteria of facility, conflicts, amenities, motor-vehicle LOS, maintenance (i.e., condition) of the facility, and connection or support to travel demand management (TDM) or multimodal transportation (Multi-Modal). In this study, one more category of "Architectural Interest" is added. Table7.2 gives the pedestrian/Bicycle LOS performance measure point system used in this analysis. Table7.3 gives the pedestrian LOS criteria based on this point system.

Table7.4 presents the pedestrian LOS analysis results for both sides of the street segments in the proposed pedestrian/bicycle corridor. The values assigned to each criterion for each street segment are provided in Appendix E. Most streets have a pedestrian LOS of C or D.

	Performance Measures	
Category	Criterion	Points
	Not Continuous or Non-existent	0
	Continuous on One Side	4
Pedestrian Facility Provided	Continuous on Both Sides	6
(Max. Value = 10)	Min. 1.53m (5') Wide & barrier Free	2
	Sidewalk Width $> 1.53m(5')$	1
	Off-Street/Parallel Alternative Facility	1
	Driveways & Side Streets	1
	Ped. Signal Delay 40 Sec. or Less	0.5
Conflicts	Reduced Turn Conflict Implementation	0.5
(Max. Value = 4)	Cross Width 18.3m (60') or Less	0.5
	Posted Speed 56 kph (34.8 mph) or Less	0.5
	Medians Present	1
۸ ···	Buffer Not Less Than 1m (3.5')	1
Amenities (Max. Value = 2)	Benches or Pedestrian Scale Lighting	0.5
(101ax. v and - 2)	Shade Trees	0.5
	LOS = E, F, OR 6 or More Travel Lanes	0
Motor Vehicle LOS (Max. Value = 2)	LOS = D and < 6 Travel Lanes	1
(With Value 2)	LOS = A, B, C, and < 6 Travel Lanes	2
Maintanana	Major or Frequent Problems	-1
Maintenance (Max. Value = 2)	Minor or Infrequent Problems	0
(Wax. Value 2)	No Problems	2
TDM/Multi-Modal	No Support	0
(Max. Value = 1)	Support Exists	1
	Spectacular	5
Analita atural Internat	Very Nice	4
Architectural Interest (Max. Value = 5)	Good	3
	Fair	2
	Poor	1
Max. Points		26

Table 7.2Bicycle and Pedestrian LOS Performance Measures Point System

Level of Service	Score
А	(22, 26]
В	(19, 22]
С	(16, 19]
D	(12, 16]
Е	(8, 12]
F	≤ 8

Table 7.3Pedestrian LOS Definition

Table 7.4Pedestrian LOS for the Study Area

Segment	From	То	Side	Level of Service
	SW 105th Place	SW 107th Avenue	N	С
W. Elaglar ST	SW 105th Place	SW 10/th Avenue	S	С
W. Flagler ST	SW 107th Avenue	SW 109th Avenue	Ν	D
	Sw 107th Avenue	Sw 107th Avenue	S	С
	SW 105th Place	SW 107th Avenue	Ν	D
SW 4TH ST		Sw 107th Avenue	S	D
5 11 51	SW 107th Avenue	SW 107th Avenue	Ν	D
	Sw 10/th Avenue	Sw 10/til Avenue	S	D
SW 7TH TE	SW 107th Avenue	SW 107th Avenue	Ν	Е
SW /1111L	Sw 10/th Avenue	Sw 10/til Avenue	S	D
SW 8TH ST	SW 107th Avenue	SW 107th Avenue	Ν	F
SW 0111 SI	Sw 10/til Avenue	Sw 10/til Avenue	S	С
SW 105TH AVE	W. Flagler Street	SW 4th Street	Е	D
SW 105111 AVE	W. Plagiel Street	SW 4II SUCCI	W	D
	W. Flagler Street	SW 4th Street	Е	С
	w. Magiel Stieet	SW 411 Sueet	W	С
	SW 4th Street	SW 7th Terrace	Е	С
SW 107TH AVE	SW 411 SUEEL	Sw /ul lellace	W	С
SW 10/111 AVE	SW 7th Terrace	SW 8th Street	Е	С
	SW /III TETTACE	Sw our Sueer	W	С
	SW 8th Street	SW 16th Street	Е	С
	Sw our Sueer	SW Toth Sheet	W	С
	W. Flogler Street	SW 4th Street	Е	С
	W. Flagler Street	Sw 411 Sueer	W	С
SW 109TH AVE	SW 4th Street	SW 7th Terrace	Е	D
SW IU9INAVE	Sw 411 Sheet	Sw /ul reliace	W	D
	SW 7th Terrace	SW 8th Street	Е	F
	Sw/mitellace	Sw om Sheet	W	D

7.4 Pedestrian and Bicycle Network in the City of Sweetwater

In addition to the above proposed pedestrian/bicycle connector between the Engineering Center and FIU main campus, a network of pedestrian/bicycle paths within the City of Sweetwater is also proposed. The network is shown in Figure 7.9.

Although research has shown that distance to a destination is a factor that most likely influences a person's decision to walk rather than drive, Southworth (2005) points out that a number of studies have concluded that the "qualities of the path network" also play a role in a person's decision to walk to a destination. A visual survey of the city's existing pedestrian sidewalk network was conducted July 2008 to identify key improvements that need to be implemented if the proposed pedestrian/bicycle network is adopted.

Table 7.5 summarizes the existing conditions of roadway segments that are part of the proposed pedestrian/bicycle network within the City of Sweetwater. Based on the conditions observed, two key issues warranting attention prior to adopting the proposed pedestrian/bicycle network are parking within the right-of-way (in the swale area) and landscape beautification along existing sidewalks. It is not uncommon for local governing agencies to enact ordinances that require property owners to keep sidewalks clear of garbage and debris as they may impede pedestrian flow along sidewalks (Bowman et al. 1994). Accordingly, the city may consider enacting an ordinance that prohibits parking within the rights-of-way in swale areas and on sidewalks. Moreover, the City may also consider implementing sidewalk beautification projects that incorporate shade trees within the swale area to not only further discourage parking on the swale areas, but also provide shade to pedestrians and create an aesthetically pleasing green network that promotes pedestrian and bicycle activities. The City's existing linear grid-like street network, with minimal occurrences of cul-de-sacs is ideal for creating a pedestrian/bicycle network that provides direct access to key points of interest in the area. Alignment of the proposed pedestrian/bicycle network was selected based on the "directness of the route" to destination land uses such as schools, parks, the College Town Center, as well as FIU University Park Campus and FIU Engineering Center. Overall, the proposed pedestrian/bicycle network consists of a total of 4.87 miles, with 71% of the proposed segments consisting of a length of less than $\frac{1}{2}$ mile (2,640 feet) and providing access to both Miami-Dade County bus stops as well as Sweetwater Circulator stops. The proposed pedestrian network provides links to other modes of transit, such as bus stops within a 0.25- to 0.5-mile walk, and as a result, will not only encourage more pedestrian activities and transit use, but may also result in a reduction in car use and congestion.

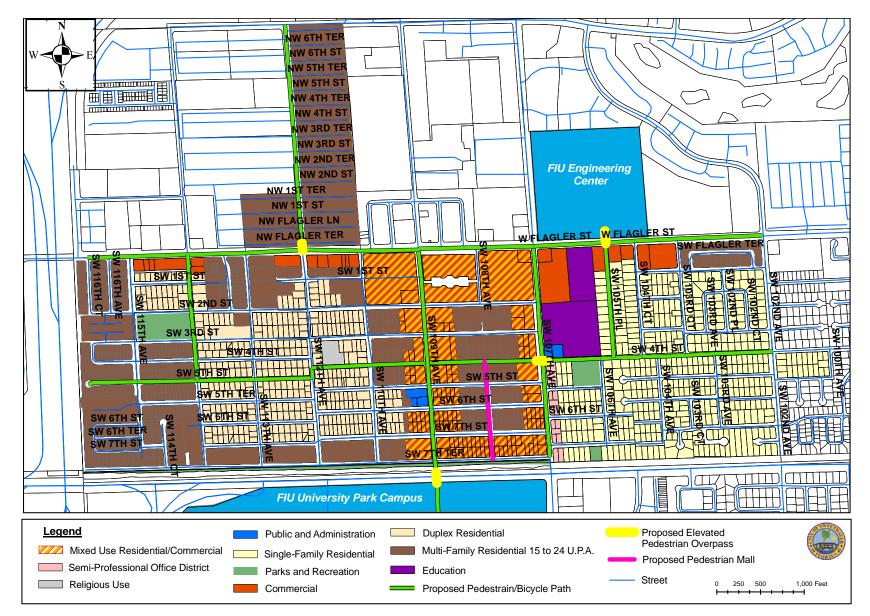


Figure 7.9 Proposed Citywide Pedestrian/Bicycle Network

	1	East/West Road	dways	
	Sidewalks	Sidewalks	Parking on	Swale Landscaping
Name	(One Side)	(Both Sides)	Swale Area	Condition
				Poor (along the north side)
SW 7th Ter.				Excellent (along linear
(West of SW 107th Av.)		Х	Х	park)
SW 5th St.		Х	Х	Good (along both sides)
SW 4th St.				
(West of SW 107th Av.)		Х	Х	Poor (along both sides)
SW 4th St.				
(East of SW 107th Av.)	Х	Х	Х	Fair (along both sides)
West Flagler St.		Х		Poor (along both sides)
	N	orth/South Rod	adways	
SW 105th Pl.		Х		Fair (along both sides)
SW 107th Av.		Х		Poor (along both sides)
SW 109th Av.	Х	Х		Fair (along both sides)
SW 112nd Av.		Х		Poor (along both sides)
SW 114th Av.		Х	Х	Fair (along both sides)

Table 7.5Existing Conditions of Roadway Segments in the Proposed Citywide
Pedestrian/Bicycle Network

The proposed pedestrian/bicycle network also features a pedestrian mall along SW 108 Avenue in the form of a linear park, where automobile use is prohibited to allow for additional green space that can serve as a gathering place for future residents of the proposed multi-family developments in the College Town Center. Improved pedestrian connectivity to city-owned parks is paramount to creating a "walkable" city.

The proposed pedestrian/bicycle network also provides links to Ronselli Park, James M. Beasely Linear Park, and Carlow Park. As illustrated in Figure 6.10, the city's existing parks are within the target acceptable walking distance range of 1,312' to 1,500' of most areas within the city boundary. Areas within the city that are not within acceptable walking distances of city-owned parks include the northeast and southeast portions of the city. However, these areas may benefit from extension of the city's circulator system as a means of providing alternative transportation to the city's parks.

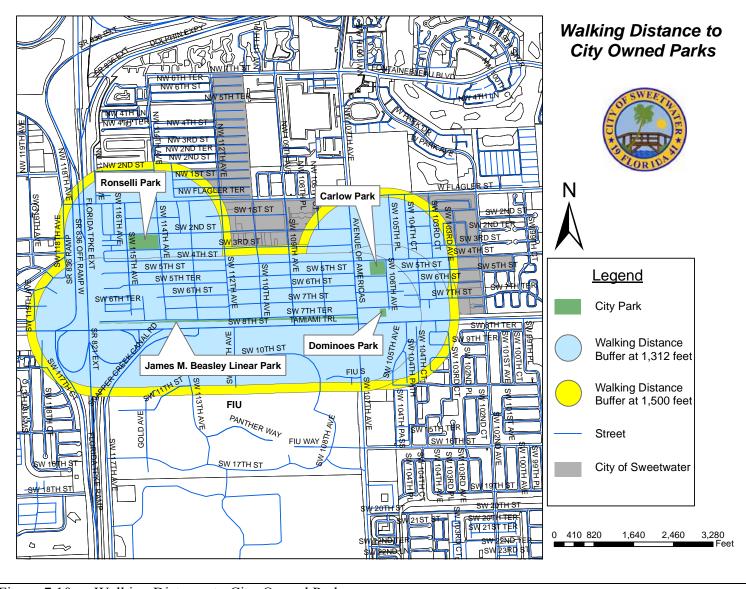


Figure 7.10 Walking Distance to City-Owned Parks

7.5 Pedestrian Transit Access

Pedestrian accessibility to transit stops is a hallmark of the walkable city. Therefore, existing transit stops within the City of Sweetwater were evaluated to identify which portions of the city exhibited acceptable walking distances to transit stops and which did not. Existing mass transit in the City of Sweetwater consists of Miami-Dade County Bus Routes 11, 51, 71, and 212 as well as the City of Sweetwater Circulator. The 2006 Miami-Dade County Bus Stop data were obtained from FIU's GIS-RS Center. Bus stop data for the City of Sweetwater Circulator were obtained from the City of Sweetwater Transit Office and digitized into a shapefile for analysis in ArcView. Buffers of 1,312 feet (400 meters) and 1,500 feet (457.2 meters) were applied to both county and city bus stops to identify those areas within the City that are not within acceptable walking distance of existing transit stops. Figure 7.11 illustrates the walking distances to Miami-Dade County operated bus stops within the City of Sweetwater, and Figure 7.12 the walking distances to City of Sweetwater Circulator stops. Based on the analysis conducted, the southeast and southwest portions of the city exhibit unacceptable walking distances (greater than 1,500') to the existing Miami-Dade County bus stops and city circulator stops. Moreover, the city's existing circulator route lacks convenient stops in both the FIU Engineering Center and FIU University Park Campus. In an effort to address these deficiencies, a total of five additional stops are proposed for the city's circulator system. Figure 7.13 illustrates the location of the five proposed additional stops for the city's circulator system and respective walking distances. The proposed stops may lead to an increase in ridership and decrease in automobile use due to improved accessibility in terms of shorter walking distances to the transit stops for residents residing in the southwest and southeast portions of the city. Moreover, the proposed circulator stops located at the intersections of SW 2nd Street and SW 107th Avenue and SW 7th Terrace and SW 114th Avenue address future land uses that introduce increased population density in the form of multi-family development and mixed use corridors by brining circulator stops closer to said areas and thereby encouraging transit use. Figure 7.14 depicts the proposed circulator stops in relation to the city's adopted future land use map and Table 6.6 summarizes benefits associated with implementation of the proposed circulator stops.

Table 7.0 City of Sweetwater	Circulator i Toposed Additional Stops
Location	Benefit
FIU Engineering Center	Improved transit access for students and faculty
	Improved transit access to proposed mixed use corridor
	along SW 107 Avenue
SW 2nd St. and SW 107th Av.	Improved transit access for proposed high density
Intersection	residential developments within the College Town District
SW 4th St. and SW 102th Av.	Improved transit access for residents residing in the
Intersection	southeast portion of the City
	Improved transit access for residents residing in high
	density residential areas located in the southwest portion of
SW 7th Ter. and SW 114th Av.	the City
Intersection	Improved access to James M. Beasley Linear Park
FIU University Park Campus	Improved transit access for students and faculty

Table 7.6City of Sweetwater Circulator Proposed Additional Stops

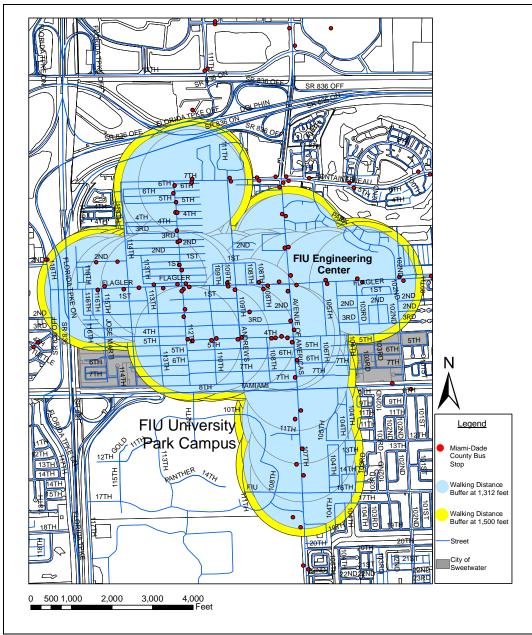


Figure 7.11 Walking Distance to County Operated Bus Stops in City of Sweetwater

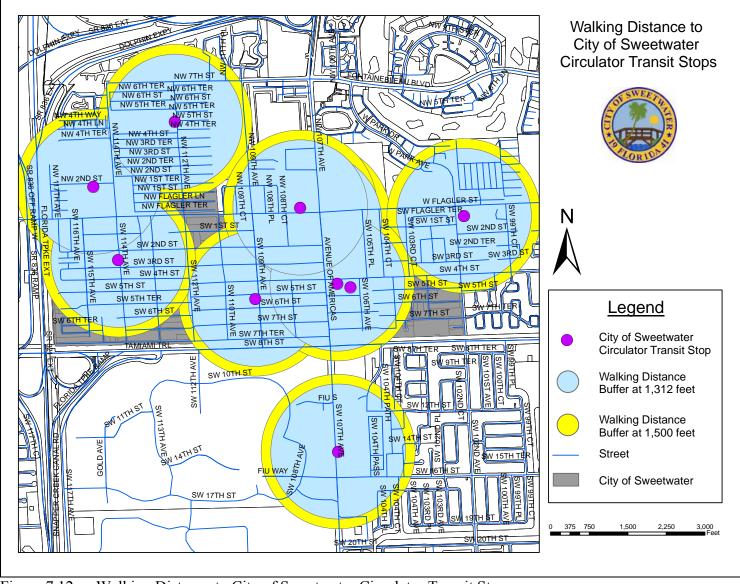


 Figure 7.12
 Walking Distance to City of Sweetwater Circulator Transit Stops

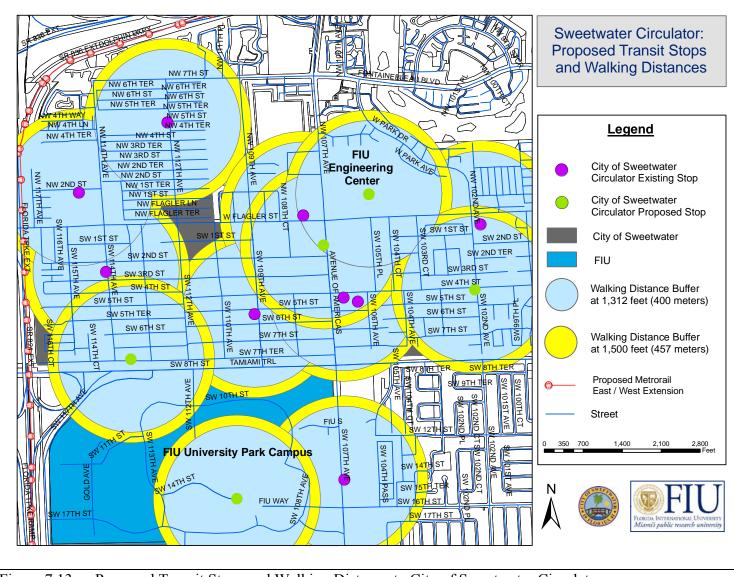


Figure 7.13 Proposed Transit Stops and Walking Distance to City of Sweetwater Circulator

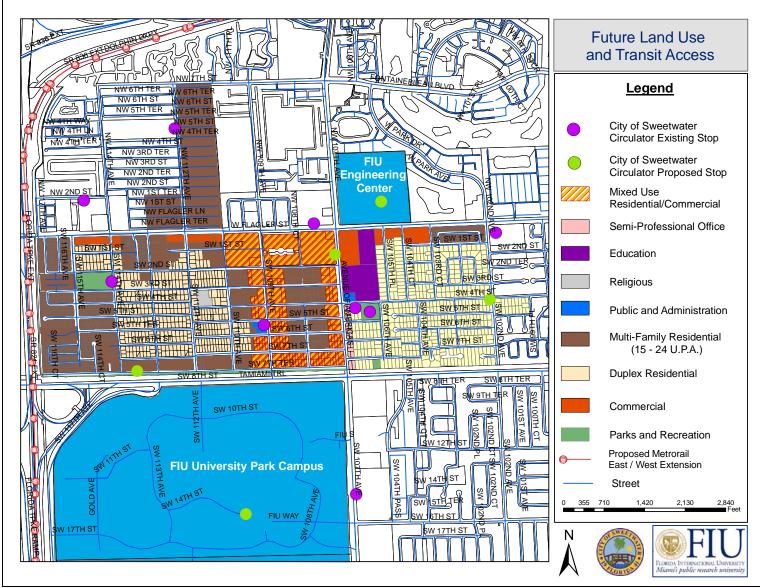


Figure 7.14 Proposed Transit Stops and City's Adopted Future Land Use

8. CONCLUSIONS

In this report, the existing conditions of land use, traffic conditions, transit services, and pedestrian and bicycle facilities are described. Three future growth scenarios are created based upon different assumptions of growth rates. The impact of the developments represented by the three scenarios has been analyzed following the FDOT site impact analysis procedures, with the aid of the ITE Trip Generation Manual and Miami-Dade County FSUTMS models (base year 2005 and future year 2015). The analysis results show that even with the widening of 107th Avenue between West Flagler Street and SW 8th Street, there will still be serious congestion. The level of service for the roadway segments of NW 107th Avenue will be F and D in the future year, and the LOS for SW 8th Street east of SW 109th Avenue will remain at E, as in year 2005. The LOS does not vary between the three redevelopment scenarios, because the differences in the numbers of total daily trips are relatively small (within 1,000). Although the road is assumed to be expanded to six lanes, the growth in background traffic will be such that the volumes will exceed the capacity. The LOS of SW 8th Street will deteriorate from C to E, because of the growth in traffic in general and due to the redevelopment and because no expansion is planned for SW 8th Street.

For the two major intersections on SW 107th Avenue at West Flagler Street and SW 8th Street, the intersection levels of service will improve due to the expansion of SW 107th Avenue. However, the LOS for the intersection of SW 8th Street and SW 109th Avenue will remain at F, although the delay during the afternoon peak period will more than double. To improve this intersection performance, in addition to optimizing the signal plans, lengthening the turning bays on the north leg of SW 109th Avenue will be necessary, especially for the right turn lane. This, however, will incur significant cost because of the need to acquire additional right of way.

The congestion in the area is mostly caused by through traffic, as opposed to local traffic, which will not be relieved significantly unless other effective transit alternatives, such as a Metrorail extension, are implemented. Although feasibility studies have been conducted on a new Metrorail connection between the Miami International Airport and FIU main campus, no definite plans have been developed and accepted at this time. Other less expensive transit alternatives may also be considered. For instance, a bus rapid transit link, similar to the South Dade Busway, can connect the FIU main campus with the Airport West area and a Metrorail station, therefore providing fast and reliable access to the two major employment centers in the county. Such a link can potentially carry a large amount of traffic, reduce the congestion levels in the study area, and encourage travelers to switch from driving alone to using transit. As demand for transit increases, a Metrorail option may become more viable in the future. Other possible ways to improve transit services to increase transit use include optimizing transit routes to minimize transfers and adopting transit signal priorities, which will reduce the delays to transit vehicles at intersections thus improving transit level of service and reliability.

A pedestrian/bicycle corridor has been proposed in this study. Improvements are needed to make the corridor visible, safe, comfortable, and aesthetically pleasing. The connectivity between the City of Sweetwater and FIU main campus can be significantly improved through the addition of a pedestrian bridge. Compared to other alternatives such as tunnels or crosswalks, a pedestrian bridge is a compromise between cost, environmental impact, pedestrian safety, and vehicular traffic impact.

Opportunities exist for the City of Sweetwater to strengthen its economic vitality and at the same time improve its accessibility if a college town is realized and excellent pedestrian, bicycle, and transit connections are provided in the area. Although the population density will increase, a large portion will be FIU related. Students and faculty who live in the college town will be able to travel between the city and FIU campuses using modes other than driving alone. A proportion of the existing student population may also be attracted to the college town, thus eliminating some of the existing commuting trips. The mixed land use, enhanced by the pedestrian-friendly environment, will further help reduce the number of trips that would otherwise occur on the arterial roadways.

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APPENDIX A. TRIP GENRATION TABLES

EX	ISTING COND	TION									20	005										
ZONE TAZ CLUC EXISTING LAND USE	CHANGE	LIVING UNITS	ADJ SQFT	LOT SIZE	EMPRIZE	Existing	Existing	ITE Code	Unit	Intensity	Trip Generation Rate	TOTA	L TRIPS		INTERN/	L TRIPS	EXT	FERNAL T	RIPS	PASS-BY	1 3	NEW TRIPS
	CHANGE	LIVING_ONITS	and the second sec		EIVESIZE	Land Use	Description				Weekday	IN (UT TO	TAL IN	OUT	TOTAL %	IN	OUT	TOTAL	TRIPS		OUT TOTAL
1 1468 0001 RESIDENTIAL- SINGLE FAMILY		2	3853	18600		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	1	2 11.		3 9	17	0 0.0%		. 9 17
1 1468 0002 MULTIFAMILY- DUPLEX			6524	24600		Residential	Residential Condominium/Townhouse	230	DU	7	5.86	21	21	41	3 3	2 5 11.3		3 18	36	0 0.0%		
1 1468 0003 MULTIFAMILY- APARTMENTS		2/L	185283	321072	2	Residential	Apartment	220	DU	270	6.72	907	001	814 1	3 93	2 205 11.3		4 816	1609	0 0.0%		
1 1468 0007 RESIDENTIAL- CONDOMINIUM		21	4400	40000		Residential	Residential Condominium/Townhouse	230	DU	21	5.86	62	62	123	8 6	6 14 113	54	4 55	109	0 0.0%	5 54	1 55 109
1 1468 0001 RESIDENTIAL- SINGLE FAMILY		3	3 4129	18900	<u>.</u>	Residential	Single-Family Detaching Housing	210	DU	3	9.57	14	14	29	2	3 11.	3% 13	5 13	25	0 0.0%	10	13 25
1 1468 0002 MULTIFAMILY- DUPLEX 1 1468 0003 MULTIFAMILY- APARTMENTS	1	14	13206	43500		Residential	Residential Condominium/Townhouse	230	DU	14	5.86	41	41	82	5 2	9 11.	3% 35	3/	/3	0 0.0%	30	5 37 73 5 477 942
1 1468 0003 MULTIFAMILY- APARTMENTS 1 1468 0007 RESIDENTIAL- CONDOMINIUM	1	108	100416	235222	3	Residential Residential	Apartment Residential Condominium/Townhouse	220 230	DU	158	5.86	531	531	062	00 04	1 120 11.3	3% 460	477	942	0 0.0%	465	
1 1468 0009 MIXED USE- RESIDENTIAL	1		2430	6300		Residential	Residential Condominium/Townhouse	230	DU	34	5.86	100	100	199	1	23 11.3	070 07	90	16	0 0.0%	, Ur	90 177
1 1468 0011 RETAIL	1		3479	22511	4	Retail	Fast-Food Restaurant without Drive-Through Window	933	TSF GFA	3	716.00	1245	1245	10	140	2 11.	1116	1007	2012	0 0.0%		1097 2012
1 1468 0011 RETAIL	1		49872	326422	30	Retail	Shopping Center	820	TSF GLA	50	42.94	1071	1210	142 1	11 128	239 11.2	960	943	1903	0 0.0%		1001 2210
1 1468 0011 RETAIL	1	ء ٦	16008	40772	9	Retail	Specialty Retail Center	814	TSF GLA	16	44.32	355	355	709	37 4	79 11	315	3 312	630	0 0.0%	316	312 630
1 1468 0013 OFFICE BUILDING	1		24472	48932	20	Services	Drive-in Bank	912	TSF GFA	24	246.49	3016	3016	6032 FAL	E FALSE	0 0.	3016	3016	6032	0 0.0%	3016	3016 6032
1 1468 0018 COMMERCIAL- CONDOMINIUM	1	C C	22448	10002	25	Retail	Specialty Retail Center	814	TSF GLA	22	44.32	497	497	995	52 59	111 113		438	884	0 0.0%		
1 1468 0026 SERVICE STATION- AUTOMOTIVE	1		6270	17000	1	Retail	Gasoline/Service Station with Convenience Market	945	Fuel Position	10	162.78	814	814	628	34 9	182 11.3	% 729	717	1446	0 0.0%		
		512				Residential						1693	1693	2	2 171	383	8067	8045	16113		8067	8045 16113
			88328			Retail						3982	3982	4	3 475	429				i		
			34221			Office						0	0		0 (459						
2 1468 0001 RESIDENTIAL- SINGLE FAMILY	-	4	1 5896	31760	1	Residential	Single-Family Detaching Housing	210	DU	4	9.57	19	19	38	2	2 4 11.3	3% 17	7 17	34	0 0.0%	17	17 34
2 1468 0002 MULTIFAMILY- DUPLEX		18	18043	53200		Residential	Residential Condominium/Townhouse	230	DU	18	5.86	53	53	105	7	5 12 11.3	3% 46	6 47	94	0 0.0%	46	, 47 94
2 1468 0003 MULTIFAMILY- APARTMENTS	8 8	217	151888	346640	1	Residential	Apartment	220	DU	217	6.72	729	729	458	91 74	1 165 11.3	638	655	1293	0 0.0%	638	8 655 1293
2 1468 0007 RESIDENTIAL- CONDOMINIUM		46	ò			Residential	Residential Condominium/Townhouse	230	DU	234	5.86	686	686	371	6 69	155 11.3	8% 600	616	1216	0 0.0%	600	0 616 1216
2 1468 0081 VACANT LAND		0	0	8400										_								
2 1468 0001 RESIDENTIAL- SINGLE FAMILY	1	2	3552	17500		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	1	2 11.3	3% E	3 9	17	0 0.0%	5 6	9 17
2 1468 0002 MULTIFAMILY- DUPLEX	1	18	19348	56000	1	Residential	Residential Condominium/Townhouse	230	DU	18	5.86	53	53	105	7 (5 12 11.3	770	6 47	94		46	
2 1468 0003 MULTIFAMILY- APARTMENTS	1	73	52798	131635		Residential	Apartment	220	DU	73	6.72	245	245	491	31 25	5 55 11.3	3% 215	5 220	435	0 0.0%	215	5 220 435
2 1468 0007 RESIDENTIAL- CONDOMINIUM	1	215	5			Residential	Residential Condominium/Townhouse	230	DU	27	5.86	79	79	158	10 8	3 18 11.3	69	3 71	140	0 0.0%	69	71 140
2 1468 0011 RETAIL	1	(3853	19500	1	Retail	Drinking Place	936	TSF GFA	4	11.34	22	22	44	2 3	5 11.3) 19	39	0 0.0%	20	19 39
2 1468 0013 OFFICE BUILDING	1	(7270	72310		Office	Government Office Building	730	TSF GFA	7	68.93	251	251	501	38 60	98 19.5		3 190	403	0 0.0%	5 213	3 190 403
2 1468 0019 COMMERCIAL- MIXED USE	1	2	2 0	0	0	Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6	12	1	1 113		5 5	10	0 0.0%	5 6	5 10
2 1468 0019 COMMERCIAL- MIXED USE	1		4413	9866	3	Retail	Automobile Care Center	942	TSF OGLA	4	3.38	7	7	15	1 (1 5.1	2% 7	7 7	14	0 0.0%	7	7 14
2 1468 0080 VACANT LAND- GOVERNMENTAL	1	(0 0	9300						11				1.1				-				
2 1468 0081 VACANTLAND	1		0 0	31200											-			-				
	-	595				Residential						1879	1879	2	35 190	425	1884	1906	3790		1884	1906 3790
	-		7270			Retail						29	29		3	6	_				-	
	-		8266	04405		01100	Circula Fourth: Determine Housing	040	DU		0.67	201	251	00	8 60	58	10/ 4/	47	00	0 0.00	40	47 00
3 1469 0001 RESIDENTIAL- SINGLE FAMILY 3 1469 0001 RESIDENTIAL- SINGLE FAMILY	-	4	4 5471	31125		Residential	Single-Family Detaching Housing	210	DU	4	9.57	19	19	30	0	2 6 14. 3 14.		0 17	33	0 0.0%		17 33
3 1469 0001 RESIDENTIAL-SINGLE FAMILY	-	4	2 2779 1 7346	7277 35280		Residential Residential	Single-Family Detaching Housing Single-Family Detaching Housing	210	DU	2	9.57	10	10	20	2	2 6 14.		5 17	33	0 0.0%		17 99
3 1469 0002 MULTIFAMILY- DUPLEX	-	2	32725	103875		Residential	Residential Condominium/Townhouse	230	DU	4	5.86	88	19	176	5 1	2 6 14.		3 77	00	0 0.0%		11 00
3 1469 0002 MULTIFAMILY- DUPLEX	-	30	2 2497	8308		Residential	Residential Condominium/Townhouse	230	DU	30	5.86	6	6	12	1	26 14.		5 5	10	0 0.0%		5 10
3 1469 0002 MULTIFAMILY- DUPLEX	1	200	20785	66580		Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	10 9	17 14.		3 51	100	0 0.0%		51 100
3 1469 0003 MULTIFAMILY- APARTMENTS			40038	86453		Residential	Apartment	230	DU	41	6.72	138	138	276	23 19	40 14.		5 120		0 0.0%		
3 1469 0007 RESIDENTIAL- CONDOMINIUM		20	1.0000	00-100		Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	10 8	17 14.		3 51	100	0 0.0%		
3 1469 0007 RESIDENTIAL- CONDOMINIUM		30			1		Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	15 1	26 14.		3 77	150	0 0.0%		
3 1469 0040 MUNICIPAL		00	16400	24034	3	Office	Government Office Building	730	TSF GFA	16	68.93	565		130	5 8	140 12.4		480	990	0 0.0%		
3 1469 0080 VACANT LAND- GOVERNMENTAL		, i i i i i i i i i i i i i i i i i i i	0 0	980							00.00	- // -			FALSE					2.07		
3 1469 0080 VACANT LAND- GOVERNMENTAL		0	0 0	7500											FALSE							
3 1469 0081 VACANT LAND		0	0 0	6250											FALSE							
3 1469 0001 RESIDENTIAL- SINGLE FAMILY	1	2	2 2569	39132		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	2	3 14.3	°% E	3 8	16	0 0.0%	5 8	8 16
3 1469 0002 MULTIFAMILY- DUPLEX	1	2	2 2272	6190		Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6	12	1	2 14.	% 5	5 5	10	0 0.0%	5 5	5 10
3 1469 0003 MULTIFAMILY- APARTMENTS	1	51	37829	88110		Residential	Apartment	220	DU	51	6.72	171	171	343	28 23	2 50 14.	% 143	3 149	292	0 0.0%	143	3 149 292
3 1469 0007 RESIDENTIAL- CONDOMINIUM	1	202	2		1	Residential	Residential Condominium/Townhouse	230	DU	202	5.86	592	592	184	98 76	6 174 14.	% 494	1 516		0 0.0%	494	
3 1469 0011 RETAIL	1	0	58071	168132	0	Retail	Shopping Center	820	TSF GLA	58	42.94	1247	1247	494 1	62 175	337 13.5	5% 1085	5 1072	2157	0 0.0%	1085	i 1072 2157
3 1469 0011 RETAIL	1	0	5713	12500	3	Retail	Specialty Retail Center	814	TSF GLA	6	44.32	127	127	253	16 18	3 34 13.6	5% 110	109	219	0 0.0%	5 110	109 219
3 1469 0019 COMMERCIAL- MIXED USE	1	9	9 0	0	0	Residential	Low-Rise Apartment	221	DU	9	6.59	30	30	59	5 4	1 9 14.3	10 20	5 26	51	0 0.0%	25	26 51
3 1469 0019 COMMERCIAL- MIXED USE	1	(15998	33551	7	Retail	Specialty Retail Center	814	TSF GLA	16	44.32	355	355	709	16 50	96 13.5	5% <u>30</u> 8	305		0 0.0%		
3 1469 0011 RETAIL	1	(5210	13466	7	Retail	Specialty Retail Center	814	TSF GLA	5	44.32	115	115	231	15 16	6 31 13.6	5% 100	99	200	0 0.0%	5 100	99 200
		419				Residential						1293	1293	2	4 166	380	3192	3192	6385		3192	3192 6385
	1		16400			Retail		1				1843	1843	- 2	0 256	498					· · · · · · · ·	
			84992			Office						565	565		5 8	5 140			1		11	

Table A.1Trip Generation Table for TAZs 1468, 1469, and 824a for 2005

	EXI	ISTING COND											2005						10.0						
							Existing	Existing	ITE Code	Unit	Intensity	Trip Generation Rate	то	TAL TR	PS	INTE	RNAL TR	IPS		EXTER	NAL TRIP	S I	ASS-BY	N	NEW TRIPS
ZONE TAZ CLUC	EXISTING LAND USE	CHANGE	LIVING_UNITS	ADJ_SQFT	LOT_SIZE	EMPSIZE	Land Use	Description				Weekday			TOTAL		т то		%	IN			TRIPS		OUT TOTAL
4 824 0001 F	RESIDENTIAL- SINGLE FAMILY	10 C	30	39860	225395	-	Residential	Single-Family Detaching Housing	210	DU	30	9.57		14		6	5		3.6%	138	139	277	0 0.0%	138	
	MULTIFAMILY- DUPLEX	200	146	155049	483094		Residential	Residential Condominium/Townhouse	230	DU	146	5.86	428	42	8 856	17	14		3.6%	411	414	824	0 0.0%	411	414 824
4 824 0003 M	MULTIFAMILY- APARTMENTS		12	11096	27500		Residential	Apartment	220	DU	12	6.72	40	4	0 81	2	1	3	3.6%	39	39	78	0 0.0%	39	39 78
4 824 0003 N	MULTIFAMILY- APARTMENTS		63	56119			Residential	Apartment	220	DU	63	6.72	212	21	2 423	8	7	15	3.6%	203	205	408	0 0.0%	203	205 408
	RESIDENTIAL- CONDOMINIUM		44	30110	1		Residential	Residential Condominium/Townhouse	230	DU	44	5.86	129	129	3 258	5	4	9	3.6%	124	125	248	0 0.0%	124	
4 824 0011 5			n	18796	59270	12	Retail	Specialty Retail Center	814	TSF GLA	19	44.32	417	41		43	53	-	11.5%	373	364	737	0 0.0%	373	364 737
	COMMERCIAL- MIXED USE	12	0	10074		13	Retail	Specialty Retail Center	814	TSE GLA	10	44.32	223	22	446	23	28	51	11.5%	200	195	395	0 0.0%	200	195 395
	EDUCATIONAL- PRIVATE		1	1035			Residential	Single-Family Detaching Housing	210	DU	1	9.57	5		5 10	0	0		3.6%	5	5	9	0 0.0%	5	5 0
4 824 0044 6			n	1000	644000	1	Institutional	Church	560	TSE GEA	64	9.11	293	293	3 587	FALSE FA	LSE		0.0%	293	293	587	0 0.0%	293	293 587
4 824 0057 P			1	841	6000	i	Residential	Single-Family Detaching Housing	210	DU	1	9.57	5		5 10	0	0		3.6%	5	5	9	0 0.0%	5	5 0
	VACANT LAND- GOVERNMENTAL		0	0	2800		residential	Single Family Detaching Heading	210	00	· · · ·	0.01	ÿ			FALSE FA	LSE	-	0.070	<u> </u>			0.070	, v	
4 824 0081 V			0	0	5400	1					0				-	FALSE FA		_		-+				8	
4 824 0081 V			n	0	10300	-										FALSE FA		-	-	-+		1	-		
	RESIDENTIAL- SINGLE FAMILY	1	1	1736			Residential	Single-Family Detaching Housing	210	DU	4	Q 57	5		5 10	0	0	0	3.6%	- 5	5	9	0 0.0%	5	5 0
	MULTIFAMILY- DUPLEX	1	38	37468			Residential	Residential Condominium/Townhouse	230	DU	30	5.86	111	11	1 223	4	4		3.6%	107	108	215	0 0.0%	107	108 215
	MULTIFAMILY- APARTMENTS	1	0	8821			Residential	Apartment	230	DU	30	0.00 ¢ 70	27	2		1	1		3.6%	26	26	52	0 0.0%	26	
4 024 0003 10	MOETH AMIET- AFARTMENTS		244	0021	20000		Residential	Apartment	220		•	0.72	1105	110	7 04	14	26	20	3.070	1927	1921	20/0	0 0.076	1927	1921 2045
			Calc	00070			Retail				-		C 40	C //		66	04	1.47		1941	1921		-	1921	1021 0040
	-			20070		1	Institutional						202	- 284		EALCE E/	100	197					-		
E 924 0001 F	RESIDENTIAL- SINGLE FAMILY		50	80409	328138		Residential	Single-Family Detaching Housing	210	DU	50	9.57	249	24	498	10	0	10	3.6%	220	241	480	0 0.0%	239	241 480
	RESIDENTIAL-SINGLE FAMILY	31.0	JZ 4	1321	11400		Residential		210		52	9.57	249	243	9 490	10	0		3.6%	239	241	400	0 0.0%	239	241 400
	MULTIFAMILY- DUPLEX		146	143529	482494		Residential	Single-Family Detaching Housing	210		1	9.57	5 428	101	3 856	0	4.4		3.6%	0	414	9 824	0 0.0%	411	0 9
	MULTIFAMILY- DUPLEX MULTIFAMILY- DUPLEX		146	110020	102 10 1		TTO OTOTOTIO ON	Residential Condominium/Townhouse			146	0.86 5.86	428	42	5 806	17	14	31	w1w7v	411	414		0.070	411	414 824
	MULTIFAMILY- DUPLEX MULTIFAMILY- APARTMENTS	-	4	3110	18300		Residential Residential	Residential Condominium/Townhouse	230		4	0.86	12	1.	2 23	U	0		3.6%		11	23	0 0.0%	10	
			3 94	3877	8400				220		3	5.12	275	27	5 551	14			3.6%	- 10	10	10	-	10	10 15
	RESIDENTIAL- CONDOMINIUM		94	00470	05750	10	Residential	Residential Condominium/Townhouse		DU	94					11	9			264	266	531	0 0.0%	264	
5 824 0011 R		-	U	20176		12	Retail	Specialty Retail Center	814	TSF GLA	20	44.32	447	44	7 894	46	01	103	11.5%	401	391	791	0 0.0%	401	391 791
	VACANT LAND	-	U	U	6133					500	-		100			FALSE FA	LSE		0.00/			101	0 0 000		
	RESIDENTIAL- SINGLE FAMILY		21	32096			Residential	Single-Family Detaching Housing	210	DU	21	9.57	100	100	201	4	3		3.6%	96	97	194	0 0.0%	96	
	RESIDENTIAL- SINGLE FAMILY		39	50634			Residential	Single-Family Detaching Housing	210	DU	39	9.57	187	18	/ 3/3	1	6		3.6%	179	180	360	0 0.0%	179	180 360
	RESIDENTIAL- SINGLE FAMILY	1	4	5336			Residential	Single-Family Detaching Housing	210	DU	4	9.57	19	1	9 38	1	1		3.6%	18	19	37	0 0.0%	18	19 37
5 824 0002 M	MULTIFAMILY- DUPLEX	1		27987	91555		Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	8	8 176	4	3	6	3.6%	84	85	169	0 0.0%	84	85 169
			394			14	Residential				0		1373	1373	3	55	45	100		1719	1718	3437		1719	1718 3437
The second se				20176			Retail					3	447	44	7	46	57	103							
	MULTIFAMILY- DUPLEX		168	166728	545629	1	Residential	Residential Condominium/Townhouse	230	DU	168	5.86	492	493		20	16	~~	3.6%	473	476	949	0 0.0%	473	
	MULTIFAMILY- APARTMENTS		28	28329	115279		Residential	Apartment	220	DU	28	6.72	94	9.	100	4	3		3.6%	90	91	181	0 0.0%	90	201 1217
	MULTIFAMILY- APARTMENTS	39.4	24	16942	25939		Residential	Apartment	220	DU	24	6.72	81	8	1 161	3	3		3.6%	77	78	155	0 0.0%	77	78 155
	RESIDENTIAL- CONDOMINIUM	2.0	8			2	Residential	Residential Condominium/Townhouse	230	DU	8	5.86	23	2	3 47	1	1		3.6%	23	23	45	0 0.0%	23	
	RESIDENTIAL- CONDOMINIUM		37				Residential	Residential Condominium/Townhouse	230	DU	37	5.86	108	10	3 217	4	4		3.6%	104	105	209	0 0.0%	104	105 209
	RESIDENTIAL- TOWNHOUSE		1	1258			Residential	Residential Condominium/Townhouse	230	DU	1	5.86	3		3 6	0	0		3.6%	3	3	6	0 0.0%	3	3 6
	RESIDENTIAL- TOWNHOUSE		10	13014			Residential	Residential Condominium/Townhouse	230	DU	10	5.86	29	2	9 59	1	1		3.6%	28	28	56	0 0.0%	28	28 56
6 824 0011 R			0	7335	14940	13	Retail	Specialty Retail Center	814	TSF GLA	7	44.32	163	16	3 325	17	21	37	11.5%	146	142	288	0 0.0%	146	142 288
	VACANT LAND- GOVERNMENTAL		0	0	0											FALSE FA									
6 824 0081 V	VACANT LAND		0	0	8400											FALSE FA	LSE								
6 824 0001 F	RESIDENTIAL- SINGLE FAMILY	1	2	3708	6098		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	11	D 19	0	0	1	3.6%	9	9	18	0 0.0%	9	9 18
6 824 0002 N	MULTIFAMILY- DUPLEX	1	34	33285	103430	9	Residential	Residential Condominium/Townhouse	230	DU	34	5.86	100	100	199	4	3	7	3.6%	96	96	192	0 0.0%	96	96 192
6 824 0003 N	MULTIFAMILY- APARTMENTS	1	4	3509	6097		Residential	Apartment	220	DU	4	6.72	13	1	3 27	1	0	1	3.6%	13	13	26	0 0.0%	13	13 26
6 824 0081 V		1	0	0	13685					1.01030						FALSE FA	LSE								
			316			1	Residential						954	95	1	38	31	69	1	1061	064 _2	126		1061	1064 2126
															_										and the second design of the s

					EXISTING CONDITIO	N													2015												
Image:	70115	747	CLUC	EVICTING LAND HOP			COUNT	LINNIC MUTTE	ADI COLT		EMD CIZE	Future	Future	ITE Code	Unit	Intensity	Trip Generation Rate	TC			INTER	ALTRIPS		EXT	FERNAL TR	RIPS	PAS	S-BY	NE	W TRIPS	
Image: https://www.set.state/st	ZUNE	TAZ	CLUC	EXISTING LAND USE	FUTURE LAND USE	CHANGE	COUNT	LIVING_UNITS	ADJ_SQF1	LUI_SEE	EMPSIZE							IN	OUT T	DTAL IN	OUT	TOTAL	%	IN	OUT	TOTAL	TR'	IPS	IN	OUT TC	JT AL
Image: https://www.set.state/st	1	1468	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.		2	2	3853	18600		Residential	Single Family Homes	210	DU	2	9.57	10	10	19	2	1	0.16409	8	8	16			8	8	16
No. 500 // 5000 - 50000 - 50000 - 5000 - 5000 - 5000 - 5000 - 5000 - 5000 - 5000 - 5	1	1468	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.		4	7	6524	24600		Residential	Residential Condominium/Townhouse	230	DU	7	5.86	21	21	41	4	3	0.16409	17	17	34			17	17	34
I I	1	1468	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		22	270	185283	321072	2	Residential	Apartment	220	DU	270	6.72	907	907	1814	164 1	34 298	3 0.16409	743	773	1517			743	773	1517
I I	1	1468	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		1	21				Residential	Residential Condominium/Townhouse		DU	21	5.86	62	62	123	11	9 20	0.16409	50	52	103			50	52	103
Image: Description Description <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>1</td> <td>0</td> <td>3479</td> <td>22511</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>716.00</td> <td>400</td> <td>400</td> <td>799</td> <td>36</td> <td>4 80</td> <td>0.10063</td> <td>363</td> <td>355</td> <td>719</td> <td>t</td> <td></td> <td>363</td> <td>355</td> <td>71</td>						1	1	0	3479	22511	1					1	716.00	400	400	799	36	4 80	0.10063	363	355	719	t		363	355	71
No. 80/0 No. 80/00 (Second c) (Second c) (Second c) I A A A A A A						1	1	Ő	49872		39				TSE GLA	1	42.94			41	2	2 3	1 0 10067	19	18	37			19	18	3
Image: Note of the control o							3	3			00		Chopping Conter	020	101 001	1012		3400	3400		514 5	1110		2786	2898	5685			2786	2898	568
1 1 1 2 1 3						1	7	14	13206	43500		Petail				FAR=03	0.12				338 10	1850	0 10063						8396	8214 1	661
						1	23	158										33	33		5	8 1	0.1000	28	25	53	t		28	25	5
						1	23	24	100410	233222	5					1711-0.3		477	477	00	CE EAL		1 0.150	177	477	054			477	477	OF
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b b		1468	0026	SERVICE STATION- AUTOMOTIVE	Mixed Use Residential / Commercial	1	4 N	U	62/0	17000	1		1		1.00	1. A.	8-1					-									_
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1 1 0 1 0 1 5 0 0 0 5 0									88328			Retail						9655	9655	9509		_	-					wodified.	11687.9	11614 2	<u>skil</u>
1 1 0 1 0 1 5 0 0 0 5 0							20 C		34221			Office						- 33	33	66											
1 1 1 1 2 3 1						-	4	4	0000							4	9.57	19	19	38	3	3 (16	16	32			16	16	3
1 1							9	18								18				100	10	8 17									6
2 168 001 Work Multi Mole framing sectors 2410-Auto Image: Sector 24							34	217	151888	346640				220				1 10.0	1, 201, 00			18 23									121
2 288 000 RESERVIA_EPROLEPART Not Une Restantial / Conversion 1 2 2 950 000 1 1 2 1 1 2 1 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3</td> <td>46</td> <td></td> <td></td> <td></td> <td>Residential</td> <td>Residential Condominium/Townhouse</td> <td>230</td> <td>DU</td> <td>234</td> <td>5.86</td> <td>686</td> <td>686</td> <td>1371</td> <td>124 1</td> <td>01 22</td> <td>16.4%</td> <td>562</td> <td>584</td> <td>1146</td> <td></td> <td></td> <td>562</td> <td>584</td> <td>114</td>							3	46				Residential	Residential Condominium/Townhouse	230	DU	234	5.86	686	686	1371	124 1	01 22	16.4%	562	584	1146			562	584	114
2 168 302 MULTARAX: SOUCEX Multare Segurated Connectal 1 3 198 9000 1 <td></td> <td></td> <td></td> <td></td> <td>Multi-Family Residential 24 U.P.A.</td> <td></td> <td>1</td> <td>0</td> <td>0</td> <td></td> <td>-</td>					Multi-Family Residential 24 U.P.A.		1	0	0																						-
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3 1469 0003 MULTIFAMILY-APARTMENTS Mixed Use Residential / Commercial 1 13 51 37829 88110 Office 34 34 69 5 7 13 18.2% 29 27 56 29 27 3 1469 0007 RESIDENTIAL CONDOMINUM Mixed Use Residential / Commercial 1 6 202 1 Mixed Use Residential / Commercial 1 3 29 27 56 29 27 3 1469 0007 RESIDENTIAL CONDOMINUM Mixed Use Residential / Commercial 1 6 202 118 13 13 22 13 13 22 13 13 23 143 13 23 1469 001 RETAL Mixed Use Residential / Commercial 1 1 0 5713 12500 3 18 011 18 25 7 13 18.2% 29 27 56 13 13 13 13 13 13 13 13 13 13 13 13 13 13 13 13<						1	1 1	2	2272								0.12	2948	2948	5897	383 4	3 79	13.5%	2565	2536	5101			2565	2536	510
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Table A.2Trip Generation Table for TAZs 1468 and 1469 for Low Density Scenario (2015)

Table A.3Trip Generation Table for TAZs 1468 and 1469 for Medium Density Scenario (2015)

	EXISTING CONDIT	10N										2	015									
ZONE TAZ CLUC EXISTING LAND USE	FUTURE LAND USE	CHANGE COUNT	LIVING LINITS	AD L SOFT	LOT SIZE EMP	Future	Future	ITE Code	Unit	Intensity	Trip Generation Rate	TOTALTR	IPS		INTERNA	LTRIPS	EXTERNA	AL TRIPS	PASS-B1	1	NEW TR	RIPS
	A STOCK ADDRESS ADDRESS ADDRESS ADDRESS	CHANGE COUNT	Living_units	ADJ_SQF1	LOT_SEL LINF	Land Us	Description				Weekday	IN OUT	TOTAL	IN	OUT	TOTAL %	IN OL	JT TOTAL	TRIPS		IN OUT	T TOTAL
1 1468 0001 RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.	2	2	3853	18600	Resident		210	DU	2	2 9.57		0 19	9 1		1 2 0.12754		8 17			8	8 17
1 1468 0002 MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.	4	7	6524	24600	Resident		230	DU	7	5.86		1 4	,		2 5 0.12754		18 36			18	18 36
1 1468 0003 MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.	22	270	185283	321072	2 Resident			DU	270	6.72	907 90	17 181	4 127	10-	4 231 0.1275		803 1583	6		100 0	803 1583
1 1468 0007 RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		21	0.170	00544	Resident		230	DU	21	5.86	62 E	2 12	3 9		7 16 0.12754		54 107	2		00	54 107
1 1468 0011 RETAIL	Mixed Use Residential / Commercial		U	3479	22511	1 Retail			TSF GFA		716.00			9 36	4	4 80 0.10063		355 719			363 3	355 719
1 1468 0011 RETAL	Mixed Use Residential / Commercial	1 1	U	49872	326422	39 Retail	Shopping Center	820	TSF GLA		42.94	A.1	1 4	1 2	50			18 37			19	18 37
1 1468 0001 RESIDENTIAL-SINGLE FAMILY	Mixed Use Residential / Commercial	1 3	3	4129	18900	Residenti			-	1514	6.72		7 1017	4 /14	100	4 1298 U.12754		503 8876				503 8876
1 1468 0002 MULTIFAMILY- DUPLEX 1 1468 0003 MULTIFAMILY- APARTMENTS	Mixed Use Residential / Commercial Mixed Use Residential / Commercial	1 23	14	13206	43500	Retail 3 Office			-	FAR=0.3		9234 923	4 18469	030	102	1 1859 0.10063		214 16610			0396 02	214 16610
1 1468 0007 RESIDENTIAL-CONDOMINIUM	Mixed Use Residential / Commercial	1 23	130	100410	233222	Services			-	TAR-0.5		477 47	7 054	FALSE	EALO		20	477 954			477 A	477 954
1 1468 0009 MIXED USE- RESIDENTIAL	Mixed Use Residential / Commercial	1 1	34	2430	6300	Services			-			4// 4/	7 354	FALSE	FALSI		477	4// 504			4// 4	904
1 1468 0011 RETAIL	Mixed Use Residential / Commercial	1 1	0	16008	40772	q			-	-								-				
1 1468 0013 OFFICE BUILDING	Mixed Use Residential / Commercial	1 1 1	0	24472	48932	20			-									-				
1 1468 0018 COMMERCIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1 1 1	0	22448	40002	25					· · · · · · · · · · · · · · · · · · ·											
1 1468 0026 SERVICE STATION- AUTOMOTIVE		<u>i i i</u>	Ő	6270	17000	1			-	-				1 1								
			512	· · · · · · · · · · · · · · · · · · ·		Resident	a				2	6086 608	6 1217	2			14515 14	477 28993			14515 14	77 28993
				88328		Retail				1 · · · · ·		9655 965	5 1930	9					Mo	dified 13	274.7 137	26494
				34221		Office						33 3	3 6	6								
2 1468 0001 RESIDENTIAL- SINGLE FAMILY		4	4	5896	31760	1 Resident	al Single Family Homes	210	DU	4	9.57		9 38	8 3	1	2 5 12.89		17 33			16	17 33
2 1468 0002 MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.	9	18	18043	53200	Resident		230	DU	18	5.86	53 5	3 10	5 7	1	5 13 12.89		47 92			40	47 92
2 1468 0003 MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.	34	217	151888	346640	1 Resident		220	DU	217	6.72	729 72	9 1458	8 102	8	4 186 12.89	6 627	645 1272			627 F	645 1272
2 1468 0007 RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.	. 3	46			Resident	al Residential Condominium/Townhouse	230	DU	234	1 5.88	686 68	6 137	1 96	75	9 175 12.89	6 589	607 1196			589 F	607 1196
2 1468 0081 VACANT LAND	Multi-Family Residential 24 U.P.A.	1	0	0	8400					s												
2 1468 0001 RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1 2	2	3552	17500																	
2 1468 0002 MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1 9	18	19348	56000	1																
2 1468 0003 MULTIFAMILY APARTMENTS	Mixed Use Residential / Commercial	1 19	73	52798	131635				-									_				
2 1468 0007 RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1 3	215	2052	40500	4																
2 1468 0011 RETAIL	Mixed Use Residential / Commercial		U	3853	19500	1			-				_									
2 1468 0013 OFFICE BUILDING 2 1468 0019 COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial Mixed Use Residential / Commercial		0	/2/0	72310	0			-				-	-								-
2 1468 0019 COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial			4413	9866	2							-									_
2 1468 0080 VACANT LAND- GOVERNMENTAL		1 2	0	4413	0000	3			-				-		-			-				
2 1468 0081 VACANT LAND	Mixed Use Residential / Commercial	1 4	0	0	31200				-			(* 1997) 1997	-	+ +								
	Wines Ose Residential/ Commercial		595		51200	Posidom				2 (1	-	1487 149	7 247	3 200	47	1 379	1278 1	346 2694			1278 1	446 2594
			450	7270		Retail			-	1		1467 144	0	n n	- 14	1 1	167.9	310 2334	Mo	dified	1210 10 A	1 1
				8266		Office						A	1	n n		1 1						
3 1469 0001 RESIDENTIAL- SINGLE FAMILY	Duplex Residential	4	4	5471	31125	Resident	al Single Family Homes	210	DU	4	9.57	19 1	9 30	8 3		2 5 13.39	6 16	17 33			16	17 33
3 1469 0001 RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.	1 1	2	2779	7277	Resident	al Single Family Homes	210	DU	2	9.57	10 1	0 19	9 1		1 3 13.39	6 8	8 17			8	8 17
3 1469 0001 RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.	4	4	7346	35280	Resident	al Single Family Homes	210	DU	4	9.57	19 1	9 38	8 3		2 5 13.39	6 16	17 33			16	17 33
3 1469 0002 MULTIFAMILY- DUPLEX	Duplex Residential	15	30	32725	103875	Resident				30	5.88		8 179	6 13	11	0 23 13.39		78 152			75	78 152
3 1469 0002 MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.	1	2	2497	8308		al Residential Condominium/Townhouse			2	2 5.88		6 12	2 1		1 2 13.39	• •	5 10			5	5 10
3 1469 0002 MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.	10	20	20785	66580	Resident		230		20	5.86		9 11	7 9		7 16 13.39		52 102			50	52 102
3 1469 0003 MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.	9	41	40038	86453		al Apartment	220		41	6.72			6 20	11	37 13.39	*	122 239			117 1	122 239
3 1469 0007 RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.	2	20			Resident		230		20	5.86		9 11	7 9		7 16 13.39		52 102			50	52 102
3 1469 0007 RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		30	40,000	21021		al Residential Condominium/Townhouse			30	5.86		8 178	b <u>13</u>	11	23 13.39		78 152			/5	/8 152
3 1469 0040 MUNICIPAL	Public & Administration		0	16400	24034	3 Office	Government Office Building	730	TSF GFA	16	68.93	565 5b	5 1130	U 83	12	2 206 18.29	6 482	443 925			482 4	443 925
3 1469 0080 VACANT LAND- GOVERNMENTAL 3 1469 0080 VACANT LAND- GOVERNMENTAL			U	<u> </u>	980 7500				-				+	+ +		<u> </u>		_			-+	+
3 1469 0081 VACANT LAND GOVERNMENTAL 3 1469 0081 VACANT LAND	Multi-Family Residential 24 U.P.A.		U	<u> </u>	6250								+	+ - +		<u>↓ </u>					\rightarrow	<u> </u>
3 1469 0001 RESIDENTIAL-SINGLE FAMILY	Multi-Family Residential 24 U.P.A.	1 7	0	2500	39132	Residenti	1			500	6.72	1791 170	1 350	2 204	20	473 12.20	1516 1	572 2000			1516 1/	572 3089
3 1469 0001 RESIDENTIAL-SINGLE FAMILY	Mixed Use Residential / Commercial		2	2009	6190	Residenti				530	0.72		8 5897	2 264	41:	3 796 13.59	2565 2	536 5101		-		536 5101
3 1469 0003 MULTIFAMILY- APARTMENTS	Mixed Use Residential / Commercial	1 13		37829	88110	Office						34 234	4 69	303	41.	7 13 18.2%	6 29	27 56			2000 20	27 56
3 1469 0007 RESIDENTIAL-CONDOMINIUM	Mixed Use Residential / Commercial	1 6	202	57025	00110	1 Medical			-			113 11	3 225	FALSE	FALSE		4 113	113 225			113	13 225
3 1469 0011 RETAIL	Mixed Use Residential / Commercial	1 1	202	58071	168132	n						110 11	220	TACL	1720	0.07	110					
3 1469 0011 RETAIL	Mixed Use Residential / Commercial		0	5713	12500	3																
3 1469 0019 COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1 1	9	0	0	0																
3 1469 0019 COMMERCIAL MIXED USE	Mixed Use Residential / Commercial	1 1 1	Ő	15998	33551	7																
3 1469 0011 RETAIL	Public & Administration	1 1	0	5210	13466	7																
			419			Resident	ial	1.000				2265 226	5	725	68	6 1410	5118 5	118 10236			5118 51	18 10236
			E	16400		Retail			- []	(2948 294	8	0	l di si	0 0	1 (Me	dified 42	23.43 424	7.4 8470.8
				84992		Office				i		600 60	0	86	12	2 206	1 I I I					
			2.5		111			2	234	5-12	24			102		202 203	- 1 - C - C - C - C - C - C - C - C - C			121	22	

				EXISTING CONDITI	ION											2015										
ZONE T	TAZ	CLUC.	EXISTING LAND USE	FUTURE LAND USE	CHANGE COUNT LIVING	UNITS ADJ SQFT	LOT_SIZE	EMDOITE	Future	Future	ITE Code	Unit	Intensity	Trip Generation Rate	TOTAL TH	RIPS	INTE	RNAL TRIPS		EXTERNAL	RIPS	PASS-E	BY	N	NEW TRIPS	
ZONE	IA2	CLUC	EXISTING LAND USE	FOTORE LAND USE	CHANGE COUNT LIVING	UNITS ADJ_SQFT	LUI_SIZE	ENIPSIZE	Land Use	Description				Weekday IN	OUT	TOTAL	IN OU	T TOTAL	%	IN OUT	TOTAL	TRIPS	s	IN	OUT	TOTAL
1 14	468	0001 F	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.	2	2 385	3 18600		Residential	Single Family Homes	210	DU	2	9.57 1	10	10 19	1	1	2 0.10065	9	3 17			9	9	1
1 14	468	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.	4	7 6524	4 24600		Residential	Residential Condominium/Townhouse	230	DU	7	5.86 2	21	21 4	2	2 .	4 0.10065	18 1	37			18	19	3.
1 14	468	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.	22	270 18528	3 321072	1	2 Residential	Apartment	220	DU	270	6.72 90	07 9	07 1814	100	82 18	3 0.10065	807 82	5 1632			807	825	1632
1 14	468	0007 F	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.	1	21			Residential	Residential Condominium/Townhouse	230	DU	21	5.86 6	32	62 123	3 7	6 1	2 0.10065	55 5	3 111			55	56	11
1 14	468	0011	RETAIL	Mixed Use Residential / Commercial	1 1	0 347	9 22511	1		Fast-Food Restaurant without Drive-Thr	933	TSF GFA	1	716.00 40	0 4	00 79	36	44 8	0.10063	363 35	5 719	-+		363	355	71
1 14				Mixed Use Residential / Commercial	1 1	0 4987		39		Shopping Center		TSF GLA	1	42.94	21	21 4		2	4 0.10063	19 1	3 37			19	18	3
	468		RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1 3	3 412	9 18900		Residential			1.01 0.01	2116	6.72 711	10 71	10 1422	787	644 143	1 0 10065	6322 646	12788			6322	6466	1278
			MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1 7	14 1320	6 43500	1	Retail				FAR=0.3	923	34 92	34 18469	838	1021 185	9 0 10063	8396 821	16610				8214	
1 14	468		MULTIFAMILY- APARTMENTS	Mixed Use Residential / Commercial	1 23	158 10041	6 235222	3	3 Office				EAR=0.3	020	33	33 66	5	8 1	3 0 195	28 2	53			28	25	5
1 1/	468		RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1 20	34	200222		Services				17410-0.0	4	77 4	77 954	FALSE FA	I SE	0 0.100	477 47	954			477	477	05
	468		MIXED USE- RESIDENTIAL	Mixed Use Residential / Commercial	1 1	3 243	6300		Scrvices			-				00-	TALUL TA		0 0	-111 -11	004	-+		411		
		0011		Mixed Use Residential / Commercial	1 1	0 1600	8 40772								-				-							
			OFFICE BUILDING	Mixed Use Residential / Commercial		0 2447	2 48932		0			-			-	- 10 S		_	-			-+			\rightarrow	
	400		COMMERCIAL- CONDOMINIUM			0 22447	40832	20				-			-			_	-							
	100			Mixed Use Residential / Commercial			8	23	2						-			_	-			$ \longrightarrow $			\rightarrow	
1 14	468	0026	SERVICE STATION- AUTOMOTIVE	Mixed Use Residential / Commercial	1 1	0 627	u 17000		1			11						_	-							_
	_					512	_		Residentia					810	09 81	09 1621				16494 1646	32958			16494	16464	3296
						8832	8		Retail					96	55 96	55 1930							rodified	15223.9	15182	50405.8
						3422	1		Office						33	33 66										
			RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.	4	4 589	6 31760	1		Single Family Homes	210	DU	4	9.57 1	19	19 30	3 2	2 .	4 10.1%	17 1	7 34			17	17	3
			MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.	9	18 1804	3 53200			Residential Condominium/Townhouse	230	DU	18	5.86 5	53	53 10:	5 6	5 1	1 10.1%	47 4	3 95			47	48	9
			MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.	34	217 15188	8 346640	. 1		Apartment	220	DU	217	6.72 72		29 145		66 14		648 66	3 1311			648		
			RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.	3	46		×	Residential	Residential Condominium/Townhouse	230	DU	234	5.86 68	36 6	86 137	76	62 13	8 10.1%	610 62	1233			610	624	123
2 14	468	0081	VACANT LAND	Multi-Family Residential 24 U.P.A.	1	0	0 8400		<i>"</i>		-		·													_
2 14	468	0001	RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1 2	2 355	2 17500							D		- 1 1							- 17			
			MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1 9	18 1934	8 56000	1	1																	
2 14	468	0003	MULTIFAMILY- APARTMENTS	Mixed Use Residential / Commercial	1 19	73 5279	8 131635									10		_								
			RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1 3	215	101000	-							-	10		_								
		0011		Mixed Use Residential / Commercial	1 1	0 205	3 19500	-	1			-	-		-						+ +					
			OFFICE BUILDING	Mixed Use Residential / Commercial	1 1	0 707	0 72310		-			-	-		-			_	-			-+			\rightarrow	
-	400		COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1 1	2	0 72310					-			-			_	-			-+			\rightarrow	
	100		COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial		441	0 0000					-	-		-			_	-			$ \longrightarrow $			\rightarrow	
-	468				1 1	0 441	3 9866		2				0		-			_							_	
	468			Mixed Use Residential / Commercial	1 2	U	0 9300		_						_				-							
2 14	468	0081	VACANT LAND	Mixed Use Residential / Commercial	1 4	U	0 31200						-	1												
	_					595		-	Residentia		1		e	148	87 14	87 297	165	135 29	9	1322 135	2 2674			1322	1352	267
						727	0		Retail						0	0 0	0	0	0			N	lodified	0	0	
						826	6		Office				-		0	0 0	0	0	0							
			RESIDENTIAL- SINGLE FAMILY	Duplex Residential	4	4 547	1 31125			Single Family Homes	210		4	9.57 1	19	19 38	3 2	2	4 10.1%	17 1	34			17	17	3
			RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.	1	2 277	9 7277		Residential	Single Family Homes	210	DU	2	9.57 1	10	10 19	1	1	2 10.1%	8	9 17			8	9	1
			RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.	4	4 734	6 35280		Residential	Single Family Homes	210	DU	4	9.57 1	19	19 30	3 2	2 .	4 10.1%	17 1	34			17	17	3
	469	0002	MULTIFAMILY- DUPLEX	Duplex Residential	15	30 3272	5 103875		Residential	Residential Condominium/Townhouse	230	DU	30	5.86 8	38	88 176	6 10	8 1	8 10.1%	78 8	158			78	80	15
3 14	469	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.	1	2 249	7 8308		Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6 13	2 1	1	1 10.1%	5	j 11			5	5	1
3 14	469	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.	10	20 2078	5 66580			Residential Condominium/Townhouse	230	DU	20	5.86 5	59	59 11	7 7	5 1	2 10.1%	52 5	3 105			52	53	10
			MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.	9	41 4003	8 86453			Apartment	220		41	6.72 13	38 1	38 27	3 16	12 2	8 10.1%	122 12	248	t		122	125	24
			RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.	2	20				Residential Condominium/Townhouse			20	5.86 6	59	59 11	7 7	5 1	2 10.1%	52 5	3 105	+		52	53	10
			RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.	3	30		1		Residential Condominium/Townhouse		DU	30	5.86 8	38	88 17	10	8 1	8 10.1%	78 8	158	+		78	80	15
			MUNICIPAL	Public & Administration		0 1640	0 24034	3		Government Office Building		TSF GFA	16	68.93 56	35 5	65 113	83	122 20		482 44	925	+		482	443	92
			VACANT LAND- GOVERNMENTAL	Multi-Family Residential 24 U.P.A.	1 1	0 040	0 090	<u>``</u>		Contentinent onlog Durining	,00	I GI OI A	10	00.00 00				20	10.270	102 44	020	+		102		
			VACANT LAND- GOVERNMENTAL	Public & Administration	1 1	0	0 7500		-			1 1	-	l – I –	+		<u> </u>	_	+ +		+ +	+			-+	
			VACANT LAND- GOVERNMENTAL	Multi-Family Residential 24 U.P.A.	1	0	0 6250						-	1 1	-	8.0	<u> </u>		+ +		+ +	+			\rightarrow	
	469		RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 0.P.A. Mixed Use Residential / Commercial	1 2	0 070	9 39132		Residential				744	6.72 249	00 04	90 498	202	000 00	4 10.10/	2200 200	4476			2208	2200	447
3 14	409	0001			1 2	2 256	39132	-					/41	0.72 245			202	222 50	4 10.1%	2208 226	4476			2208	2208	447
3 14	409	0002	MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1 10	2 227	2 6190		Retail		-			292	46 29	48 5897	383	413 79	13.5%	2565 253	5101			2065	2536	510
	469		MULTIFAMILY- APARTMENTS	Mixed Use Residential / Commercial	1 13	51 3782	9 88110	8	Office				1		34	34 69	5	1 1	3 18.2%	29 2	56			29	21	5
	469		RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1 6	202			1 Medical					11	13 1	13 225	FALSE FA	ALSE	UU.U%	113 11	225			113	113	22
		0011 F		Mixed Use Residential / Commercial	1 1	0 5807	1 168132	(J																	
3 14	469		RETAIL	Mixed Use Residential / Commercial	1 1	0 571	3 12500	3	3																	
3 14	469		COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1 1	9	0 0	(0																	
3 14	469	0019	COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1 1	0 1599	8 33551	1	7				4			41.4										
3 14	469	0011	RETAIL	Public & Administration	1 1	0 521	0 13466		7				8			10 E										
	_			a personal de la companya de la comp		449		2	Residentia				2	293	74 29	74	795	686 1/1	0	5907 590	14654			5827	5827	1165
		1																								
						1640	0		Retail					294	48 29	48	0	0		3021 302	11004		Indified	4915.25	4942.79	9858.03

Table A.4Trip Generation Table for TAZs 1468 and 1469 for High Density Scenario (2015)

Table A.5Trip Generation Table for TAZ 824a for all Scenarios (2015)

	18.		EXISTING CONDITIO	N		n	2										20	15											
ZONE TAZ	eure	EXISTING LAND USE	FUTURE LAND USE	CHANGE	COUNT	LIVING UNITS	ADJ SQFT	LOT_SIZE	EMDOITE	Future	Future	ITE Code	Unit	Intensity	Trip Generation Rate	TO	TAL TRIPS			NTERNAL	TRIPS			EXTERNAL	TRIPS	PASS-BY		NEW TRIPS	
ZONE IAZ	CLUC	EXISTING LAND USE	FOTORE LAND USE	CHANGE	COONT	LIVING_UNITS	ADJ_SQF1	LOI_SIZE	La	andUse	Description				Weekday	IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	TRIPS	IN	OUT	TOTAL
4 824	0001	RESIDENTIAL- SINGLE FAMILY	Duplex Residential		30	30	39860	225395	Res	sidential	Single Family Homes	210	DU	30	9.57	144	144	287	6	5	10	3.6%	5 13	38 13	9 277	0 0	.0% 13	8 139	277
4 824	0002	MULTIFAMILY- DUPLEX	Duplex Residential		73	146	155049	483094	Res	sidential	Residential Condominium/Townhouse	230	DU	146	5.86	428	428	856	17	14	31	3.6%	6 41	1 41	4 824	0 0	.0% 41	1 414	824
4 824	0003	MULTIFAMILY- APARTMENTS	Duplex Residential		4	12	11096	27500	Res	sidential	Apartment	220	DU	12	6.72	40	40	81	2	1	3	3.6%	6 3	39 3	9 78	0 0	.0% 3!	3 39	78
4 824	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		1	63	56119	74732	Res	sidential	Apartment	220	DU	63	6.72	212	212	423	8	7	15	3.6%	b 20)3 20	5 408	0 0	.0% 203	3 205	408
4 824	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		1	44			Res	sidential	Residential Condominium/Townhouse	230	DU	44	5.86	129	129	258	5	4	9	3.6%	5 12	24 12	5 248	0 0	.0% 124	4 125	248
		RETAIL	Commercial		4	0	18796	59270		Retail	Specialty Retail Center	814	TSF GLA	19	44.32	417	417	833	43	53	96	11.5%	5 37	73 36	4 737	0 0	.0% 37:	3 364	737
		COMMERCIAL- MIXED USE	Commercial		1	0	10074	16200	13 F	Retail	Specialty Retail Center	814	TSF GLA	10	44.32	223	223	446	23	28	51	11.5%	6 20	00 19	5 395	0 0	.0% 20	0 195	395
4 824	0041	EDUCATIONAL- PRIVATE	Duplex Residential		1	1	1035	9100	Res	sidential	Single Family Homes	210	DU	1	9.57	5	5	10	0	0	0	3.6%	ò	5	5 9	0 0		<i>i</i> 5	9
		RELIGIOUS	Religious Use		1	0	1	644000		titutional	Church		TSF GFA	64	9.11	293	293	587	FALSE	FALSE	0	0.0%	5 29	3 29	3 587	0 0		3 293	587
4 824	0057	PARSONAGE	Duplex Residential		1	1	841	6000	Res	sidential	Single Family Homes	210	DU	1	9.57	5	5	10	0	0	0	3.6%	ò	5	5 9	0 0	.0%	<i>i</i> 5	9
4 824	0080	VACANT LAND- GOVERNMENTAL	Duplex Residential		1	0	0	2800											FALSE	FALSE									
4 824	0081	VACANT LAND	Commercial		1	0	0	5400											FALSE	FALSE									(
4 824	0081	VACANT LAND	Duplex Residential		2	0	0	10300											FALSE	FALSE									
4 824	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.	1	1	1	1736	6250				210	DU	1	9.57	5	5	10	0	0	0	3.6%	ò	5	5 9	0 0	.0%	<i>i</i> 5	9
4 824	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.	1	19	38	37468	118750				230	DU	38	5.86	111	111	223	4	4	8	3.6%	5 10)7 10	8 215	0 0	.0% 10	/ 108	215
4 824	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 15 U.P.A.	1	3	8	8821	25000				220	DU	8	6.72	27	27	54	1	1	2	3.6%	5 2	26 2	6 52	0 0	.0% 21	3 26	52
						344			Res	sidential		1				1105	1105		44	36	80		192	7 192	1 3848		192	/ 1921	3848
							28870			Retail						640	640		66	-81	147								
1							64400		Inst	itutional						293	293		ALSE	FALSE	0								
5 824	0001	RESIDENTIAL- SINGLE FAMILY	Duplex Residential		51	52	80409	328138	Res	sidential	Single Family Homes	210	DU	52	9.57	249	249	498	10	8	18	3.6%	23	39 24	1 480	0 0	.0% 23	9 241	480
5 824	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.		1	1	1321	11400	Res	sidential	Single Family Homes	210	DU	1	9.57	5	5	10	0	0	0	3.6%	D	5	5 9	0 0	.0%	5 5	9
5 824	0002	MULTIFAMILY- DUPLEX	Duplex Residential		73	146	143529	482494	3 Re:	sidential	Residential Condominium/Townhouse	230	DU	146	5.86	428	428	856	17	14	31	3.6%	41	1 41	4 824	0 0	.0% 41	1 414	824
5 824	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.		2	4	3110	18300	Res	sidential	Residential Condominium/Townhouse	230	DU	4	5.86	12	12	23	0	0	1	3.6%	6	1 1	1 23	0 0	.0% 1	11	23
5 824	0003	MULTIFAMILY- APARTMENTS	Duplex Residential	· · · · · · · · · · · · · · · · · · ·	1	3	3877	8400	Res	sidential	Apartment	220	DU	3	6.72	10	10	20	0	0	1	3.6%	6 1	0 1	0 19	0 0	.0% 1	ງ 10	19
5 824	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		5	94			Res	sidential	Residential Condominium/Townhouse	230	DU	94	5.86	275	275	551	11	9	20	3.6%	5 28	34 26	6 531	0 0	.0% 264	4 266	531
5 824	0011	RETAIL	Commercial		1	0	20176	35756	12 F	Retail	Specialty Retail Center	814	TSF GLA	20	44.32	447	447	894	46	57	103	11.5%	40)1 39	1 791	0 0	.0% 40	1 391	791
5 824	0081	VACANT LAND	Duplex Residential		1	0	0	6133											FALSE	FALSE									
6 824	0001	RESIDENTIAL- SINGLE FAMILY	Duplex Residential		20	21	32096	122564	Res	sidential	Single Family Homes	210	DU	21	9.57	100	100	201	4	3	7	3.6%	6 9	96 9	7 194	0 0	.0% 9	ð 97	194
6 824	0001	RESIDENTIAL- SINGLE FAMILY	Family Residential Attached Twin Homes		39	39	50634	138448	Res	sidential	Single Family Homes	210	DU	39	9.57	187	187	373	7	6	14	3.6%	b 17	79 18	0 360	0 0	.0% 17	J 180	360
5 824	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.	1	4	4	5336	24000				210	DU	4	9.57	19	19	38	1	1	1	3.6%	5 1	8 1	9 37	0 0	.0% 18	3 19	37
5 824	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.	1	15	30	27987	91555				230	DU	30	5.86	88	88	176	4	3	6	3.6%	5 8	34 8	5 169	0 0	.0% 84	4 85	169
						394			Res	sidential						1373	1373		55	45	100		171	9 171	8 3437		171	1718	3437
							20176			Retail						447	447		46	57	103								
6 824	0002	MULTIFAMILY- DUPLEX	Duplex Residential		84	168	166728	545629	1 Res	sidential	Residential Condominium/Townhouse	230	DU	168	5.86	492	492	984	20	16	36	3.6%	47	3 47	6 949	0 0	.0% 47:	3 476	949
6 824	0003	MULTIFAMILY- APARTMENTS	Duplex Residential		2	28	28329	115279	Res	sidential	Apartment	220	DU	28	6.72	94	94	188	4	3	7	3.6%	5 5	30 9	1 181	0 0	.0% 9	J 91	181
6 824	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 15 U.P.A.		1	24	16942	25939	Res	sidential	Apartment	220	DU	24	6.72	81	81	161	3	3	6	3.6%	5 7	7 7	8 155	0 0	.0% 7	7 78	155
6 824	0007	RESIDENTIAL- CONDOMINIUM	Duplex Residential		1	8			Res	sidential	Residential Condominium/Townhouse	230	DU	8	5.86	23	23	47	1	1	2	3.6%	5 2	23 2	3 45	0 0	.0% 2	3 23	45
6 824	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		2	37			Res	sidential	Residential Condominium/Townhouse	230	DU	37	5.86	108	108	217	4	4	8	3.6%	b 10)4 10	5 209	0 0		4 105	209
		RESIDENTIAL- TOWNHOUSE	Family Residential Attached Twin Homes		1	1	1258	4579			Residential Condominium/Townhouse	230		1	5.86	3	3	6	0	0	0	3.6%	þ	3	3 6	0 0		3 3	6
6 824	0010	RESIDENTIAL- TOWNHOUSE	Multi-Family Residential 15 U.P.A.		10	10	13014	10038			Residential Condominium/Townhouse	230		10	5.86	29	29	59	1	1	2	3.6%	5 2	28 2	8 56	0 0		3 28	56
	0011		Commercial		1	0	7335	14940	13 F	Retail	Specialty Retail Center	814	TSF GLA	7	44.32	163	163	325	17	21	37	11.5%	5 14	16 14	2 288	0 0	.0% 14	6 142	288
6 824	0080	VACANT LAND- GOVERNMENTAL	Family Residential Attached Twin Homes		1	0	0	0											ALSE	FALSE									
		VACANT LAND	Duplex Residential		1	0	0	8400											FALSE	FALSE									
		RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.	1	2	2	3708	6098		sidential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	0	0	1	3.6%	b	9	9 18	0 0	.0% 9	1 9	18
6 824	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.	1	17	34	33285	103430	3 Re:	sidential	Residential Condominium/Townhouse	230	DU	34	5.86	100	100	199	4	3	7	3.6%	5 8	96 9	6 192	0 0	.0% 91	3 96	192
		MULTIFAMILY- APARTMENTS	Multi-Family Residential 15 U.P.A.	1	1	4	3509	6097	Res	sidential	Apartment	220	DU	4	6.72	13	13	27	1	0	1	3.6%	b 1	3 1	3 26	0 0	.0% 1	3 13	26
6 824	0081	VACANT LAND	Commercial	1	1	0	0	13685									0.0		FALSE	FALSE									
						316			Res	sidenti al						954	954		38	31	69		1061	1064	2126		1061	1064	2126
							7335			Retail	÷.					163	163		17	- 21	37		-						

APPENDIX B. INTERNAL TRIP CAPTURE DIAGRAM

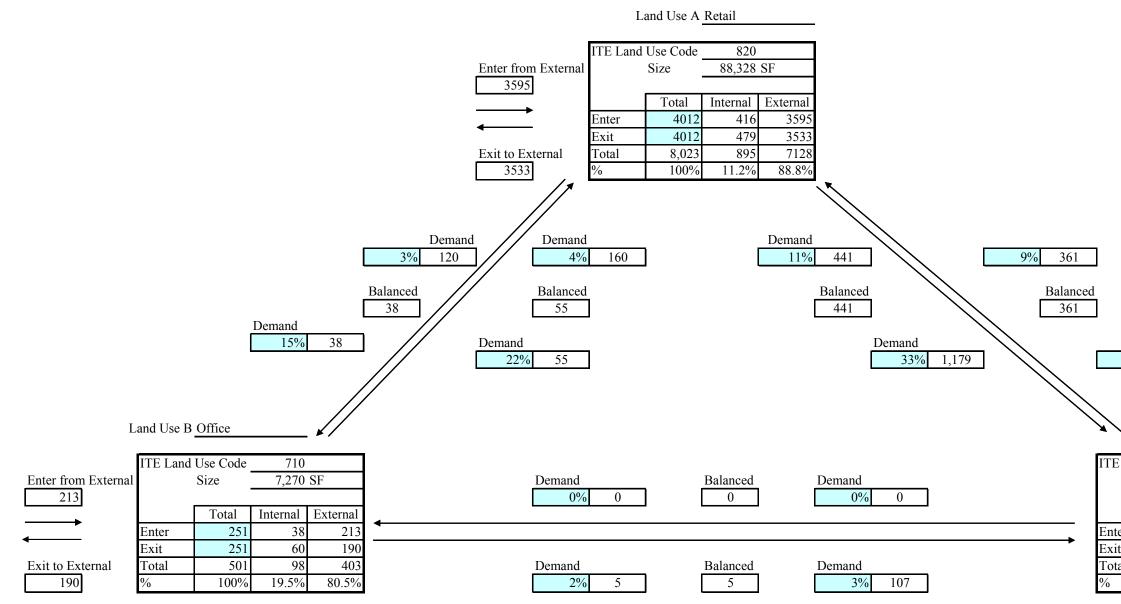
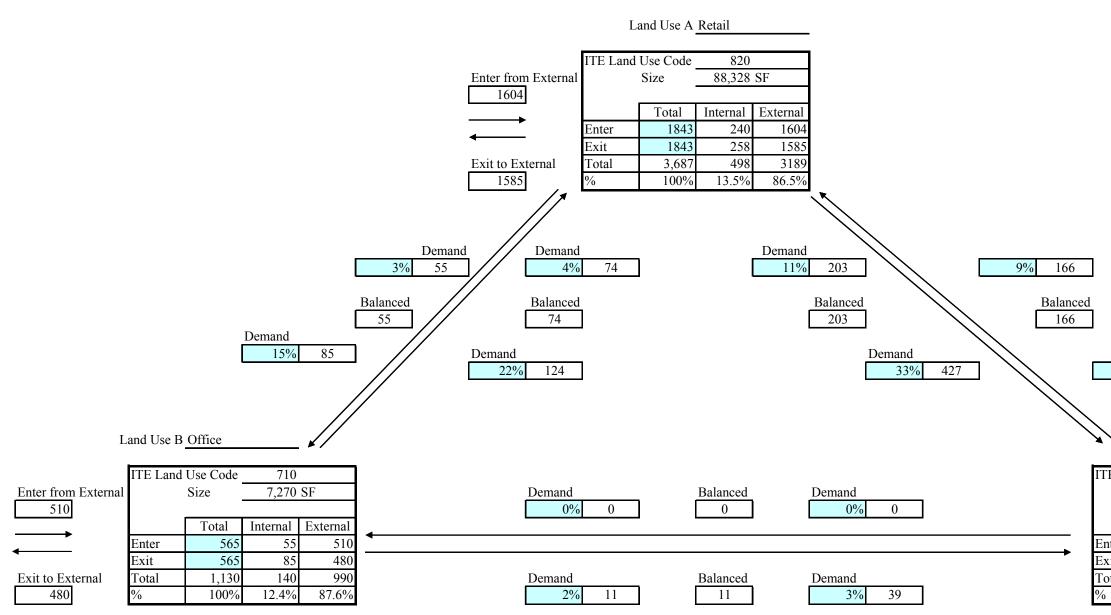


Figure B.1 Internal Trip Capture Diagram for TAZ 1468 in 2005

Demand	
38%	1,358

Land Use C Residential

E Land	Use Code	220		
	Size	1,107	DU	Enter from External
				3,126
	Total	Internal	External	
ter	3573	446	3126	
it	3573	361	3212	
tal	7,145	807	6338	Exit to External
	100%	11.3%	88.7%	3,212





	Demand	
38%	491	

Land Use C Residential

Size 1,107 DU Total Internal External nter 1293 214 1079 xit 1293 166 1127	TELand	Use Code	220		1
Total Internal External nter 1293 214 1079 xit 1293 166 1127	ELana				
TotalInternalExternalnter12932141079xit12931661127		Size	1,107	DU	Enter from External
nter 1293 214 1079 xit 1293 166 1127					1,079
xit 1293 166 1127		Total	Internal	External	
	nter	1293	214	1079	
otal 2,586 380 2206 Exit to External	xit	1293	166	1127	, i i i i i i i i i i i i i i i i i i i
Diai 2,300 300 2200 EXIL to External	otal	2,586	380	2206	Exit to External
100% 14.7% 85.3% 1,127	1	100%	14.7%	85.3%	1,127

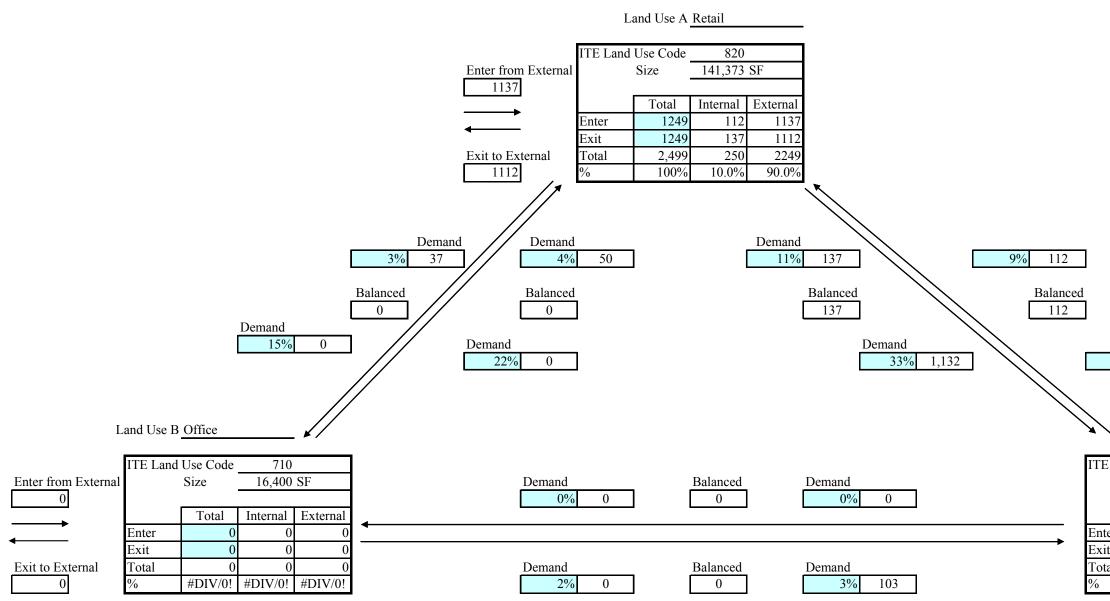


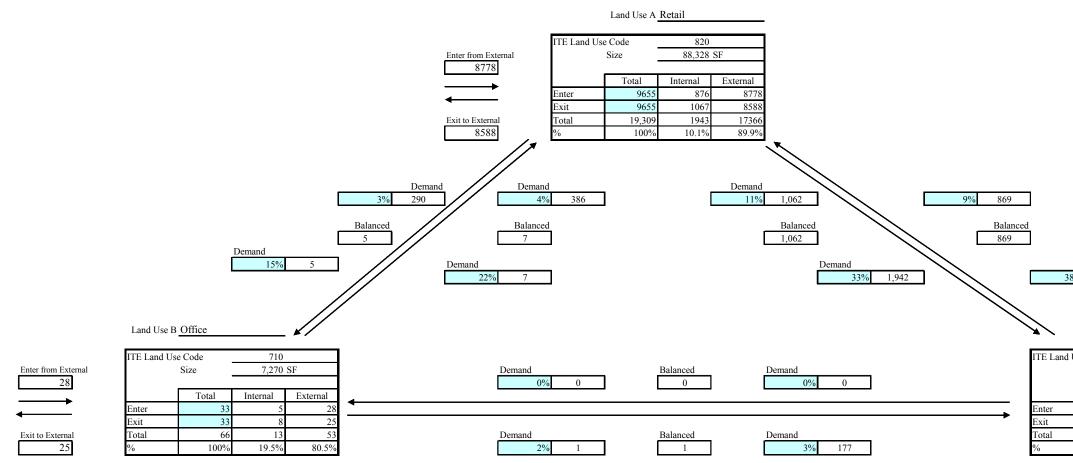
Figure B.3 Internal Trip Capture Diagram for TAZ 824a in 2005

	Demand	
38%	1,304	

Land Use C Residential

E Land	Use Code	220		
	Size	1,473	DU	Enter from External
				3,294
	Total	Internal	External	
nter	3431	137	3294	
kit	3431	112	3319	
otal	6,862	250	6613	Exit to External
	100%	3.6%	96.4%	3,319

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1468)



Internal Trip Capture Diagram for TAZ 1468 for Low Density Scenario in 2015 Figure B.4

Time Period

Daily

Land Use C Residential

l Use	e Code	220	
	Size	1,107 DU	
	Total	Internal	External
	5886	1063	4823
	5886	869	5017
	11,772	1932	9840
	100%	16.4%	83.6%

Enter from External
4,823
—
Exit to External

5,017

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1469)

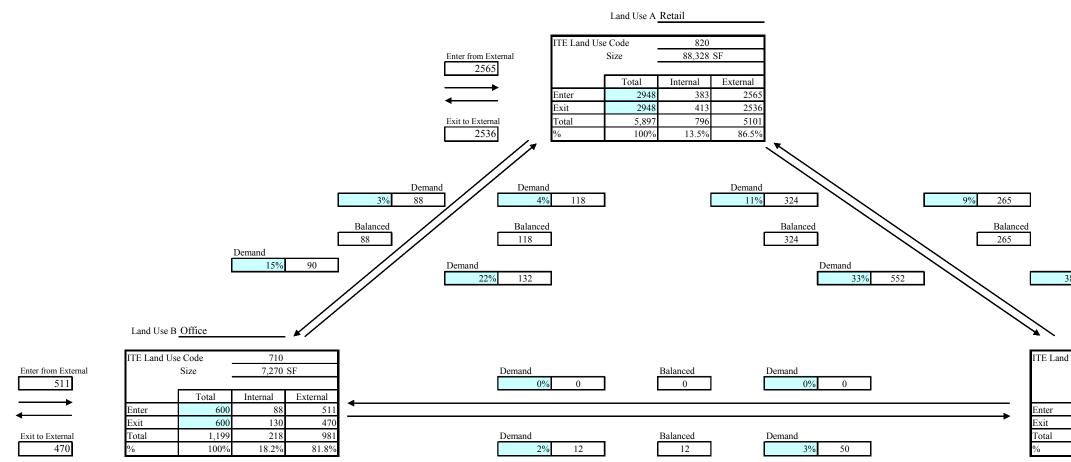


Figure B.5 Internal Trip Capture Diagram for TAZ 1469 for Low Density Scenario in 2015

Time Period

Daily

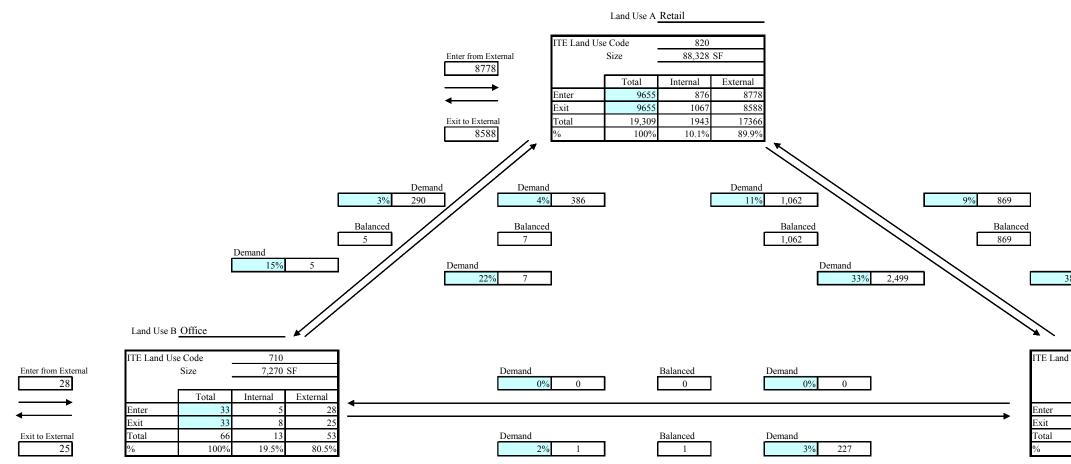
Land Use C Residential

l Use	e Code	220	
	Size	1,107 DU	
	Total	Internal	External
	1674	336	1338
	1674	265	1409
	3,348	602	2746
	100%	18.0%	82.0%

Enter from External
1,338
—
·
Exit to External

1,409

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1468)



Internal Trip Capture Diagram for TAZ 1468 for Medium Density Scenario in 2015 Figure B.6

Time Period

Daily

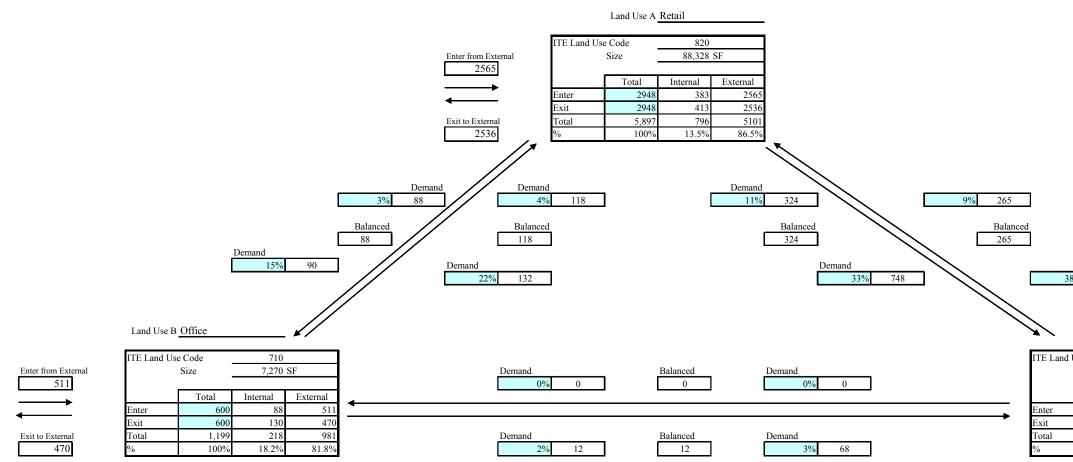
Land Use C Residential

l Use	e Code	220	
	Size	1,107	DU
	Total	Internal	External
	7572	1063	6510
	7572	869	6704
	15,145	1932	13213
	100%	12.8%	87.2%

Enter from External
6,510
Exit to External

6,704

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1469)



Internal Trip Capture Diagram for TAZ 1469 for Medium Density Scenario in 2015 Figure B.7

69

Time Period

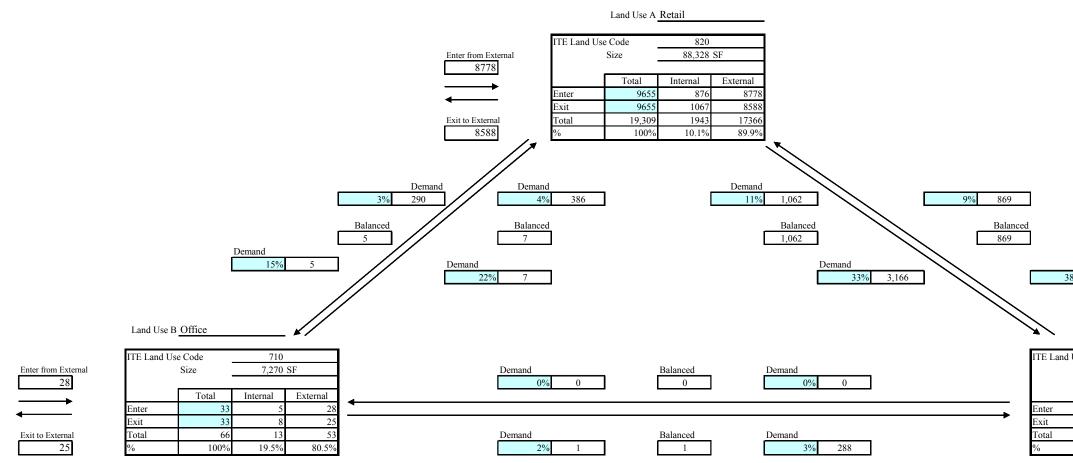
Daily

Land Use C Residential

l Use	e Code	220					
	Size	1,107	DU				
	Total	Internal	External				
	2265	336	1929				
	2265	265	2000				
	4,531	602	3929				
	100%	13.3%	86.7%				

Exit to External	Enter from External 1,929
	Exit to External

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1468)



Internal Trip Capture Diagram for TAZ 1468 for High Density Scenario in 2015 Figure B.8

Time Period

Daily

Land Use C Residential

l Use	e Code	220					
	Size	1,107 DU					
	Total	Internal	External				
	9595	1063	8533				
	9595	869	8726				
	19,190	1932	17259				
	100%	10.1%	89.9%				

Enter from External
8,533

·
Exit to External

8,726

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1469)

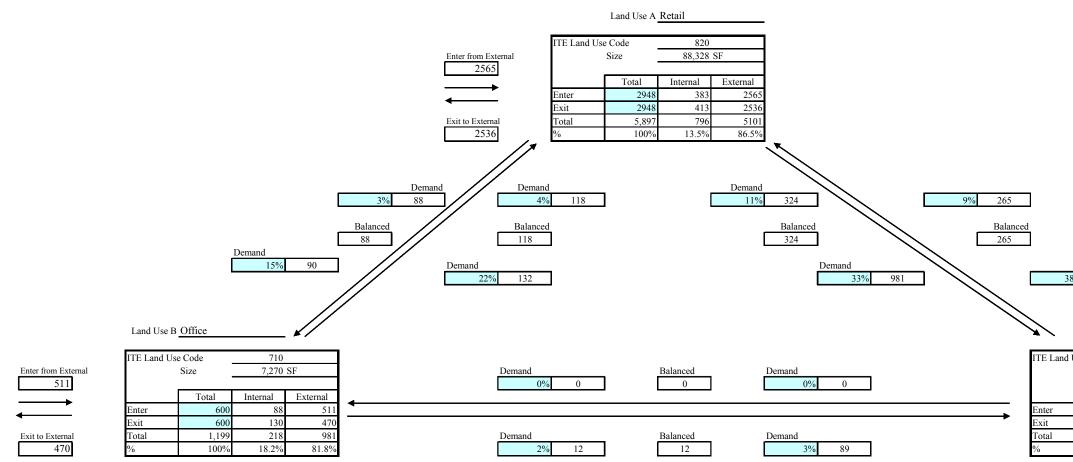


Figure B.9 Internal Trip Capture Diagram for TAZ 1469 for High Density Scenario in 2015

Time Period

Daily

Land Use C Residential

l Use	e Code	220	
	Size	1,107	DU
	Total	Internal	External
	2974	336	2638
	2974	265	2709
	5,948	602	5347
	100%	10.1%	89.9%

Enter from External
2,638
—
Exit to External

2,709

APPENDIX C. TURNINIG MOVEMENT COUNTS – SW 8TH ST AND SW 109TH AVE

McMAHON 710 NW 107 Avenue, Suite 110 Miami, Fl 33172	
305-222-1945/3P科色2科培Me	: SW 8th Street& 119th Avenue-41806
Site Code	: 06269.11
Start Date	: 4/18/2006
Page No	: 1

	SW 109th AVENUE Southbound					SW 8th STRETT Westbound					SW 109th AVENUE Northbound					SW 8th STREET Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right.	Thru	Left	Peda	App. Total	Right	Thru	Loft	Peds		Right	Thru	Left		App. Tutal	Bindu Telal	inclu. Total	Int. Total
07:00 AM	44	1	73	4	124	33 26	204	10	0	247	6	2	8	0	16	0	473	64	0	537	4	924	928
07:15 AM	75	10	113	0	198	26	209	16	1	251	- 2	2	6	0	9	0	420	665	0	485	1	943	944
07:30 AM	1.11	20	120	0	251	25	251	35	1	311	6	8	1	0	20	1	295	69	1	365	2	937	939
07:45 AM	112	30	120	9	262	29	274	39	0	342	9	1	10	0	26	0	421	63	0	484	0	1114	1114
Total	342	67	426	4	836	113	938	100	2	1151	22	19	30	0	71	1	1609	251	1	1861	7	3918	3925
09:00 AM	166	25 23 22	112	0	303	33	262	21	0	316	6	13	9	0	28	2	439	85	0	625	0	1172	1172
09:15 AM	115	23	106 100	0	244	39 29	264	30 28	0	332	5	Э	56	0	13	2	479	102 93	000	583	0	1172	1172
08:30 AM	79	22	100		201	29	264	28	0	321	8	5		0	19	0	500	93	0	593	0	1134	1134
08:45 AM	67	21	116	0	204	25	243	45	0	314	4	7	10	0	21	0	504	109	0	613	0	1152	1152
Total	427	91	434	0	952	126	10.33	124	0	1283	23	28	30	0	81	4	1921	360	0	2314	0	4630	4530
BREAK ***																							
04.00 PM	74	9	88	1	171	29	423	19	0	471	32	9	-41	1	82	0	349	84	0	433	2	1157	1159
04.15 PM	74 76	9 17	63	Ó	171	29 26	423 339	103	Ô	471 473	32 13	16	23	2	82 57	0	349 316	84 70	0	433 395	22	1060	1062
04.30 PM	89	31	863 70	0	189	23	375	49	0	447	27	14	41 29 52	1	-93	1	312	60	0	373	1	1102	1103
04.45 PM	81	27	62	0	170	26	420	52	0	498	.44	20	61	2	125	0	363	83	0	446	2	1239	1241
Total	318	84	273	1	675	104	1557	229	0	1899	116	58	183	6	367	1	1339	297	0	1637	7	4558	4565
05:00 PM	131	25	63	0	219	17	489	27	0	533	45	21	55	1	121	0	396	98	0	493	1	1366	1367
05.15 PM	101	20	66	0	187	29	498	22	Ö	549	30	16	EQ.	0	105	0	324	82	0	406	0	1247	1247
05.30 PM	109	19	66 65	Ö	213	16	425	22 30	0	471	30	9	60 25	0	64	0	343	82 77	0	420	Ö	1169	1169
05.45 PM	100	22	42	Ö	164	22	463	23	Ö	508	31	17	.38 178	6	86 376	Ö	329	64	0	393	6	1151	1157
Total	441	86	256	0	783	84	1875	102	0	2061	136	62	178	7	376	0	1391	321	0	1712	7	4932	4939

McMAHON	
710 NW 107 Avenue, Suite 110 Miami, FI 33172	
305-222-1945/3PH22NGMe	: 5
Site Code	: 0
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nue, Suite 110 33172	
Pfie2Nome	: SW 8th Street& 119th Avenue-41806
Site Code	: 06269.11
Start Date	: 4/18/2006
Page No	:2

	100	South	AVENU		s	W 8th : Westl		т			AVEN		S	W 8th : Eastb		т	
Start Time Peak Hour Analysis P	Right	Thru	Loft /	Vpp Total	Right	Thnu	L oft	App Total	Right	Thru	Loft	App. Total	Right	Thru	L.oft	App Total	Int. Tota
Peak Hour Analysia F	nom 07.00 /	Mto 03.45	AM - Peak	1 of 1													
Peak Hour for Entire I	Intersection	Begins at C	MA CO BI														
MA 00.80	166	25	112	303 244	-33	262	21 30	316	6	13	9	28	2	4.33	85	525	1172
08-15 AM	115	23	106	244	38	264	30	332	5	З	5	13	2	479	102	583	1173
08.30 AM	79	25 23 22 21 91	100	201 204 952	29 26 126	264 243	28	321 314	8	5	6	19	0	500	93	593	113/
08.45 AM	67	21	116	204	26	243	45		4	7	10	21	0	504	109	613	1152
Total Volume	427	.91	434	952	126	1033	124	1283	23	28	10 30 37	81	4	1921	369	2314	4630
% App. Total	44.9	9.6	45.6		9.8	80.5	9.7		28.4	34.6	37		0.2	83	16.8		
PHF	.643	910	935	.785	829	978	689	966	.719	638	.760	723	.500	.963	.802	.944	98
Pass Vehicles	423	66)	404	916	126	1033	124	1283	23	27	29	79	0	1895	330	2274	465.
% Pass Vehicles	99.1	97.8	931	96.2	100	100	100	100	1.00	96.4	96.7	97.6	Q	99.1	100	98,3	98.3
Trucks	4	2	30	36	0	0	0	0	0	1	1.	2	. 4	36 1.9	Ø	40	78
% Trucks	0.9	22	6.9	38	0	0	Ő	0	0	3.6	3.3	25	100	1.9	0	1.7	1.7
Peak Hour Analysis F			AM - Peak	1 of 1													
Peak Hour for Each A		gins at			1												
100000	07.30 AM			1.00	07:45 AM				07:30 AM	1	1.0		MA 00:80	VALUE .		Darce	
+0 mins.	111	20	120	251 262	29 33	274	39 21 30 28	342	6	8	7	20	2	438	86	626	
+15 mins.	112	30	120	262		262	21	316	9	7	10	26	2	479	102	683	
+30 mins.	166	25 23	112	303	38	264 264	.30	332	6	13	9	28	0	500	93	593	
+45 mins	115		106	244	29			321	5	9	- 5	13	0	504	109	613	
Total Volume	504	98	450	1060	129	1064	118	1311	25	31	31	87	_4	1921	380	2314	
% App Total	47.5	9.2	432		9.8	81.2	9		28.7	35.6	36.6	-	0.2	83	16.8		
PHF	759	817	954	875	849	971	756	958	694	596	775		500	.953	.892	944	
Pass Vehicles	499	94	426	1019	129	1064	118	1311	24	26	30	80	0	1885	360	2274	
% Pass Vehicles	99	95.9	93	96.1	100	100	100	100	96	83.9	96.8	92	0	98.1	100	98,3	
Trucks	5	41	30	41 39	0	0	0	0		16.1	32	7	100	36 1.9	0	40	
% Trucks		- A 1	7														

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/⊐7€2№№ Site Code Co269.11 Start Date Page No : 3

	sv		AVENU	JE	SI	N 8th 5 Westb	STRET	r		109th Northb	AVENU	JE	s	N 8th 8 Eastb		т	0-2002-0
Start Time		Thru		App Total	Right	Thru	Left /	App Total	Right	Thru	Left /	op Total	Right	Thru	Left	App. Total	Int Total
Peak Hour Analysis F				1 of 1													
Peak Hour for Entire (Intersection	Begins at (4:45 PM									UREAN				397.37	
04.45 PM	81	27	62	170	26	420	52	498	44	20	61	125	0	363	83	446	1239
05 00 PM	131	25 20	63	219	17	489	27 22	533	45	20 21 15	5/5 60	121	0	396	98 82	493	1366
05/15 PM	101		66	187	29	498	22	549	30	16	60	105	0	324	82	408	1247
05 30 PM	109	19	85	213	16	425	- 30	471	30	9	25	64	0	343	77	420	1168
Total Volume	422	91	276	789	- 88	1832	131	2051	149	66	201	415	Ö	1425	340	1765	5020
% App Total	535	11.5	35		43	89.3	64		35.9	15.7	48.4		0	80.7	19.3	130354	
PHF	805	843	812	901	759	920	.630	934	8,29	774	824	.830	.000	902	867	895	919
Pass Vehicles	420	91	272	783	88	1819	131	2039	148	65	199	412	0	1406	340	1746	4979
% Pass. Vehicles	99.5	100	98.6	99.2	100	99.3	100	99.4	99.3	100	99.0	99.3	0	98.7	100	98.9	99.2
		15	4	5	10	13	0	13	2334	0	2	Э	0	1.G	O	19	41
Trucks	2				9				12.02	· · · ·							
% Trucks	05	0	1.4	0.8	Ö	07	Ő	0.6	07	ŏ	1.0	0.7	ŏ	19 13	õ	11	0.8
% Trucks Peak Hour Analysis F	0.5 From 04.00 F Sporoach Be	0 Mito 05:46	1.4	0.8	0 0 0500 PM		ő			ŏ	1.0	07	0 04 45 PM	13		1,1	
% Trucks Yeak Hour Analysis F Yeak Hour for Each A	05 From 04:00 F Coproach Be 04:45 PM	0 PM to 05:45 gins.at	1.4 PM - Peak	08 1 of 1	0 0 05.00 PM 17	07	õ	0.6	0.7 04.30 PM 27	0	(3):	07	0 04.45 PM		0	1,1	
% Trucks Reak Hour Analysis F Reak Hour for Each A +0 mine	05 rom 04:00 F oproach Be 04:45 PM 81	0 PM to 05:45 gins.at	1.4 PM - Peak	0.8 1 of 1 170	17	07 489 498	õ	0.6 533	04.30 PM	0	(3):	93	0 04 45 PM 0	363	0	446	
% Trucks Peak Hour Analysis F Peak Hour for Each A +0 mins +15 mins	05 From 04:00 F Coproach Be 04:45 PM	0 PM to 05:45 gins.at	1.4 PM - Peak	08 1 of 1	17 29	07 489 498	õ	0.6 533	04.30 PM 27	0	(3):	0.7 93 125	0 04.45 PM 0 0	363 395	0	446 493	
% Trucks Peak Hour Analysis F Yeak Hour for Each A +0 mins +15 mins +30 mins	05 From 04:00 F Coproach Be 04:45 PM 81 131 101	0 PM to 05:45 gins at	1.4 PM - Peak 62 63 66	0.8 1 or 1 170 219 187	17 29 16	0.7 489	0 27 22 30	0.6	04.30 PM 27	0 14 20 21	52 61 55	0.7 93 125 121	04.45 PM	363 395 324	õ	446 493 406	
% Trucks Peak Hour Analysis F Seak Hour for Each A +0 mins +15 mins +30 mins +45 mins	05 From 04:00 F Coroach Be 04:45 PM 81 431	0 PM to 05.45 gins at 27 25 20	1.4 i PM - Peak 62 63 66 86	08 1 of 1 170 219	17 29	07 489 498 425 453	0 27 22 30 23	0.6 533 549 471 508	04.30 PM 27 44 45	0	52 81 55 60	0.7 93 125	04.45 PM	363 395 324 343	0 83 98 92	446 493 406 420	
% Trucks Peak Hour Analysis F Peak Hour for Each A +0 mins +15 mins +45 mins H45 mins Total Volume	05 From 04:00 F 04:45 PM 81 131 101 109	0 PM to 05:45 gams at 25 20 19 91	1.4 PM - Peak 62 63 66	0.8 1 of 1 170 219 187 213	17 29 16 22	07 489 498 425	0 27 22 30	0.6 533 549 471	04:30 PM 27 44 45 30 146	0 14 20 21 15 70	52 61 55 60 228	0.7 93 125 121 105	0000	363 395 324 343 1425	0 83 98 82 77 340	446 493 406	
% Trucks Yeak Hour Analysis F Yeak Hour for Each A +0 mins +15 mins +45 mins Total Volume % App Total	0.5 From 04.00 F 04.45 PM 81 131 101 109 422 53.5	0 PM to 05:45 gams at 25 20 19	1.4 9 PM - Peak 62 63 66 86 86 276 35	0.8 1 of 1 170 219 187 213	17 29 16 22 84 41	0.7 480 498 425 463 1875	0 27 22 30 23 102 4 9	0.6 533 549 471 508	04:30 PM 27 44 45 30 146 32 9	0 14 20 21 15 70 16.8	52 61 55 60 236 61 4	0.7 93 125 121 105	000000	363 395 324 343 1425 80.7	0 88 98 97	446 493 406 420	
% Trucks Peak Hour Analysis F Peak Hour for Each A +0 mins +15 mins +45 mins Hot Volume	0.5 From 04:00 F 04:45 PM 81 131 101 109 422	0 PM to 05.45 gins.at 25 20 19 91 11.5	1.4 i PM - Peak 62 63 66 86 86 276	0.8 1 of 1 170 219 187 213 769	17 29 16 22 84	0.7 489 498 425 463 1875 91 941	0 27 22 30 23 102	0.6 533 549 471 508 2061 939	04:30 PM 27 44 45 30 146	0 14 20 21 15 70	52 61 55 60 228	0.7 93 125 121 105 444	0000	363 395 324 343 1425 80.7 902	0 98 92 77 340 19.3	446 493 406 420 1765 895	
% Trucks Peak Hour Analysis F Peak Hour for Each A +0 mins +15 mins +45 mins +45 mins Total Volume % App Total PHF Pass Vehicles	05 From 04:00 F Pprotect Be 04:45 PM 81 131 101 109 422 53:5 805 420	0 PM to 05.45 gins at 25 20 19 91 11.5 843 91	1.4 PM - Peak 62 63 66 86 276 35 812 272	08 1 of 1 170 219 197 213 789 901 783	17 29 16 22 84 4 1 724 84	489 498 425 463 1875 91 941 1869	0 27 22 30 23 102 4 9 8%0 102	0.6 533 549 471 508 2061 939 2045	04:30 PM 27 44 45 30 146 329 811	0 14 20 21 15 70 16.8 833 70	52 61 55 60 228 51.4 934 225	0.7 93 125 121 105 444 888 440	000000000000000000000000000000000000000	363 395 324 343 1425 80.7 902 1406	0 98 92 77 340 19.3 867 340	1.1 446 493 406 420 1765 895 1746	
% Trucks Peak Hour Analysia F Peak Hour for Each A +0 mins +16 mins +30 mins +45 mins Total Volume % App Total PHF	05 From 04:00 F Pprotect Be 04:45 PM 81 131 101 109 422 53:5 805	0 PM to 05.45 gins.at. 25 20 19 91 11.5 843	1.4 PM - Peak 62 63 66 86 276 35 812	0.8 1 of 1 170 219 187 213 789 901	17 29 16 22 84 41 724	0.7 489 498 425 463 1875 91 941	0 27 22 30 23 102 4 9 850	0.6 533 549 471 508 2061 939	04/30 PM 27 44 30 146 329 811 145	0 14 20 21 15 70 16.8 833	52 61 55 60 228 51.4 934	0.7 93 125 121 105 444 888	000000000000000000000000000000000000000	363 395 324 343 1425 80.7 902	0 83 98 82 77 340 19.3 867	446 493 406 420 1765 895	

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-194 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 1

	S		9th A		UE		SW 8 We	stbo	und	т	S	W 101 Nor	thbo	und	UE		SW 8 Ea	stbo	und				
Start Time	Right	Thru		Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Peds		Books Total	inche Total	Int. Total
07:00 AM	- 51	- 14	112	0	177	16	221	3	0	239	1	1	1	2	3	18	661	64	0	733	2	1152	1154
07.15 AM	63	6	100	0	1田	28	224	10	0	262	4	2	2	0	8	47	641	-67	0	645	0	1084	1084
07:30 AM	88	16	114	0	218	18	211	14	0	243	э	3	6	0	12	62	516	62	0	640	0	1113	1113
07:45 AM	87	27	115	Q	229	18	292	21	0	331	3	8	10	- 1	21	52	454	79	Q	595	1	1166	1167
Total	289	63	441	0	793	79	948	48	0	1075	11	14	19	3	44	179	2162	262	0	2603	3	4515	4518
09:00 AM	107	24	72 94 74	0	203	18	240	28 29 29	2	296	6	10	9	2	25	50	500	85	4	635	5	1149	1154
09.15 AM	82	20 14	94	0	196	13	269	29	0	311	4	7	10	3	21	28	431	111	0	670	3	1098	1101
08:30 AM	47	14	74	Ö	135	13 29	253	29	0	311	3	6	10 13	0	21 17	60	447	111 81	0	588	0	1051	1051
08:45 AM	- 64	18	80	0	152	35	266	31	0	332	.9	9		2	31	79	445	86	0	610	2	1125	1127
Total	290	76	320	0	686	95	10.28	117	2	1240	22	32	40	7	94	217	1823	353	1	2403	10	4423	4433
BREAK ***																							
04.00 PM	75 86	14	55 54 69	0	144	0	8	0	0	B	0	0	2 38 52	0	2 91	23	389 309	59 70 56	0	470	0	624	624
04.15 PM	86	14 36 29	64	0	176	17 24	407 417	21	.1	445	38	16 20	38	3	91	23 31	369	70	0	470	4	1182	1186
04:30 PM	83	29	69	0	181	24	417	27	0	468	37	20	52	0	109	68	347	66	0	461	0	1219	1219
Q4:45 PM	89	18	46	0	153	23	461	56	0	540	35	14	47	0	96	41	353	62	0	456	0	1245	1245
Total	338	97	224	0	654	64	1293	104	1	1461	110	49	139	3	290	153	1457	247	0	1957	4	4270	4274
05.00 PM	112	20	67	0	189	19	416	44	0	478	42	19	62 50 42	0	123	23	390	68	0	471	0	1261	1261
05.15 PM	76	17	63	0	146	22	436	35	Ö	492	27	17	50	3	94	21	297	665	0	373	3	1105	1108
05.30 PM	89	17	63 47	Ö	153	22 26	498	12	0	536	43	17 10	42	3	95	15	297 325	8883	0	396	3	1180	1183
05.45 PM	108	20	76	Ö	204	24	428	18	2	470	36	15	33	2	84	20	305	- 34	0	360	4	1118	1122
Total	386	74	233	0	692	- 91	1776	109	2	1976	148	61	187	8	306	79	1318	203	0	1600	10	4664	4674

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1947746 - Raine : SW 8th Street& 109th Avenue-041906 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 2

	sv		AVEN		S	W 8th 1 Westl		17001	sv	109th Northl	AVEN	UE	S	W 8th 5 Eastb			
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
eak Hour Analysis F	om 07.00 A	M to 08:4	AM - Pea	ik 1 of 1		and the second sec						and the second second second	deligner of the	Contrast (and downers of the later	
Peak Hour for Entire I																	
07.30 AM	88	16	114	218	18	211	14	243	3	з	6	12	62	516	62 79	640	1113
07 45 AM	87	27	115	229	18	292	21	331	з	8	10	21	52	516 454		585	1166
MA 00.90	107	24	72	203	18	240	28	206	6	10	9	25	62 52 50 28	500	86	635	1149
08 15 AM	82	20	94	196	13	269	29	311	. 4	7	10	21	28	431	111	570	1038
Total Volume	364	87	395	846	67	1012	92	1171	16	28 364	35	79	192	1901	337	2430	4526
% App Total	43	10.3	46.7	1425	57	86.4	79		20.3	36.4	44.3		79	78.2	13.9		
PHF	.850	806	859	.924	.931	866	793	884	667	700	.875	.790	774	.921	759	.949	970
Pass Vehicles	364 100	84	395	843	67	968		1126	15	25	-30	70	187 97.4	1877	337 100	2401	4440 98.1
% Pass Vehicles	100	96.6	100	99.6	100	95.7	98.9	96.2	93.8	89.3	86.7	89.6	97.4	98.7	100	98.8	98.1
Trucks	0	3	0	3	0	44	1	45	1	Э	5	9	5	24	0	988 29	86
% Trucks	0	3.4	0	04	0	43	1.1	38	6.3	10.7	14.3	11.4	26	1.3	0	12	19

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at

	07:30 AM		1.550	13000203	08.00 AM	10753794	727.522	20006	08:00 AM	1.72.07	1011	632	07:00 AM	2-010	458	5.5305
+0 mins	98	16	114	218	18	240	28	286	6	10	9	26	18	651	64	733
+15 mins.	87	27	115	229	13	269	29	311	4	7	10	21	47	641	57	645
+30 mins.	107	24	72	203	29	253	29	311	3	6	8	17	62 52	516	62	640
+45 mina.	82	20	94	196	35	266	31	332	9	9	13	31		454	79	695 2603
Total Volume	364	67	396	846	95	10:29	117	1240	- 22	32	40	94	179	2162	262	2603
% App. Total	43	10.3	46.7		7.7	82.9	9.4		23.4	- 34	42.6		6.9	89.1	10.1	
PHF	850	806	859	924	679	956	944	934	611	800	769	758	722	830	.8(29	.800
Pass Vehicles	364	84	395	843	96	986	117	1197	21	30	35	- 86	174	2136	262	2572 99.8
% Pass Vehicles	100	96.6	100	99.6	100	95.8	100	96.5	95.5	93.8	87.5	91.5	97.2	99.8	100	98.8
Trucks	Ō	3	0	3	0	43	0	43	1	2	5	8	5	26	0	31
% Trucks	Ö	3.4	0	0.4	0	42	0	3.5	4.5	6.2	12.5	85	28	1.2	Ö	1.2

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-194 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 3

	sv	V 109th South	AVENL	E	S	W8th8 Westb		T		109th Northb	AVENU	JE	S	W 8th 8 Eastb	ound		
Start Time	Right	Thru		pp Total	Right	Thou	Left	App Total	Right	Thru	Left /	App. Total	Right	Thru	Left	App. Total	Int Total
Peak Hour Analysis Fr				of 1													
Peak Hour for Entire In		degins at u		and a			2	Sec. 1	Take 1	100	1.01	231	144	02.02	23	and the second second	
04:15 PM	86	36	54	176	17	407	21	445	.39	10	38 52 47	91	31	369 347 353	70 (55)(2)	470	1182
04 30 PM	83	29	69	181 153	24 23	417	27	468	37	20	52	109	68	347	65	461 456	1219 1245
04.45 PM	83 89	18	46	153	23	461	66	540	35	14	47	96	41	363	62	456	1245
05.00 PM	112	18 20	57	189	19	415	44	478	42	19	62	123	41 23	390	-58	471	1261
Total Volume	370	103	226	699	83	1700	148	1931	162	68	199	419	153	1459	246	1858	4907
% App Total	52.9	147	323	13356	4.3	F#3	77	1220	36.3	16.2	47 5	102	82	78.5	13.2	1022.22	1980
PHF	826	715	819	925	805	922	.661	.894	906	.860	.802	862	659	.935	.879	996	.973
Pass Vehicles	369	100	223	692	89 100	1684	148	1916	161	06	199	415	163	1426	246	1825	4847
% Pass Vehicles	99.7	971	987	99.0	100	99.1	100	99.2	99.3	97.1	99.5	99.0	100	97.7	100	98.2	98.8
Trucks	S	3	3	7	0	16	0	16	1	2	1	4	0	33	Ö	.33	
% Trucks	03	29	1.3	1.0	0	.16 0.9	0	08	07	29	0.5	10	ő	97.7 33 2.3	ö	98.2 33 1.8	60 1.2
				Loans 1732	0	0.9	0	081	0.7	29	0.5	10	0	2.3	0	18	1
Peak Hour Analysis Fr			PM - Peak	of 1													
eak Hour for Each Ap		gins at	1.50151-1.553	1.200					A				BI IF BILL				
2010 (Charles 10) (Charles 10)	04.15 PM			- Providence	04:45 PM			and the second second	04:30 PM			Conversion of	04:15 PM			de la contra	

	04.10.1.141				04.401-141				04.00 PW				OT. 10 P.W.			
+0 mine	86	36	54	176	23	461	56	540	37	20	52	103	31	369	70	470
+15 mins	83	29	69	181	19	416	44	478	35	14	47	96	58	347	66	461
+30 mins	89	18	46	153	22	435	36	492	42	19	62	123	.41	363	62	456
+45 mins.	112	20	57	189	26	498	12	536	27	17	50	94	23	390	-58	471
Total Volume	370	103	226	699	90	1809	147	2046	141	70	211	422	153	1459	246	471 1853
% App. Total	52.9	14.7	323		4.4	88.4	72		33.4	16.6	50		82	78.5	13.2	
PHF	8.26	715	819	925	BEZS	909	656	947	839	875	851	833	6/2)	936	879	996 1825
Pass Vehicles	369	100	223	692	.90	1797	147	2034	141	68	210	419	153	1426	246	1825
% Pass Vehicles	99.7	97.1	98.7	.99	100	99.3	100	99.4	100	97.1	99.5	99.3	100	97.7	100	98.2
Trucks	1	3	3	7	Ŭ.	12	0	12	0	2	1	3	0	33	0	33
% Trucks	03	29	13	1	0	07	0	0.6	0	2.9	0.5	0.7	0	23	0	18

APPENDIX D. TURNING MOVEMENT COUNTS

The following counts at signalized intersections along 107th Avenue between SW 8th Street and SW 109th Avenue were obtain form the SR 985/SW 107th Avenue PD&E Study, Florida Department of Transportation District 6 (FDOT 2006, Table 2).

	SUM	MAR	YOF	' TUR	NING	6 MO	VEMI	ENT C	COUN	TS			
				AP	RIL 1	8, 200	6						
Cross Street	Peak	No	orthbo	und	So	uthbou	ınd	Ea	astbour	nd	We	estbou	nd
Closs Street	Hour	L	Т	R	L	Т	R	L	Т	R	L	Т	R
SW 8th Street	AM	200	716	414	203	680	168	249	1447	624	306	902	176
Sw our Street	PM	228	1163	329	281	1348	290	261	850	524	455	1159	361
SW 4th Street	AM	8	1261	35	37	781	16	51	104	20	64	57	61
Sw 4th Street	PM	49	1299	60	47	1463	41	31	46	40	103	118	54
W. Elaglar Street	AM	43	1147	68	202	713	83	489	1130	102	104	334	225
W. Flagler Street	PM	232	883	150	308	1544	228	187	690	76	190	817	154

TABLE 2

APPENDIX E. TURNING MOVEMENT COUNTS AT UNSIGNALIZED INTERSECTIONS

(Source: SR 985/SW 107th Avenue PD&E Study, Florida Department of Transportation District 6, Appendix L)

										ssenge	r Cars										
		SW	107TH	AVE			SW	107TH	AVE			S۱	N 2ND	ST			S١	W 2ND	ST		
		N	orthbo				So	uthbo				E	astbou				w	estbo			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	13	524	0	4	541	0	113	5	0	118	14	0	15	1	30	0	0	0	0	0	689
07:15 AM	8	506	1	2	517	0	162	12	0	174	20	0	13	0	33	0	0	0	0	0	724
07:30 AM	15	623	0	0	638	1	220	3	0	224	27	0	24	0	51	0	0	1	0	1	914
07:45 AM	15	462	0	0	477	2	243	6	0	251	16	0	20	1	37	0	0	0	0	0	765
Total	51	2115	1	6	2173	3	738	26	0	767	77	0	72	2	151	0	0	1	0	1	3092
08:00 AM	9	587	0	0	596	0	196	7	2	205	18	0	21	1	40	0	0	0	0	0	841
08:15 AM	20	483	2	0	505	3	146	9	0	158	16	0	15	2	33	0	0	0	1	1	697
08:30 AM	19	461	0	1	481	2	169	12	2	185	13	0	19	6	38	0	0	0	0	0	704
08:45 AM	18	576	0	0	594	1	236	8	1	246	12	0	19	2	33	0	0	0	2	2	875
Total	66	2107	2	1	2176	6	747	36	5	794	59	0	74	11	144	0	0	0	3	3	3117
04:00 PM	11	546	0	0	557	2	350	19	0	371	3	0	14	0	17	0	0	2	1	3	948
04:15 PM	23	455	0	0	478	3	359	13	2	377	8	0	18	2	28	0	0	0	0	0	883
04:30 PM	12	589	2	1	604	0	328	10	1	339	3	0	9	1	13	0	0	1	1	2	958
04:45 PM	14	479	0	0	493	3	245	7	2	257	1	0	5	2	8	0	0	0	0	0	758
Total	60	2069	2	1	2132	8	1282	49	5	1344	15	0	46	5	66	0	0	3	2	5	3547
05:00 PM	18	668	0	0	686	2	316	23	3	344	3	0	22	4	29	1	0	2	1	4	1063
05:15 PM	28	647	3	0	678	1	317	10	0	328	3	0	21	0	24	0	0	3	0	3	1033
05:30 PM 05:45 PM	24 26	468	1	2 5	495 500	1	353 312	8	0 2	362 327	4	0	15 15	0 2	19 21	0	0	0	2	2	878
US:45 PW Total	26	469 2252	4	5	2359	4	1298	13 54	- 2	1361	4	0	73	- 2	93	0	0	5	4	10	849 3823
Total	50	22.52	4	'	2555	4	1290	54	5	1501	14	0	15	0	55		0	5	4	10	5025
Grand Total	273	8543	9	15	8840	21	4065	165	15	4266	165	0	265	24	454	1	0	9	9	19	13579
Apprch %	3.1	96.6	0.1	0.2		0.5	95.3	3.9	0.4		36.3	0	58.4	5.3		5.3	0	47.4	47.4		
Total %	2	62.9	0.1	0.1	65.1	0.2	29.9	1.2	0.1	31.4	1.2	0	2	0.2	3.3	0	0	0.1	0.1	0.1	
Passenger Cars	262	8420	9	15	8706	20	3960	157	15	4152	156	0	255	24	435	1	0	9	9	19	13312
% Passenger Cars	96	98.6	100	100	98.5	95.2	97.4	95.2	100	97.3	94.5	0	96.2	100	95.8	100	0	100	100	100	98
Heavy Vehicles	11	123	0	0	134	1	105	8	0	114	- 9	0	10	0	19	0	0	0	0	0	267
% Heavy Vehicles	4	1.4	0	0	1.5	4.8	2.6	4.8	0	2.7	5.5	0	3.8	0	4.2	0	0	U	0	0	2

			107TH					107TH					V 2ND					N 2ND			
			rthbo	und				uthbo					astbou	ind				estbo			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From (07:00 /	AM to 0)8:45 AN	∕I-Pea	k 1 of	1													
Peak Hour for	r Entire	e Inters	ection	Begins	at 07:1	5 AM															
07:15 AM	8	506	1	2	517	0	162	12	0	174	20	0	13	0	33	0	0	0	0	0	724
07:30 AM	15	623	0	0	638	1	220	3	0	224	27	0	24	0	51	0	0	1	0	1	914
07:45 AM	15	462	0	0	477	2	243	6	0	251	16	0	20	1	37	0	0	0	0	0	765
08:00 AM	9	587	0	0	596	0	196	7	2	205	18	0	21	1	40	0	0	0	0	0	841
Total Volume	47	2178	1	2	2228	3	821	28	2	854	81	0	78	2	161	0	0	1	0	1	3244
% App. Total	2.1	97.8	0	0.1		0.4	96.1	3.3	0.2		50.3	0	48.4	1.2		0	0	100	0		
PHF	.783	.874	.250	.250	.873	.375	.845	.583	.250	.851	.750	.000	.813	.500	.789	.000	.000	.250	.000	.250	.887
Peak Hour Anal					M - Peak	(1 of 1															
Peak Hour for	Each /	Approac	ch Begi	ns at:																	
	07:15 AN	4				07:15 AN					07:15 AM					08:00 AM					

	U7.15 MN	0				U7.15 AM					07.15 AM					00.00 AM				
+0 mins.	8	506	1	2	517	0	162	12	0	174	20	0	13	0	33	0	0	0	0	0
+15 mins.	15	623	0	0	638	1	220	3	0	224	27	0	24	0	51	0	0	0	1	1
+30 mins.	15	462	0	0	477	2	243	6	0	251	16	0	20	1	37	0	0	0	0	0
+45 mins.	9	587	0	0	596	0	196	7	2	205	18	0	21	1	40	0	0	0	2	2
Total Volume	47	2178	1	2	2228	3	821	28	2	854	81	0	78	2	161	0	0	0	3	3
% App. Total	2.1	97.8	0	0.1		0.4	96.1	3.3	0.2		50.3	0	48.4	1.2		0	0	0	100	
PHF	.783	.874	.250	.250	.873	.375	.845	.583	.250	.851	.750	.000	.813	.500	.789	.000	.000	.000	.375	.375

			107TH orthbo					107TH uthbo					N 2ND astboi					N 2ND estbo]
Start Time	Left	Thr u	Rig ht	Ped s	App. Totsl	Left	Thr u	Rig ht	Ped	App. Total	Left	Thr u	Right	Peds	App. Total	Left	Thr u	Right	Peds	App. Total	Int. Total
Peak Hour A							ak 1 of	1													
Peak Hour fo																		-			
05:00 PM	18	668	0	0	686	2	316	23	3	344	3	0	22	4	29	1	0	2	1	4	1063
05:15 PM	28	647	3	0	678	1	317	10	0	328	3	0	21	0	24	0	0	3	0	3	1033
05:30 PM 05:45 PM	24 26	468 469	1	2 5	495 500	1	353 312	8 13	0	362 327	4	0	15 15	0	19 21	0	0	0	2	2	878 849
	26	2252	4	7	2359	4	1298	54	- 2	1361	4	0	73	6	21 93	1	0	5	4	10	3823
Total Volume % App. Total	4.1	2202 95.5	0.2	0.3	2555	0.3	95.4	- 54	0.4	1301	15.1	0	78.5	6.5	55	10	0	50	40	10	3023
PHF	.857	.843	.333	.350	.860	.500	.919	.587	.417	.940	.875	.000	.830	.375	.802	.250	.000	.417	.500	.625	.899
Peak Hour Ana Peak Hour for					PM - Peak	(1 of 1															
<u> </u>	04:30 PN					05:00 PM		~~		~ · ·	05:00 PM		~~		~ ~	05:00 PM					
+0 mins.	12	589	2	1	604	2	316	23	3	344	3	0	22	4	29	1	0	2	1	4	
+15 mins.	14	479	0	0	493	1	317	10	0	328	3	0	21	0	24	0	0	3	0	3	
+30 mins.	18 28	668	0	0	686	1	353	8	0	362	4	0	15	0	19	0	0	0	2 1	2	
+45 mins.		647	5	-	678	4	312	13 54	<u></u>	327		0	15 73	6	21 93	0	0	0	4	1	{
Total Volume	72 2.9	2383 96.8	0.2	1	2461	0.3	1298 95.4	54	0.4	1361	14 15.1	0	78.5	6.5	93	10	0	50	4 40	10	
% App. Total PHF	.643	.892	.417	.250	.897		.919	.587	.417	.940	.875	.000	.830	.375	.802	.250	.000	.417	.500	.625	{
	.043	.032	.411	.200	.037					ssenge					.002	.200	.000	.417	.500	.023	1
		SW 1	107TH	AVF				107TH		ssenige	cure		V 3RD				SV	V 3RD	ST		
			rthbou					uthbo					stbou					estbou			
Start Time	Left			Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	528	0	0	535	0	125	3	1	129	12	0	8	1	21	1	0	0	0	1	686
07:15 AM	3	500	ō	1	504	ō	172	3	1	176	14	ō	5	ò	19	ó	ō	ō	ō	ó	699
07:30 AM	3	633	0	2	638	0	239	2	0	241	8	0	11	3	22	0	0	0	1	1	902
07:45 AM	1	474	0	0	475	0	263	0	0	263	3	0	5	0	8	0	0	0	3	3	749
Total	14	2135	0	3	2152	0	799	8	2	809	37	0	29	4	70	1	0	0	4	5	3036
08:00 AM	2	591	0	0	593	0	214	3	0	217	7	0	9	2	18	0	0	0	1	1	829
08:15 AM	3	492	0	4	499	0	156	5	1	162	11	0	2	2	15	0	0	0	5	5	681
08:30 AM	1	476	0	0	477	0	187	1	1	189	4	0	4	1	9	0	0	0	1	1	676
08:45 AM	5	588	0	0	593	0	251	3	0	254	6	0	4	0	10	0	0	0	3	3	860
Total	11	2147	0	4	2162	0	808	12	2	822	28	0	19	5	52	0	0	0	10	10	3046
03:45 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00 PM	6	546	0	0	552	0	356	8	0	364	3	0	4	3	10	0	0	0	1	1	927
04:15 PM	9	476	0	0	485	0	374	3	0	377	2	0	4	2	8	0	0	0	1	1	871
04:30 PM	7	602	0	2	611	0	333	3	0	336	2	0	5	0	7	0	0	0	3	3	957
04:45 PM	7	492	0	1	500	0	247	3	0	250	1	0	2	1	4	0	0	0	3	3	757
Total	29	2116	0	3	2148	0	1310	17	0	1327	8	0	15	6	29	0	0	0	8	8	3512
05:00 PM	6	686	0	1	693	0	332	6	0	338	2	0	5	1	8	0	0	0	3	3	1042
05:15 PM	6	673	0	0	679	0	335	3	0	338	4	0	1	0	5	0	0	0	2	2	1024
05:30 PM	9	485	0	0	494	0	363	5	1	369	7	0	4	1	12	0	0	0	1	1	876
05:45 PM	8	490	0	0	498	0	323	4	0	327	5	0	5	1	11	0	0	0	2	2	838
Total	29	2334	0	1	2364	0	1353	18	1	1372	18	0	15	3	36	0	0	0	8	8	3780
Grand Total	83	8741	0	11	8835	0	4270	55	5	4330	91	0	78	18	187	1	0	0	30	31	13383
Apprch %	0.9	98.9	0	0.1		0	98.6	1.3	0.1		48.7	0	41.7	9.6		3.2	0	0	96.8		
Total %	0.6	65.3	0	0.1	66	0	31.9	0.4	0	32.4	0.7	0	0.6	0.1	1.4	0	0	0	0.2	0.2	
Passenger Cars	83	8611	0	11	8705	0	4159	53	5	4217	91	0	71	18	180	1	0	0	30	31	13133
	100	98.5	0	100	98.5	0	97.4	96.4	100	97.4	100	0	91	100	96.3	100	0	0	100	100	98.1
% Passenger Cars						-											-	-			0.5.5
Heavy Vehicles	0	130	0	0	130	0	111	2	0	113	0	0	7	0	7	0	0	0	0	0	250
						0	111 2.6										0	0			250 1.9

		sw	107TH	AVE			sw	107TH	AVE			sv	V 3RD	ST			sv	V 3RE) ST		I
		No	rthbo	und				uthbo				Ea	stbou	ind			W	estbo	und		
Start Time					App. Total			Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A							k 1 of 1	1													
Peak Hour fo				-								-	-	-		-	-	-	-	-	
07:15 AM 07:30 AM	3	500 633	0	1	504	0	172 239	3 2	1	176 241	14 8	0	5	0	19	0	0	0	0	0	699 902
07:45 AM	1	633 474	Ö	ő	638 475	0	263	ő	ő	263	3	Ö	11 5	0	22 8	0	0	0	3	3	902 749
08:00 AM	2	591	ŏ	ő	593	ŏ	203	3	ŏ	203	7	ŏ	9	2	18	ő	ŏ	ŏ	1	1	829
Total Volume	9	2198	ŏ	3	2210	ŏ	888	8	<u>ĭ</u>	897	32	ŏ	30	5	67	ŏ	ŏ	ŏ	5	5	3179
% App. Total	0.4	99.5	ō	0.1		ō	99	0.9	0.1		47.8	ō	44.8	7.5		ō	ō	ō	100	-	
PHF	.750	.868	.000	.375	.866	.000	.844	.667	.250	.853	.571	.000	.682	.417	.761	.000	.000	.000	.417	.417	.881
Peak Hour Ana Peak Hour for					M - Peak	1 of 1															
	07:15 AM					07:15 AM					07:00 AM	-	-			07:30 AM	-	-			
+0 mins.	3	500	0	1	504	0	172	3	1	176	12	0	8	1	21	0	0	0	1	1	
+15 mins.	3	633 474	0	2 0	638 475	0	239	2	0	241	14	0	5	0	19	0	0	0	3	3	
+30 mins. +45 mins.	2	474 591	0	0	475 593	0	263 214	0	ő	263 217	8	Ö	11 5	3 0	22 8	0	0	0	5	1 5	
Total Volume	9	2198	Ö	3	2210	0	888	8	1	897	37	ō	29	4	70	0	0	0	10	10	
% App. Total	0.4	99.5	ö	0.1	2210	ö	99	0.9	0.1	037	52.9	ő	41.4	5.7	10	ő	ő	ŏ	100	10	
PHF	.750	.868	.000	.375	.866	.000	.844	.667	.250	.853	.661	.000	.659	.333	.795	.000	.000	.000	.500	.500	
		SW	107TH	AVE			SW 1	107TH	AVE			SV	V 3RD	ST			SV	V 3RD	ST		
			rthbou					uthbou					stbou					estbo			
Charle Time	1-0	Thr	Rig	Ped		1 - 0	Thr	Rig	Ped		1 - 0	Thr				1 - 0	Thr				
Start Time	Left	u	ht	s	App. Tobai	Left	u	ht	s	App. Total	Left	u	Right	Peds	App. Total	Left	u	Right	Peds	App. Total	Int. Total
Peak Hour Ar			04:00 F	PM to 0																	
Peak Hour fo															-						
04:30 PM	7	602	0	2	611	0	333	3	0	336	2	0	5	0	7	0	0	0	3	3	957
04:45 PM	7	492	0	1	500	Q	247	3	Ö	250	1	0	2	1	4	0	0	0	3	3	757
05:00 PM	6	686	0	1	693	0	332	6	0	338	2	0	5	1	8 5	0	0	0	3	3 2	1042
05:15 PM Total Volume	6 26	673 2453	0	0 4	679 2483	0	335 1247	3	0	338 1262	<u>4</u> 9	0	1	2	24	0	0	0	2	11	1024 3780
% App. Total	20	98.8	ō	0.2	2403	0	98.8	1.2	ő	1202	37.5	ő	54.2	8.3	24	ō	ő	0	100		5700
PHF	.929	.894	.000	.500	.896	.000	.931	.625	.000	.933	.563	.000	.650	.500	.750	.000	.000	.000	.917	.917	.907
Peak Hour Ana					M - Peak	1 of 1															
Peak Hour for			n Begir	ns at:																	
+0 mins.	04:30 PN 7	602	0	2	611	05:00 PM	332	6	0	338	05:00 PM 2	0	5	1	8	04:30 PM	0	0	3	3	
+0 mins. +15 mins.	7	492	ő	1	500	0	335	3	ő	338	4	ő	1	0	ŝ	Ö	ő	0	3	3	
+30 mins.					JUU																
	- B	686	0	1	693	0	363					ŏ	4		-		0				
+45 mins.	6	686 673	0	1	693 679	0	363 323	5	1	369 327	7	-		1	12 11	0 0	0	0 0	3	3	
			Ō			0		5	1	369	7	ō	4 5	1	12	0		0	3	3 2	
+45 mins.	6	673		0	679		323	5 4	1 0	369 327	7 5	0 0	4	1	12 11	0	0	0	3 2	3	
+45 mins. Total Volume	6 26	673 2453	0	0	679	0	323 1353	5 4 18	1 0 1	369 327	7 5 18	0	4 5 15	1 1 3	12 11	0 0	0	0	3 2 11	3 2	
+45 mins. Total Volume % App. Total	6 26 1	673 2453 98.8	0	0 4 0.2	679 2483	0 0 000.	323 1353 98.6 .932	5 4 18 1.3 .750	1 0 1 0.1 .250	369 327 1372	7 5 18 50 .643	0 0 0 .000	4 5 15 41.7 .750	1 3 8.3 .750	12 11 36	0 0 0	0	0 0 0	3 2 11 100	3 2 11	
+45 mins. Total Volume % App. Total	6 26 1 .929	673 2453 98.8 .894	0 0 000.	0 4 0.2	679 2483 .896	0 0 .000	323 1353 98.6 .932 Groups	5 4 18 1.3 .750	1 0 1 .250 ed- Pa:	369 327 1372 .930 ssenge	7 5 18 50 .643	0 0 0 .000 - Heav	4 5 15 41.7 .750	1 3 8.3 .750 nicles	12 11 36 .750	0 0 0	0 0 000.	0 0 0 .000	3 2 11 100	3 2 11 .917	1
+45 mins. Total Volume % App. Total	6 26 1 .929	673 2453 98.8 .894	0 0 000.	0 4 0.2 .500	679 2483 .896	0 0 .000	323 1353 98.6 .932 Groups SW 10	5 4 18 1.3 .750 Printe 7TH A uthbo	1 0.1 .250 ed- Pa: VENUI	369 327 1372 .930 ssenge	7 5 18 50 .643	0 0 0 .000 - Heav SW 5	4 5 15 41.7 .750 vy Veh	1 3 8.3 .750 nicles REET Ind	12 11 36 .750	0 0 0	0 0 .000	0 0 0 .000	3 2 11 .917 TREET	3 2 11 .917]
+45 mins. Total Volume % App. Total PHF Start Time	6 26 1 .929	673 2453 98.8 .894 SW 10 No Thru	0 0 .000 7TH A rthbou Right	0 4 0.2 .500 VENUE und Peds	679 2483 .898 E	0 0 .000 G	323 1353 98.6 .932 Groups SW 107 SW 107 SO Thru	5 4 18 1.3 .750 Printe 7TH A Right	1 0.1 .250 ed- Pas VENUI JIND Peds	369 327 1372 .930 ssenge	7 5 18 50 .043 er Cars	0 0 0 .000 - Heav SW 5 Ea Thru	4 5 15 41.7 .750 vy Veh TH ST astbou Right	1 3 8.3 .750 nicles REET IND Peds	12 11 36 .750	0 0 0 .000	0 0 .000 SW § W Thru	0 0 0 .000	3 2 11 .917 TREET ound Peds	3 2 11 .917	
+45 mins. Total Volume % App. Total PHF Start Time 07:00 AM	6 26 1 .929 .929	673 2453 98.8 .894 5W 10 No Thru 367	0 0 .000 7TH A rthbou Right 2	0 4 0.2 .500 VENUE und Peds 4	679 2483 .896 E App. Total 376	0 0 .000 G Left	323 1353 98.6 .932 Froups SW 107 SW 107 SO Thru 195	5 4 18 1.3 .750 9 Printe 7TH A' Right 1	1 0.1 .250 ed- Pas VENUI JIND Peds 0	369 327 1372 .930 ssenge App. Total 196	7 5 18 50 .043 er Cars Left 5	0 0 .000 - Heav SW 5 Ea Thru 0	4 5 15 41.7 .750 vy Veh TH ST astbou Right 8	1 3 8.3 .750 hicles REET IND Peds 0	12 11 36 .750 App. Total 13	0 0 .000 .000	0 0 .000 SW 5 W Thru 0	0 0 0 .000 STH S (estbo Right 1	3 2 11 .00 .917 TREET ound Peds 0	3 2 11 .917 	586
+45 mins. Total Volume % App. Total PHF Start Time 07:00 AM 07:15 AM	6 26 1 .929 Left 3 3	673 2453 98.8 .894 SW 10 No Thru 367 357	0 0 .000 7TH A' rthbou Right 2 7	0 4 0.2 .500 VENUR Jund Peds 4 2	679 2483 .896 E App. Total 376 369	0 0 .000 G Left 0 0	323 1353 98.6 .932 Groups SW 100 Sou Thru 195 194	5 4 18 1.3 .750 Printe 7TH A' uthbou Right 1 5	1 0.1 .250 ed- Pa: VENUI Peds 0 1	369 327 1372 .930 ssenge .930 ssenge .930 	7 5 18 50 .643 er Cars Left 5 1	0 0 .000 - Heav SW 5 Ea Thru 0 0	4 5 15 41.7 .750 vy Veh TH ST astbou Right 8 14	1 3 8.3 .750 nicles REET Ind Peds 0 1	12 11 36 .750 App. Total 13 16	0 0 .000 .000	0 0 .000 SW 5 W Thru 0 0	0 0 0 .000 .000 .000 .000 .000 .000 .0	3 2 11 .00 .917 TREET pund Peds 0 0	3 2 11 .917 App. Total 1 0	586 585
+45 mins. Total Volume % App. Total PHF Start Time 07:00 AM 07:15 AM 07:30 AM	6 26 1 .929 Left 3 3 6	673 2453 98.8 .894 SW 10 No Thru 367 357 327	0 0 .000 7TH A' rthbou Right 2 7 0	0 4 0.2 .500 VENUR und Peds 4 2 3	679 2483 .896 E App. Total 376 369 336	0 0 .000 G Ueft 0 0 0	323 1353 98.6 .932 Groups SW 100 So Thru 195 194 237	5 4 18 .750 Printe 7TH A' uthbou Right 1 5 5	1 0.1 .250 ed- Pas VENUI Peds 0 1 0	369 327 1372 .930 ssenge 	7 5 18 50 .843 er Cars Left 5 1 6	0 0 .000 - Heav SW 5 Ea Thru 0 0	4 5 15 41.7 .750 vy Veh TH ST astbou Right 8 14 21	1 3 8.3 .750 nicles REET Ind Peds 0 1 0	12 11 36 .750 App. Total 13 16 27	0 0 .000 .000	0 0 .000 SW 5 W Thru 0 0 0	0 0 0 .000 .000 FTH S (estbo Right 1 0 0	3 2 11 100 .917 TREE1 ound Peds 0 0 0	3 2 11 .917 App. Total 1 0 0	586 585 605
+45 mins. Total Volume % App. Total PHF Start Time 07:00 AM 07:15 AM 07:30 AM 07:30 AM	6 26 1 .929 Left 3 3 6 7	673 2453 98.8 .894 SW 10 Thru 367 357 327 296	0 0 .000 7TH A' rthbou Right 2 7 0 5	0 4 0.2 .500 VENUE und Peds 4 2 3 1	679 2483 .896 E 	0 0 .000 G Left 0 0 0 0	323 1353 98.6 .932 Groups SW 102 SW 102 SW 102 SW 102 195 194 237 241	5 4 18 1.3 .750 Printe 7TH A uthbou Right 1 5 5 4	1 0.1 .250 ed- Pa: VENUI und Peds 0 1 0 0	369 327 1372 .930 ssenge	7 5 18 50 .843 er Cars 5 1 6 16	0 0 - Heav SW 5 Ea Thru 0 0 0	4 5 15 41.7 .750 vy Veh TH ST astbou Right 8 14 21 20	1 3 8.3 .750 nicles REET Ind Peds 0 1 0 0	12 11 36 .750 Анр. Тобан 13 16 27 36	0 0 .000 .000	0 0 .000 SW 5 W Thru 0 0 0 0	0 0 0 .000 .000 .000 .000 .000 .000 .0	3 2 11 100 .917 TREE1 ound Peds 0 0 0 0 0	3 2 11 .917 App. Tetal 1 0 0 0 0	586 585 605 590
+45 mins. Total Volume % App. Total PHF Start Time 07:00 AM 07:15 AM 07:30 AM	6 26 1 .929 Left 3 3 6	673 2453 98.8 .894 SW 10 No Thru 367 357 327	0 0 .000 7TH A' rthbou Right 2 7 0	0 4 0.2 .500 VENUR und Peds 4 2 3	679 2483 .896 E App. Total 376 369 336	0 0 .000 G Ueft 0 0 0	323 1353 98.6 .932 Groups SW 100 So Thru 195 194 237	5 4 18 .750 Printe 7TH A' uthbou Right 1 5 5	1 0.1 .250 ed- Pas VENUI Peds 0 1 0	369 327 1372 .930 ssenge 	7 5 18 50 .843 er Cars Left 5 1 6	0 0 .000 - Heav SW 5 Ea Thru 0 0	4 5 15 41.7 .750 vy Veh TH ST astbou Right 8 14 21	1 3 8.3 .750 nicles REET Ind Peds 0 1 0	12 11 36 .750 App. Total 13 16 27	0 0 .000 .000	0 0 .000 SW 5 W Thru 0 0 0	0 0 0 .000 .000 FTH S (estbo Right 1 0 0	3 2 11 100 .917 TREE1 ound Peds 0 0 0	3 2 11 .917 App. Total 1 0 0	586 585 605
+45 mins. Total Volume % App. Total PHF Start Time 07:00 AM 07:15 AM 07:30 AM 07:30 AM	6 26 1 .929 Left 3 3 6 7	673 2453 98.8 .894 SW 10 Thru 367 357 327 296	0 0 .000 7TH A' rthbou Right 2 7 0 5	0 4 0.2 .500 VENUE und Peds 4 2 3 1	679 2483 .896 E 	0 0 .000 G Left 0 0 0 0	323 1353 98.6 .932 500 500 500 500 500 500 500 50	5 4 18 1.3 .750 Printe 7TH A uthbou Right 1 5 5 4	1 0.1 .250 ed- Pa: VENUI und Peds 0 1 0 0	369 327 1372 .930 ssenge	7 5 18 50 .843 er Cars 5 1 6 16	0 0 - Heav SW 5 Ea Thru 0 0 0	4 5 15 41.7 .750 vy Veh TH ST astbou Right 8 14 21 20	1 3 8.3 .750 nicles REET Ind Peds 0 1 0 0	12 11 36 .750 Анр. Тобан 13 16 27 36	0 0 .000 .000	0 0 .000 SW 5 W Thru 0 0 0 0	0 0 0 .000 .000 FTH S (estbo Right 1 0 0	3 2 11 100 .917 TREE1 ound Peds 0 0 0 0 0	3 2 11 .917 App. Tetal 1 0 0 0 0	586 585 605 590
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07:30 AM	6	327	0	3	336	0	237	5	0	242	6	0	21	0	27	0	0	0	0	0	605
07:45 AM	7	296	5	1	309	0	241	4	0	245	16	0	20	0	36	0	0	0	0	0	590
Total Volume	19	1347	14	10	1390	0	867	15	1	883	28	0	63	1	92	0	0	1	0	1	2366
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PHF	.679	.918	.500	.625	.924	.000	.899	.750	.250	.901	.438	.000	.750	.250	.639	.000	.000.	.250	.000	.250	.978
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+15 mins.	3	357	7	2	369	0	241	4	0	245	16	0	20	0	36	0	0	0	1	1	
+30 mins.	6	327	0	3	336	0	201	3	0	204	1	0	12	4	17	0	0	4	0	4	
+45 mins.	7	296	5	1	309	0	203	12	0	215	2	0	13	3	18	0	0	2	0	2	
Total Volume	19	1347	14	10	1390	0	882	24	0	906	25	0	66	7	98	0	0	6	2	8	
% App. Total	1.4	96.9	1	0.7		0	97.4	2.6	0		25.5	0	67.3	7.1		0	0	75	25		
PHF	.679	.918	.500	.625	.924	.000	.915	.500	.000	.924	.391	.000	.786	.438	.681	.000	.000	.375	.500	.500	
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07:00 AM	0	367	1	0	368	1	216	0	0	217	0	0	0	0	0	2	0	0	1	3	588
07:15 AM	0	365	3	4	372	2	213	ō	Ō	215	Ō	ō	0	ō	0	2	Ō	1	Ó	3	590
07:30 AM	0	327	4	3	334	1	270	0	0	271	0	0	0	0	0	6	0	0	0	6	611
07:45 AM	0	302	4	0	306	6	261	0	0	267	0	0	0	0	0	4	0	2	0	6	579
Total Volume	0	1361	12	7	1380	10	960	0	0	970	0	0	0	0	0	14	0	3	1	18	2368
% App. Total	0	98.6	0.9	0.5		1	99	0	0		0	0	0	0		77.8	0	16.7	5.6		
PHF	.000	.927	.750	.438	.927	.417	.889	.000	.000	.895	.000	.000	.000	.000	.000	.583	.000	.375	.250	.750	.969
Peak Hour Ana	durie En			00-45 A	M Baal																
Peak Hour for					ini - Fear																
Teak Hour for	07:00 AM		ai begi	15 dt.		07:00 AM	JI I				07:00 AM	,				07:15 AM					
+0 mins.	0	367	1	0	368	1	216	0	0	217	0	0	0	0	0	2	0	1	0	3	
+15 mins.	ō	365	3	4	372	2	213	ō	ō	215	ō	ō	ō	ō	ō	6	ō	ò	ō	6	
+30 mins.	0	327	4	3	334	1	270	0	0	271	0	0	0	0	0	4	0	2	0	6	
+45 mins.	0	302	4	0	306	6	261	0	0	267	0	0	0	0	0	2	0	2	1	5	
Total Volume	0	1361	12	7	1380	10	960	0	0	970	0	0	0	0	0	14	0	5	1	20	
% App. Total	0	98.6	0.9	0.5		1	99	0	0		0	0	0	0		70	0	25	5		
PHF	.000	.927	.750	.438	.927	.417	.889	.000	.000	.895	.000	.000	.000	.000	.000	.583	.000	.625	.250	.833	
												_					_				
			07TH					107TH					V 6TH					N 6TH			
			rthbou					uthbo					stbou	nd		,		estbou	Ind		
Start Time	Left	Thr	-	Ped	App. Total	Left	Thr	Rig	Ped	App. Total	Left	Thr	Right	Peds	App. Total	Left	Thr	Right	Peds	App. Total	Int. Total
		u	ht	S			u L 1 st (ht	S	App. Total	2.51	u					u	- "g""		- open sound	
Peak Hour An							к 1 of 1														
Peak Hour for							070	~	~	077	~	~	~	~	~ 1	~	~	~	~		750
05:00 PM	0	363	3	3	369	5	372	0	0	377	0	0	0	0	0	2	0	2	0	4	750
05:15 PM	0	363	9 3	2	374 371	1	295 351	0	0	296	0	0	0	0	0	8 7	0	3	0	11	681
05:30 PM	0	367	3	1		1		-	0	351	0	-		0	0		0		1	12	734
05:45 PM Total Volume	0	362	18	- 7	366 1480	- +	381 1399	0	0	382 1406	0	0	0	0	0	25	0	6 15	2	15 42	763 2928
	0	98.3	1.2	0.5	1400	0.5	99.5	0	0	1400	0	0	0	0		59.5	0	35.7	4.8	42	2920
% App. Total PHF	.000	.991	.500	.583	.989	.350	.918	.000	.000	.920	.000	.000	.000	.000	.000	.781	.000	.625	.500	.700	.959
							.010	.000	.000	.020	.000	.000	.000	.000	.000		.000	.020	.000		.000
Peak Hour Anal	ysis Fro	m 04:00	PM to 0	05:45 PI	M - Peak	1 of 1															
Peak Hour for	Each A	pproac	h Begin	is at:																	
	04:45 PM					05:00 PM					04:00 PM					05:00 PM	_				
+0 mins.	0	359	8	4	371	5	372	0	0	377	0	0	0	0	0	2	0	2	0	4	
+15 mins.																	-				
	0	363	3	3	369	1	295	0	0	296	0	0	0	0	0	8	Ō	3	0	11	
+30 mins.	Ō	363	9	2	369 374	1 0	295 351	0	0	296 351	0 0	0	0 0	0 0	0 0	8 7	Ō	3 4	0 1	11 12	
+30 mins. +45 mins.	0	363 367	9 3	2 1	369 374 371	1 0 1	295 351 381	0 0 0	0 0 0	296 351 382	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	8 7 8	0	3 4 6	0 1 1	11 12 15	
+30 mins. +45 mins. Total Volume	0	363 367 1452	9 3 23	2 1 10	369 374	1 0 1 7	295 351 381 1399	0 0 0	0 0 0	296 351	0 0 0	0 0 0	0 0 0	0 0 0	0 0	8 7 8 25	0	3 4 6 15	0 1 1 2	11 12	
+30 mins. +45 mins. Total Volume % App. Total	0 0 0 0	363 367 1452 97.8	9 3 23 1.5	2 1 10 0.7	369 374 371 1485	1 0 1 7 0.5	295 351 <u>381</u> 1399 99.5	0 0 0 0	0 0 0 0	296 351 <u>382</u> 1406	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	8 7 8 25 59.5	0 0 0 0	3 4 6 15 35.7	0 1 1 2 4.8	11 12 15 42	
+30 mins. +45 mins. Total Volume	0	363 367 1452	9 3 23	2 1 10	369 374 371	1 0 1 7	295 351 381 1399	0 0 0	0 0 0	296 351 382	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	8 7 8 25	0	3 4 6 15	0 1 1 2	11 12 15	
+30 mins. +45 mins. Total Volume % App. Total	0 0 0 0	363 367 1452 97.8	9 3 23 1.5	2 1 10 0.7	369 374 371 1485	1 0 1 7 0.5 .350	295 351 381 1399 99.5 .918	0 0 0 0 000.	0 0 0 0 000.	296 351 <u>382</u> 1406	0 0 0 0 000.	0 0 0 0 0	0 0 0 0 000.	0 0 0 0 000.	0 0 0	8 7 8 25 59.5	0 0 0 0	3 4 6 15 35.7	0 1 1 2 4.8	11 12 15 42	
+30 mins. +45 mins. Total Volume % App. Total	0 0 0 0	363 367 1452 97.8 .989	9 3 23 1.5	2 10 0.7 .625	369 374 371 1485	1 0 1 7 0.5 .350	295 351 1399 99.5 .918 Groups	0 0 0 0 000.	0 0 0 .000 ed- Pa	296 351 382 1406 .920	0 0 0 0 000.	0 0 0 .000 - Heav	0 0 0 0 000.	0 0 0 .000 icles	0 0 0	8 7 8 25 59.5	0 0 0 .000	3 4 6 15 35.7	0 1 2 4.8 .500	11 12 15 42	
+30 mins. +45 mins. Total Volume % App. Total	0 0 0 0	363 367 1452 97.8 .989 SW	9 3 23 1.5 .639	2 10 0.7 .625	369 374 371 1485	1 0 1 7 0.5 .350	295 351 1399 99.5 .918 Groups SW	0 0 0 .000	0 0 0 .000 ed- Pa	296 351 382 1406 .920	0 0 0 0 000.	0 0 0 .000 - Heav	0 0 0 .000 /y Veh	0 0 0 .000 .000 icles ST	0 0 0	8 7 8 25 59.5	0 0 0 .000	3 4 15 35.7 .625	0 1 2 4.8 .500	11 12 15 42	
+30 mins. +45 mins. Total Volume % App. Total	0 0 0 0	363 367 1452 97.8 .989 SW	9 3 23 1.5 .639 107TH rthbou	2 10 0.7 .625	369 374 371 1485	1 0 1 7 0.5 .350	295 351 1399 99.5 .918 Groups SW	0 0 0 .000 .000	0 0 0 .000 ed- Pa	296 351 382 1406 .920	0 0 0 0 000.	0 0 0 .000 - Heav Ea	0 0 0 .000 /y Veh V 6TH istbou	0 0 0 .000 .000 icles ST nd	0 0 0 .000	8 7 25 59.5 .781	0 0 0 .000 .000	3 4 15 35.7 .625 V 6TH	0 1 2 4.8 .500 ST nd	11 12 15 42	Int. Total
+30 mins. +45 mins. Total Volume % App. Total PHF	0 0 0 000	363 367 1452 97.8 .989 SW No	9 3 23 1.5 .639 107TH rthbou	2 1 0.7 .625 AVE Ind Peds 0	369 374 371 1485 .993	1 0 1 7 0.5 .350	295 351 381 1399 99.5 .918 Groups SW So	0 0 0 .000 .000 .000 .000 .000 .000 .0	0 0 0 .000 ed- Pa AVE und	296 351 382 1406 .920 ssenge	0 0 0 .000 r Cars	0 0 0 .000 - Heav Ea Thru 0	0 0 0 .000 /y Veh V 6TH istbou	0 0 0 .000 .000 icles ST nd	0 0 0	8 7 25 59.5 .781	0 0 0 .000 .000	3 4 15 35.7 .625 V 6TH	0 1 2 4.8 .500 ST nd	11 12 15 42 .700	Int. Total
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+30 mins. +45 mins. Total Volume 9% App. Total PHF 07:00 AM 07:15 AM 07:30 AM 07:30 AM 07:30 AM 07:45 AM 08:00 AM 08:15 AM 08:30 AM 08:35 AM	0 0 0 .000 Left 12 12 16 49 12 16 19 12 16 19 11	363 367 1452 97.8 .989 SW 1 No Thru 355 357 315 288 1315 294 251 272 299	9 3 23 1.5 .639 107TH rthbou Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 10 0.7 .825 AVE ind Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	369 374 371 1485 .993 .993 .993 .993 .993 .993 .993 .99	1 0 1 0.5 .350 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	295 351 381 1399 99.5 .918 Sroups Sw So Thru 203 203 253 915 199 201 233 239	0 0 0 0 0 0 0 0 0 0 0 0 107TH 0 2 1 1 2 1 1 2 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	296 351 382 1406 .920 ssenge 206 206 258 256 926 202 209 238 247	0 0 0 .000 r Cars teft 11 3 2 2 18 4 2 0 1	0 0 0 - Heav Ea Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 7 59.5 .781 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 4 5 35.7 .625 v 6TH estbou Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 2 4.8 .500 ST nd Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 12 15 42 .700 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	600 587 602 575 2364 530 497 530 569
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			107TH					107TH					N 6TH					N 6TH			
Start Time	Loft		rthbou		App. Total	Loft		uthbo			Left		Right			Left		Right	Ind Peds		
Peak Hour Ar									Feas	App. Total	Leit	Thru	Right	Feas	App. Total	Leit	Thru	Right	Feas	App. Total	Int. Total
Peak Hour for																					
07:00 AM	12	355	0	0	367	0	203	0	3	206	11	0	15	1	27	0	0	0	0	0	600
07:15 AM	9	357	0	0	366	0	203	2	1	206	3	0	12	0	15	0	0	0	0	0	587
07:30 AM	12	315	0	0	327	0	256	1	1	258	2	0	15	0	17	0	0	0	0	0	602
07:45 AM	16 49	288	0	0	304 1364	0	253 915	1	2	256 926	2 18	0	<u>13</u> 55	0	15 74	0	0	0	0	0	575 2364
Total Volume % App. Total	3.6	1315 96.4	0	0	1304	0	915	0.4	0.8	920	24.3	0	74.3	1.4	/4	0	0	0	0	0	2304
PHF	.766	.921	.000	.000	.929	.000	.894	.500	.583	.897	.409	.000	.917	.250	.685	.000	.000	.000	.000	.000	.982
Peak Hour Anal					M - Peak	1 of 1															
Peak Hour for	D7:00 AM		n Begi	ns at:		07:00 AM					07:00 AM					07:00 AM					
+0 mins.	12	355	0	0	367	0	203	0	3	206	11	0	15	1	27	0	0	0	0	0	
+15 mins.	9	357	0	0	366	0	203	2	1	206	3	0	12	0	15	0	0	0	0	0	
+30 mins.	12	315	0	0	327	0	256	1	1	258	2	0	15	0	17	0	0	0	0	0	
+45 mins.	16	288	0	0	304	0	253		2	256	2	0	13	0	15	0	0	0	0	0	
Total Volume	49	1315	0	0	1364	0	915	4	7	926	18	0	55	1	74	0	0	0	0	0	
% App. Total PHF	3.6	96.4	0.000	0.000	.929	0.000	98.8	0.4	0.8	.897	24.3	0.000	74.3	1.4	.685	0.000	0.000	0.000	000.	.000	
			.000		.020	.000		.000		.007		.000		.200	.000		.000	.000			
		sw	107TH				SW	10774	AVE			¢1	W 6TH	ST			61	N 6TH	ST		1
			rthbo					outhbo					astbo					estbo			
Chart Time	1-0	Thr	Rig	Ped		1 - 8	Thr	Rig	Ped		1 -8	Thr				1.00	Thr				
Start Time	Left	u	ht	s	App. Total	Left	u	ht	s	App. Total	Left	u	Right	Peds	App. Total	Left	u	Right	Peds	App. Total	Int. Total
Peak Hour A							ak 1 of	1													
Peak Hour fo																					
05:00 PM 05:15 PM	29 28	336 338	0	0	365 366	0	374 290	3	3 1	380 299	1	0	3	0	4	0	0	0	0	0	749 672
05:30 PM	20	342	ŏ	ő	371	ŏ	339	2	2	343	3	ő	12	ő	15	ő	ŏ	ŏ	ő	ő	729
05:45 PM	27	341	ŏ	ŏ	368	ŏ	376	4	2	382	ŏ	ŏ	6	ŏ	6	ŏ	ŏ	ŏ	ŏ	ŏ	756
Total Volume	113	1357	0	0	1470	0	1379	17	8	1404	5	0	27	0	32	0	0	0	0	0	2906
% App. Total	7.7	92.3	0	0		0	98.2	1.2	0.6		15.6	0	84.4	0		0	0	0	0		
PHF	.974	.992	.000	.000	.991	.000	.917	.531	.667	.919	.417	.000	.563	.000	.533	.000	.000	.000	.000	.000	.961
Peak Hour Ana	alysis Fr	om 04:00	0 PM to	05:45 F	M - Peak	k 1 of 1															
Peak Hour for																					
	05:00 PM		-	-		04:15 PM					05:00 PN		-	-		04:00 PM		-	-	_	
+0 mins.	29	336	0	0	365	0	372	5	4	381	1	0	3	0	4	0	0	0	0	0	
		220	0		200		200			224		0	0	0	7	0	0	0	0		
+15 mins. +30 mins	28	338	0	0	366	0	329 304	3	2	334 310	1	0	6 12	0	7	0	0	0	0	0	
+30 mins.	29	342	0	Ō	371	Ō	304	5	1	310	3	Ō	12	Ō	15	0	Ō	Ō	Ō	0 0	
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+30 mins. +45 mins. Total Volume	29 27 113	342 341 1357	0	0 0 0	371 368	0 0 0 000.	304 374 1379 98.1 .922	5 3 16 1.1 .800	1 3 10 0.7 .625	310 380 1405 .922	3 0 5 15.6 .417	0 0 0 .000.	12 6 27 84.4 .583	0 0 0 0	15 6	0	0	0	0	0 0 0	
+30 mins. +45 mins. Total Volume % App. Total	29 27 113 7.7	342 341 1357 92.3 .992	0 0 0 000.	0 0 0 000.	371 368 1470	0 0 0 000.	304 374 1379 98.1 .922 roups	5 3 16 1.1 .800	1 3 10 0.7 .625 eq. Pa	310 380 1405	3 0 5 15.6 .417	0 0 0 .000 - Heav	12 6 27 84.4 .583 vy ver	0 0 0 .000 NICIES	15 6 32	0 0 0 0	0 0 0 0	000000000000000000000000000000000000000	0 0 0 0	0 0 0	
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+30 mins. +45 mins. Total Volume <u>% App. Total</u> PHF Start Time 07:00 AM 07:15 AM 07:30 AM 07:30 AM	29 27 113 7.7 .974 Left 8 11 24 10	342 341 1357 92.3 .992 SW 1 Nor Thru 374 377 343 322	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	371 368 1470 .991 382 382 388 367 332	0 0 0 0 0 0 0 0 0 0	304 374 1379 98.1 .922 roups SW So Thru 209 218 272 270	5 3 16 1.1 .800 PTINU 107TH uthbo Right 6 1 7 2	1 3 0.7 .625 ec. Pa AVE und Peds 0 0 0 0	310 380 1405 .922 ssenger 215 219 279 279 272	3 0 5 15.6 .417 Cars Left 4 2 3 1	0 0 .000 - Hear SW 7 Ea Thru 0 0 0 0	12 6 27 84.4 .563 vy ver TH ST astbou Right 9 9 8 15	0 0 0 00 00 00 00 00 00 Peds 2 0 1 1	15 6 32 .533 App. Total 15 11 12 17	0 0 .000 Left 0 0 0	0 0 .000 .000 .000 Thru 0 0 0 0	0 0 0 .000 Right 0 0 0	0 0 .000 Peds 0 1 0 0	0 0 0 .000 Арр. Total 1 0 0	612 619 658 621
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+30 mins.	24	343	0	0	367	0	272	7	0	279	3	0	8	1	12	0	0	0	1	1	
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+15 mins. +30 mins. +45 mins. Total Volume % App. Total PHF Start Time 07:00 AM	33 38 43 36 150 8.7 .872 Left 0	395 400 399 1584 91.3 .990 SW f No Thru 376	0 0 0 .000 .000 .000 .000 .000 .000 .0	0 0 0 .000 AVE Ind Peds	433 443 435 1734 .979 App. Total 385	0 0 0 .000 Left 1	379 321 346 376 1422 99.2 .938 sroups SW 7 Sor Thru 217	1 3 11 0.8 	0 0 0 .000 20- Pas AVE Ind Peds 0	322 350 379 1433 .938 ssenge App. Total 218	2 3 2 3 10 21.3 .833 r Cars	0 0 0 .000 - Heav Ea Thru 0	3 11 10 35 74.5 .795 7y ven stbou Right 0	0 2 4.3 .250 icles nd Peds 0	6 15 13 47 .783	0 0 0 .000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 .000 7TH 1 estbou Right 5	2 1 3 11 100 .550 FER ind Peds 0	2 1 3 11 .550	608
+15 mins. +30 mins. +45 mins. Total Volume % App. Total PHF Start Time 07:00 AM 07:15 AM	33 38 43 36 150 8.7 .872 Left 0 0	395 400 399 1584 91.3 .990 SW 1 No Thru 376 384	0 0 0 .000 107TH Right 8 12	0 0 0 .000 AVE Ind Peds 1 0	433 443 435 1734 .079 App. Total 385 396	0 0 0 .000 Left 1 3	379 321 346 376 1422 99.2 .938 sroups SW 1 Sor Thru 217 224	1 3 11 0.8 .688 Printe 107TH uthbou Right 0 0	0 0 0 .000 20- Pas AVE Ind Peds 0 4	322 350 379 1433 .938 ssenge Арр. томі 218 231	2 3 2 3 10 21.3 .833 r Cars Left 0 0	0 0 0 .000 - Heav Ea Thru 0 0	3 11 10 35 74.5 795 79 ven stbou Right 0 0	0 2 0 250 101es nd Peds 1	6 15 13 47 .783 .783	0 0 0 .000	0 0 0 .000 SW We Thru 0 0	0 0 0 .000 7TH 1 stbou Right 5 3	2 1 3 11 100 .550 FER nd Peds 0 0	2 1 3 11 .550 .550	608 635
+15 mins. +30 mins. +45 mins. Total Volume % App. Total PHF Start Time 07:00 AM 07:15 AM 07:30 AM	33 38 43 36 150 8.7 .872 Left 0 0 0	395 400 399 1584 91.3 .990 SW 1 No Thru 376 384 363	0 0 0 .000 .000 .000 .000 .000 .000 .0	0 0 0 .000 AVE Ind Peds 1 0 0	433 443 435 1734 .070 .070 .070 .070 .070 .070 .070 .07	0 0 0 .000 .000 Left 1 3 1	379 321 346 376 1422 99.2 .938 sroups SW 1 So Thru 217 224 279	1 4 3 0.8 Printe 07TH uthbou Right 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	322 350 379 1433 .938 ssenge 218 231 280	2 3 10 21.3 .833 r Cars Left 0 0	0 0 0 - Heav Ea Thru 0 0	3 11 10 35 74.5 795 79 ven stbou Right 0 0 0	0 2 0 250 101es nd Peds 1 0	6 15 13 47 .783 .783 0 1 0	0 0 0 0 .000 Left 0 4 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 .000 7TH 1 stbou Right 5 3 4	2 1 3 11 100 .550 ER nd Peds 0 0 0	2 1 3 11 .550 5 7 9	608 635 669
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			107TH					107TH				-						V 7TH			
Start Time	Left		rthbou Bight		App. Total	Left		Bight		Anna Martal	Left		Right		tere Trates	Left		estbou Right		A	Int. Total
Peak Hour An									reus	App. Total	Leit	Thru	Right	Feas	App. Total	Leit	Thru	Right	reas	App. Total	Int. Iotal
Peak Hour for								-													
07:15 AM	0	384	12	0	396	3	224	0	4	231	0	0	0	1	1	4	0	3	0	7	635
07:30 AM	0	363	17	0	380	1	279	0	0	280	0	0	0	0	0	5	0	4	0	9	669
07:45 AM	0	328	16	0	344	2	282	0	0	284	0	0	0	1	1	5	0	4	1	10	639
08:00 AM Total Volume	0	356 1431	36 81	1	393 1513	2	214	0	<u>1</u> 5	217	0	0	0	2	0	3 17	0	13	0	5 31	615 2558
% App. Total	0	94.6	5.4	0.1	1515	0.8	999 98.7	0	0.5	1012	0	0	0	100	2	54.8	0	41.9	3.2	31	2000
PHF	.000	.932	.563	.250	.955	.667	.886	.000	.313	.891	.000	.000	.000	.500	.500	.850	.000	.813	.250	.775	.956
Peak Hour Anal Peak Hour for					M - Peak	1 of 1															
Feak Hour for	07:15 AM		n begir	is al.		07:00 AM					07:00 AM					07:45 AM	1				
+0 mins.	0	384	12	0	396	1	217	0	0	218	0	0	0	0	0	5	0	4	1	10	
+15 mins.	0	363	17	0	380	3	224	0	4	231	0	0	0	1	1	3	0	2	0	5	
+30 mins.	0	328	16	0	344	1	279	0	0	280	0	0	0	0	0	5	0	2	0	7	
+45 mins.	0	356	36	1	393	2	282	0	0	284	0	0	0	1	1	7	0	6	0	13	
Total Volume % App. Total	0	1431 94.6	81 5.4	1 0.1	1513	0.7	1002 98.9	0	4 0.4	1013	0	0	0	2 100	2	20 57.1	0	14 40	1 2.9	35	
76 App. Total PHF	.000	.932	.563	.250	.955	.583	.888	.000	.250	.892	.000	.000	.000	.500	.500	.714	.000	.583	.250	.673	
			107TH					107TH				-						7TH T			
	<u> </u>		Rig	und Ped		 	_	uthbo Rig	Ped				astbou	nd				estbou	nd		
Start Time	Left	Thr	ht	Ped S	App. Total	Left	Thr	ht	Pea S	App. Total	Left	Thr	Right	Peds	App. Total	Left	Thr u	Right	Peds	App. Total	int. Total
Peak Hour A	nalvsis					M - Pea			3			u					u				
Peak Hour fo																					
05:00 PM	0	427	17	5	449	1	389	0	0	390	0	0	0	0	0	5	0	6	0	11	850
05:15 PM	0	437	16	2	455	0	324	0	0	324	0	0	0	0	0	9	0	3	0	12	791
05:30 PM	0	432	18	1	451	1	356	0	Ö	357	0	0	0	0	0	4	0	3	0	7	815
05:45 PM Total Volume	0	400	22 73	5 13	427	1	384	0	0	385 1456	0	0	0	0	0	10 28	0	20	0	18 48	830 3286
% App. Total	0	95.2	4.1	0.7	1/02	0.2	99.8	0	ő	1430	0	ő	0	ő	Ŭ	58.3	ő	41.7	ō	40	5200
PHF	.000	.970	.830	.650	.979	.750	.934	.000	.000	.933	.000	.000	.000	.000	.000	.700	.000	625	.000	.667	.966
Peak Hour Ana Peak Hour for					'M - Peak	(1011															
eak nour foi	04:45 Pf		an begi	na at.		05:00 PM	4				04:00 PM				I	05:00 PM					
+0 mins.	0	417	18	1	436	1	389	0	0	390	0	0	0	0	0	5	0	6	0	11	
+15 mins.	0	427	17	5	449	0	324	0	0	324	0	0	0	0	0	9	0	3	0	12	
+30 mins.	0	437	16	2	455	1	356	0	0	357	0	0	0	0	0	4	0	3	0	7	
+45 mins.	0	432	18 69	9	451	1	384	0	0	385 1456	0	0	0	1	1	10 28	0	20	0	18 48	
Total Volume % App. Total	1 U		69	9	1/91	-	99.8	0	0	1400	-	-	0	100	''	20 58.3	-		-	40	
	-		3.0	0.5		0.2													0		
PHF	0.000	95.6 .980	3.9 .958	0.5 .450	.984	0.2	.934	.000	.000	.933	0.000	0.000	.000	.250	.250	.700	0.000	41.7	0.000.	.667	
	0	95.6			.984	.750	.934	.000	.000		.000	.000	.000	.250	.250					.667	
	0	95.6 .980	.958	.450	.984	.750	.934 Froups	.000 Printe	.000 ed- Pa	.933 ssengei	.000	.000 - Heav	.000 /y Vehi	.250 icles	.250		.000	.625	.000	.667	
	0	95.6 .980	.958 107TH	.450 AVE	.984	.750	.934 Froups SW	.000 Printe 107TH	.000 ed-Pas AVE		.000	.000 - Heav SV	.000 /y Vehi V 6TH :	.250 icles ST	.250		.000 SV	.625 / 6TH 9	.000 ST	.667	
PHF	000.	95.6 .980 SW	.958 107TH rthbou	.450 AVE und		.750 G	.934 Froups SW So	.000 Printe 107TH uthbou	.000 ed-Pas AVE und	ssenge	.000 r Cars	.000 - Heav SV Ea	.000 /y Vehi V 6TH : istboui	.250 icles ST nd		.700	.000 SW We	.625 V 6TH \$ stbou	.000 ST nd		nt. Total
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Start Time 07:00 AM 07:15 AM 07:30 AM	0 .000 Left 12 9 12	95.6 .980 SW - No Thru 355 357 315	.958 107TH rthbou Right 0 0 0	.450 AVE und Peds 0 0 0 0	App. Total 367 366 327	.750 G Left 0 0 0	.934 sroups SW So Thru 203 203 203 256	.000 Printe 107TH uthbou Right 0 2 1	.000 ed- Pas AVE Ind Peds 3 1 1	App. Total 206 206 258	.000 Cars Left 11 3 2	.000 - Heav SV Ea Thru 0 0 0	.000 /y Vehi stbou Right 15 12 15	.250 icles ST nd Peds 1 0 0	App. Total 27 15 17	.700 Left 0 0 0	.000 SW We Thru 0 0 0	.625 stbour Right 0 0 0 0	.000 ST nd Peds 0 0 0	App. Total 1 O O O	600 587 602
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Start Time	Left				App. Total	Left		Right		App. Total	Left		Right		App. Total	Left		Right		App. Total	Int. Total
Peak Hour Ar	nalysis	From (07:00 A	M to 0	8:45 AN																
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:0	0 AM															
07:00 AM	12	355	0	0	367	0	203	0	3	206	11	0	15	1	27	0	0	0	0	0	600
07:15 AM	9	357	0	0	366	0	203	2	1	206	3	0	12	0	15	0	0	0	0	0	587
07:30 AM	12	315	0	0	327	0	256	1	1	258	2	0	15	0	17	0	0	0	0	0	602
07:45 AM	16	288	0	0	304 1364	0	253		2	256 926	2	0	13 55	0	15 74	0	0	0	0	0	575
Total Volume % App. Total	49 3.6	1315 96.4	0	0	1364	0	915 98.8	4 0.4	0.8	926	18 24.3	0	55 74.3	1 1.4	74	0	0	0	0	0	2364
76 App. Total PHF	.766	.921	.000	.000	.929	.000	.894	.500	.583	.897	.409	.000	.917	.250	.685	.000	.000	.000	.000	.000	.982
	.700	.021	.000	.000	.020	.000	.004	.500	.000	.007	.400	.000	.017	.230	.005	.000	.000	.000	.000	.000	.602
Peak Hour Ana					M - Peak	1 of 1															
Peak Hour for			:h Begii	ns at:																	
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+0 mins. +15 mins.	12 9	355 357	0	0	367 366	0	203 203	2	3 1	206 206	11	0	15 12	1	27 15	0	0	0	0	0	
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		sw	107TH	AVE			sw	107TH	AVE			SI	N 6TH	ST			SI	N 6TH	ST		
		No	rthbo	und			So	uthbo	und			Ea	V 6TH Astbou					N 6TH estbo			
Start Time	Left	No Thr	Rig	und Ped	App. Tobel	Left	So Thr	uthbo Rig	und Ped	App. Total	Left	Ea Thr			App. Total	Left	W Thr			App. Total	Int. Total
		No Thr u	Rig ht	und Ped s	App. Tool 15-45 DN		So Thr u	uthbo Rig ht	und	App. Total	Left	Ea	astbou	nd	App. Total	Left	W	estbo	und	App. Total	Int. Total
Peak Hour A	nalysis	No Thr u From	Rig ht 04:00 F	Ped s M to 0)5:45 PN	1 - Pea	So Thr u	uthbo Rig ht	und Ped	App. Total	Left	Ea Thr	astbou	nd	App. Total	Left	W Thr	estbo	und	App. Total	int. Total
Peak Hour A Peak Hour fo	nalysis r Entire	No Thr u From e Inters	Rig ht 04:00 F ection	Ped s M to 0)5:45 PN at 05:0	1 - Pea 0 PM	So Thr u k 1 of	uthbo Rig ht	und Ped s		Left	Ea Thr u	Right	nd Peds			W Thr u	estbo Right	Peds		
Peak Hour A	nalysis	No Thr u From	Rig ht 04:00 F	Ped s PM to 0 Begins)5:45 PN	1 - Pea	So Thr u	uthbo Rig ht	und Ped	_{Арь} тин 380 299		Ea Thr	astbou	nd	App. Total 4 7	Left 0 0	W Thr	estbo	und	App. Total 0 0	Int. Total 749 672
Peak Hour A Peak Hour fo 05:00 PM	nalysis or Entire 29	No Thr u From Sinters 336	Rig ht 04:00 F ection 0	Ped s PM to 0 Begins 0	05:45 PN at 05:0 365	И - Реа 0 РМ 0	So Thr u k 1 of 374	Rig ht 1	und Ped s	380	1	Ea Thr u	Right 3	Peds 0	4	0	W Thr u	Right	Peds 0	0	749
Peak Hour A Peak Hour fo 05:00 PM 05:15 PM	nalysis or Entire 29 28 29 29 27	No Thr U From 0 336 338 342 341	04:00 F ection 0 0 0 0	Ped s PM to 0 Begins 0 0 0	05:45 PN at 05:0 365 366 371 368	1 - Pea 0 PM 0 0 0 0	So Thr u k 1 of 374 290 339 376	Rig ht 1 3 8 2 4	und Ped s 3 1 2 2	380 299 343 382	1 1 3 0	E: Thr u 0 0 0 0	Right 3 6 12 6	0 0 0 0 0	4 7 15 6	0 0 0	0 0 0 0	Right 0 0 0 0	0 0 0 0 0	0 0 0 0	749 672 729 756
Peak Hour A Peak Hour fo 05:00 PM 05:15 PM 05:30 PM	nalysis or Entire 29 28 29 27 113	No Thr u From 336 338 342 341 1357	orthbo Rig ht 04:00 P section 0 0 0 0 0	und Ped PM to 0 Begins 0 0 0 0 0	05:45 PM at 05:0 365 366 371	1 - Pea 0 PM 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379	uthbo Rig ht 1 3 8 2 4 17	und Ped s 3 1 2 2 8	380 299 343	1 1 3 0 5	E Thr u 0 0 0 0	Right 3 6 12 6 27	nd Peds 0 0 0 0 0	4 7 15	0 0 0 0	W Thr u 0 0 0 0	Right 0 0 0 0 0	0 0 0 0 0 0	0 0 0	749 672 729
Peak Hour A Peak Hour for 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total Volume % App. Total	nalysis or Entire 29 28 29 27 113 7.7	No Thr u From 336 338 342 341 1357 92.3	0rthbo Rig ht 04:00 F eection 0 0 0 0 0 0 0	Ped s PM to 0 Begins 0 0 0 0 0 0 0 0	05:45 PM at 05:0 365 366 371 368 1470	1 - Pea 0 PM 0 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2	uthbo Rig ht 1 3 8 2 4 17 1.2	und Ped s 1 2 2 8 0.6	380 299 343 382 1404	1 1 3 0 5 15.6	E Thr u 0 0 0 0 0 0	Right 3 6 12 6 27 84.4	0 0 0 0 0 0 0 0 0	4 7 15 6 32	0 0 0 0 0	W Thr 0 0 0 0 0 0	Right 0 0 0 0 0 0 0	Und Peds 0 0 0 0 0 0 0 0	0 0 0 0	749 672 729 756 2906
Peak Hour A Peak Hour fo 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total Volume	nalysis or Entire 29 28 29 27 113	No Thr u From 336 338 342 341 1357	orthbo Rig ht 04:00 P section 0 0 0 0 0	und Ped S PM to 0 Begins 0 0 0 0 0	05:45 PN at 05:0 365 366 371 368	1 - Pea 0 PM 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379	uthbo Rig ht 1 3 8 2 4 17	und Ped s 3 1 2 2 8	380 299 343 382	1 1 3 0 5	E Thr u 0 0 0 0	Right 3 6 12 6 27	nd Peds 0 0 0 0 0	4 7 15 6	0 0 0 0	W Thr u 0 0 0 0	Right 0 0 0 0 0	0 0 0 0 0 0	0 0 0	749 672 729 756
Peak Hour A Peak Hour fo 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total Volume % App. Total PHF	nalysis or Entire 29 28 29 27 113 7.7 .974	No Thr u From 336 338 342 341 1357 92.3 .992	0rthbo Rig ht 04:00 F section 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped s PM to 0 Begins 0 0 0 0 0 0 0 0 0	05:45 PM 3 at 05:0 365 366 371 368 1470 .991	A - Pea 0 PM 0 0 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2	uthbo Rig ht 1 3 8 2 4 17 1.2	und Ped s 1 2 2 8 0.6	380 299 343 382 1404	1 1 3 0 5 15.6	E Thr u 0 0 0 0 0 0	Right 3 6 12 6 27 84.4	0 0 0 0 0 0 0 0 0	4 7 15 6 32	0 0 0 0 0	W Thr 0 0 0 0 0 0	Right 0 0 0 0 0 0 0	Und Peds 0 0 0 0 0 0 0 0	0 0 0 0	749 672 729 756 2906
Peak Hour A Peak Hour fo 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total Volume % App. Total PHF Peak Hour Ana	nalysis or Entire 29 28 29 27 113 7.7 .974	No Thr From 6 Inters 336 338 341 1357 92.3 .992 om 04:0	0 rthbo Rig ht 04:00 F ection 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped s PM to 0 Begins 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	05:45 PM 3 at 05:0 365 366 371 368 1470 .991	A - Pea 0 PM 0 0 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2	uthbo Rig ht 1 3 8 2 4 17 1.2	und Ped s 1 2 2 8 0.6	380 299 343 382 1404	1 1 3 0 5 15.6	E Thr u 0 0 0 0 0 0	Right 3 6 12 6 27 84.4	0 0 0 0 0 0 0 0 0	4 7 15 6 32	0 0 0 0 0	W Thr 0 0 0 0 0 0	Right 0 0 0 0 0 0 0	Und Peds 0 0 0 0 0 0 0 0	0 0 0 0	749 672 729 756 2906
Peak Hour A Peak Hour fo 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total Volume % App. Total PHF	nalysis or Entire 29 28 29 27 113 7.7 .974	No Thr u From 0 sinters 336 338 341 1357 92.3 .992 cm 04:0 Approac	0 rthbo Rig ht 04:00 F ection 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped s PM to 0 Begins 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	05:45 PN 3 at 05:0 365 366 371 <u>368</u> 1470 .991 PM - Peak	M - Pea 0 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2 .917	uthbo Rig ht 1 3 8 2 4 17 1.2	und Ped s 1 2 2 8 0.6	380 299 343 382 1404	1 1 3 0 5 15.6	E Thr u 0 0 0 0 0 0	3 6 12 6 27 84.4 .563	0 0 0 0 0 0 0 0 0	4 7 15 6 32	0 0 0 0 0	W Thr 0 0 0 0 0 0	Right 0 0 0 0 0	Und Peds 0 0 0 0 0 0 0 0	0 0 0 0	749 672 729 756 2906
Peak Hour A Peak Hour A OS:00 PM 05:15 PM 05:30 PM 05:30 PM Total Volume % App. Total PHF Peak Hour Ana Peak Hour for +0 mins.	nalysis or Entire 29 28 29 27 113 7.7 .974 alysis Fro Each / 05:00 PM 29	No Thr u From 0 sinters 336 338 342 341 1357 92.3 .992 m 04:0 Approac	0 Rig ht 04:00 F section 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped s PM to 0 Begins 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25:45 PM at 05:0 365 366 371 <u>368</u> 1470 .991 2M - Peak 365	0 PM 0 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2 .917 372	uthbo Rig ht 1 3 8 2 4 17 1.2 .531 5	und Ped s 3 1 2 2 8 0.6 .067 4	380 299 343 382 1404 .919 381	1 1 3 0 5 15.6 .417	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 6 12 6 27 84.4 .563	nd Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 15 6 32 .533	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	W Thr u 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	749 672 729 756 2906
Peak Hour Ar Peak Hour fo 05:00 PM 05:30 PM 05:30 PM 05:30 PM 05:45 PM Total Volume % App. Total PHF Peak Hour Ana Peak Hour for +0 mins. +15 mins.	nalysis r Entire 29 28 29 27 113 7.7 .974 alysis Fro Each / 05:00 PM 29 28	No Thr U From 6 1nters 336 338 341 1357 92.3 .992 0m 04:0 Approac	orthbo Rig ht 04:00 F ection 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped S PM to 0 Begins 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25:45 PM at 05:0 365 366 371 <u>368</u> 1470 <u>.991</u> 2M - Peak 365 366	M - Pea 0 PM 0 0 0 0 0 0 .000 3 1 of 1 04:15 PM 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2 .917 372 329	uthbo Rig ht 1 3 8 2 4 17 1.2 .531 5 3	und Ped s 3 1 2 2 8 0.6 .667 .667	380 299 343 382 1404 .919 381 334	1 1 3 0 5 15.6 .417	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 3 6 12 6 27 84.4 .563 3 6	nd Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 15 6 32 .533 4 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	W Thr U 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	749 672 729 756 2906
Peak Hour A Peak Hour fo 05:00 PM 05:30 PM 05:30 PM 05:30 PM 05:45 PM Total Volume % App. Total PHF Peak Hour Ana Peak Hour Ana Peak Hour for +0 mins. +30 mins.	nalysis or Entire 29 28 27 113 7.7 .974 alysis Fro Each / 05:00 PM 28 28 29	No Thr U From Inters 336 338 342 341 1357 92.3 .992 .992 .992 .992 .092 .336 338 342 .338 342 .338 .342 .338 .342 .342 .345 .345 .345 .345 .345 .345 .345 .345	orthbo Rig ht 04:00 F ection 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped S PM to 0 Begins 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5:45 PM 3 at 05:0 365 366 371 <u>368</u> 1470 .991 2№ - Peak 365 366 371	A - Pea 0 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	So Thr u k 1 of 374 290 376 1379 98.2 .917 372 329 304	uthbo Rig ht 1 3 8 2 4 17 1.2 .531 5 3 5 5	und Ped s 1 2 2 8 0.6 .007 4 2 1	380 299 343 382 1404 .919 381 334 310	1 1 3 0 5 15.6 .417	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 3 6 12 6 27 84.4 .563 3 6 12	nd Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 15 6 32 .533 4 7 15	0 0 0 .000 04:00 PM 0 0	W Thr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	estbo Right 0 0 0 0 0 0 0 0 0	Ind Peds 0	0 0 0 0 0 0 0 0 0 0 0 0 0	749 672 729 756 2906
Peak Hour A Peak Hour fo 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total Volume % App. Total PHF Peak Hour Ana Peak Hour for +0 mins. +30 mins. +45 mins.	nalysis or Entire 29 28 27 113 7.7 .974 alysis Fro Each / 0500 PM 28 29 27	No Thr U From 0 e Inters 336 338 342 341 1357 92.3 .992 0m 04:0 Approac 336 338 3342 336 338 3342 341	orthbo Rig ht 04:00 F section 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped s PM to 0 Begins 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95:45 PM at 05:0 365 366 371 <u>368</u> 1470 <u>.991</u> 2M - Peak 365 366 371 368	A - Pea 0 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2 .917 372 329 304 374	uthbo Rig ht 1 3 8 2 4 17 1.2 .531 5 3 5 3 5 3	und Ped s 1 2 2 8 0.6 .667 .667	380 299 343 382 1404 .919 381 334 310 380	1 1 3 0 5 15.6 .417	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 3 6 12 6 27 84.4 .563 3 6 12 12 12 12 12 12 12 12 12 12	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 15 6 32 .533 4 7 15 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	W Thr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	estbor Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ind Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	749 672 729 756 2906
Peak Hour Ar Peak Hour for 05:00 PM 05:30 PM 05:30 PM 05:30 PM 05:45 PM Total Volume % App. Total PHF Peak Hour Ana Peak Hour Ana Peak Hour for +0 mins. +15 mins. +30 mins. +45 mins.	nalysis or Entire 29 28 29 27 113 7.7 .974 lysis Fro Each / 29 28 29 29 29 29 29 27 113	No Thr U From 6 336 338 342 341 1357 92.3 .992 0m 04:0 Approac 336 338 342 336 338 342 336 338 342 1357	orthbo Rig ht 04:00 F eection 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped s s PM to 0 Begins 0 0 0 0 0 0 0 0 0 0 0 5:46 P ns at: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5:45 PM 3 at 05:0 365 366 371 <u>368</u> 1470 .991 2№ - Peak 365 366 371	A - Pea 0 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2 .917 372 329 304 374 1379	uthbo Rig ht 1 3 8 2 4 17 1.2 .531 5 3 5 3 16	und Ped s 1 2 2 8 0.6 .667 .667 4 2 1 3 10	380 299 343 382 1404 .919 381 334 310	1 3 0 5 15.6 .417		Right 3 6 12 6 27 84.4 .563 3 6 12 .563 3 6 12 .563 3 .563 3 .563 3 .563	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 15 6 32 .533 4 7 15	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	W Thr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	estbo Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ind Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	749 672 729 756 2906
Peak Hour At Peak Hour for 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total Volume % App. Total PHF Peak Hour Ana Peak Hour for +0 mins. +30 mins. +45 mins.	nalysis or Entire 29 28 27 113 7.7 .974 alysis Fro Each / 0500 PM 28 29 27	No Thr U From 0 e Inters 336 338 342 341 1357 92.3 .992 0m 04:0 Approac 336 338 3342 336 338 3342 341	orthbo Rig ht 04:00 F section 0 0 0 0 0 0 0 0 0 0 0 0 0	und Ped s PM to 0 Begins 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95:45 PM at 05:0 365 366 371 <u>368</u> 1470 <u>.991</u> 2M - Peak 365 366 371 368	A - Pea 0 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	So Thr u k 1 of 374 290 339 376 1379 98.2 .917 372 329 304 374	uthbo Rig ht 1 3 8 2 4 17 1.2 .531 5 3 5 3 5 3	und Ped s 1 2 2 8 0.6 .667 .667	380 299 343 382 1404 .919 381 334 310 380	1 1 3 0 5 15.6 .417	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 3 6 12 6 27 84.4 .563 3 6 12 12 12 12 12 12 12 12 12 12	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 15 6 32 .533 4 7 15 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	W Thr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	estbor Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ind Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	749 672 729 756 2906

Intersections	Scenario	Peak		NB			SB			EB			WB	
Intersections	Scenario	Hour	L	Т	R	L	Т	R	L	Т	R	L	Т	R
107 Elaglar	Low	AM	46	1239	73	201	708	82	526	1216	110	151	485	327
107_Flagler	LOW	PM	251	954	162	306	1534	227	201	743	82	276	1188	224
107 Elegior	Medium	AM	47	1258	75	204	720	84	525	1212	109	150	482	325
107_Flagler	wiedium	PM	254	968	164	311	1559	230	201	740	82	274	1179	222
107 Elegior	High	AM	47	1241	74	200	706	82	520	1201	108	150	482	324
107_Flagler	Ingn	PM	251	955	162	305	1528	226	199	733	81	274	1178	222
107_4 TH St.	Low	AM	9	1370	38	40	843	17	65	133	26	94	84	90
107_4 St.	Low	PM	53	1411	65	51	1580	44	40	59	51	152	174	80
107_4 TH St.	Medium	AM	9	1388	39	41	857	18	71	144	28	97	86	92
$10/_4$ St.	Medium	PM	54	1430	66	52	1605	45	43	64	55	155	178	81
$107_4^{\rm TH}$ St.	High	AM	9	1366	38	41	861	18	77	157	30	95	85	91
107_4 St.	High	PM	53	1407	65	52	1614	45	47	70	61	154	176	81
107_8 TH St.	Low	AM	228	817	472	219	734	181	256	1485	640	315	929	181
107_8 St.	LOW	PM	260	1327	375	303	1454	313	268	872	538	469	1194	372
107_8 TH St.	Medium	AM	229	818	473	224	749	185	255	1481	639	319	940	183
107_8 St.	Wearum	PM	261	1329	376	310	1486	320	267	870	536	474	1208	376
107_8 TH St.	High	AM	231	826	478	220	738	182	262	1520	655	324	956	187
107_8 St.	підії	PM	263	1341	379	305	1463	315	274	893	550	482	1228	383
109_8 TH St.	Low	AM	228	817	472	219	734	181	256	1485	640	315	929	181
109_8 St.	Low	PM	260	1327	375	303	1454	313	268	872	538	469	1194	372
109 8 TH St.	Medium	AM	229	818	473	224	749	185	255	1481	639	319	940	183
109_8 Sl.	wiedrum	PM	261	1329	376	310	1486	320	267	870	536	474	1208	376
109_8 TH St.	High	AM	231	826	478	220	738	182	262	1520	655	324	956	187
109_8 Sl.	High	PM	263	1341	379	305	1463	315	274	893	550	482	1228	383

APPENDIX F. VOLUME FORCAST FOR SIGNALIZED INTERSECTIONS

APPENDIX G. PEDESTRIAN/BICYCLE LOS DATA

	Performance Measures			W. Flag	ler Street			SW 4tl	h Street	
Category	Criterion	Points	SW 105th Ave -	- SW 107th Ave	SW 107th Ave	- SW 109th Ave	SW 105th Ave	- SW 107th Ave	SW 107th Ave -	SW 109th Ave
Category		Found	N	S	N	S	N	S	N	S
Pedestrian Facility	Not Continuous or Non-existent	0								
	Continuous on One Side	4								
	Continuous on Both Sides	6	6	6	6	6	6	6	6	6
	Min. 1.53m (5') Wide & barrier Free	2	0	0	0	0	0	0	0	0
	Sidewalk Width > 1.53m (5')	1	1	1	1	1	0	0	0	0
	Off-Street/Parallel Alternative Facility	1	0	1	0	1	0	1	0	0
Conflicts	Driveways & Sidestreets	1	1	1	1	1	1	1	1	1
	Ped. Signal Delay 40 Sec. or Less	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	Reduced Turn Conflict Implementation	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	Cross Width 18.3m (60') or Less	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	Posted Speed 56 kph (34.8 mph) or Less	0.5	0	0	0	0	0.5	0.5	0.5	0.5
	Medians Present	1	1	1	0	0	0	0	0	0
Amenities	Buffer Not Less Than 1m (3.5')	1	0	1	0	1	0	0	0	0
	Benches or Pedestrian Scale Lighting	0.5	0	0	0	0	0	0	0	0
	Shade Trees	0.5	0	0	0	0	0	0	0	0
Motor Vehicle LOS	LOS = E, F, OR 6 or More Travel Lanes	0	0	0	0	0				
	LOS = D and < 6 Travel Lanes	1								
	LOS = A, B, C, and <6 Travel Lanes	2					2	2	2	2
Maintenenace	Major or Frequent Problems	-1								
	Minor or Infrequent Problems	0					0	0	0	0
	No Problems	2	2	2	2	2				
TDM/Multi-Modal	No Support	0					0	0	0	0
	Support Exists	1	1	1	1	1				
	Excellent	5								
	Very Good	4								
Architectural Interest	Good	3	3					3		3
	Fair	2			2	2	2		2	
	Poor	1		1						
	Score		16.5	16.5	14.5	16.5	13	15	13	14
	LOS		C	С	D	С	D	D	D	D

	Performance Measures		SW 7th '	Terrace	SW 8tł	n Street	SW 10	5th Ave
Catalan	Criterion	Points	SW 107th Ave -	SW 109th Ave	SW 107th Ave -	- SW 109th Ave	W.Flagler Street	: - SW 4th Street
Category	Criterion	Points	N	S	N	S	E	W
Pedestrian Facility	Not Continuous or Non-existent	0			0			
	Continuous on One Side	4	4	4		4		
	Continuous on Both Sides	6					6	6
	Min. 1.53m (5') Wide & barrier Free	2	0	0	0	2	0	0
	Sidewalk Width > 1.53m (5')	1	0	1	0	1	0	0
	Off-Street/Parallel Alternative Facility	1	0	1	0	0	1	1
Conflicts	Driveways & Sidestreets	1	1	1		1	1	1
	Ped. Signal Delay 40 Sec. or Less	0.5	0.5	0.5		0.5	0.5	0.5
	Reduced Turn Conflict Implementation	0.5	0.5	0.5		0.5	0.5	0.5
	Cross Width 18.3m (60') or Less	0.5	0.5	0.5		0.5	0.5	0.5
	Posted Speed 56 kph (34.8 mph) or Less	0.5	0.5	0.5		0.5	0.5	0.5
	Medians Present	1	0	0		1	0	0
Amenities	Buffer Not Less Than 1m (3.5')	1	0	0		0	1	1
	Benches or Pedestrian Scale Lighting	0.5	0	0		0	0	0
	Shade Trees	0.5	0	0		0	0	0
Motor Vehicle LOS	LOS = E, F, OR 6 or More Travel Lanes	0			0	0		
	LOS = D and < 6 Travel Lanes	1						
	LOS = A, B, C, and <6 Travel Lanes	2	2	2			2	2
Maintenenace	Major or Frequent Problems	-1						
	Minor or Infrequent Problems	0	0	0			0	0
	No Problems	2				2		
TDM/Multi-Modal	No Support	0	0	0			0	0
	Support Exists	1				1		
	Excellent	5						
	Very Good	4				4		
Architectural Interest	Good	3	3	3	3		3	3
	Fair	2						
	Poor	1						
	Score	1	12	14	3	18	16	16
	LOS		E	D	F	С	D	D

	Performance Measures					SW 1	07th Ave			
Catagoria	Criterion	Points	W. Flagler St	t - SW 4th St	SW 4th St-	SW 7th Terr	SW 7th Terr	- SW 8th St	SW 8Tth St	- SW 16th St
Category	Criterion	Points	E	W	E	W	E	W	Е	W
Pedestrian Facility	Not Continuous or Non-existent	0								
	Continuous on One Side	4								
	Continuous on Both Sides	6	6	6	6	6	6	6	6	6
	Min. 1.53m (5') Wide & barrier Free	2	2	2	2	2	2	2	2	2
	Sidewalk Width > 1.53m (5')	1	1	1	1	1	1	1	1	1
	Off-Street/Parallel Alternative Facility	1	0	0	0	0	0	0	0	0
Conflicts	Driveways & Sidestreets	1	1	1	1	1	1	1	1	1
	Ped. Signal Delay 40 Sec. or Less	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	Reduced Turn Conflict Implementation	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	Cross Width 18.3m (60') or Less	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	Posted Speed 56 kph (34.8 mph) or Less	0.5	0	0	0	0	0	0	0	0
	Medians Present	1	1	1	1	1	0	0	1	1
Amenities	Buffer Not Less Than 1m (3.5')	1	0	0	0	0	0	0	0	0
	Benches or Pedestrian Scale Lighting	0.5	0	0	0	0	0	0	0	0
	Shade Trees	0.5	0	0	0	0	0	0	0	0
Motor Vehicle LOS	LOS = E, F, OR 6 or More Travel Lanes	0							0	0
	LOS = D and < 6 Travel Lanes	1	1	1	1	1	1	1		
	LOS = A, B, C, and <6 Travel Lanes	2								
Maintenenace	Major or Frequent Problems	-1								
	Minor or Infrequent Problems	0								
	No Problems	2	2	2	2	2	2	2	2	2
TDM/Multi-Modal	No Support	0								
	Support Exists	1	1	1	1	1	1	1	1	1
	Excellent	5								
	Very Good	4								
Architectural Interest	Good	3								3
	Fair	2			2	2	2	2	2	
	Poor	1	1	1						
	Score		17.5	17.5	18.5	18.5	17.5	17.5	17.5	18.5
	LOS		С	С	С	С	С	С	С	С

	Performance Measures				SW 109)th Ave		
	a	ъ · .	W. Flagler St	t - SW 4th St	SW 4th St -	SW 7th Terr	SW 7th Te	r - SW 8th St
Category	Criterion	Points	E	W	E	W	E	W
Pedestrian Facility	Not Continuous or Non-existent	0					0	
	Continuous on One Side	4			4	4		4
	Continuous on Both Sides	6	6	6				
	Min. 1.53m (5') Wide & barrier Free	2	0	0	0	0	0	0
	Sidewalk Width > 1.53m (5')	1	1	1	0	1	0	1
	Off-Street/Parallel Alternative Facility	1	1	1	0	1	0	0
Conflicts	Driveways & Sidestreets	1	1	1	1	1		1
	Ped. Signal Delay 40 Sec. or Less	0.5	0.5	0.5	0.5	0.5		0.5
	Reduced Turn Conflict Implementation	0.5	0.5	0.5	0.5	0.5		0.5
	Cross Width 18.3m (60') or Less	0.5	0.5	0.5	0.5	0.5		0.5
	Posted Speed 56 kph (34.8 mph) or Less	0.5	0.5	0.5	0.5	0.5		0.5
	Medians Present	1	0	0	0	0		0
Amenities	Buffer Not Less Than 1m (3.5')	1	1	1	0	1		0
	Benches or Pedestrian Scale Lighting	0.5	0	0	0	0		0
	Shade Trees	0.5	0	0	0	0		0
Motor Vehicle LOS	LOS = E, F, OR 6 or More Travel Lanes	0						
	LOS = D and < 6 Travel Lanes	1						
	LOS = A, B, C, and <6 Travel Lanes	2	2	2	2	2	2	2
Maintenenace	Major or Frequent Problems	-1						
	Minor or Infrequent Problems	0						
	No Problems	2	2	2	2	2		2
TDM/Multi-Modal	No Support	0	0	0	0	0		0
	Support Exists	1						
	Excellent	5						
	Very Good	4						
Architectural Interest	Good	3						
	Fair	2	2	2	2			
	Poor	1				1	1	1
	Score		18	18	13	15	3	13
	LOS		С	С	D	D	F	D