Transportation Impact Analysis

107th Avenue Expansion, City of Sweetwater, Florida

Final Report

Submitted to

Florida Department of Transportation

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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.

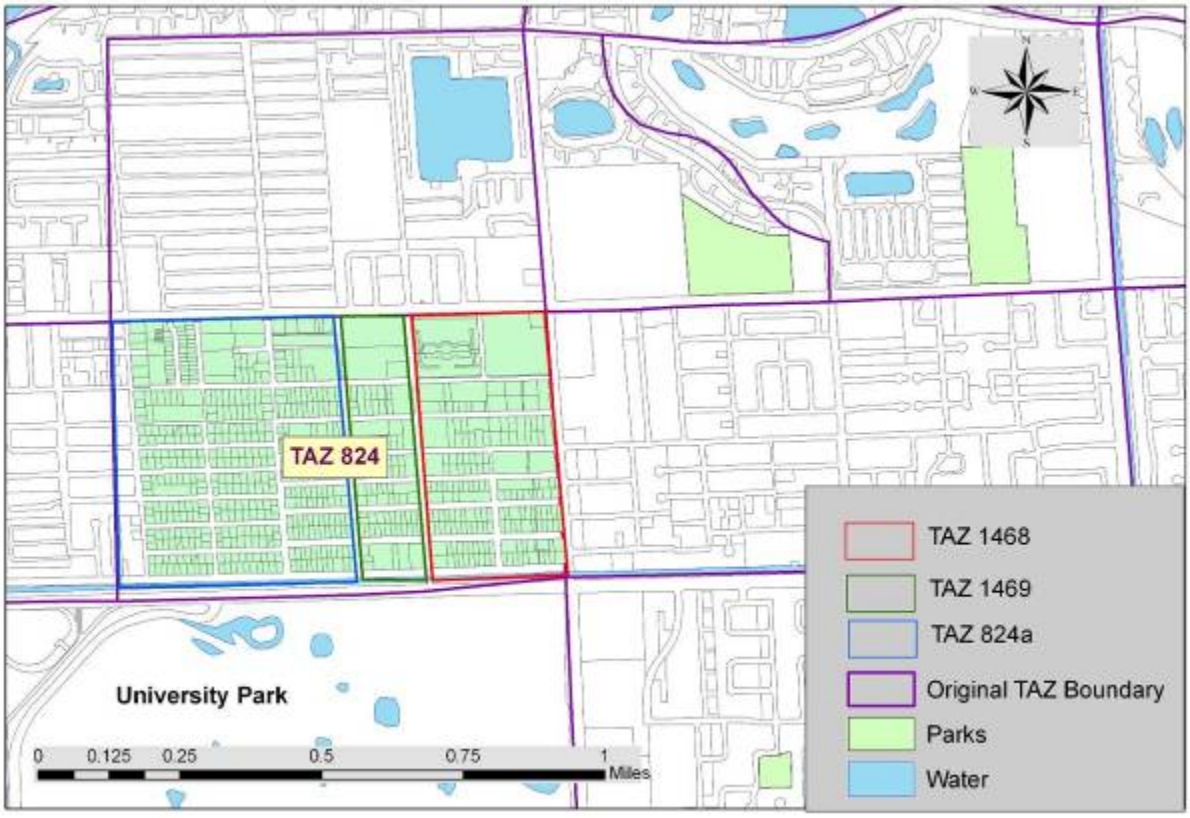

Figure 2.1 Study Area and TAZ Boundaries

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 trips from the study area for a given network link is used in estimating the background 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.

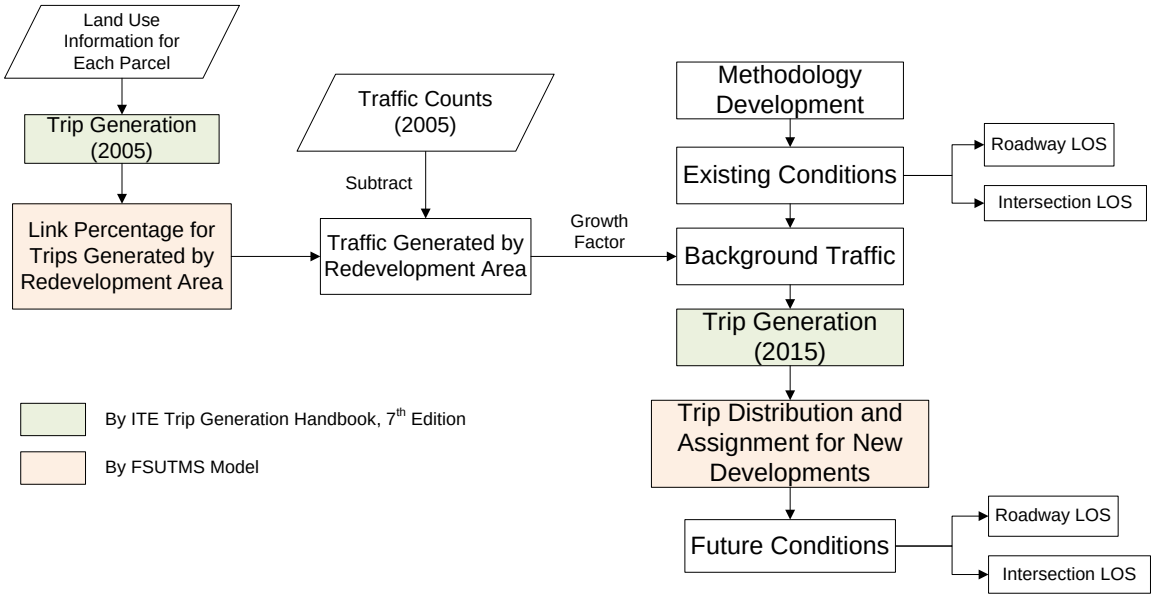

Figure 2.2 Methodology Flowchart

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):

$$T = T_u + T_m \quad (1)$$
$$T_m^{\,e} = T_m - T_m^{\,i} \quad (2)$$
$$t_B = F \times (t_c - T_m^{\,e} \times P) \quad (3)$$

where T = 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.

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

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

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 3.2 ZDATA1A 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 3.3 ZDATA2 for TAZ 824

	Industrial Employment	Commercial Employment	Service Employment	Total 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 (http://www.miamidade.gov/pa/property_search.asp) 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.

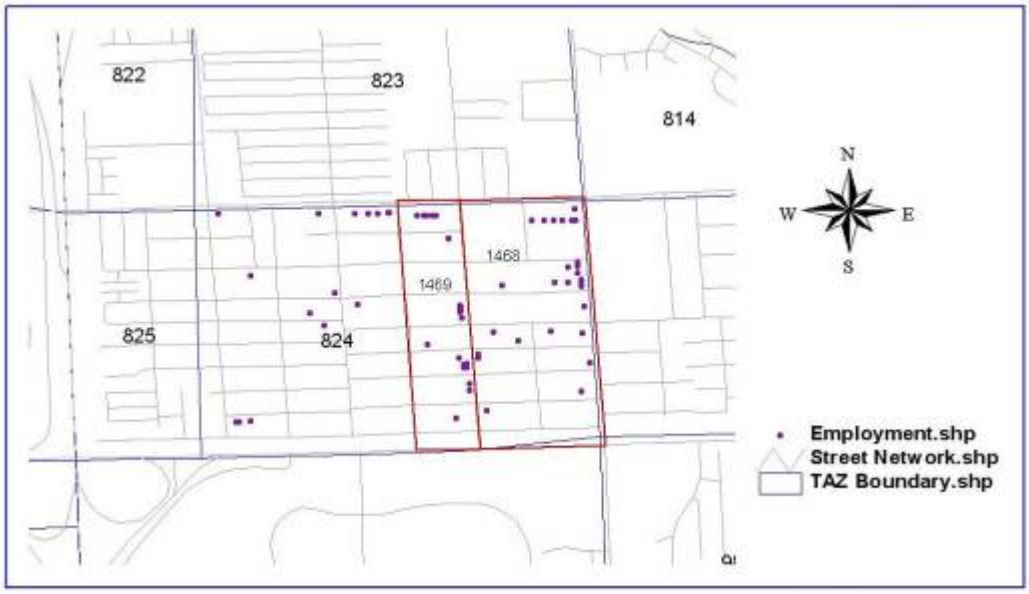

Figure 3.2 Geocoded Employment Data in TAZ 824

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 3.4 CATS Schedule

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

* Service not available Friday evenings

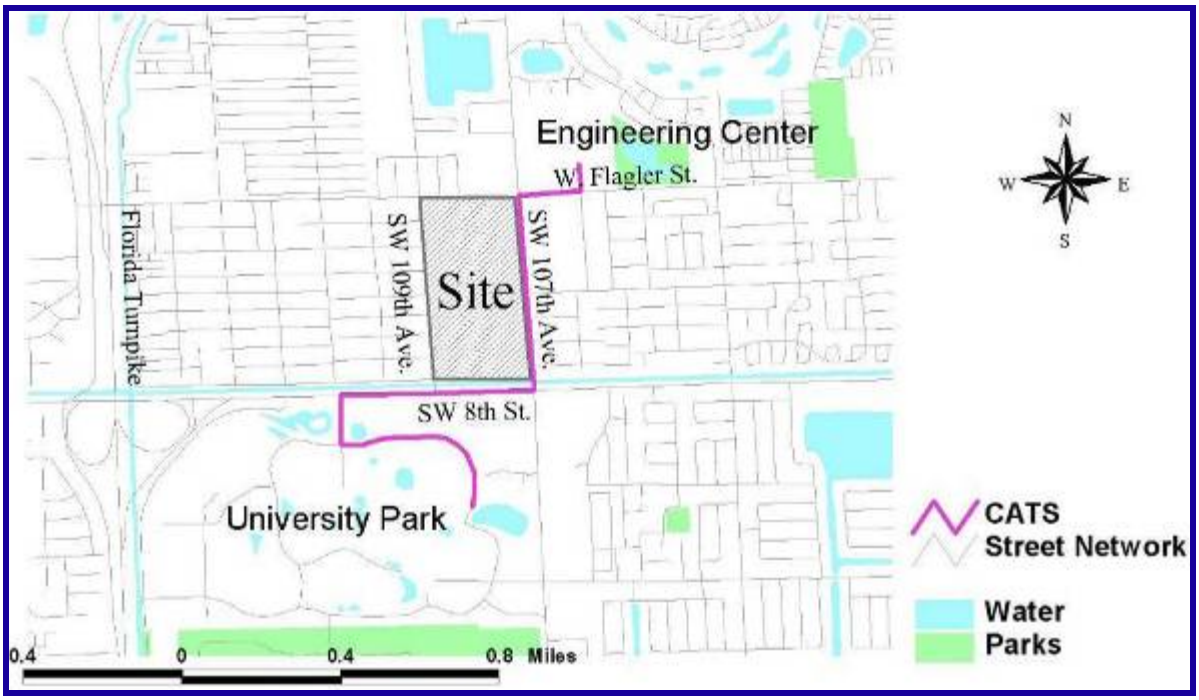

Figure 3.4 CATS Route

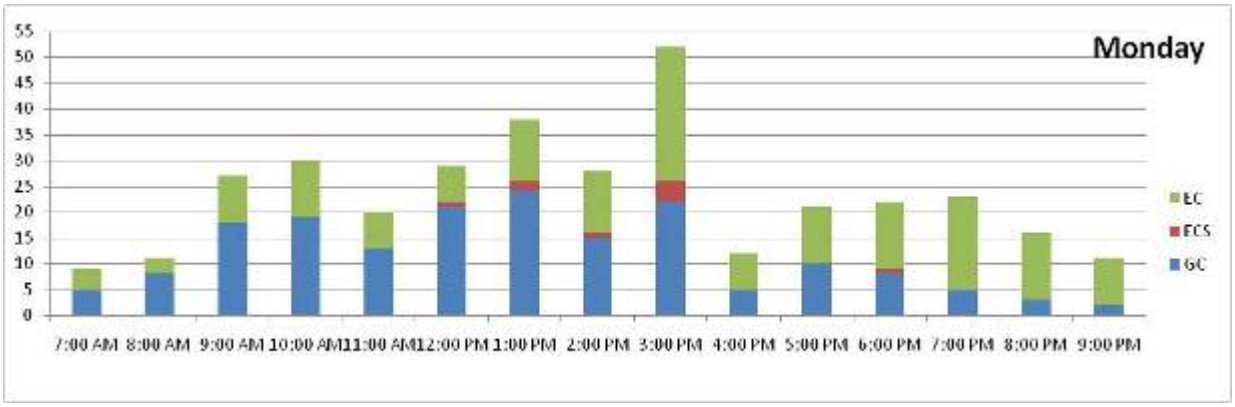

Figure 3.5 CATS Ridership on Monday

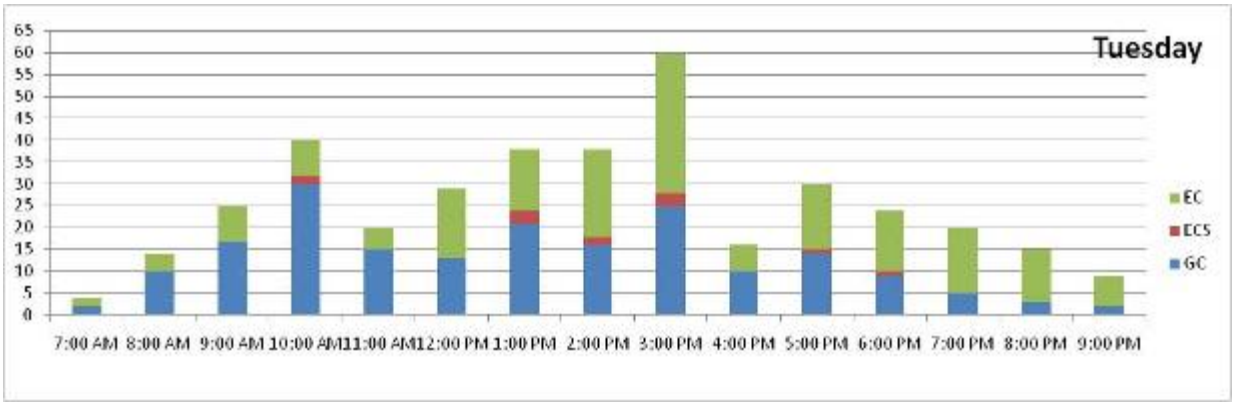

Figure 3.6 CATS Ridership on Tuesday

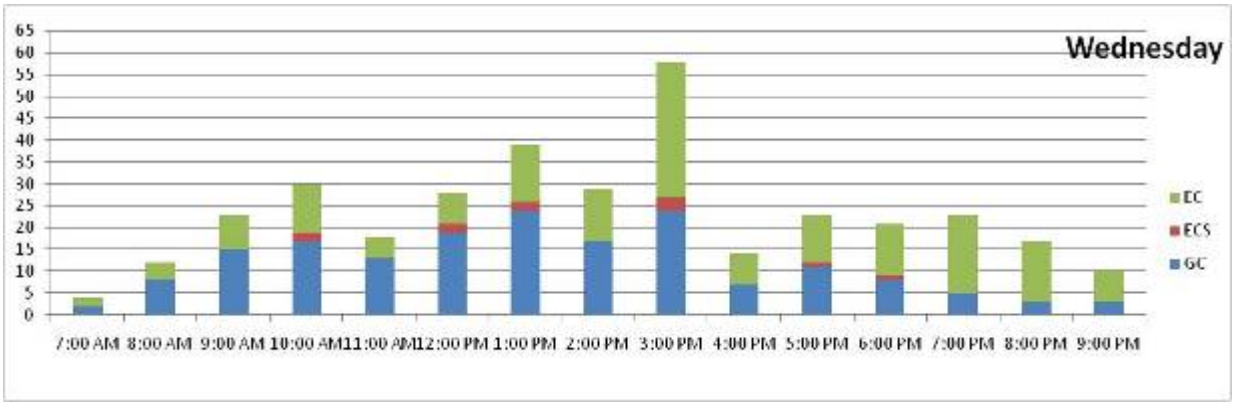

Figure 3.7 CATS Ridership on Wednesday

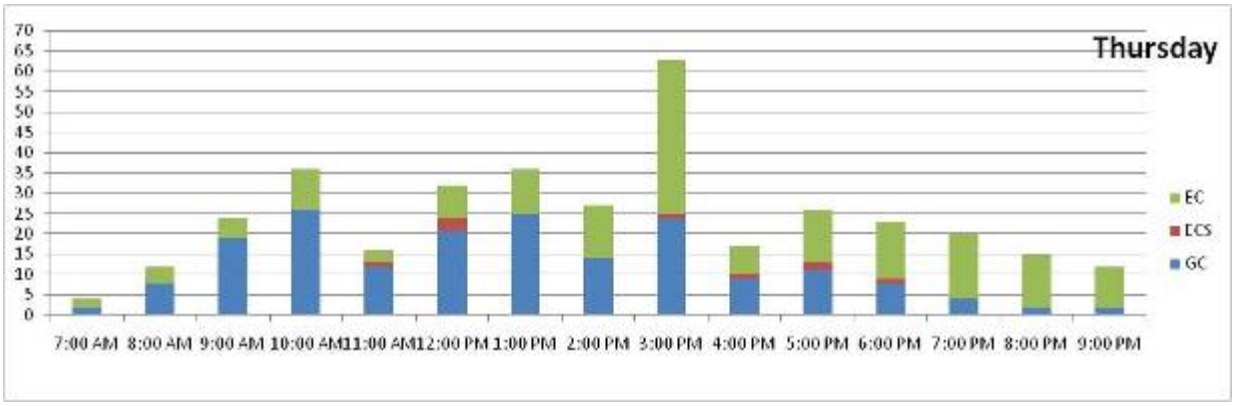

Figure 3.8 CATS Ridership on Thursday

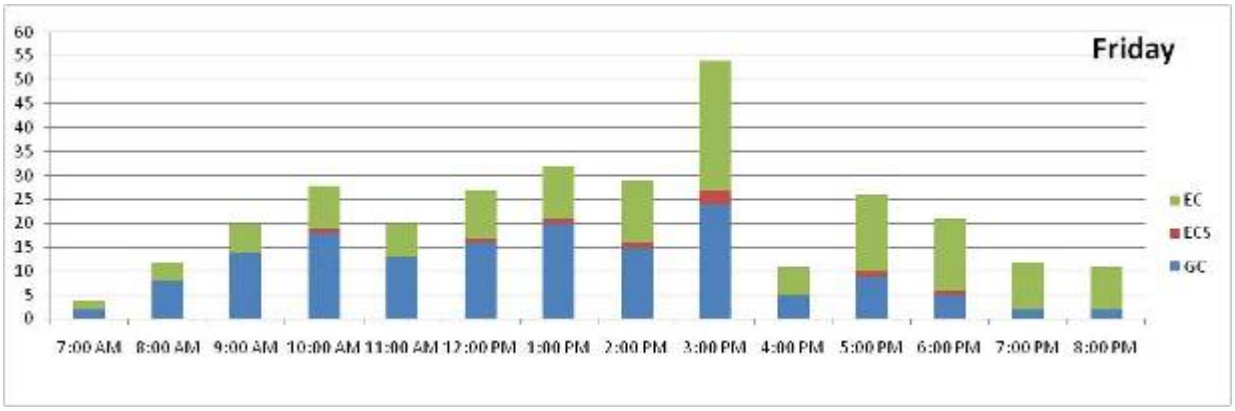

Figure 3.9 CATS Ridership on Friday

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.

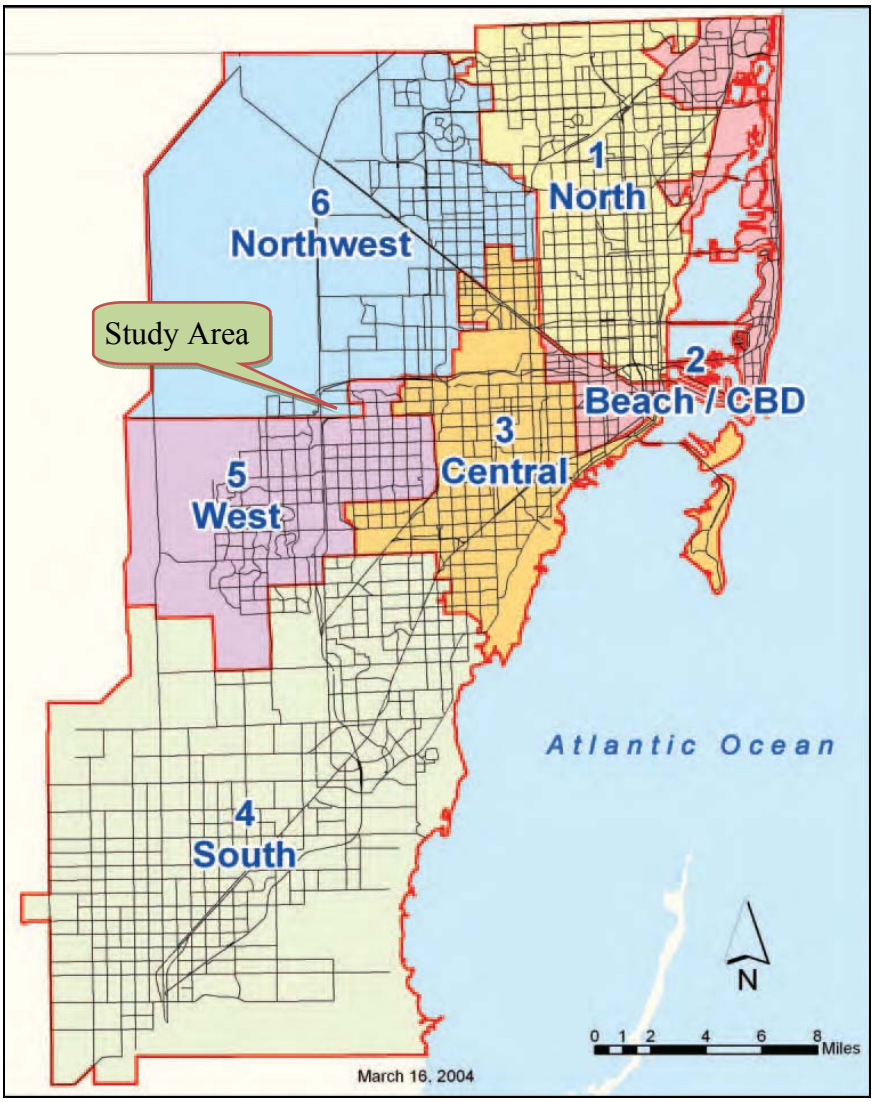

Figure 3.10 Miami-Dade County Planning Areas (Source: 2030 Miami-Dade Long Range Transportation Plan)

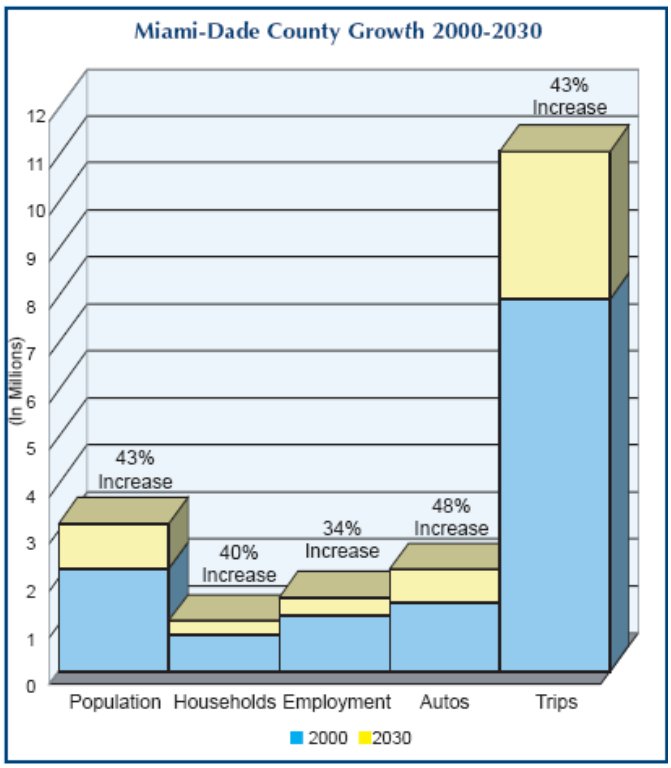

Figure 3.11 Growth in Miami-Dade County (Source: 2030 Miami-Dade Long Range Transportation Plan)

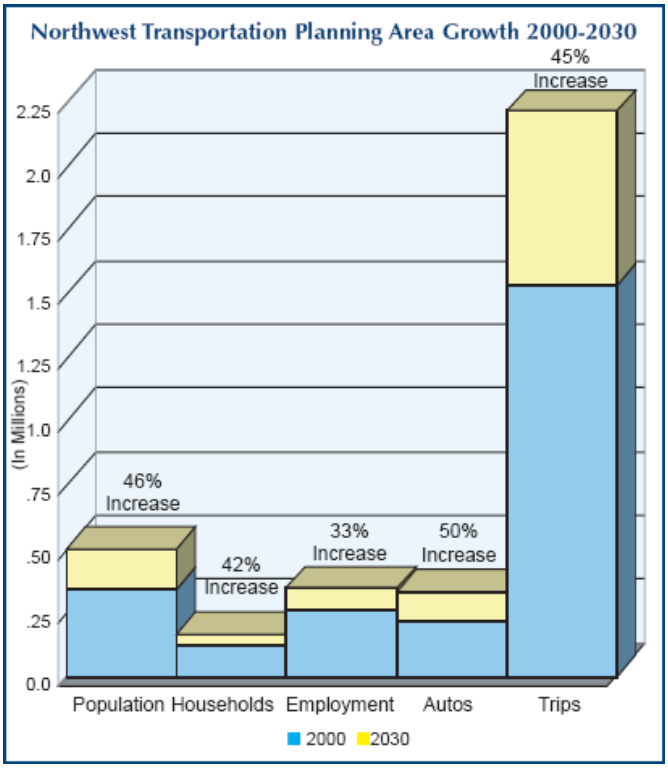

Figure 3.12 Growth in the Northwest Transportation Planning Area (Source: 2030 Miami-Dade Long Range Transportation Plan)

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.

Table 4.1 Roadway Levels of Service (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	C	2,790	3,330	3,500

1. Source: 2006 Annual Average Daily Traffic Report, Florida Department of Transportation
2. Directional Design Hourly Volume (DDHV) = AADT × K × 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.

Table 4.2 Signalized Intersection Levels of Service (2005)

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

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.

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

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

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.

Table 5.1 Weekday Trip Generation Rates by Land Use

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

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 824a, 1468, and 1469

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

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.

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

Existing Land Use	Total Trips			Internal Trips			
	In	Out	Total	In	Out	Total	%
TAZ 1468							
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 1469							
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 824a							
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**	

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 5.4 External 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.

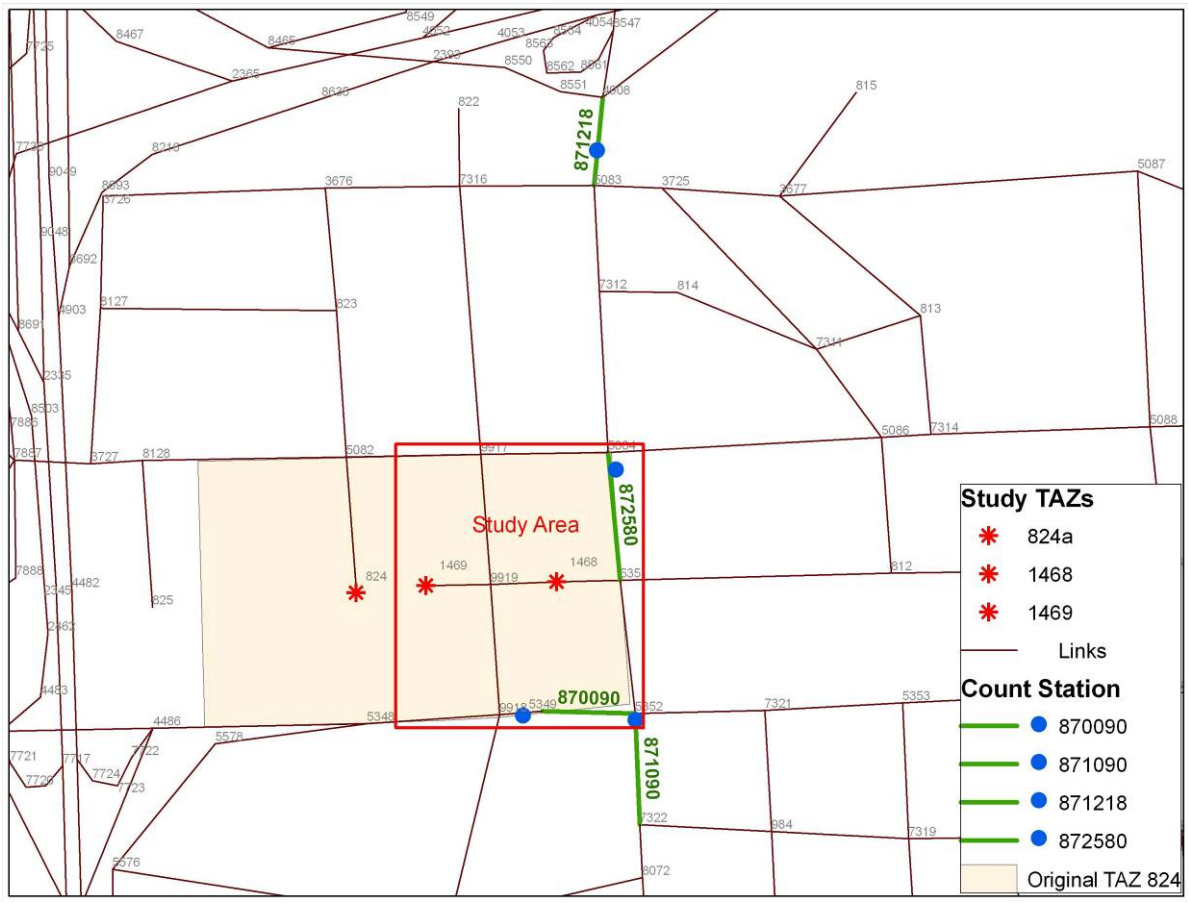

Figure 5.1 2005 Model Network for the Study Area and Its Vicinity

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 ZDATA1A 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: 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 5.6 ZDATA2 Data from the 2005 Miami-Dade County Model

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

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 5.7 Redevelopment Trips from the 2005 Miami-Dade County Model

TAZ	Node-A	Node-B	PURP1[1]	PURP2[2]	PURP3[3]	PURP4[4]	Generation
1468	1468	5351	785	225	785	225	3,245
	5351	1468	753	233	753	233	
	1468	9919	442	167	442	167	
	9919	1468	469	171	469	171	
1469	1469	9919	582	138	582	138	1,463
	9919	1469	595	148	595	148	
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 Selected Network Links from the 2005 FSUTMS 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%

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.

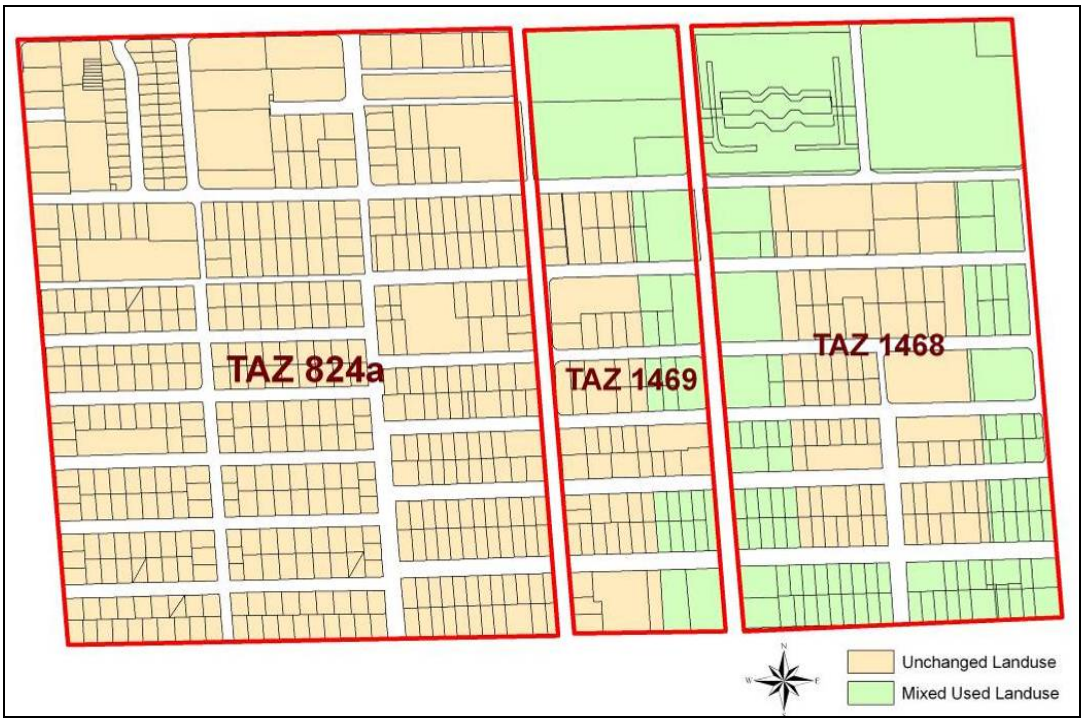

Figure 5.2 Future Land Use for Study Area

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.

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

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

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.

Table 5.10 Background Traffic for 2015

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

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:

- ✓ 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

Scenario	Density (Units per Acre)	Units in TAZ 1468	Units in TAZ 1469
1 (Low)	50	1,012	354
2 (Medium)	75	1,514	530
3 (High)	105	2,116	741

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.

Table 6.2 Trips from New Businesses in TAZ 1468

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 6.3 Trips 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 from All New Businesses

Land Use	TAZ 1468	TAZ 1469
Retail/Restaurant	24625	7862
Office	88	92
Services	1272	0
Medical	0	300

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.

Table 6.5 Internal Trips for Three Scenarios

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

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

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

TAZ	Scenario								
	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

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.

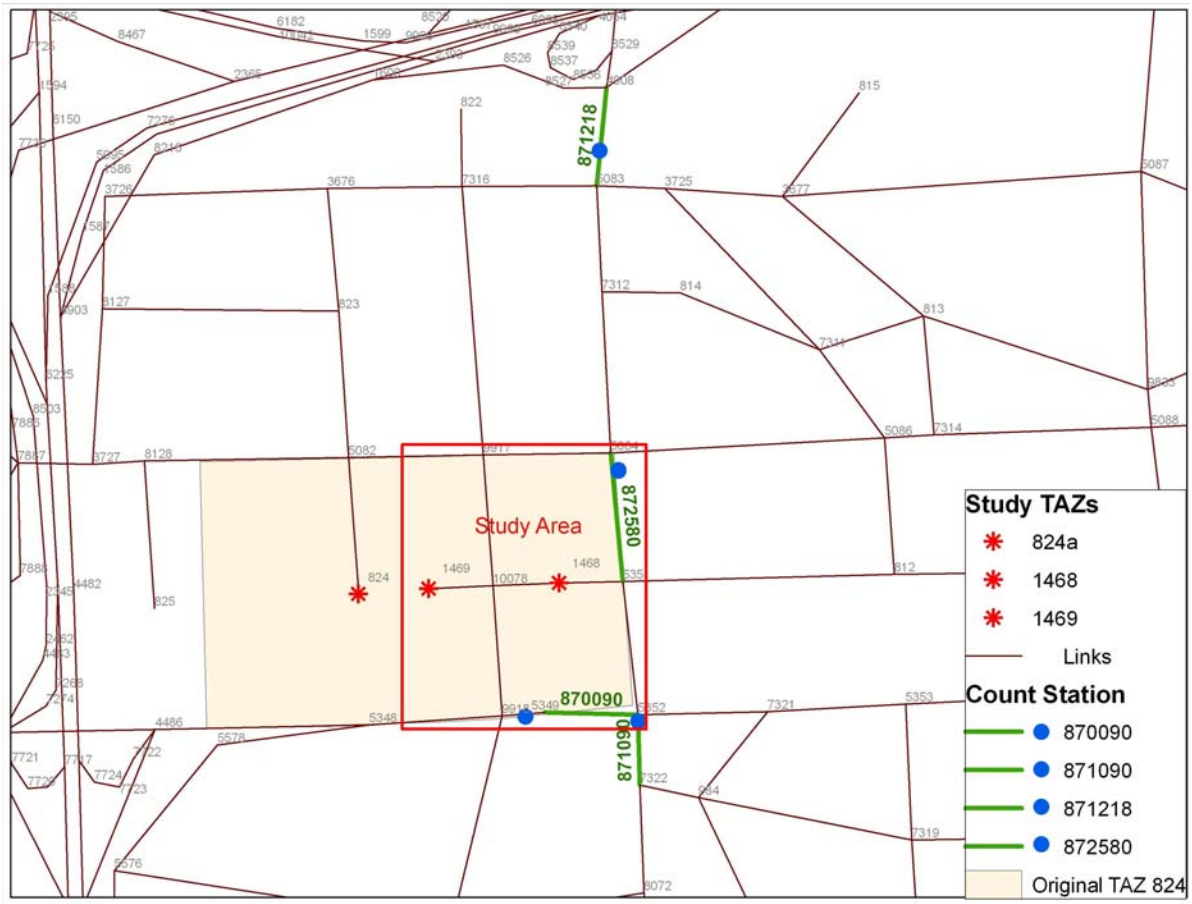

Figure 6.1 2015 Model Network for Study Area

Table 6.7 ZDATA1A for Model 2015

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
Medium Development 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: 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 6.8 ZDATA2 for Model 2015 for All Scenarios

	Industrial Employment	Commercial Employment	Service Employment	Total 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.

Table 6.9 Trip Generated from Study Area by Miami Model 2015

TAZ	Node-A	Node-B	PURP1	PURP2	PURP3	PURP4	Generation
Low Density Scenario							
1468	1468	5351	1,076	287	1,076	287	4,857
	5351	1468	764	265	764	265	
	1468	10078	867	231	867	231	
	10078	1468	1,090	277	1,090	277	
1469	1469	10078	747	276	747	276	2,146
	10078	1469	885	238	885	238	
Total							7,003
Medium Density Scenario							
1468	1468	5351	1,121	320	1,121	320	5,055
	5351	1468	1,142	292	1,142	292	
	1468	10078	810	283	810	283	
	10078	1468	792	295	792	295	
1469	1469	10078	917	254	917	254	2,354
	10078	1469	914	269	914	269	
Total							7,409
High Density Scenario							
1468	1468	5351	1,213	345	1,213	345	5482
	5351	1468	1,261	318	1,261	318	
	1468	10078	870	303	870	303	
	10078	1468	842	330	842	330	
1469	1469	10078	955	277	955	277	2450
	10078	1469	948	270	948	270	
Total							7,932

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

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

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.

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

Station No.	Location	Background	New Trips[3]	Total Volume	LOS[1]	LOS D[2]	LOS E[2]	LOS F[2]
Low Density Scenario								
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	E	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
Medium Density Scenario								
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	E	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 Scenario								
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	E	40,300	49,200	51,800
870090	SW 8th Street, 200' E of SW 109th Avenue	62,484	3,045	65,529	E	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

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.

Table 6.12 2015 Intersection LOS for PM Peak

Intersection	Scenario	2015 (Existing Signals Plans[1])		2015 (Optimized Signal Plans[2])		2005	
		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	83.1	F
SW 107th Av & W. Flagler St	2 (Medium)	93.0	F	52.3	D		
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	C	22.9	C
SW 107th Av & SW 4th St	2 (Medium)	49.9	D	26.7	C		
SW 107th Av & SW 4th St	3 (High)	50.2	D	27.0	C		
SW 107th Av & SW 8th St	1 (Low)	77.8	E	62.6	E	89.7	F
SW 107th Ave & SW 8th St	2 (Medium)	79.7	E	64.2	E		
SW 107th Av & SW 8th St	3 (High)	81.7	F	66.4	E		
SW 109th Av & SW 8th St	1 (Low)	383.8	F	268.0	F	132.4	F
SW 109th Av & SW 8th St	2 (Medium)	385.4	F	281.0	F		
SW 109th Av & SW 8th St	3 (High)	408.8	F	280.0	F		

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.

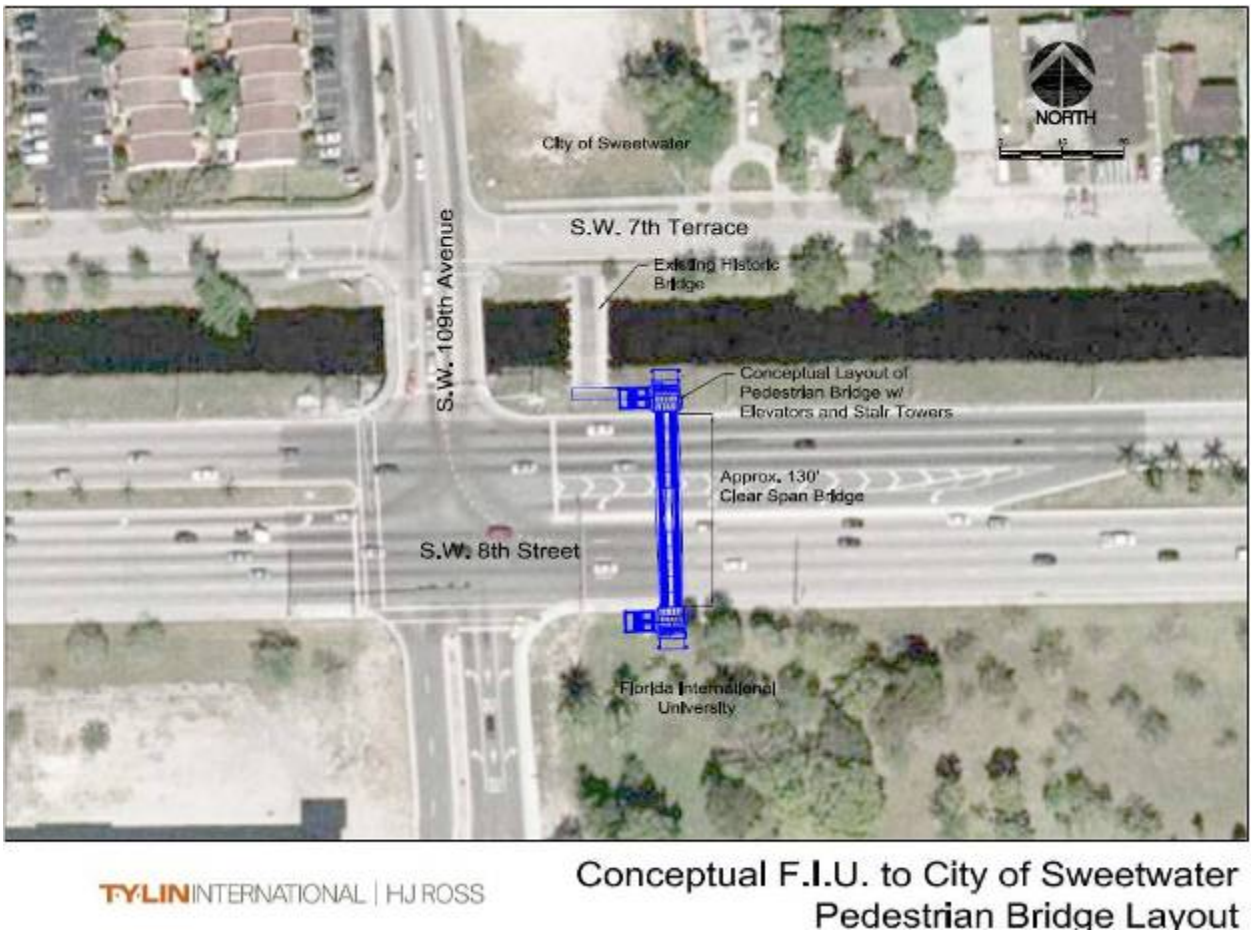

Figure 7.2 Conceptual FIU to City of Sweetwater Pedestrian Bridge Layout (source: T.Y.Lin Internation/HJRoss)

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 107th 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

Safety

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. At night, visibility of 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.

Table 7.1 Crime Rates in Miami-Dade County

Rank	City	Population	Violent Crime Rates					Property Crime Rates				
			Violent Crime	Homicide	Rape	Robbery	Assault	Property Crime	Burglary	Larceny	Motor Vehicle Theft	Arson
1	Indian Creek Village	39	0.0	0.0	0.0	0.0	0.0	512.8	0.0	512.8	0.0	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	0.0
3	Key Biscayne	9,968	2.0	0.0	0.0	0.0	2.0	259.8	18.1	227.7	14.0	6.0
4	North Bay Village	8,279	12.1	0.0	1.2	4.8	6.0	254.9	43.5	175.1	36.2	0.0
5	Golden Beach	893	22.4	0.0	0.0	11.2	11.2	179.2	67.2	78.4	33.6	0.0
6	Bay Harbor Island	4,996	24.0	0.0	0.0	4.0	20.0	168.1	64.1	84.1	20.0	0.0
7	Village of Pinecrest	19,027	24.2	0.0	1.1	8.9	14.2	406.8	45.2	345.8	15.8	0.0
8	Aventura	30,782	25.0	0.0	0.6	15.9	8.4	613.3	37.0	555.8	20.5	0.3
9	Sunny Isles Beach	15,190	28.3	0.0	2.0	7.9	18.4	420.0	99.4	287.7	32.9	0.0
10	Hialeah Gardens	19,705	28.4	0.0	1.0	11.2	16.2	479.1	121.3	296.4	61.4	2.0
11	Coral Gables	42,794	30.8	0.2	1.9	12.4	16.4	512.9	94.4	390.7	27.8	0.2
12	Virginia Gardens	2,221	31.5	0.0	0.0	22.5	9.0	252.1	36.0	198.1	18.0	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	0.8
14	Sweetwater	13,436	36.5	0.0	1.5	8.2	26.8	171.2	33.5	92.3	45.4	1.5
15	Miami Lakes	22,139	41.6	0.0	0.0	14.9	26.6	461.6	53.8	341.0	66.9	0.0
16	Palmetto Bay	23,287	42.5	0.4	1.7	14.6	25.8	454.3	64.4	353.0	36.9	0.0
17	Surfside	4,599	43.5	0.0	2.2	10.9	30.4	334.9	65.2	245.7	23.9	0.0
18	West Miami	5,725	43.7	0.0	5.2	5.2	33.2	291.7	106.6	165.9	19.2	0.0
19	Biscayne Park	3,049	49.2	0.0	0.0	9.8	39.4	186.9	121.4	49.2	16.4	0.0
20	Cutler Bay	40,468	52.4	0.2	1.2	20.3	30.6	536.2	74.9	422.6	38.8	0.5
21	Hialeah	215,853	59.0	0.3	1.9	23.3	33.4	442.2	83.8	280.0	78.5	1.3
22	El Portal	2,384	62.9	0.0	0.0	21.0	41.9	415.3	218.1	167.8	29.4	0.0
23	Doral	21,356	63.7	0.0	3.7	14.0	45.9	1,379.0	165.3	1,083.1	130.6	0.9
24	Miami Shores	9,814	66.2	0.0	1.0	39.7	25.5	717.3	216.0	438.1	63.2	1.0
25	South Miami	11,071	68.6	0.0	0.0	26.2	42.5	668.4	99.4	514.0	55.1	0.0
26	North Miami Beach	38,790	119.9	0.0	7.2	58.0	54.7	590.9	174.5	381.0	35.3	3.1
27	Miami Beach	86,742	123.6	0.5	6.7	51.6	64.8	899.8	156.1	646.4	97.3	1.3
28	North Miami	57,368	136.5	1.6	5.2	68.2	61.5	713.5	149.4	479.0	85.1	1.9
29	Miami	410,252	149.2	1.9	1.4	61.8	84.0	516.3	117.7	304.2	94.5	4.3
30	Homestead	58,074	153.3	1.2	1.4	64.6	86.1	446.5	158.4	233.8	54.2	0.5
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	28.8
32	Miami Gardens	98,762	192.9	2.4	6.2	69.5	114.8	770.1	168.9	496.5	104.7	1.5
33	Florida City	9,704	269.0	0.0	4.1	98.9	165.9	1,355.1	288.5	991.3	75.2	2.1
34	Opa Locka	15,695	347.9	7.6	4.5	181.6	154.2	1,029.6	474.7	379.1	175.9	0.6

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.

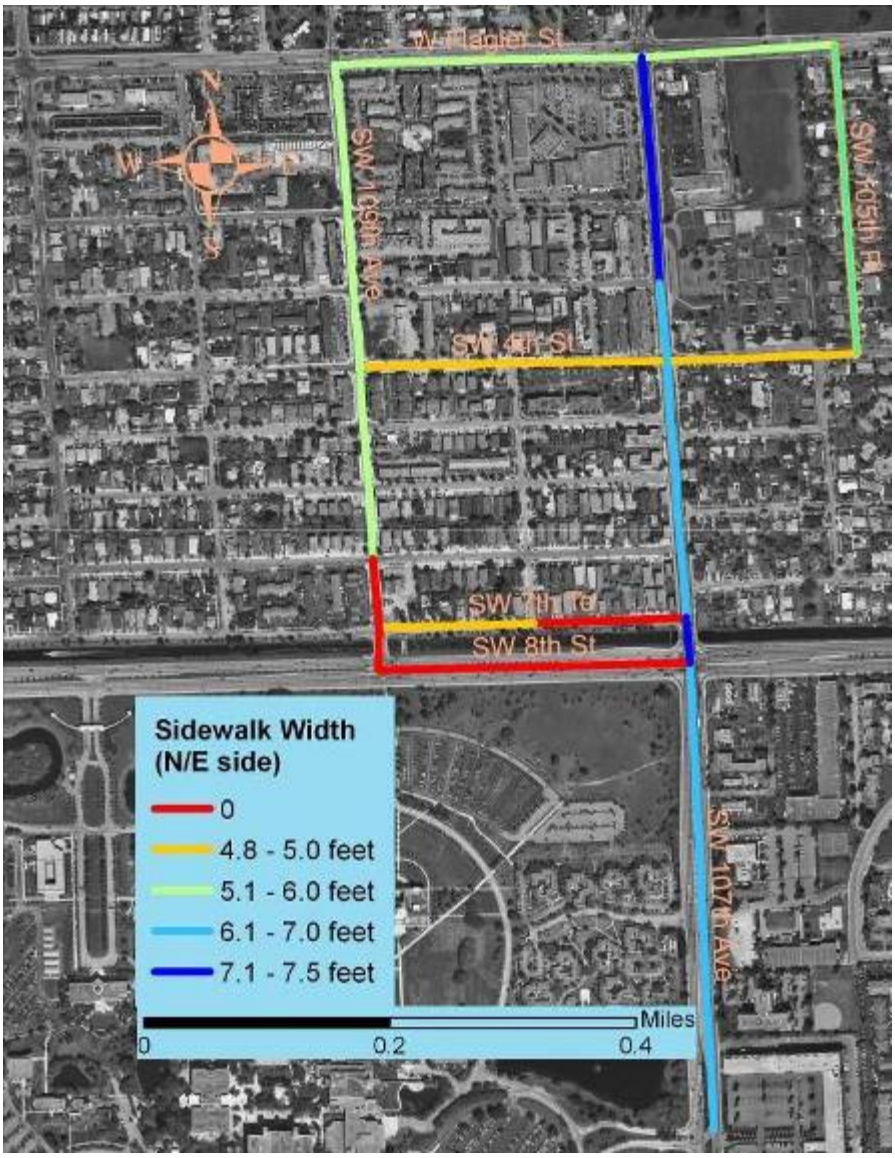

Figure 7.3 Sidewalk Widths on the North and East Sides of Streets

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

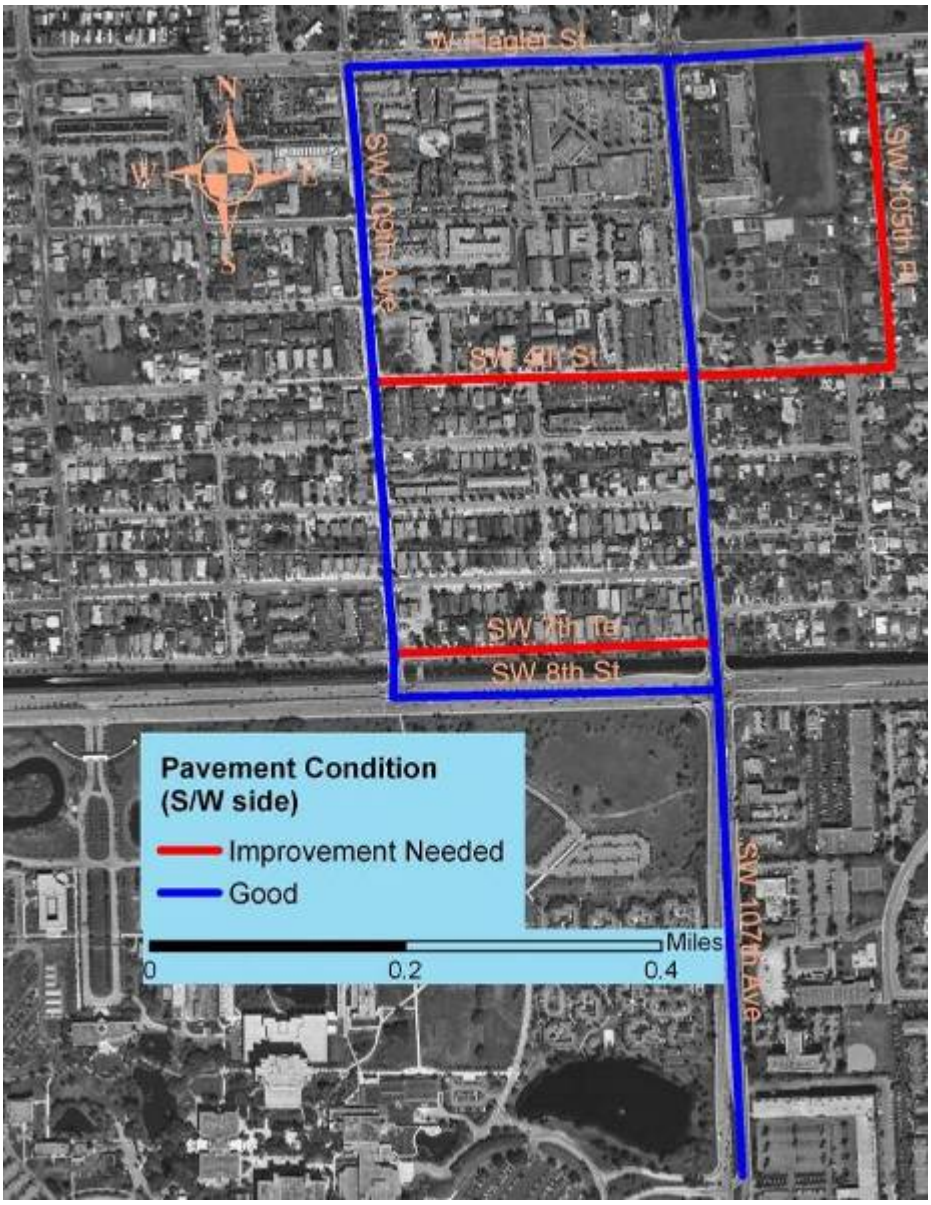

Figure 7.6 Pavement Conditions on South and West Sides of Streets

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.

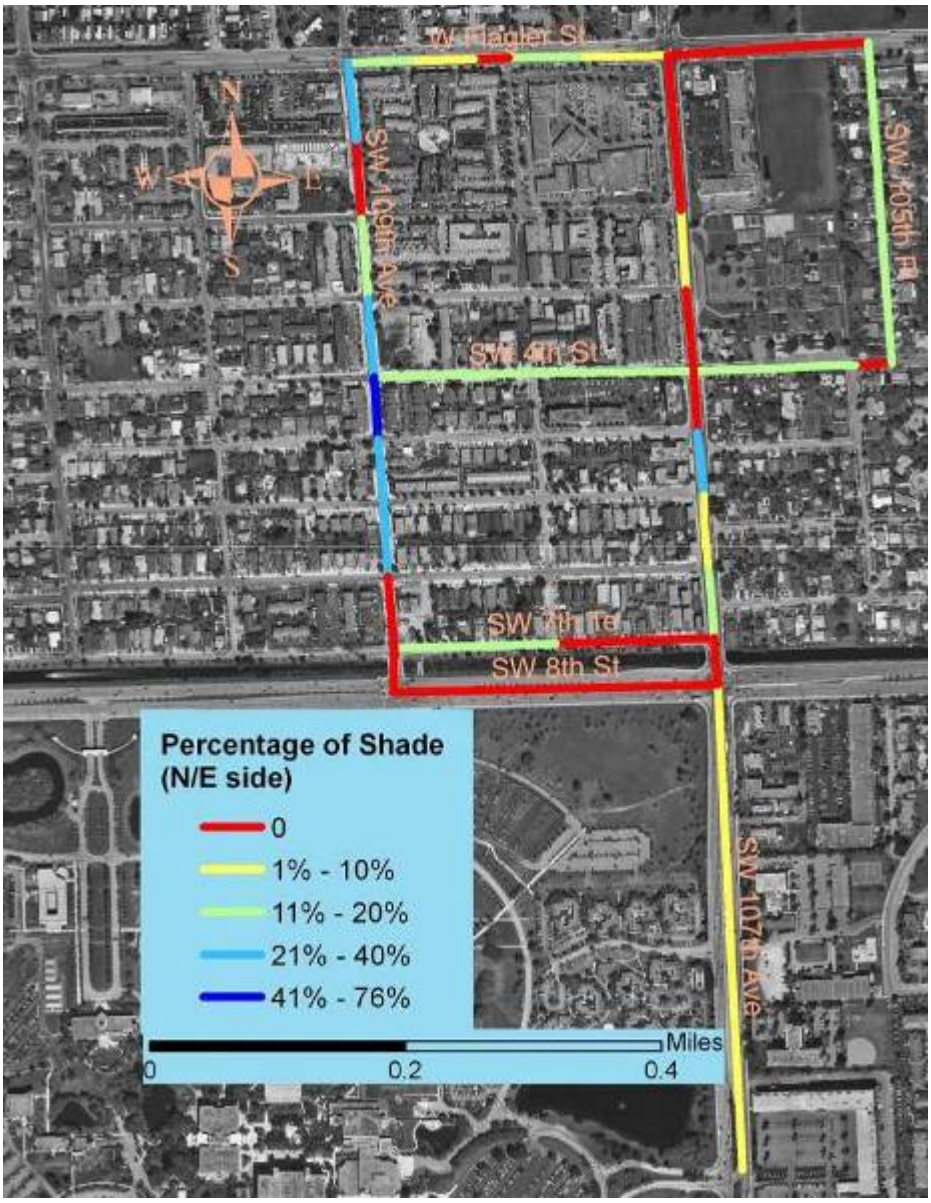

Figure 7.7 Percentage of Streets Shaded on the North and East Sides of Streets

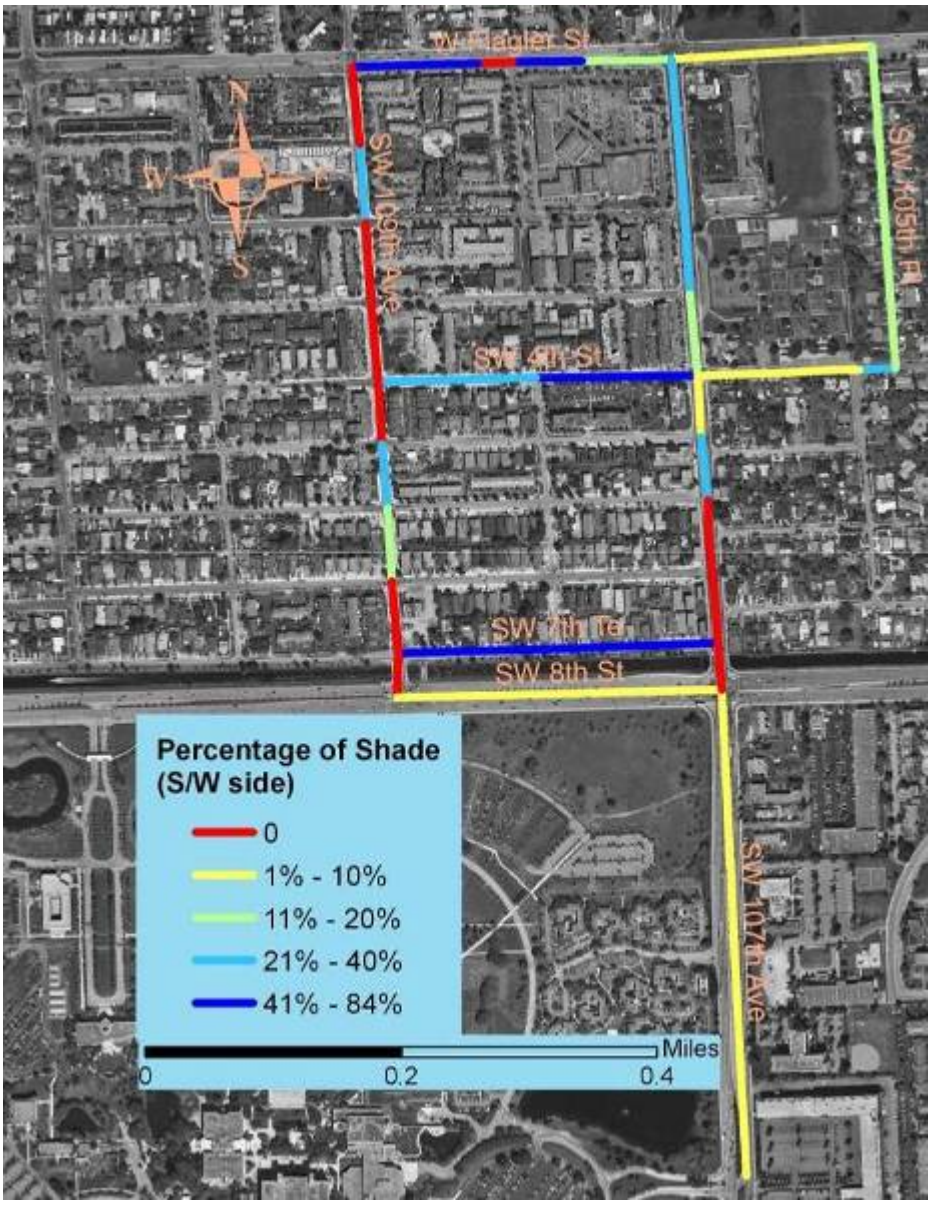

Figure 7.8 Percentage of Streets Shaded on the South and West Sides of Streets

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.

Table 7.2 Bicycle and Pedestrian LOS Performance Measures Point System

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

Table 7.3 Pedestrian LOS Definition

Level of Service	Score
A	(22, 26]
B	(19, 22]
C	(16, 19]
D	(12, 16]
E	(8, 12]
F	≤ 8

Table 7.4 Pedestrian LOS for the Study Area

Segment	From	To	Side	Level of Service
W. Flagler ST	SW 105th Place	SW 107th Avenue	N	C
			S	C
	SW 107th Avenue	SW 109th Avenue	N	D
			S	C
SW 4TH ST	SW 105th Place	SW 107th Avenue	N	D
			S	D
	SW 107th Avenue	SW 107th Avenue	N	D
			S	D
SW 7TH TE	SW 107th Avenue	SW 107th Avenue	N	E
			S	D
SW 8TH ST	SW 107th Avenue	SW 107th Avenue	N	F
			S	C
SW 105TH AVE	W. Flagler Street	SW 4th Street	E	D
			W	D
SW 107TH AVE	W. Flagler Street	SW 4th Street	E	C
			W	C
	SW 4th Street	SW 7th Terrace	E	C
			W	C
	SW 7th Terrace	SW 8th Street	E	C
			W	C
	SW 8th Street	SW 16th Street	E	C
			W	C
SW 109TH AVE	W. Flagler Street	SW 4th Street	E	C
			W	C
	SW 4th Street	SW 7th Terrace	E	D
			W	D
	SW 7th Terrace	SW 8th Street	E	F
			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 ½ 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.

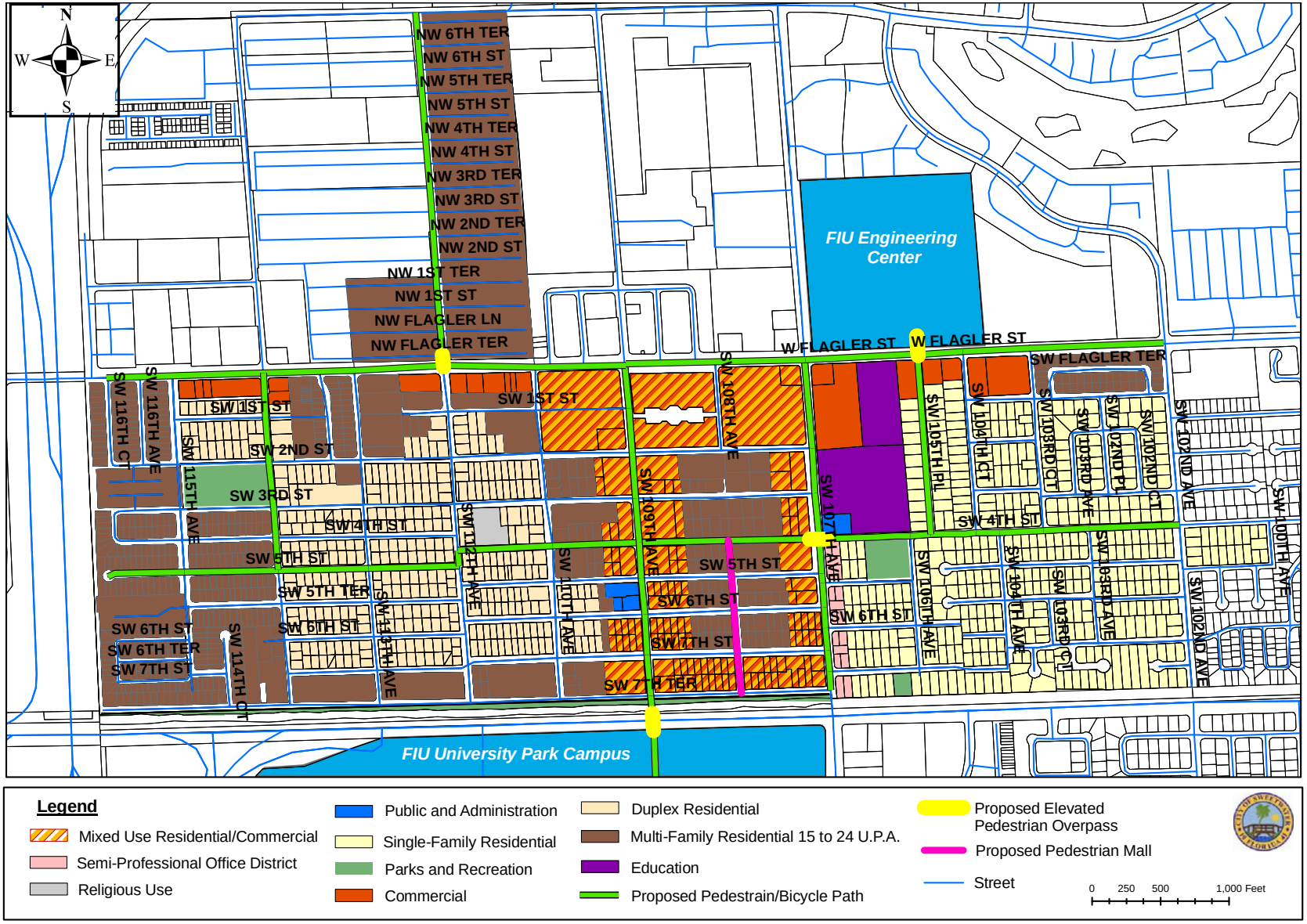

Figure 7.9 Proposed Citywide Pedestrian/Bicycle Network

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

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

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.

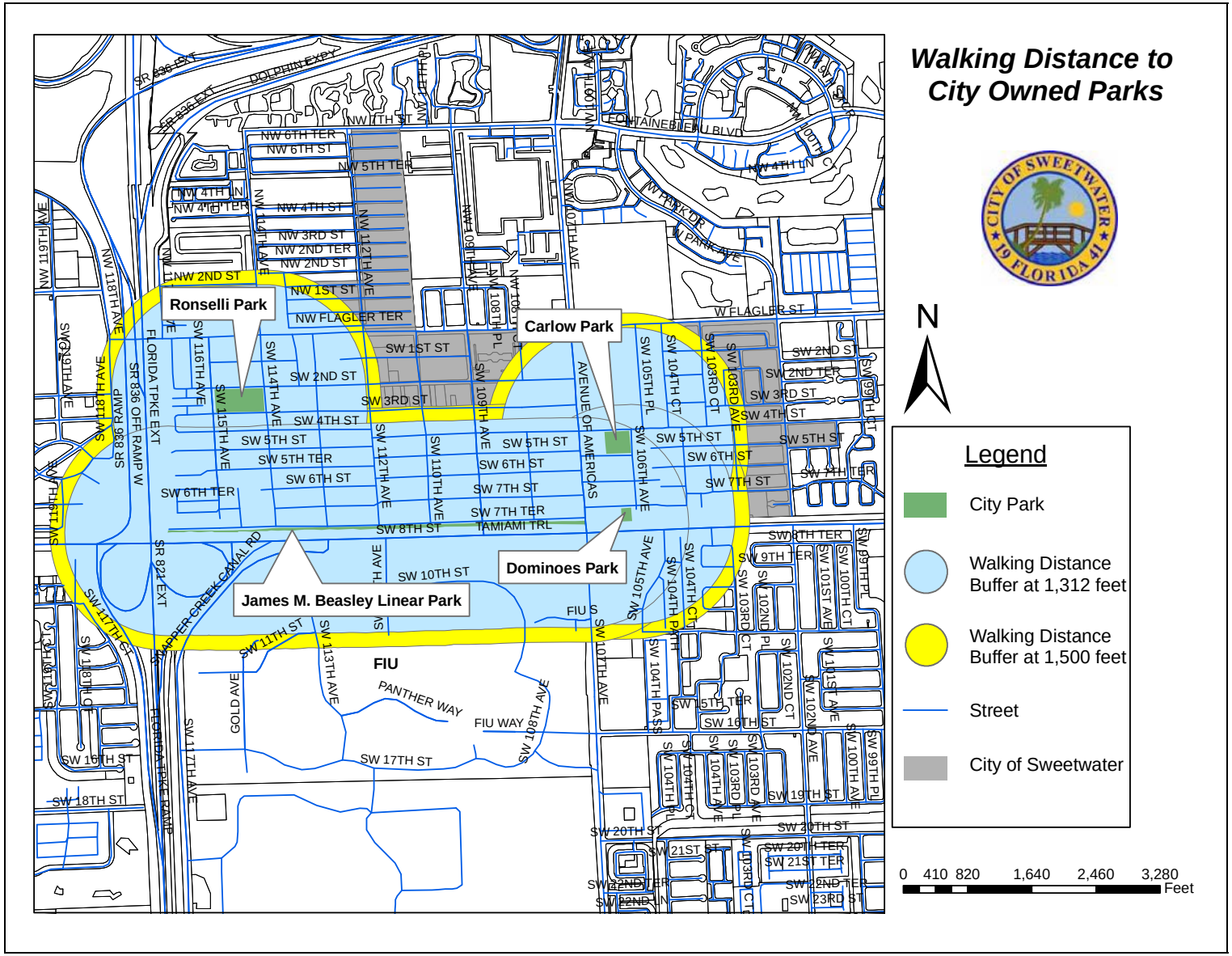

Figure 7.10 Walking Distance to City-Owned Parks

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 7.6 City of Sweetwater Circulator Proposed Additional Stops

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

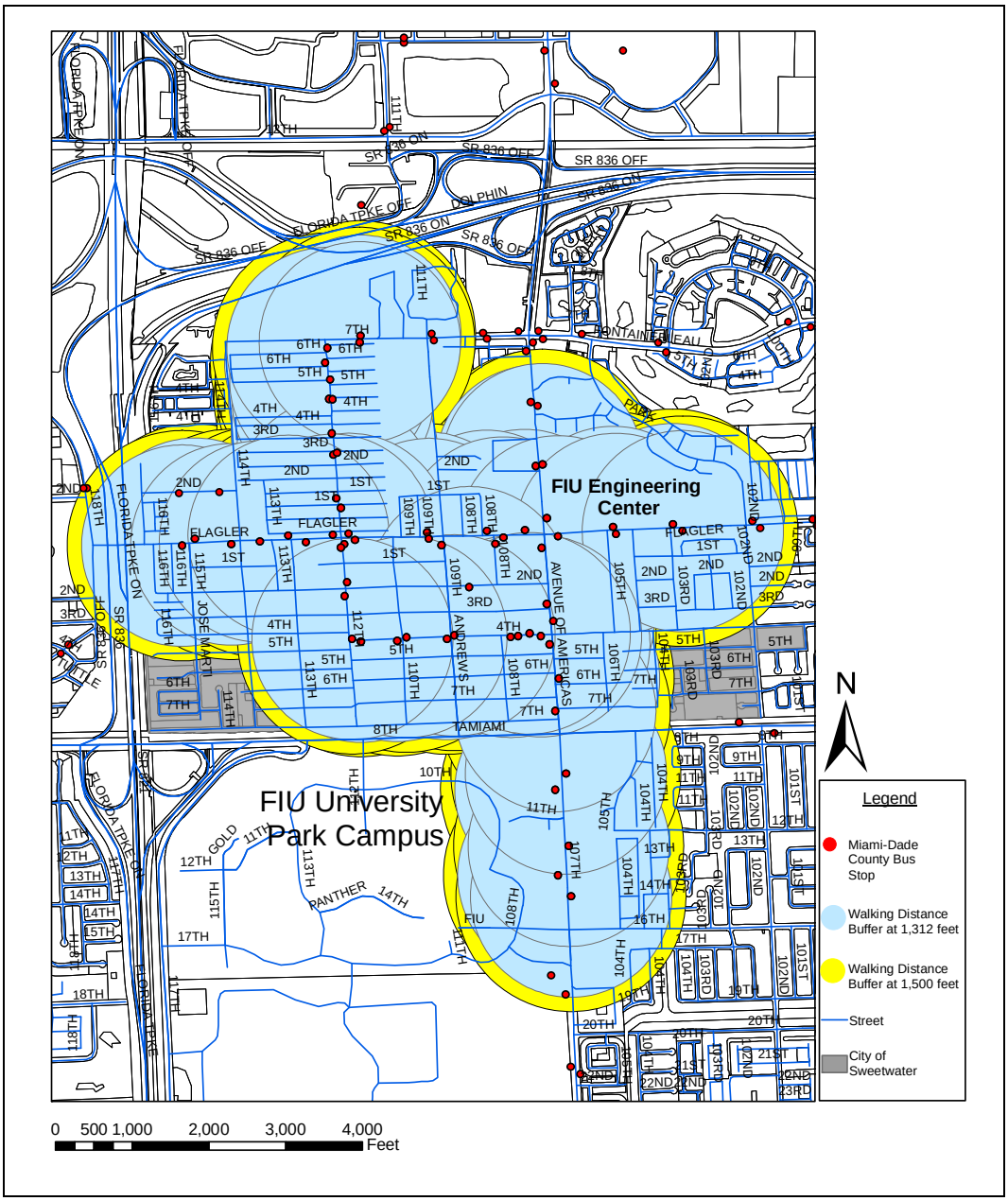

Figure 7.11 Walking Distance to County Operated Bus Stops in City of Sweetwater

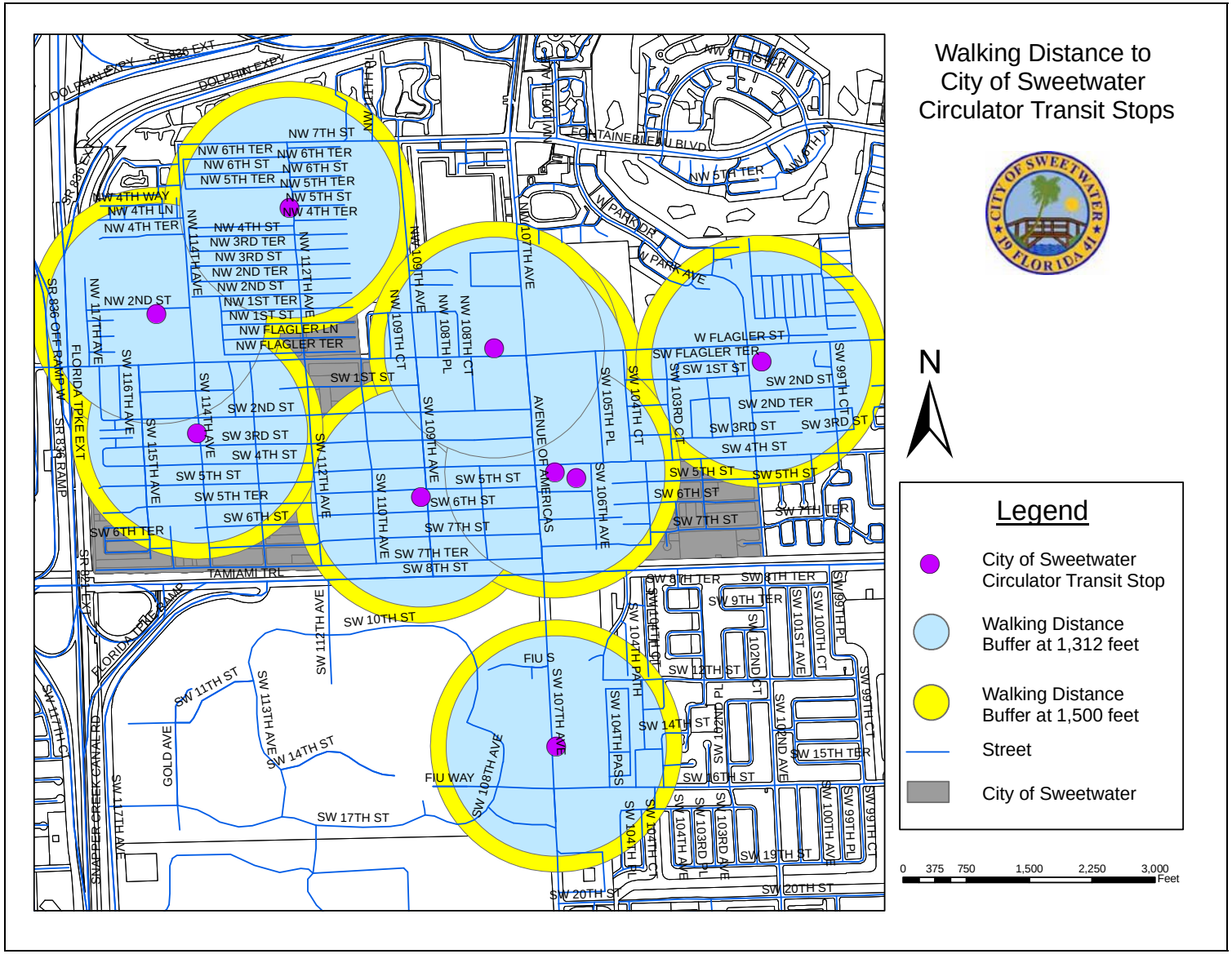

Figure 7.12 Walking Distance to City of Sweetwater Circulator Transit Stops

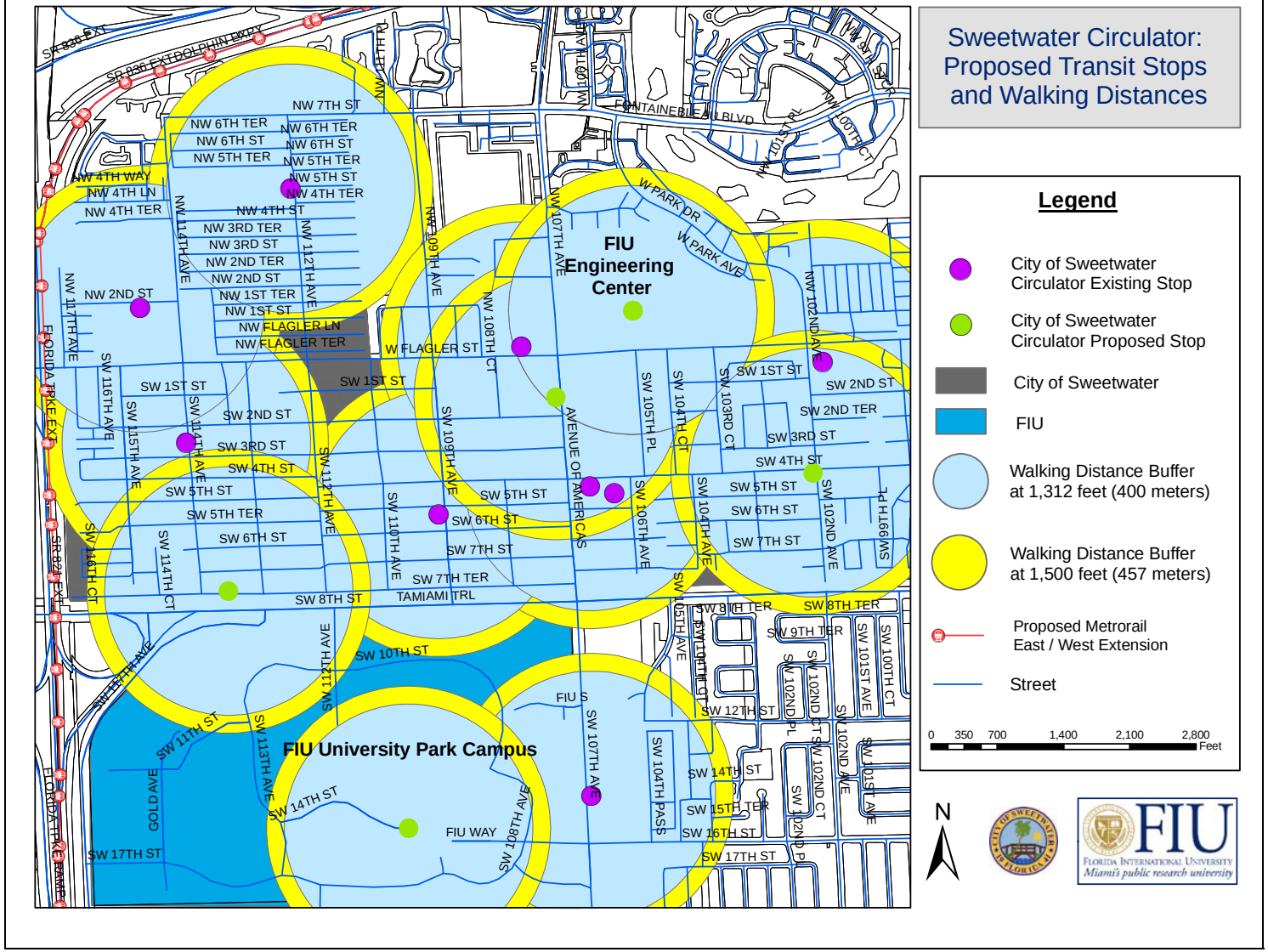

Figure 7.13 Proposed Transit Stops and Walking Distance to City of Sweetwater Circulator

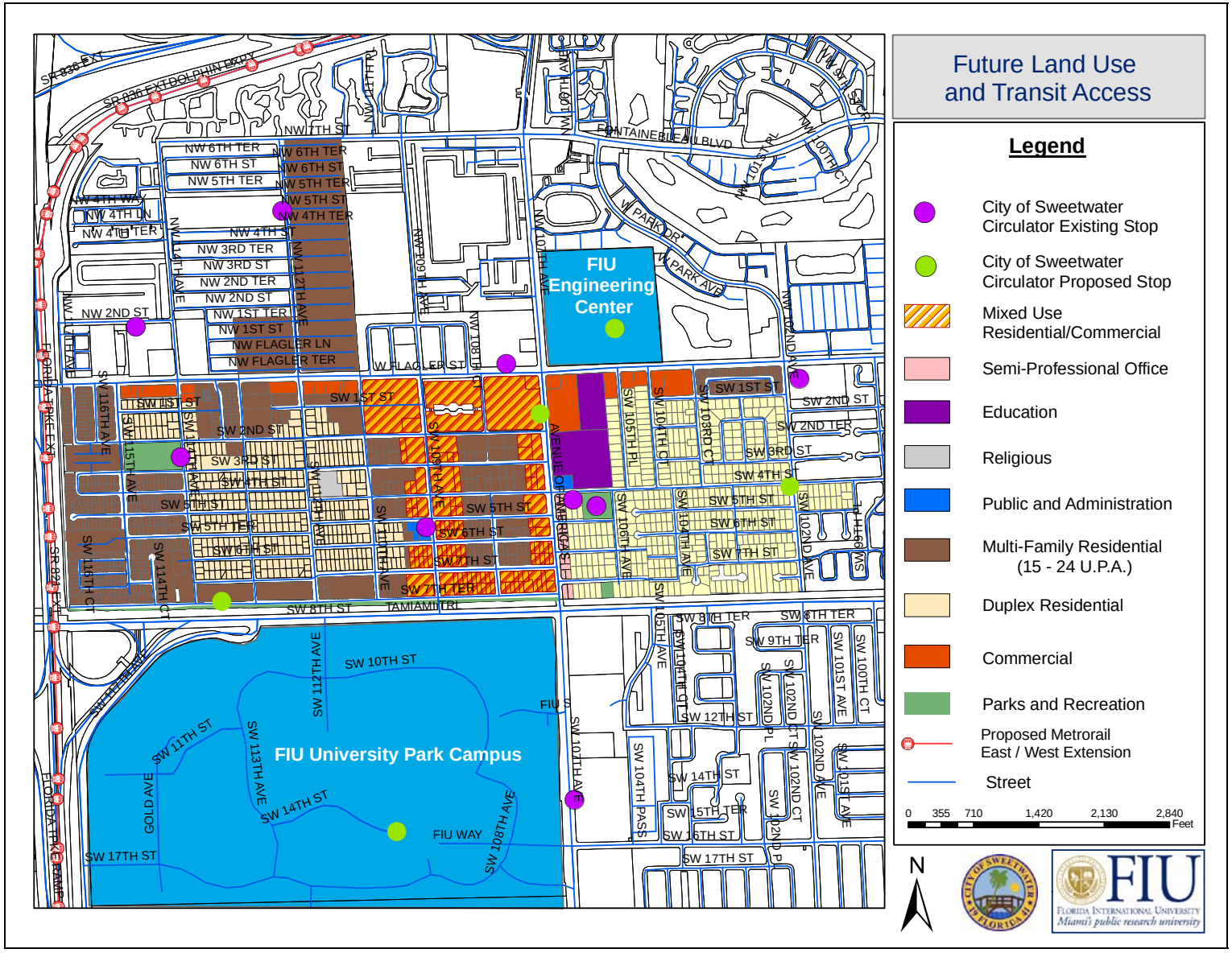

Figure 7.14 Proposed Transit Stops and City's Adopted Future Land Use

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

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

EXISTING CONDITION								2005																							
ZONE	TAZ	CLUC	EXISTING LAND USE	CHANGE	LIVING_UNITS	ADJ_SQFT	LOT_SIZE	EMPSIZE	Existing Land Use	Existing Description	ITE Code	Unit	Intensity	Trip Generation Rate Weekday	TOTAL TRIPS IN	TOTAL TRIPS OUT	TOTAL TRIPS TOTAL	INTERNAL TRIPS IN	INTERNAL TRIPS OUT	INTERNAL TRIPS TOTAL	INTERNAL TRIPS %	EXTERNAL TRIPS IN	EXTERNAL TRIPS OUT	EXTERNAL TRIPS TOTAL	PASS-BY TRIPS	PASS-BY TRIPS	NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
1	1468	0001	RESIDENTIAL- SINGLE FAMILY		2	3853	18600		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	1	1	2	11.3%	8	9	17	0	0.0%	8	9	17
1	1468	0002	MULTIFAMILY- DUPLEX		7	6524	24600		Residential	Residential Condominium/Townhouse	230	DU	7	5.86	21	21	41	3	2	5	11.3%	18	18	36	0	0.0%	18	18	36
1	1468	0003	MULTIFAMILY- APARTMENTS		270	185283	321072	2	Residential	Apartment	220	DU	270	6.72	907	907	1814	113	92	205	11.3%	794	816	1609	0	0.0%	794	816	1609
1	1468	0007	RESIDENTIAL- CONDOMINIUM		21				Residential	Residential Condominium/Townhouse	230	DU	21	5.86	62	62	123	8	6	14	11.3%	54	55	109	0	0.0%	54	55	109
1	1468	0001	RESIDENTIAL- SINGLE FAMILY	1	3	4129	18900		Residential	Single-Family Detaching Housing	210	DU	3	9.57	14	14	29	2	1	3	11.3%	13	13	25	0	0.0%	13	13	25
1	1468	0002	MULTIFAMILY- DUPLEX	1	14	13206	43500		Residential	Residential Condominium/Townhouse	230	DU	14	5.86	41	41	82	5	4	9	11.3%	36	37	73	0	0.0%	36	37	73
1	1468	0003	MULTIFAMILY- APARTMENTS	1	158	100416	235222	3	Residential	Apartment	220	DU	158	6.72	531	531	1062	66	54	120	11.3%	465	477	942	0	0.0%	465	477	942
1	1468	0007	RESIDENTIAL- CONDOMINIUM	1	34				Residential	Residential Condominium/Townhouse	230	DU	34	5.86	100	100	199	12	10	23	11.3%	87	90	177	0	0.0%	87	90	177
1	1468	0009	MIXED USE- RESIDENTIAL	1	3	2430	6300		Residential	Residential Condominium/Townhouse	230	DU	3	5.86	9	9	18	1	1	2	11.3%	8	8	16	0	0.0%	8	8	16
1	1468	0011	RETAIL	1	0	3479	22511	1	Retail	Fast-Food Restaurant without Drive-Through Window	933	TSF GFA	3	716.00	1245	1245	2491	129	149	278	11.2%	1116	1097	2213	0	0.0%	1116	1097	2213
1	1468	0011	RETAIL	1	0	49872	326422	39	Retail	Shopping Center	820	TSF GLA	50	42.94	1071	1071	2142	111	128	239	11.2%	960	943	1903	0	0.0%	960	943	1903
1	1468	0011	RETAIL	1	0	16008	40772	9	Retail	Specialty Retail Center	814	TSF GLA	16	44.32	355	355	709	37	42	79	11.2%	318	312	630	0	0.0%	318	312	630
1	1468	0013	OFFICE BUILDING	1	0	24472	48932	20	Services	Drive-in Bank	912	TSF GFA	24	246.49	3016	3016	6032	FALSE	FALSE	0	0.0%	3016	3016	6032	0	0.0%	3016	3016	6032
1	1468	0018	COMMERCIAL- CONDOMINIUM	1	0	22448		25	Retail	Specialty Retail Center	814	TSF GLA	22	44.32	497	497	995	52	59	111	11.2%	446	438	884	0	0.0%	446	438	884
1	1468	0026	SERVICE STATION- AUTOMOTIVE	1	0	6270	17000	1	Retail	Gasoline/Service Station with Convenience Market	945	Fuel Position	10	162.78	814	814	1628	84	97	182	11.2%	729	717	1446	0	0.0%	729	717	1446
					512				Residential						1693	1693		212	171	383		8067	8045	16113			8067	8045	16113
						88328			Retail						3982	3982		413	476	889									
						34221			Office						0	0		0	0	455									
2	1468	0001	RESIDENTIAL- SINGLE FAMILY		4	5896	31760	1	Residential	Single-Family Detaching Housing	210	DU	4	9.57	19	19	38	2	2	4	11.3%	17	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%	46	47	94	0	0.0%	46	47	94
2	1468	0003	MULTIFAMILY- APARTMENTS		217	151888	346640	1	Residential	Apartment	220	DU	217	6.72	729	729	1458	91	74	165	11.3%	638	655	1293	0	0.0%	638	655	1293
2	1468	0007	RESIDENTIAL- CONDOMINIUM		46				Residential	Residential Condominium/Townhouse	230	DU	234	5.86	686	686	1371	86	69	155	11.3%	600	616	1216	0	0.0%	600	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	1	2	11.3%	8	9	17	0	0.0%	8	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%	46	47	94	0	0.0%	46	47	94
2	1468	0003	MULTIFAMILY- APARTMENTS	1	73	52798	131635		Residential	Apartment	220	DU	73	6.72	245	245	491	31	25	55	11.3%	215	220	435	0	0.0%	215	220	435
2	1468	0007	RESIDENTIAL- CONDOMINIUM	1	215				Residential	Residential Condominium/Townhouse	230	DU	27	5.86	79	79	158	10	8	18	11.3%	69	71	140	0	0.0%	69	71	140
2	1468	0011	RETAIL	1	0	3853	19500	1	Retail	Drinking Place	936	TSF GFA	4	11.34	22	22	44	2	3	5	11.2%	20	19	39	0	0.0%	20	19	39
2	1468	0013	OFFICE BUILDING	1	0	7270	72310		Office	Government Office Building	730	TSF GFA	7	68.93	251	251	501	38	60	98	19.5%	213	190	403	0	0.0%	213	190	403
2	1468	0019	COMMERCIAL- MIXED USE	1	2	0	0	0	Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6	12	1	1	1	11.3%	5	5	10	0	0.0%	5	5	10
2	1468	0019	COMMERCIAL- MIXED USE	1	0	4413	9866	3	Retail	Automobile Care Center	942	TSF OGLA	4	3.38	7	7	15	1	0	1	5.2%	7	7	14	0	0.0%	7	7	14
2	1468	0080	VACANT LAND- GOVERNMENTAL	1	0	0	9300																							
2	1468	0081	VACANT LAND	1	0	0	31200																							
					594				Residential						1878	1878		236	190	425		1884	1906	3790			1884	1906	3790
						7270			Retail						29	29		3	3	6									
						52651			Office						251	251		38	60	98									
3	1469	0001	RESIDENTIAL- SINGLE FAMILY		4	5471	31125		Residential	Single-Family Detaching Housing	210	DU	4	9.57	19	19	38	3	2	6	14.7%	16	17	33	0	0.0%	16	17	33
3	1469	0001	RESIDENTIAL- SINGLE FAMILY		2	2779	7277		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	2	1	3	14.7%	8	8	16	0	0.0%	8	8	16
3	1469	0001	RESIDENTIAL- SINGLE FAMILY		4	7346	35280		Residential	Single-Family Detaching Housing	210	DU	4	9.57	19	19	38	3	2	6	14.7%	16	17	33	0	0.0%	16	17	33
3	1469	0002	MULTIFAMILY- DUPLEX		30	32725	103875		Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	15	11	26	14.7%	73	77	150	0	0.0%	73	77	150
3	1469	0002	MULTIFAMILY- DUPLEX		2	2497	8308		Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6	12	1	1	2	14.7%	5	5	10	0	0.0%	5	5	10
3	1469	0002	MULTIFAMILY- DUPLEX		20	20785	66580		Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	10	8	17	14.7%	49	51	100	0	0.0%	49	51	100
3	1469	0003	MULTIFAMILY- APARTMENTS		41	40038	86453		Residential	Apartment	220	DU	41	6.72	138	138	276	23	18	40	14.7%	115	120	235	0	0.0%	115	120	235
3	1469	0007	RESIDENTIAL- CONDOMINIUM		20				Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	10	8	17	14.7%	49	51	100	0	0.0%	49	51	100
3	1469	0007	RESIDENTIAL- CONDOMINIUM		30			1	Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	15	11	26	14.7%	73	77	150	0	0.0%	73	77	150
3	1469	0040	MUNICIPAL		0	16400	24034	3	Office	Government Office Building	730	TSF GFA	16	68.93	565	565	1130	55	85	140	12.4%	510	480	990	0	0.0%	510	480	990
3	1469	0080	VACANT LAND- GOVERNMENTAL		0	0	980												FALSE											
3	1469	0080	VACANT LAND- GOVERNMENTAL		0	0	7500												FALSE											
3	1469	0081	VACANT LAND		0	0	6250												FALSE											
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	1	2	2569	39132		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	2	1	3	14.7%	8	8	16	0	0.0%	8	8	16
3	1469	0002	MULTIFAMILY- DUPLEX	1	2	2272	6190		Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6	12	1	1	2	14.7%	5	5	10	0	0.0%	5	5	10
3	1469	0003	MULTIFAMILY- APARTMENTS	1	51	37829	88110		Residential	Apartment	220	DU	51	6.72	171	171	343	28	22	50	14.7%	143	149	292	0	0.0%	143	149	292
3	1469	0007	RESIDENTIAL- CONDOMINIUM	1	202			1	Residential	Residential Condominium/Townhouse	230	DU	202	5.86	592	592	1184	98	76	174	14.7%	494	516	1010	0	0.0%	494	516	1010
3	1469	0011	RETAIL	1	0	58071	168132	0	Retail	Shopping Center	820	TSF GLA	58	42.94	1247	1247	2494	162	175	337	13.5%	1085	1072	2157	0	0.0%	1085	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	34	13.5%	110	109	219	0	0.0%	110	109	219
3	1469	0019	COMMERCIAL- MIXED USE	1	9	0	0	0	Residential	Low-Rise Apartment	221	DU	9	6.59	30	30	59	5	4	9	14.7%	25	26	51	0	0.0%	25	26	51
3	1469	0019	COMMERCIAL- MIXED USE	1	0	15998	33551	7	Retail	Specialty Retail Center	814	TSF GLA	16	44.32	355	355	709	46	50	96	13.5%	308	305	613	0	0.0%	308	305	613
3	1469	0011	RETAIL	1	0	5210	13466	7	Retail	Specialty Retail Center	814	TSF GLA	5	44.32	115	115	231	15	16	31	13.5%	100	99	200	0	0.0%	100	99	200
					415				Residential						1235	1235		211	166	380		3192	3192	6384			3192	3192	6384
						16400			Retail						1845	1845		246	252	498									
						84982			Office						565	565		55	85	140									

EXISTING CONDITION									2005																				
ZONE	TAZ	CLUC	EXISTING LAND USE	CHANGE	LIVING_UNITS	ADJ_SQFT	LOT_SIZE	EMPSIZE	Existing Land Use	Existing Description	ITE Code	Unit	Intensity	Trip Generation Rate Weekday	TOTAL TRIPS IN	TOTAL TRIPS OUT	TOTAL TRIPS TOTAL	INTERNAL TRIPS IN	INTERNAL TRIPS OUT	INTERNAL TRIPS TOTAL	INTERNAL TRIPS %	EXTERNAL TRIPS IN	EXTERNAL TRIPS OUT	EXTERNAL TRIPS TOTAL	PASS-BY TRIPS	PASS-BY TRIPS %	NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
4	824	0001	RESIDENTIAL- SINGLE FAMILY		30	39860	225395		Residential	Single-Family Detaching Housing	210	DU	30	9.57	144	144	287	6	5	10	3.6%	138	139	277	0	0.0%	138	139	277
4	824	0002	MULTIFAMILY- DUPLEX		146	155049	483094		Residential	Residential Condominium/Townhouse	230	DU	146	5.86	428	428	856	17	14	31	3.6%	411	414	824	0	0.0%	411	414	824
4	824	0003	MULTIFAMILY- APARTMENTS		12	11096	27500		Residential	Apartment	220	DU	12	6.72	40	40	81	2	1	3	3.6%	39	39	78	0	0.0%	39	39	78
4	824	0003	MULTIFAMILY- APARTMENTS		63	56119	74732		Residential	Apartment	220	DU	63	6.72	212	212	423	8	7	15	3.6%	203	205	408	0	0.0%	203	205	408
4	824	0007	RESIDENTIAL- CONDOMINIUM		44				Residential	Residential Condominium/Townhouse	230	DU	44	5.86	129	129	258	5	4	9	3.6%	124	125	248	0	0.0%	124	125	248
4	824	0011	RETAIL		0	18796	59270	12	Retail	Specialty Retail Center	814	TSF GLA	19	44.32	417	417	833	43	53	96	11.5%	373	364	737	0	0.0%	373	364	737
4	824	0019	COMMERCIAL- MIXED USE		0	10074	16200	13	Retail	Specialty Retail Center	814	TSF GLA	10	44.32	223	223	446	23	28	51	11.5%	200	195	395	0	0.0%	200	195	395
4	824	0041	EDUCATIONAL- PRIVATE		1	1035	9100		Residential	Single-Family Detaching Housing	210	DU	1	9.57	5	5	10	0	0	0	3.6%	5	5	9	0	0.0%	5	5	9
4	824	0044	RELIGIOUS		0	1	644000	1	Institutional	Church	560	TSF GFA	64	9.11	293	293	587	FALSE	FALSE	0	0.0%	293	293	587	0	0.0%	293	293	587
4	824	0057	PARSONAGE		1	841	6000		Residential	Single-Family Detaching Housing	210	DU	1	9.57	5	5	10	0	0	0	3.6%	5	5	9	0	0.0%	5	5	9
4	824	0080	VACANT LAND- GOVERNMENTAL		0	0	2800											FALSE	FALSE										
4	824	0081	VACANT LAND		0	0	5400											FALSE	FALSE										
4	824	0081	VACANT LAND		0	0	10300											FALSE	FALSE										
4	824	0001	RESIDENTIAL- SINGLE FAMILY	1	1	1736	6250		Residential	Single-Family Detaching Housing	210	DU	1	9.57	5	5	10	0	0	0	3.6%	5	5	9	0	0.0%	5	5	9
4	824	0002	MULTIFAMILY- DUPLEX	1	38	37468	118750		Residential	Residential Condominium/Townhouse	230	DU	38	5.86	111	111	223	4	4	8	3.6%	107	108	215	0	0.0%	107	108	215
4	824	0003	MULTIFAMILY- APARTMENTS	1	8	8821	25000		Residential	Apartment	220	DU	8	6.72	27	27	54	1	1	2	3.6%	26	26	52	0	0.0%	26	26	52
					344				Residential						1105	1105		44	36	80		1927	1921	3848			1927	1921	3848
						28870			Retail						569	569		86	81	167									
						64400			Institutional						253	253		FALSE	FALSE	0									
5	824	0001	RESIDENTIAL- SINGLE FAMILY		52	80409	328138		Residential	Single-Family Detaching Housing	210	DU	52	9.57	249	249	498	10	8	18	3.6%	239	241	480	0	0.0%	239	241	480
5	824	0001	RESIDENTIAL- SINGLE FAMILY		1	1321	11400		Residential	Single-Family Detaching Housing	210	DU	1	9.57	5	5	10	0	0	0	3.6%	5	5	9	0	0.0%	5	5	9
5	824	0002	MULTIFAMILY- DUPLEX		146	143529	482494	3	Residential	Residential Condominium/Townhouse	230	DU	146	5.86	428	428	856	17	14	31	3.6%	411	414	824	0	0.0%	411	414	824
5	824	0002	MULTIFAMILY- DUPLEX		4	3110	18300		Residential	Residential Condominium/Townhouse	230	DU	4	5.86	12	12	23	0	0	1	3.6%	11	11	23	0	0.0%	11	11	23
5	824	0003	MULTIFAMILY- APARTMENTS		3	3877	8400		Residential	Apartment	220	DU	3	6.72	10	10	20	0	0	1	3.6%	10	10	19	0	0.0%	10	10	19
5	824	0007	RESIDENTIAL- CONDOMINIUM		94				Residential	Residential Condominium/Townhouse	230	DU	94	5.86	275	275	551	11	9	20	3.6%	264	266	531	0	0.0%	264	266	531
5	824	0011	RETAIL		0	20176	35756	12	Retail	Specialty Retail Center	814	TSF GLA	20	44.32	447	447	894	46	57	103	11.5%	401	391	791	0	0.0%	401	391	791
5	824	0081	VACANT LAND		0	0	6133											FALSE	FALSE										
6	824	0001	RESIDENTIAL- SINGLE FAMILY		21	32096	122564		Residential	Single-Family Detaching Housing	210	DU	21	9.57	100	100	201	4	3	7	3.6%	96	97	194	0	0.0%	96	97	194
6	824	0001	RESIDENTIAL- SINGLE FAMILY		39	50634	138448		Residential	Single-Family Detaching Housing	210	DU	39	9.57	187	187	373	7	6	14	3.6%	179	180	360	0	0.0%	179	180	360
5	824	0001	RESIDENTIAL- SINGLE FAMILY	1	4	5336	24000		Residential	Single-Family Detaching Housing	210	DU	4	9.57	19	19	38	1	1	1	3.6%	18	19	37	0	0.0%	18	19	37
5	824	0002	MULTIFAMILY- DUPLEX	1	30	27987	91555		Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	4	3	6	3.6%	84	85	169	0	0.0%	84	85	169
					394				Residential						1573	1573		50	45	100		1719	1718	3437			1719	1718	3437
						20176			Retail						447	447		46	57	103									
6	824	0002	MULTIFAMILY- DUPLEX		168	166728	545629	1	Residential	Residential Condominium/Townhouse	230	DU	168	5.86	492	492	984	20	16	36	3.6%	473	476	949	0	0.0%	473	476	949
6	824	0003	MULTIFAMILY- APARTMENTS		28	28329	115279		Residential	Apartment	220	DU	28	6.72	94	94	188	4	3	7	3.6%	90	91	181	0	0.0%	90	91	181
6	824	0003	MULTIFAMILY- APARTMENTS		24	16942	25939		Residential	Apartment	220	DU	24	6.72	81	81	161	3	3	6	3.6%	77	78	155	0	0.0%	77	78	155
6	824	0007	RESIDENTIAL- CONDOMINIUM		8				Residential	Residential Condominium/Townhouse	230	DU	8	5.86	23	23	47	1	1	2	3.6%	23	23	45	0	0.0%	23	23	45
6	824	0007	RESIDENTIAL- CONDOMINIUM		37				Residential	Residential Condominium/Townhouse	230	DU	37	5.86	108	108	217	4	4	8	3.6%	104	105	209	0	0.0%	104	105	209
6	824	0010	RESIDENTIAL- TOWNHOUSE		1	1258	4579		Residential	Residential Condominium/Townhouse	230	DU	1	5.86	3	3	6	0	0	0	3.6%	3	3	6	0	0.0%	3	3	6
6	824	0010	RESIDENTIAL- TOWNHOUSE		10	13014	10038		Residential	Residential Condominium/Townhouse	230	DU	10	5.86	29	29	59	1	1	2	3.6%	28	28	56	0	0.0%	28	28	56
6	824	0011	RETAIL		0	7335	14940	13	Retail	Specialty Retail Center	814	TSF GLA	7	44.32	163	163	325	17	21	37	11.5%	146	142	288	0	0.0%	146	142	288
6	824	0080	VACANT LAND- GOVERNMENTAL		0	0	0											FALSE	FALSE										
6	824	0081	VACANT LAND		0	0	8400											FALSE	FALSE										
6	824	0001	RESIDENTIAL- SINGLE FAMILY	1	2	3708	6098		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	0	0	1	3.6%	9	9	18	0	0.0%	9	9	18
6	824	0002	MULTIFAMILY- DUPLEX	1	34	33285	103430	3	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	MULTIFAMILY- APARTMENTS	1	4	3509	6097		Residential	Apartment	220	DU	4	6.72	13	13	27	1	0	1	3.6%	13	13	26	0	0.0%	13	13	26
6	824	0081	VACANT LAND	1	0	0	13685											FALSE	FALSE										
					318				Residential						954	954		35	31	65		1051	1064	2128			1051	1064	2128
						7535			Retail						153	153		17	21	37									

Table A.2 Trip Generation Table for TAZs 1468 and 1469 for Low Density Scenario (2015)

EXISTING CONDITION										2015																			
ZONE	TAZ	CLUC	EXISTING LAND USE	FUTURE LAND USE	CHANGE	COUNT	LIVING_UNITS	ADJ_SQFT	LOT_SIZE	EMPSIZE	Future Land Use	Future Description	ITE Code	Unit	Intensity	Trip Generation Rate Weekday	TOTAL TRIPS IN	TOTAL TRIPS OUT	TOTAL TRIPS TOTAL	INTERNAL TRIPS IN	INTERNAL TRIPS OUT	INTERNAL TRIPS TOTAL	INTERNAL TRIPS %	EXTERNAL TRIPS IN	EXTERNAL TRIPS OUT	EXTERNAL TRIPS TOTAL	PASS-BY TRIPS	NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
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	3	0.16409	8	8	16		8	8	16
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	7	0.16409	17	17	34		17	17	34
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	134	298	0.16409	743	773	1517		743	773	1517
1	1468	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		1	21				Residential	Residential Condominium/Townhouse	230	DU	21	5.86	62	62	123	11	9	20	0.16409	50	52	103		50	52	103
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	3479	22511	1	Retail	Fast-Food Restaurant without Drive-Thro	933	TSF GFA	1	716.00	400	400	799	36	44	80	0.10063	363	355	719		363	355	719
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	49872	326422	39	Retail	Shopping Center	820	TSF GLA	1	42.94	21	21	41	2	2	4	0.10063	19	18	37		19	18	37
1	1468	0001	RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1	3	3	4129	18900		Residential				1012	6.72	3400	3400	6801	614	502	1116	0.16409	2786	2898	5685		2786	2898	5685
1	1468	0002	MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1	7	14	13206	43500		Retail				FAR=0.3		9234	9234	18469	838	1021	1859	0.10063	8396	8214	16610		8396	8214	16610
1	1468	0003	MULTIFAMILY- APARTMENTS	Mixed Use Residential / Commercial	1	23	158	100416	235222	3	Office				FAR=0.3		33	33	66	5	8	13	0.195	28	25	53		28	25	53
1	1468	0007	RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	2	34				Services						477	477	954	FALSE	FALSE	0	0	477	477	954		477	477	954
1	1468	0009	MIXED USE- RESIDENTIAL	Mixed Use Residential / Commercial	1	1	3	2430	6300																					
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	16008	40772	9																				
1	1468	0013	OFFICE BUILDING	Mixed Use Residential / Commercial	1	1	0	24472	48932	20																				
1	1468	0018	COMMERCIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	1	0	22448		25																				
1	1468	0026	SERVICE STATION- AUTOMOTIVE	Mixed Use Residential / Commercial	1	1	0	6270	17000	1																				
							517				Residential						4398	4398	8796					12888	12840	25728		12888	12840	25728
								88378			Retail						9656	9656	19308								Modified	116879	116141	233020
								31274			Office						36	36	66											
2	1468	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.		4	4	5896	31760	1	Residential	Single Family Homes	210	DU	4	9.57	19	19	38	3	3	6	16.4%	16	16	32		16	16	32
2	1468	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.		9	18	18043	53200		Residential	Residential Condominium/Townhouse	230	DU	18	5.86	53	53	105	10	8	17	16.4%	43	45	88		43	45	88
2	1468	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		34	217	151888	346640	1	Residential	Apartment	220	DU	217	6.72	729	729	1458	132	108	239	16.4%	597	621	1219		597	621	1219
2	1468	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		3	46				Residential	Residential Condominium/Townhouse	230	DU	234	5.86	686	686	1371	124	101	225	16.4%	562	584	1146		562	584	1146
2	1468	0081	VACANT LAND	Multi-Family Residential 24 U.P.A.		1	0	0	8400																					
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																							
2	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	3853	19500	1																				
2	1468	0013	OFFICE BUILDING	Mixed Use Residential / Commercial	1	1	0	7270	72310																					
2	1468	0019	COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1	1	2	0	0	0																				
2	1468	0019	COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1	1	0	4413	9866	3																				
2	1468	0080	VACANT LAND- GOVERNMENTAL	Mixed Use Residential / Commercial	1	2	0	0	9300																					
2	1468	0081	VACANT LAND	Mixed Use Residential / Commercial	1	4	0	0	31200																					
							594				Residential						1187	1187	2373	203	213	416		1210	1267	2485		1210	1267	2485
								7278			Retail						0	0	0	0	0	0					Modified	0	0	0
								1945			Office						0	0	0	0	0	0								
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Duplex Residential		4	4	5471	31125		Residential	Single Family Homes	210	DU	4	9.57	19	19	38	4	3	7	18.0%	15	16	31		15	16	31
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.		1	2	2779	7277		Residential	Single Family Homes	210	DU	2	9.57	10	10	19	2	2	3	18.0%	8	8	16		8	8	16
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.		4	4	7346	35280		Residential	Single Family Homes	210	DU	4	9.57	19	19	38	4	3	7	18.0%	15	16	31		15	16	31
3	1469	0002	MULTIFAMILY- DUPLEX	Duplex Residential		15	30	32725	103875		Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	18	14	32	18.0%	70	74	144		70	74	144
3	1469	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.		1	2	2497	8306		Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6	12	1	1	2	18.0%	5	5	10		5	5	10
3	1469	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.		10	20	20785	66580		Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	12	9	21	18.0%	47	49	96		47	49	96
3	1469	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		9	41	40038	86453		Residential	Apartment	220	DU	41	6.72	138	138	276	28	22	50	18.0%	110	116	226		110	116	226
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		2	20				Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	12	9	21	18.0%	47	49	96		47	49	96
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		3	30			1	Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	18	14	32	18.0%	70	74	144		70	74	144
3	1469	0040	MUNICIPAL	Public & Administration		1	0	16400	24034	3	Office	Government Office Building	730	TSF GFA	16	68.93	565	565	1130	83	122	206	18.2%	482	443	925		482	443	925
3	1469	0080	VACANT LAND- GOVERNMENTAL	Multi-Family Residential 24 U.P.A.		1	0	0	980																					
3	1469	0080	VACANT LAND- GOVERNMENTAL	Public & Administration		1	0	0	7500																					
3	1469	0081	VACANT LAND	Multi-Family Residential 24 U.P.A.		1	0	0	6250																					
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1	2	2	2569	39132		Residential				354	6.72	1189	1189	2379	239	189	428	18.0%	950	1001	1951		950	1001	1951
3	1469	0002	MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1	1	2	2272	6190		Retail						2948	2948	5897	383	413	796	13.5%	2565	2536	5101		2565	2536	5101
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	56
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	6	202			1	Medical						113	113	225	FALSE	FALSE	0	0.0%	113	113	225		113	113	225
3	1469	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	58071	168132	0																				
3	1469	0011	RETAIL	Mixed Use Residential / Commercial	1	1	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	0	15998	33551	7																				
3	1469	0011	RETAIL	Public & Administration	1	1	0	5210	13466	7																				
							419				Residential						1674	1674		724	606	1410		4526	4526	9053		4526	4526	9053
								16304			Retail						2948	2948		0	0	0					Modified	3567.48	3676	7388.4
								61982			Office						601	601		85	122	206								

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

EXISTING CONDITION											2015																			
ZONE	TAZ	CLUC	EXISTING LAND USE	FUTURE LAND USE	CHANGE	COUNT	LIVING_UNITS	ADJ_SQFT	LOT_SIZE	EMPSIZE	Future	Future	ITE Code	Unit	Intensity	Trip Generation Rate	TOTAL TRIPS			INTERNAL TRIPS				EXTERNAL TRIPS			PASS-BY	NEW TRIPS		
											Land Use	Description				Weekday	IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	TRIPS	IN	OUT	TOTAL
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	1	1	2	0.12754	8	8	17		8	8	17
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	3	2	5	0.12754	18	18	36		18	18	36
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	127	104	231	0.12754	780	803	1583		780	803	1583
1	1468	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		1	21				Residential	Residential Condominium/Townhouse	230	DU	21	5.86	62	62	123	9	7	16	0.12754	53	54	107		53	54	107
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	3479	22511	1	Retail	Fast-Food Restaurant without Drive-Thr	933	TSF GFA	1	716.00	400	400	799	36	44	80	0.10063	363	355	719		363	355	719
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	49872	326422	39	Retail	Shopping Center	820	TSF GLA	1	42.94	21	21	41	2	2	4	0.10063	19	18	37		19	18	37
1	1468	0001	RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1	3	3	4129	18900		Residential				1514	6.72	5087	5087	10174	714	584	1298	0.12754	4373	4503	8876		4373	4503	8876
1	1468	0002	MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1	7	14	13206	43500		Retail				FAR=0.3		9234	9234	18469	838	1021	1859	0.10063	8396	8214	16610		8396	8214	16610
1	1468	0003	MULTIFAMILY- APARTMENTS	Mixed Use Residential / Commercial	1	23	158	100416	235222	3	Office				FAR=0.3		33	33	66	5	8	13	0.195	28	25	53		28	25	53
1	1468	0007	RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	2	34				Services						477	477	954	FALSE	FALSE	0	0	477	477	954		477	477	954
1	1468	0009	MIXED USE- RESIDENTIAL	Mixed Use Residential / Commercial	1	1	3	2430	6300																					
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	16008	40772	9																				
1	1468	0013	OFFICE BUILDING	Mixed Use Residential / Commercial	1	1	0	24472	48932	20																				
1	1468	0018	COMMERCIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	1	0	22448		25																				
1	1468	0026	SERVICE STATION- AUTOMOTIVE	Mixed Use Residential / Commercial	1	1	0	6270	17000	1																				
							512				Residential						6086	6086	12172					14515	14477	28993		14515	14477	28993
								88328			Retail						9655	9655	19309								Modified	13274.7	13219	26494
								34221			Office						33	33	66											
2	1468	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.		4	4	5896	31760	1	Residential	Single Family Homes	210	DU	4	9.57	19	19	38	3	2	5	12.8%	16	17	33		16	17	33
2	1468	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.		9	18	18043	53200		Residential	Residential Condominium/Townhouse	230	DU	18	5.86	53	53	105	7	6	13	12.8%	45	47	92		45	47	92
2	1468	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		34	217	151888	346640	1	Residential	Apartment	220	DU	217	6.72	729	729	1458	102	84	186	12.8%	627	645	1272		627	645	1272
2	1468	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		3	46				Residential	Residential Condominium/Townhouse	230	DU	234	5.86	686	686	1371	96	79	175	12.8%	589	607	1196		589	607	1196
2	1468	0081	VACANT LAND	Multi-Family Residential 24 U.P.A.		1	0	0	8400																					
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																							
2	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	3853	19500	1																				
2	1468	0013	OFFICE BUILDING	Mixed Use Residential / Commercial	1	1	0	7270	72310																					
2	1468	0019	COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1	1	2	0	0	0																				
2	1468	0019	COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1	1	0	4413	9866	3																				
2	1468	0080	VACANT LAND- GOVERNMENTAL	Mixed Use Residential / Commercial	1	2	0	0	9300																					
2	1468	0081	VACANT LAND	Mixed Use Residential / Commercial	1	4	0	0	31200																					
							595				Residential						1487	1487	2973	209	171	379		1278	1316	2594		1278	1316	2594
								7270			Retail						0	0	0	0	0	0					Modified	0	0	0
								8266			Office						0	0	0	0	0	0								
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Duplex Residential		4	4	5471	31125		Residential	Single Family Homes	210	DU	4	9.57	19	19	38	3	2	5	13.3%	16	17	33		16	17	33
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.		1	2	2779	7277		Residential	Single Family Homes	210	DU	2	9.57	10	10	19	1	1	3	13.3%	8	8	17		8	8	17
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.		4	4	7346	35280		Residential	Single Family Homes	210	DU	4	9.57	19	19	38	3	2	5	13.3%	16	17	33		16	17	33
3	1469	0002	MULTIFAMILY- DUPLEX	Duplex Residential		15	30	32725	103875		Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	13	10	23	13.3%	75	78	152		75	78	152
3	1469	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.		1	2	2497	8308		Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6	12	1	1	2	13.3%	5	5	10		5	5	10
3	1469	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.		10	20	20785	66580		Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	9	7	16	13.3%	50	52	102		50	52	102
3	1469	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		9	41	40038	86453		Residential	Apartment	220	DU	41	6.72	138	138	276	20	16	37	13.3%	117	122	239		117	122	239
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		2	20				Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	9	7	16	13.3%	50	52	102		50	52	102
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		3	30			1	Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	13	10	23	13.3%	75	78	152		75	78	152
3	1469	0040	MUNICIPAL	Public & Administration		1	0	16400	24034	3	Office	Government Office Building	730	TSF GFA	16	68.93	565	565	1130	83	122	206	18.2%	482	443	925		482	443	925
3	1469	0080	VACANT LAND- GOVERNMENTAL	Multi-Family Residential 24 U.P.A.		1	0	0	980																					
3	1469	0080	VACANT LAND- GOVERNMENTAL	Public & Administration		1	0	0	7500																					
3	1469	0081	VACANT LAND	Multi-Family Residential 24 U.P.A.		1	0	0	6250																					
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1	2	2	2569	39132		Residential				530	6.72	1781	1781	3562	264	209	473	13.3%	1516	1572	3089		1516	1572	3089
3	1469	0002	MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1	1	2	2272	6190		Retail						2948	2948	5897	383	413	796	13.5%	2565	2536	5101		2565	2536	5101
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	56
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	6	202			1	Medical						113	113	225	FALSE	FALSE	0	0.0%	113	113	225		113	113	225
3	1469	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	58071	168132	0																				
3	1469	0011	RETAIL	Mixed Use Residential / Commercial	1	1	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	0	15998	33551	7																				
3	1469	0011	RETAIL	Public & Administration	1	1	0	5210	13466	7																				
							419				Residential						2265	2265		725	686	1410		5118	5118	10236		5118	5118	10236
								16400			Retail						2948	2948		0	0	0					Modified	4223.43	4247.4	8470.8
								84992			Office						600	600		83	122	206								

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

EXISTING CONDITION										2015																					
ZONE	TAZ	CLUC	EXISTING LAND USE	FUTURE LAND USE	CHANGE	COUNT	LIVING_UNITS	ADJ_SQFT	LOT_SIZE	EMPSIZE	Future Land Use	Future Description	ITE Code	Unit	Intensity	Trip Generation Rate Weekday	TOTAL TRIPS IN	TOTAL TRIPS OUT	TOTAL TRIPS TOTAL	INTERNAL TRIPS IN	INTERNAL TRIPS OUT	INTERNAL TRIPS TOTAL	INTERNAL TRIPS %	EXTERNAL TRIPS IN	EXTERNAL TRIPS OUT	EXTERNAL TRIPS TOTAL	PASS-BY TRIPS	NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
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	1	1	2	0.10065	9	9	17		9	9	17
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	2	2	4	0.10065	19	19	37		19	19	37
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	100	82	183	0.10065	807	825	1632		807	825	1632
1	1468	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		1	21				Residential	Residential Condominium/Townhouse	230	DU	21	5.86	62	62	123	7	6	12	0.10065	55	56	111		55	56	111
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	3479	22511	1	Retail	Fast-Food Restaurant without Drive-Thr	933	TSF GFA	1	716.00	400	400	799	36	44	80	0.10063	363	355	719		363	355	719
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	49872	326422	39	Retail	Shopping Center	820	TSF GLA	1	42.94	21	21	41	2	2	4	0.10063	19	18	37		19	18	37
1	1468	0001	RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1	3	3	4129	18900		Residential				2116	6.72	7110	7110	14220	787	644	1431	0.10065	6322	6466	12788		6322	6466	12788
1	1468	0002	MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1	7	14	13206	43500		Retail				FAR=0.3		9234	9234	18469	838	1021	1859	0.10063	8396	8214	16610		8396	8214	16610
1	1468	0003	MULTIFAMILY- APARTMENTS	Mixed Use Residential / Commercial	1	23	158	100416	235222	3	Office				FAR=0.3		33	33	66	5	8	13	0.195	28	25	53		28	25	53
1	1468	0007	RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	2	34				Services						477	477	954	FALSE	FALSE	0	0	477	477	954		477	477	954
1	1468	0009	MIXED USE- RESIDENTIAL	Mixed Use Residential / Commercial	1	1	3	2430	6300																					
1	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	18008	40772	9																				
1	1468	0013	OFFICE BUILDING	Mixed Use Residential / Commercial	1	1	0	24472	48932	20																				
1	1468	0018	COMMERCIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	1	0	22448		25																				
1	1468	0026	SERVICE STATION- AUTOMOTIVE	Mixed Use Residential / Commercial	1	1	0	6270	17000	1																				
							512				Residential						8103	8109	16212					16494	16464	32958				
								88328			Retail						9655	9655	19309								Modified	15223.9	15182	30405.86
								34221			Office						33	33	66											
2	1468	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.		4	4	5896	31760	1	Residential	Single Family Homes	210	DU	4	9.57	19	19	38	2	2	4	10.1%	17	17	34		17	17	34
2	1468	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.		9	18	18043	53200		Residential	Residential Condominium/Townhouse	230	DU	18	5.86	53	53	105	6	5	11	10.1%	47	48	95		47	48	95
2	1468	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		34	217	151888	346640	1	Residential	Apartment	220	DU	217	6.72	729	729	1458	81	66	147	10.1%	648	663	1311		648	663	1311
2	1468	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		3	46				Residential	Residential Condominium/Townhouse	230	DU	234	5.86	686	686	1371	76	62	138	10.1%	610	624	1233		610	624	1233
2	1468	0081	VACANT LAND	Multi-Family Residential 24 U.P.A.		1	0	0	8400																					
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																							
2	1468	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	3853	19500	1																				
2	1468	0013	OFFICE BUILDING	Mixed Use Residential / Commercial	1	1	0	7270	72310	1																				
2	1468	0019	COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1	1	2	0	0	0																				
2	1468	0019	COMMERCIAL- MIXED USE	Mixed Use Residential / Commercial	1	1	0	4413	9866	3																				
2	1468	0080	VACANT LAND- GOVERNMENTAL	Mixed Use Residential / Commercial	1	2	0	0	9300																					
2	1468	0081	VACANT LAND	Mixed Use Residential / Commercial	1	4	0	0	31200																					
							695				Residential						1487	1487	2974	165	133	298		1322	1352	2674		1322	1352	2674
								7270			Retail						0	0	0	0	0	0					Modified	0	0	0
								8266			Office						0	0	0	0	0	0								
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Duplex Residential		4	4	5471	31125		Residential	Single Family Homes	210	DU	4	9.57	19	19	38	2	2	4	10.1%	17	17	34		17	17	34
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.		1	2	2779	7277		Residential	Single Family Homes	210	DU	2	9.57	10	10	19	1	1	2	10.1%	8	9	17		8	9	17
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 24 U.P.A.		4	4	7346	35280		Residential	Single Family Homes	210	DU	4	9.57	19	19	38	2	2	4	10.1%	17	17	34		17	17	34
3	1469	0002	MULTIFAMILY- DUPLEX	Duplex Residential		15	30	32725	103875		Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	10	8	18	10.1%	78	80	158		78	80	158
3	1469	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.		1	2	2497	8308		Residential	Residential Condominium/Townhouse	230	DU	2	5.86	6	6	12	1	1	1	10.1%	5	5	11		5	5	11
3	1469	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 24 U.P.A.		10	20	20785	66580		Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	7	5	12	10.1%	52	53	105		52	53	105
3	1469	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		9	41	40038	86453		Residential	Apartment	220	DU	41	6.72	138	138	276	16	12	28	10.1%	122	125	248		122	125	248
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		2	20				Residential	Residential Condominium/Townhouse	230	DU	20	5.86	59	59	117	7	5	12	10.1%	52	53	105		52	53	105
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 24 U.P.A.		3	30			1	Residential	Residential Condominium/Townhouse	230	DU	30	5.86	88	88	176	10	8	18	10.1%	78	80	158		78	80	158
3	1469	0040	MUNICIPAL	Public & Administration		1	0	16400	24034	3	Office	Government Office Building	730	TSF GFA	16	68.93	565	565	1130	83	122	206	18.2%	482	443	925		482	443	925
3	1469	0080	VACANT LAND- GOVERNMENTAL	Multi-Family Residential 24 U.P.A.		1	0	0	980																					
3	1469	0080	VACANT LAND- GOVERNMENTAL	Public & Administration		1	0	0	7500																					
3	1469	0081	VACANT LAND	Multi-Family Residential 24 U.P.A.		1	0	0	6250																					
3	1469	0001	RESIDENTIAL- SINGLE FAMILY	Mixed Use Residential / Commercial	1	2	2	2569	39132		Residential				741	6.72	2490	2490	4980	282	222	504	10.1%	2208	2268	4476		2208	2268	4476
3	1469	0002	MULTIFAMILY- DUPLEX	Mixed Use Residential / Commercial	1	1	2	2272	6190		Retail						2948	2948	5897	383	413	796	13.5%	2565	2536	5101		2565	2536	5101
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	56
3	1469	0007	RESIDENTIAL- CONDOMINIUM	Mixed Use Residential / Commercial	1	6	202			1	Medical						113	113	225	FALSE	FALSE	0	0.0%	113	113	225		113	113	225
3	1469	0011	RETAIL	Mixed Use Residential / Commercial	1	1	0	58071	168132	0																				
3	1469	0011	RETAIL	Mixed Use Residential / Commercial	1	1	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	0	15998	33551	7																				
3	1469	0011	RETAIL	Public & Administration	1	1	0	5210	13466	7																				
							419				Residential						2974	2974		726	686	1410		5827	5827	11654				
								10406			Retail						2948	2948		0	0	0					Modified	4916.26	4942.74	9858.03
								84992			Office						600	600		88	122	210								

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

EXISTING CONDITION											2015																				
ZONE	TAZ	CLUC	EXISTING LAND USE	FUTURE LAND USE	CHANGE	COUNT	LIVING_UNITS	ADJ_SQFT	LOT_SIZE	EMPSIZE	Future Land Use	Future Description	ITE Code	Unit	Intensity	Trip Generation Rate Weekday	TOTAL TRIPS IN	TOTAL TRIPS OUT	TOTAL TRIPS TOTAL	INTERNAL TRIPS IN	INTERNAL TRIPS OUT	INTERNAL TRIPS TOTAL	INTERNAL TRIPS %	EXTERNAL TRIPS IN	EXTERNAL TRIPS OUT	EXTERNAL TRIPS TOTAL	PASS-BY TRIPS		NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
4	824	0001	RESIDENTIAL- SINGLE FAMILY	Duplex Residential		30	30	39860	225395		Residential	Single Family Homes	210	DU	30	9.57	144	144	287	6	5	10	3.6%	138	139	277	0	0.0%	138	139	277
4	824	0002	MULTIFAMILY- DUPLEX	Duplex Residential		73	146	155049	483094		Residential	Residential Condominium/Townhouse	230	DU	146	5.86	428	428	856	17	14	31	3.6%	411	414	824	0	0.0%	411	414	824
4	824	0003	MULTIFAMILY- APARTMENTS	Duplex Residential		4	12	11096	27500		Residential	Apartment	220	DU	12	6.72	40	40	81	2	1	3	3.6%	39	39	78	0	0.0%	39	39	78
4	824	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 24 U.P.A.		1	63	56119	74732		Residential	Apartment	220	DU	63	6.72	212	212	423	8	7	15	3.6%	203	205	408	0	0.0%	203	205	408
4	824	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		1	44				Residential	Residential Condominium/Townhouse	230	DU	44	5.86	129	129	258	5	4	9	3.6%	124	125	248	0	0.0%	124	125	248
4	824	0011	RETAIL	Commercial		4	0	18796	59270	12	Retail	Specialty Retail Center	814	TSF GLA	19	44.32	417	417	833	43	53	96	11.5%	373	364	737	0	0.0%	373	364	737
4	824	0019	COMMERCIAL- MIXED USE	Commercial		1	0	10074	16200	13	Retail	Specialty Retail Center	814	TSF GLA	10	44.32	223	223	446	23	28	51	11.5%	200	195	395	0	0.0%	200	195	395
4	824	0041	EDUCATIONAL- PRIVATE	Duplex Residential		1	1	1035	9100		Residential	Single Family Homes	210	DU	1	9.57	5	5	10	0	0	0	3.6%	5	5	9	0	0.0%	5	5	9
4	824	0044	RELIGIOUS	Religious Use		1	0	1	644000	1	Institutional	Church	560	TSF GFA	64	9.11	293	293	587	FALSE	FALSE	0	0.0%	293	293	587	0	0.0%	293	293	587
4	824	0057	PARSONAGE	Duplex Residential		1	1	841	6000		Residential	Single Family Homes	210	DU	1	9.57	5	5	10	0	0	0	3.6%	5	5	9	0	0.0%	5	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%	5	5	9	0	0.0%	5	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%	107	108	215	0	0.0%	107	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%	26	26	52	0	0.0%	26	26	52
							344				Residential						1105	1105		44	36	80		1927	1921	3848			1927	1921	3848
								28870			Retail						640	640		66	81	147									
								64400			Institutional						293	293		FALSE	FALSE	0									
5	824	0001	RESIDENTIAL- SINGLE FAMILY	Duplex Residential		51	52	80409	328138		Residential	Single Family Homes	210	DU	52	9.57	249	249	498	10	8	18	3.6%	239	241	480	0	0.0%	239	241	480
5	824	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.		1	1	1321	11400		Residential	Single Family Homes	210	DU	1	9.57	5	5	10	0	0	0	3.6%	5	5	9	0	0.0%	5	5	9
5	824	0002	MULTIFAMILY- DUPLEX	Duplex Residential		73	146	143529	482494	3	Residential	Residential Condominium/Townhouse	230	DU	146	5.86	428	428	856	17	14	31	3.6%	411	414	824	0	0.0%	411	414	824
5	824	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.		2	4	3110	18300		Residential	Residential Condominium/Townhouse	230	DU	4	5.86	12	12	23	0	0	1	3.6%	11	11	23	0	0.0%	11	11	23
5	824	0003	MULTIFAMILY- APARTMENTS	Duplex Residential		1	3	3877	8400		Residential	Apartment	220	DU	3	6.72	10	10	20	0	0	1	3.6%	10	10	19	0	0.0%	10	10	19
5	824	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		5	94				Residential	Residential Condominium/Townhouse	230	DU	94	5.86	275	275	551	11	9	20	3.6%	264	266	531	0	0.0%	264	266	531
5	824	0011	RETAIL	Commercial		1	0	20176	35756	12	Retail	Specialty Retail Center	814	TSF GLA	20	44.32	447	447	894	46	57	103	11.5%	401	391	791	0	0.0%	401	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		Residential	Single Family Homes	210	DU	21	9.57	100	100	201	4	3	7	3.6%	96	97	194	0	0.0%	96	97	194
6	824	0001	RESIDENTIAL- SINGLE FAMILY	Family Residential Attached Twin Homes		39	39	50634	138448		Residential	Single Family Homes	210	DU	39	9.57	187	187	373	7	6	14	3.6%	179	180	360	0	0.0%	179	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%	18	19	37	0	0.0%	18	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%	84	85	169	0	0.0%	84	85	169
							394				Residential						1373	1373		55	45	100		1719	1718	3437			1719	1718	3437
								20176			Retail						447	447		46	57	103									
6	824	0002	MULTIFAMILY- DUPLEX	Duplex Residential		84	168	166728	545629	1	Residential	Residential Condominium/Townhouse	230	DU	168	5.86	492	492	984	20	16	36	3.6%	473	476	949	0	0.0%	473	476	949
6	824	0003	MULTIFAMILY- APARTMENTS	Duplex Residential		2	28	28329	115279		Residential	Apartment	220	DU	28	6.72	94	94	188	4	3	7	3.6%	90	91	181	0	0.0%	90	91	181
6	824	0003	MULTIFAMILY- APARTMENTS	Multi-Family Residential 15 U.P.A.		1	24	16942	25939		Residential	Apartment	220	DU	24	6.72	81	81	161	3	3	6	3.6%	77	78	155	0	0.0%	77	78	155
6	824	0007	RESIDENTIAL- CONDOMINIUM	Duplex Residential		1	8				Residential	Residential Condominium/Townhouse	230	DU	8	5.86	23	23	47	1	1	2	3.6%	23	23	45	0	0.0%	23	23	45
6	824	0007	RESIDENTIAL- CONDOMINIUM	Multi-Family Residential 15 U.P.A.		2	37				Residential	Residential Condominium/Townhouse	230	DU	37	5.86	108	108	217	4	4	8	3.6%	104	105	209	0	0.0%	104	105	209
6	824	0010	RESIDENTIAL- TOWNHOUSE	Family Residential Attached Twin Homes		1	1	1258	4579		Residential	Residential Condominium/Townhouse	230	DU	1	5.86	3	3	6	0	0	0	3.6%	3	3	6	0	0.0%	3	3	6
6	824	0010	RESIDENTIAL- TOWNHOUSE	Multi-Family Residential 15 U.P.A.		10	10	13014	10038		Residential	Residential Condominium/Townhouse	230	DU	10	5.86	29	29	59	1	1	2	3.6%	28	28	56	0	0.0%	28	28	56
6	824	0011	RETAIL	Commercial		1	0	7335	14940	13	Retail	Specialty Retail Center	814	TSF GLA	7	44.32	163	163	325	17	21	37	11.5%	146	142	288	0	0.0%	146	142	288
6	824	0080	VACANT LAND- GOVERNMENTAL	Family Residential Attached Twin Homes		1	0	0	0											FALSE	FALSE										
6	824	0081	VACANT LAND	Duplex Residential		1	0	0	8400											FALSE	FALSE										
6	824	0001	RESIDENTIAL- SINGLE FAMILY	Multi-Family Residential 15 U.P.A.	1	2	2	3708	6098		Residential	Single-Family Detaching Housing	210	DU	2	9.57	10	10	19	0	0	1	3.6%	9	9	18	0	0.0%	9	9	18
6	824	0002	MULTIFAMILY- DUPLEX	Multi-Family Residential 15 U.P.A.	1	17	34	33285	103430	3	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	MULTIFAMILY- APARTMENTS	Multi-Family Residential 15 U.P.A.	1	1	4	3509	6097		Residential	Apartment	220	DU	4	6.72	13	13	27	1	0	1	3.6%	13	13	26	0	0.0%	13	13	26
6	824	0081	VACANT LAND	Commercial	1	1	0	0	13685											FALSE	FALSE										
							316				Residential						954	954		38	31	69		1061	1064	2126			1061	1064	2126
								7335			Retail						163	163		17	21	37									

APPENDIX B. INTERNAL TRIP CAPTURE DIAGRAM

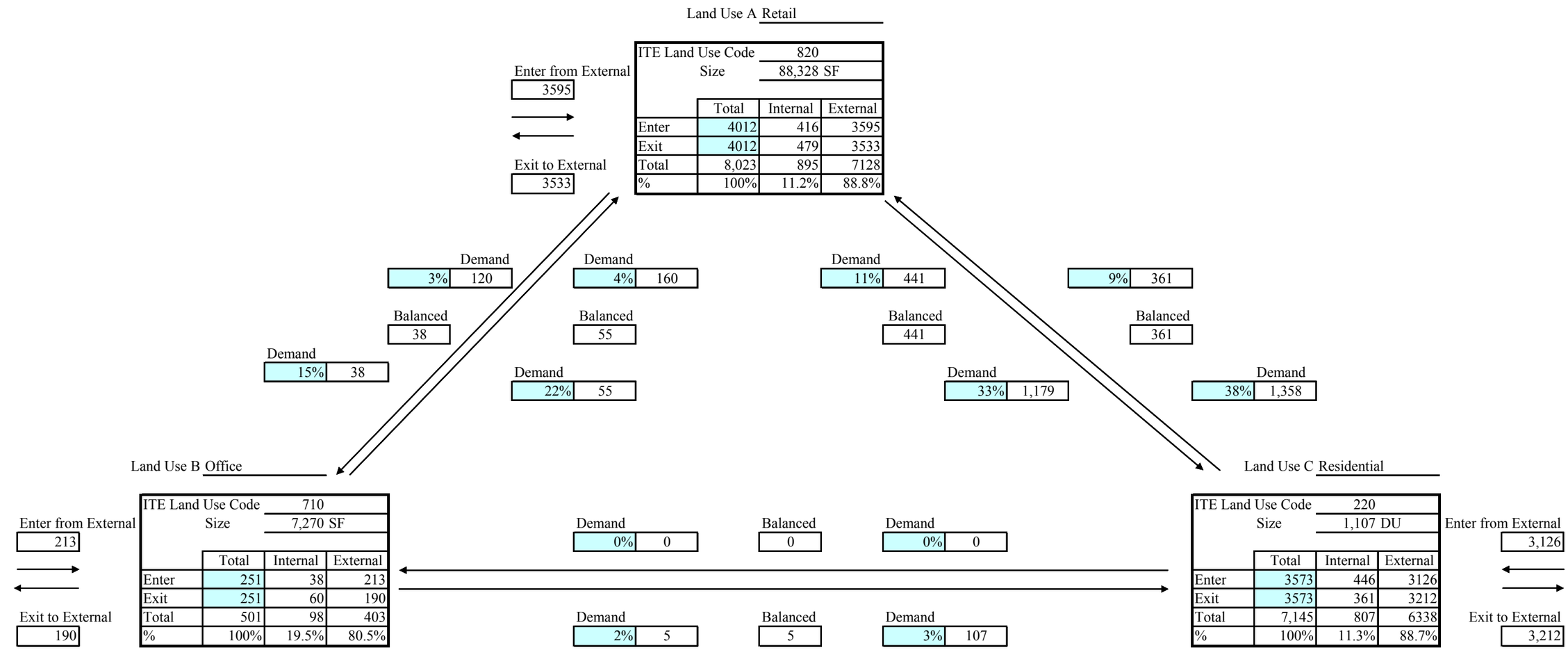

Figure B.1 Internal Trip Capture Diagram for TAZ 1468 in 2005

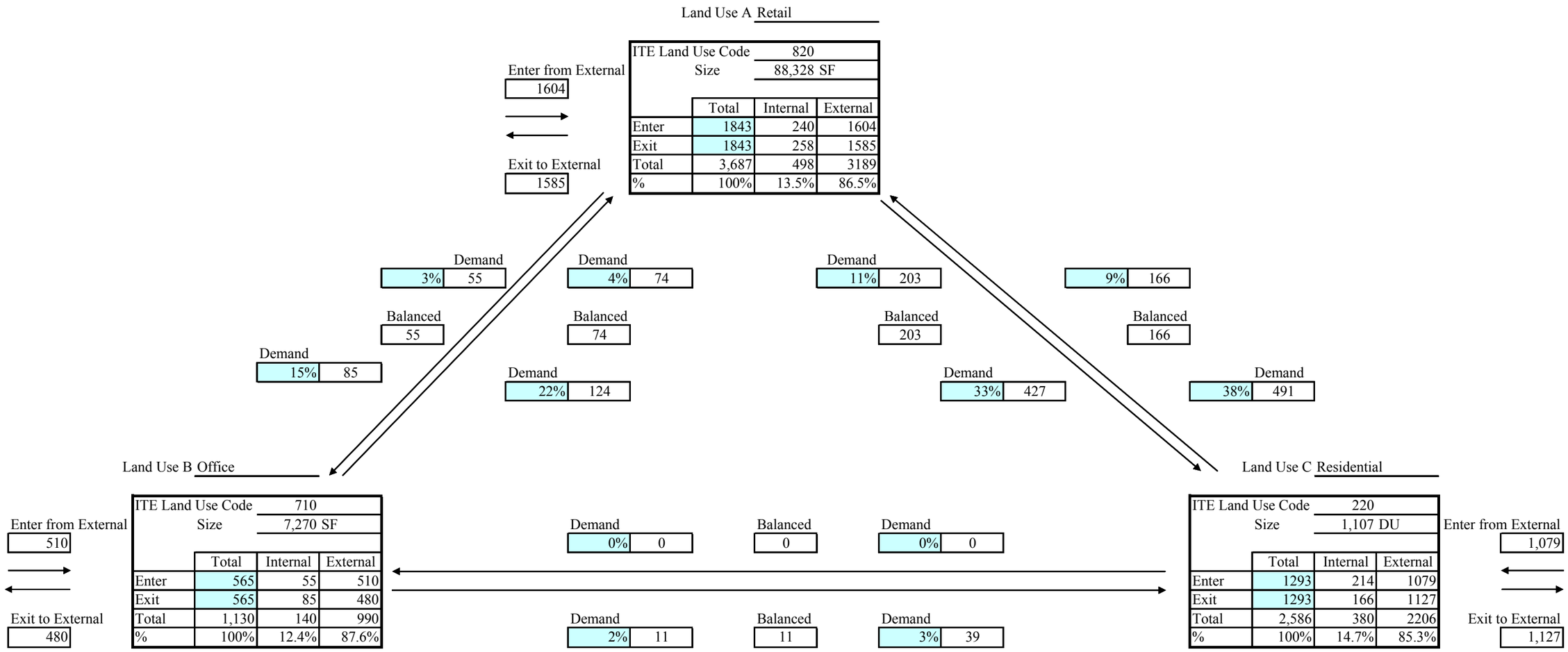

Figure B.2 Internal Trip Capture Diagram for TAZ 1469 in 2005

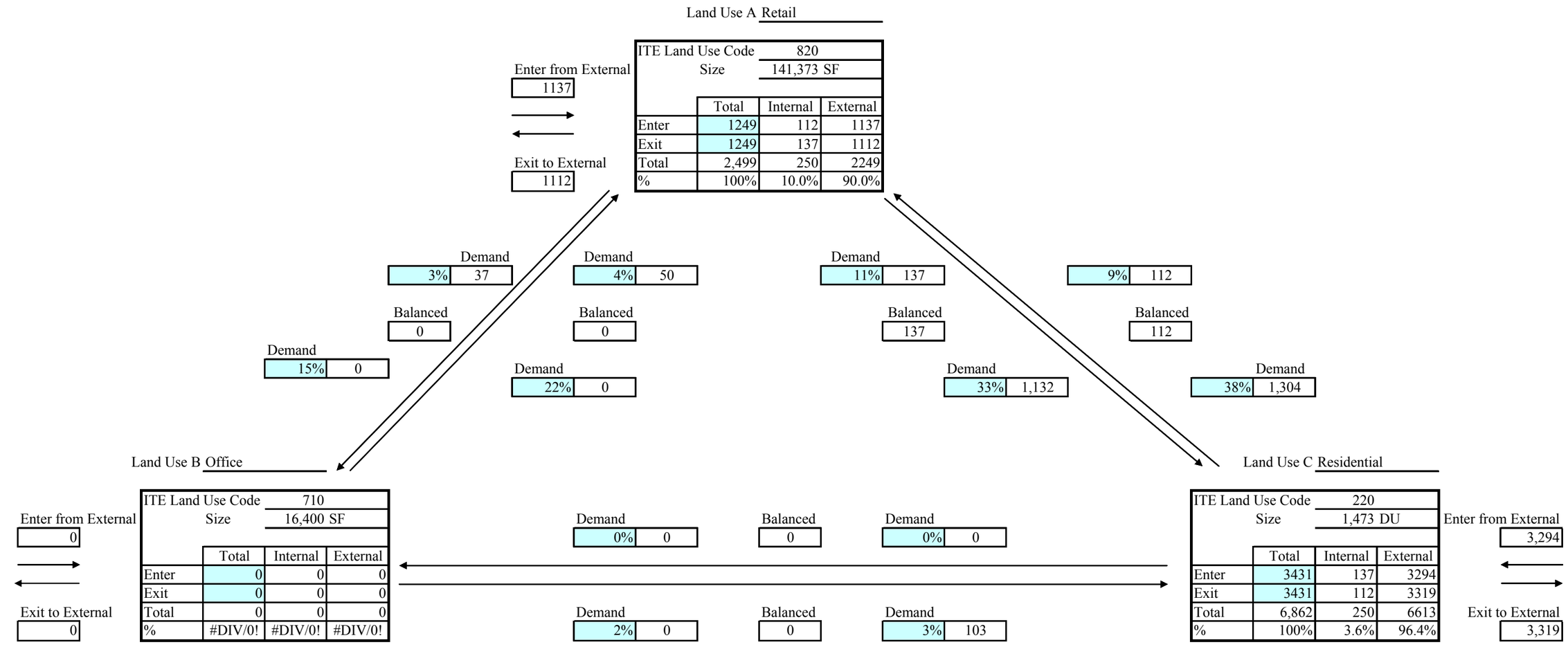

Figure B.3 Internal Trip Capture Diagram for TAZ 824a in 2005

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1468)

Time Period: Daily

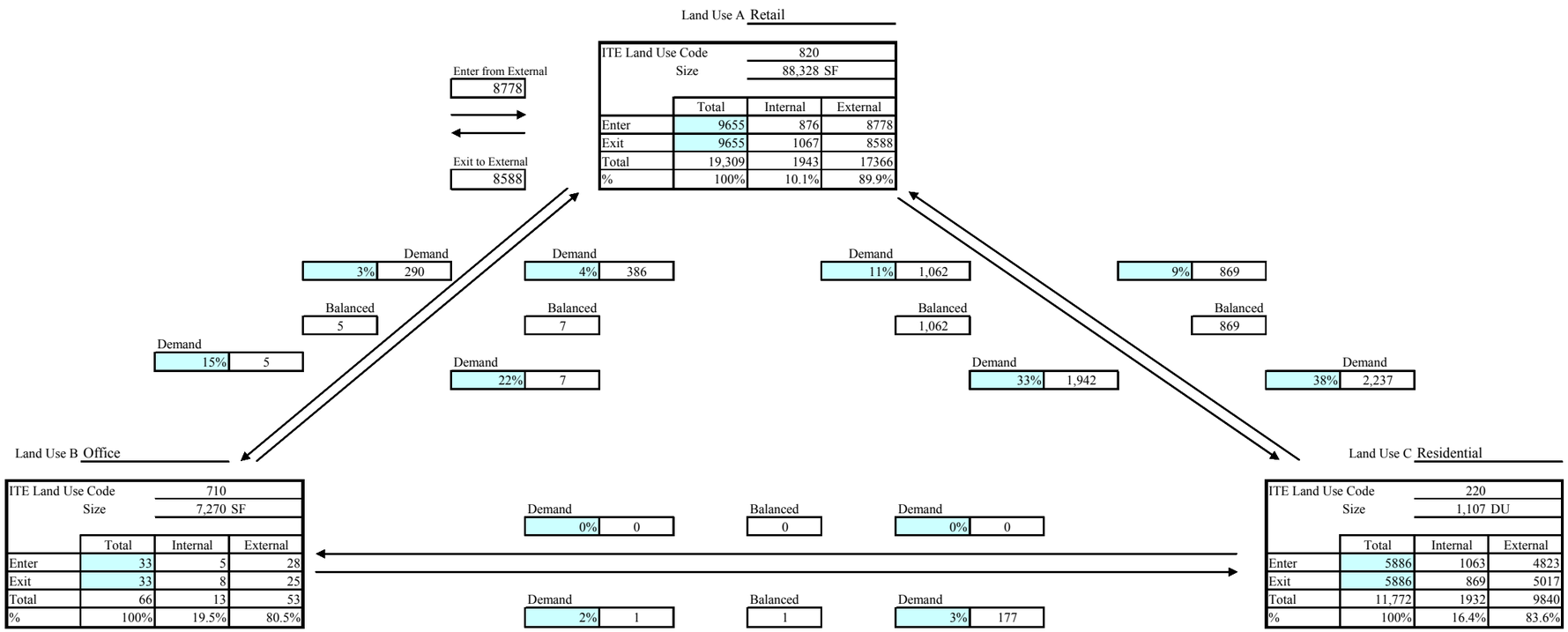

Figure B.4 Internal Trip Capture Diagram for TAZ 1468 for Low Density Scenario in 2015

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1469)

Time Period: Daily

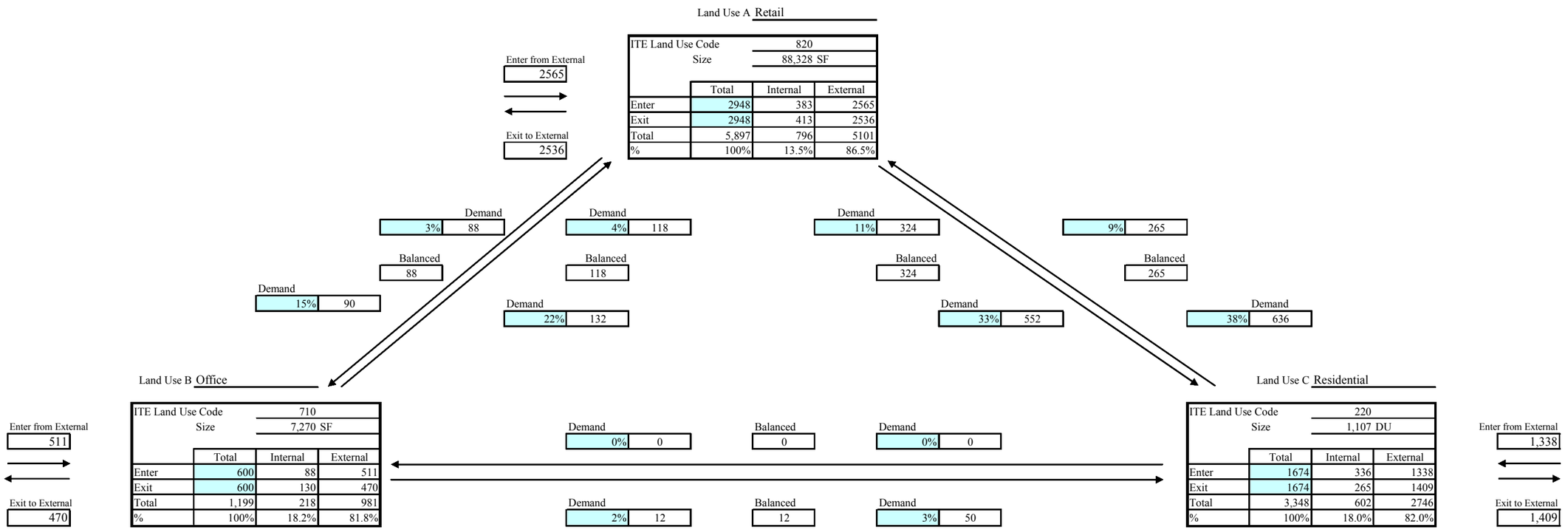

Figure B.5 Internal Trip Capture Diagram for TAZ 1469 for Low Density Scenario in 2015

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1468)

Time Period: Daily

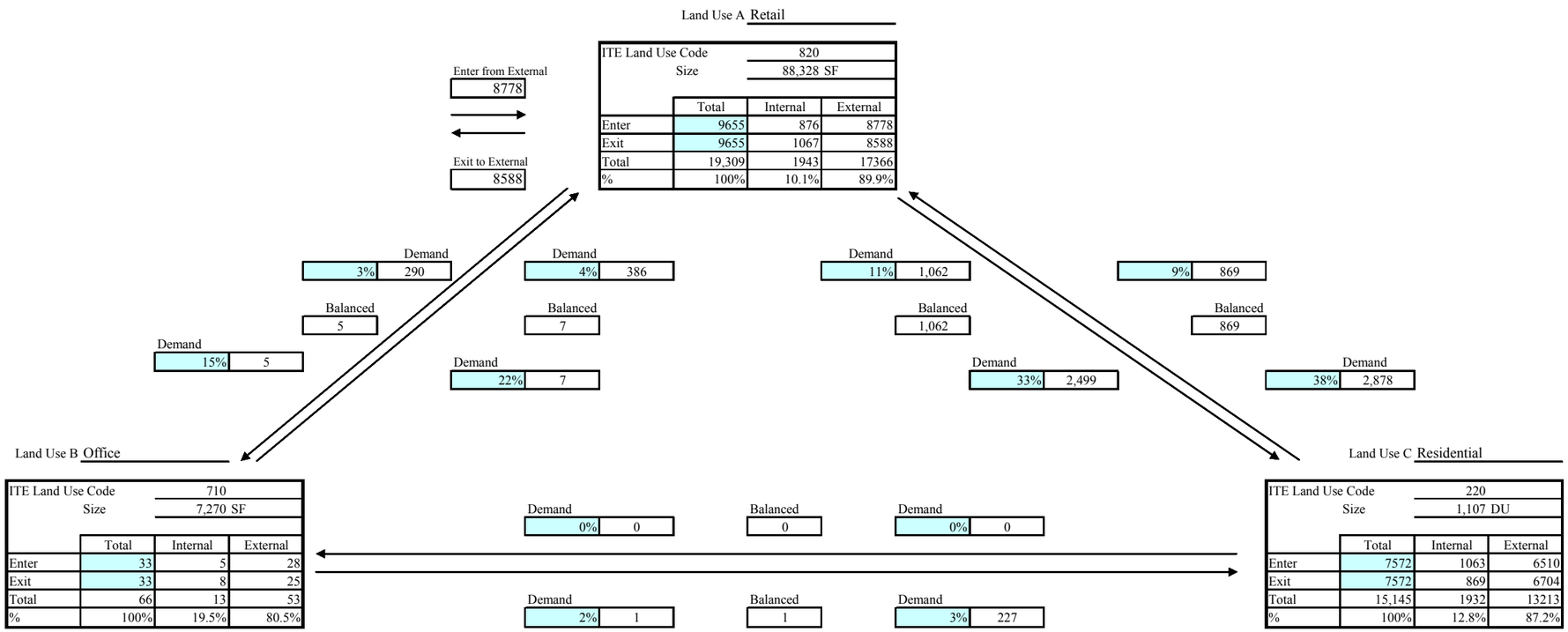

Figure B.6 Internal Trip Capture Diagram for TAZ 1468 for Medium Density Scenario in 2015

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1469)

Time Period: Daily

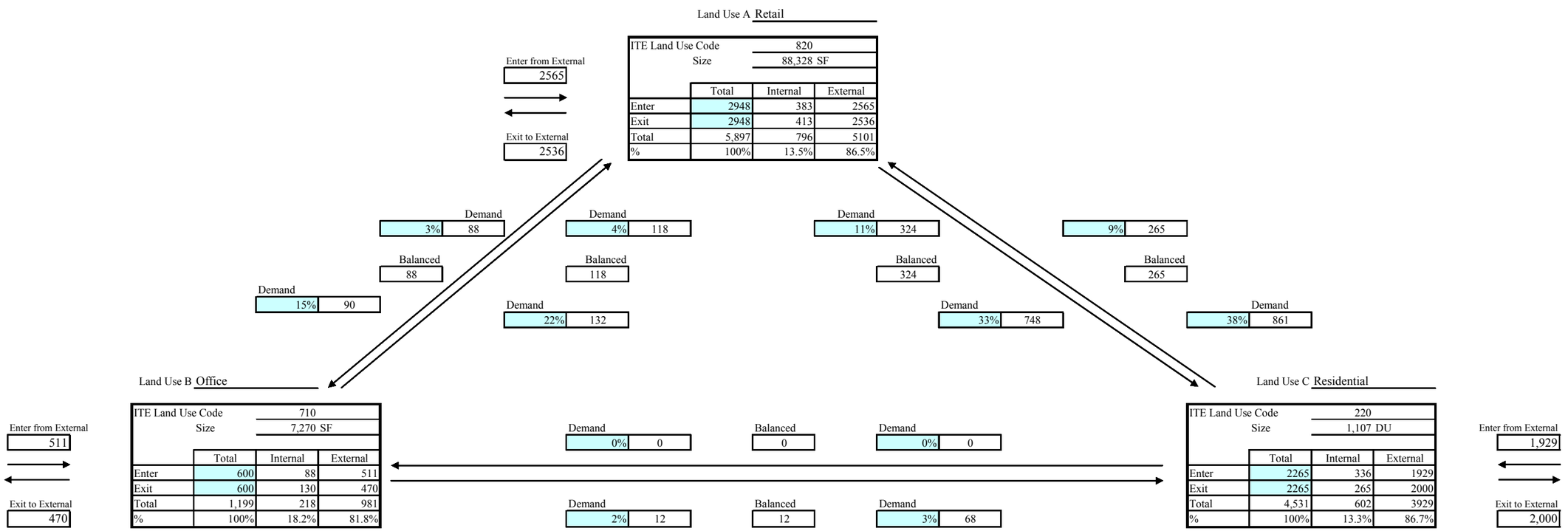

Figure B.7 Internal Trip Capture Diagram for TAZ 1469 for Medium Density Scenario in 2015

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1468)

Time Period: Daily

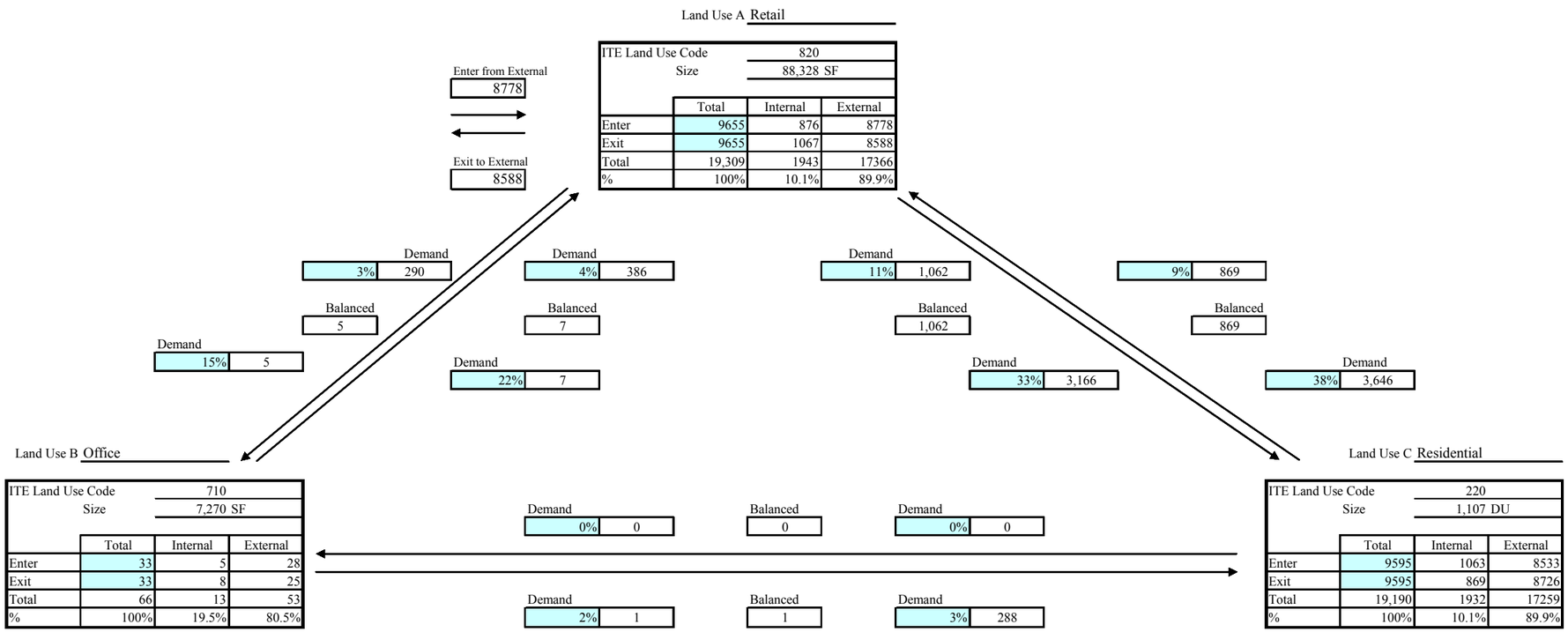

Figure B.8 Internal Trip Capture Diagram for TAZ 1468 for High Density Scenario in 2015

TRIP INTERNAL CAPTURE - SWEETWATER (TAZ1469)

Time Period: Daily

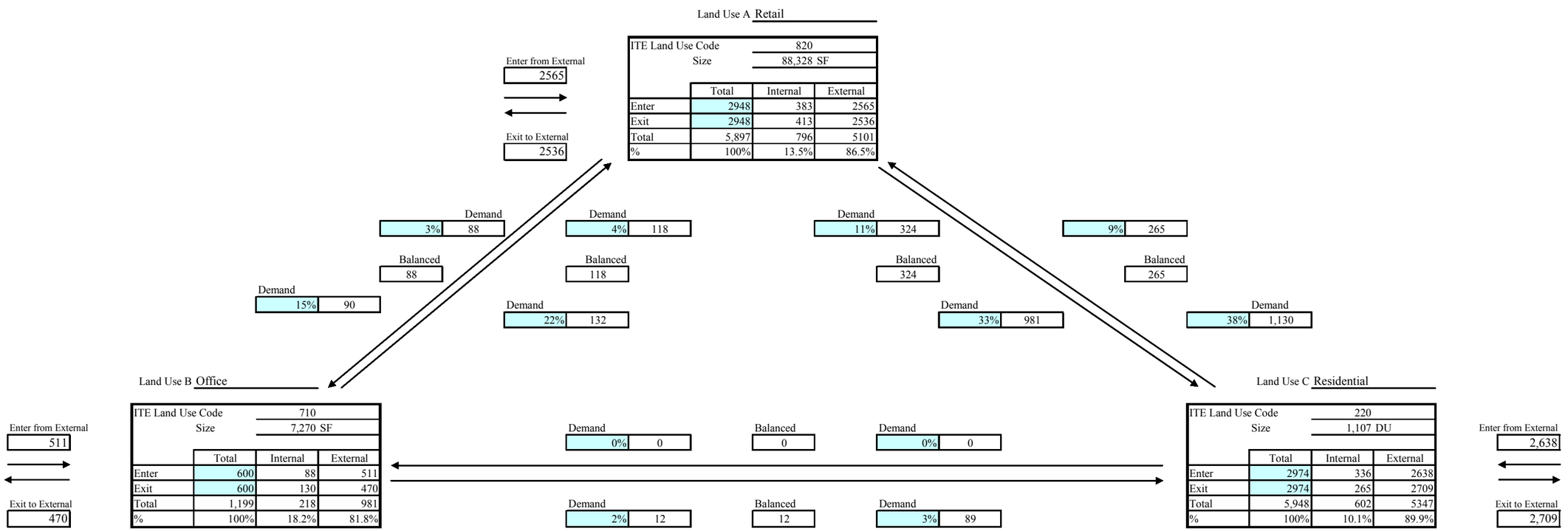

Figure B.9 Internal Trip Capture Diagram for TAZ 1469 for High Density Scenario in 2015

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

McMAHON
710 NW 107 Avenue, Suite 110
Miami, Fl 33172
305-222-1945/305-222-1944

File Name : SW 8th Street& 119th Avenue-41806
Site Code : 06269.11
Start Date : 4/18/2006
Page No : 1

Groups Printed- Pass. Vehicles - Trucks

	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	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
07:00 AM	44	7	73	4	124	33	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	5	0	9	0	420	65	0	485	1	943	944
07:30 AM	111	20	120	0	251	25	251	35	1	311	5	8	7	0	20	1	295	59	1	355	2	937	939
07:45 AM	112	30	120	0	262	29	274	39	0	342	9	7	10	0	26	0	421	63	0	484	0	1114	1114
Total	342	67	426	4	835	113	938	100	2	1151	22	19	30	0	71	1	1609	251	1	1861	7	3918	3925
08:00 AM	166	25	112	0	303	33	262	21	0	316	6	13	9	0	29	2	439	85	0	525	0	1172	1172
08:15 AM	115	23	106	0	244	38	264	30	0	332	5	3	5	0	13	2	479	102	0	583	0	1172	1172
08:30 AM	79	22	100	0	201	29	264	28	0	321	8	5	6	0	19	0	500	93	0	593	0	1134	1134
08:45 AM	67	21	116	0	204	26	243	45	0	314	4	7	10	0	21	0	504	109	0	613	0	1152	1152
Total	427	91	434	0	952	126	1033	124	0	1283	23	28	30	0	81	4	1921	389	0	2314	0	4630	4630
*** 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	75	17	53	0	145	26	399	108	0	473	13	15	29	2	57	0	315	70	0	385	2	1060	1062
04:30 PM	89	31	70	0	189	23	375	49	0	447	27	14	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	319	84	273	1	675	104	1597	228	0	1889	116	58	183	6	357	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	395	98	0	493	1	1366	1367
05:15 PM	101	20	66	0	187	29	498	22	0	549	30	15	60	0	105	0	324	82	0	406	0	1247	1247
05:30 PM	109	19	85	0	213	16	425	30	0	471	30	9	25	0	64	0	343	77	0	420	0	1168	1168
05:45 PM	100	22	42	0	164	22	463	23	0	508	31	17	38	5	86	0	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, Fl 33172
305-222-1945/305-222-1944

File Name : SW 8th Street& 119th Avenue-41806
Site Code : 06269.11
Start Date : 4/18/2006
Page No : 2

	SW 109th AVENUE Southbound				SW 8th STRETT Westbound				SW 109th AVENUE Northbound				SW 8th STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**166**	**25**	112	**303**	33	262	21	316	6	**13**	9	**28**	**2**	439	85	525	**1172**
08:15 AM	115	23	106	244	**38**	**264**	30	**332**	5	3	5	13	2	479	102	583	1172
08:30 AM	79	22	100	201	29	264	28	321	**8**	5	6	19	0	500	93	593	1134
08:45 AM	67	21	**116**	204	26	243	**45**	314	4	7	**10**	21	0	**504**	**109**	**613**	1152
Total Volume	427	91	434	952	126	1033	124	1283	23	28	30	81	4	1921	389	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	538	750	723	500	953	892	944	988
Pass. Vehicles	423	89	404	916	126	1033	124	1283	23	27	29	79	0	1895	389	2274	4552
% Pass. Vehicles	99.1	97.8	93.1	96.2	100	100	100	100	100	96.4	96.7	97.5	0	98.1	100	98.3	98.3
Trucks	4	2	30	36	0	0	0	0	0	1	1	2	4	36	0	40	78
% Trucks	0.9	2.2	6.9	3.8	0	0	0	0	0	3.6	3.3	2.5	100	1.9	0	1.7	1.7

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				07:45 AM				07:30 AM				08:00 AM				
+0 mins.	111	20	**120**	251	29	**274**	**39**	**342**	5	8	7	20	**2**	439	85	525	
+15 mins.	112	**30**	120	262	33	262	21	316	**9**	7	**10**	26	2	479	102	583	
+30 mins.	**166**	25	112	**303**	**38**	264	30	332	6	**13**	9	**28**	0	500	93	593	
+45 mins.	115	23	106	244	29	264	28	321	5	3	5	13	0	**504**	**109**	**613**	
Total Volume	504	99	458	1060	129	1064	118	1311	25	31	31	87	4	1921	389	2314	
% App. Total	47.5	9.2	43.2		9.8	81.2	9		28.7	35.6	35.6		0.2	83	16.8		
PHF	759	817	954	875	849	971	756	958	694	596	775	777	500	953	892	944	
Pass. Vehicles	499	94	426	1019	129	1064	118	1311	24	26	30	80	0	1895	389	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	4	32	41	0	0	0	0	1	5	1	7	4	36	0	40	
% Trucks	1	4.1	7	3.9	0	0	0	0	4	16.1	3.2	8	100	1.9	0	1.7	

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File Name : SW 8th Street& 119th Avenue-41806
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Page No : 3

	SW 109th AVENUE Southbound				SW 8th STRETT Westbound				SW 109th AVENUE Northbound				SW 8th STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04.00 PM to 05.45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04.45 PM																	
04.45 PM	81	**27**	62	170	35	420	**52**	498	44	20	**61**	**125**	0	363	83	446	1239
05.00 PM	**131**	25	63	**219**	17	489	27	533	**45**	**21**	55	121	0	**395**	**98**	**493**	**1366**
05.15 PM	101	20	66	187	**29**	**498**	22	**549**	30	15	60	105	0	324	82	406	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	89	1832	131	2051	149	65	201	415	0	1425	340	1765	5020
% App. Total	53.5	11.5	35		4.3	89.3	6.4		35.9	15.7	48.4		0	80.7	19.3		
PHF	805	843	812	901	759	920	630	934	829	774	824	830	000	902	867	895	919
Pass. Vehicles	420	91	272	783	88	1819	131	2038	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
Trucks	2	0	4	6	0	13	0	13	1	0	2	3	0	19	0	19	41
% Trucks	0.5	0	1.4	0.8	0	0.7	0	0.6	0.7	0	1.0	0.7	0	1.3	0	1.1	0.8

Peak Hour Analysis From 04.00 PM to 05.45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04.45 PM				05.00 PM				04.30 PM				04.45 PM				
+0 mins.	81	**27**	62	170	17	489	27	533	27	14	52	93	0	363	83	446	
+15 mins.	**131**	25	63	**219**	**29**	**498**	22	**549**	44	20	**61**	**125**	0	**395**	**98**	**493**	
+30 mins.	101	20	66	187	16	425	**30**	471	**45**	**21**	55	121	0	324	82	406	
+45 mins.	109	19	**85**	213	22	463	23	508	30	15	60	105	0	343	77	420	
Total Volume	422	91	276	789	84	1875	102	2061	146	70	228	444	0	1425	340	1765	
% App. Total	53.5	11.5	35		4.1	91	4.9		32.9	15.8	51.4		0	80.7	19.3		
PHF	805	843	812	901	724	941	850	939	811	833	934	888	000	902	867	895	
Pass. Vehicles	420	91	272	783	84	1959	102	2045	145	70	225	440	0	1406	340	1746	
% Pass. Vehicles	99.5	100	98.6	99.2	100	99.1	100	99.2	99.3	100	98.7	99.1	0	98.7	100	98.9	
Trucks	2	0	4	6	0	16	0	16	1	0	3	4	0	19	0	19	
% Trucks	0.5	0	1.4	0.8	0	0.9	0	0.8	0.7	0	1.3	0.9	0	1.3	0	1.1	

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Groups Printed- Pass. Vehicles - Trucks

	SW 109th AVENUE Southbound					SW 8th STREET Westbound					SW 109th AVENUE Northbound					SW 8th STREET Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Inclu. Total	Inclu. Total	Int. Total
07:00 AM	51	14	112	0	177	15	221	3	0	239	1	1	1	2	3	18	651	64	0	733	2	1152	1154
07:15 AM	63	6	100	0	169	28	224	10	0	262	4	2	2	0	8	47	541	57	0	645	0	1084	1084
07:30 AM	88	16	114	0	218	18	211	14	0	243	3	3	6	0	12	62	516	62	0	640	0	1113	1113
07:45 AM	87	27	115	0	229	18	292	21	0	331	3	8	10	1	21	52	454	79	0	585	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
08:00 AM	107	24	72	0	203	18	240	28	2	286	6	10	9	2	25	50	500	85	1	636	5	1149	1154
08:15 AM	82	20	94	0	196	13	269	29	0	311	4	7	10	3	21	28	431	111	0	570	3	1099	1101
08:30 AM	47	14	74	0	135	29	253	29	0	311	3	6	8	0	17	60	447	81	0	588	0	1051	1051
08:45 AM	54	18	80	0	152	35	266	31	0	332	9	9	13	2	31	79	445	86	0	610	2	1125	1127
Total	290	76	320	0	686	95	1028	117	2	1240	22	32	40	7	94	217	1823	363	1	2403	10	4423	4433
*** BREAK ***																							
04:00 PM	75	14	55	0	144	0	8	0	0	8	0	0	2	0	2	23	388	59	0	470	0	624	624
04:15 PM	86	36	54	0	176	17	407	21	1	445	38	15	38	3	91	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	58	347	56	0	461	0	1219	1219
04:45 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	333	97	224	0	654	64	1293	104	1	1461	110	49	139	3	299	153	1457	247	0	1857	4	4270	4274
05:00 PM	112	20	57	0	189	19	416	44	0	479	42	19	62	0	123	23	390	58	0	471	0	1261	1261
05:15 PM	76	17	53	0	146	22	435	35	0	492	27	17	50	3	94	21	297	65	0	373	3	1105	1108
05:30 PM	99	17	47	0	153	26	498	12	0	536	43	10	42	3	95	15	325	56	0	396	3	1180	1183
05:45 PM	108	20	76	0	204	24	428	18	2	470	36	15	33	2	84	20	306	34	0	360	4	1118	1122
Total	395	74	233	0	692	91	1776	109	2	1976	148	61	187	8	396	79	1318	203	0	1600	10	4664	4674

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	SW 109th AVENUE Southbound				SW 8th STREET Westbound				SW 109th AVENUE Northbound				SW 8th STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	99	16	114	219	**18**	211	14	243	3	3	6	12	**62**	**516**	62	**640**	1113
07:45 AM	87	**27**	**115**	**229**	18	**292**	21	**331**	3	8	**10**	21	52	454	79	585	**1166**
08:00 AM	**107**	24	72	203	18	240	38	296	**6**	**10**	9	**25**	50	500	85	635	1149
08:15 AM	92	20	94	196	13	269	**29**	311	4	7	10	21	39	431	**111**	570	1098
Total Volume	364	87	395	846	67	1012	92	1171	16	28	35	79	192	1901	337	2430	4526
% App. Total	43	10.3	46.7		5.7	86.4	7.9		20.3	35.4	44.3		7.9	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	84	395	843	67	968	91	1126	15	25	30	70	187	1877	337	2401	4440
% Pass. Vehicles	100	96.6	100	99.6	100	95.7	98.9	96.2	93.8	89.3	85.7	88.6	97.4	98.7	100	98.8	98.1
Trucks	0	3	0	3	0	44	1	45	1	3	5	9	5	24	0	29	86
% Trucks	0	3.4	0	0.4	0	4.3	1.1	3.8	6.3	10.7	14.3	11.4	2.6	1.3	0	1.2	1.9

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				08:00 AM				07:00 AM				
+0 mins.	99	16	114	219	18	240	38	296	6	**10**	9	25	18	**651**	64	**733**	
+15 mins.	87	**27**	**115**	**229**	13	**269**	29	311	4	7	10	21	47	541	57	645	
+30 mins.	**107**	24	72	203	29	253	29	311	3	6	8	17	**62**	516	62	640	
+45 mins.	92	20	94	196	**35**	266	**31**	**332**	**9**	9	**13**	**31**	52	454	**79**	585	
Total Volume	364	87	395	846	95	1028	127	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	83.1	10.1		
PHF	850	806	859	924	679	955	944	934	611	800	769	758	722	830	829	888	
Pass. Vehicles	364	84	395	843	95	985	117	1197	21	30	35	86	174	2136	262	2572	
% Pass. Vehicles	100	96.6	100	99.6	100	95.8	100	96.5	95.5	93.8	87.5	91.5	97.2	98.8	100	98.8	
Trucks	0	3	0	3	0	43	0	43	1	2	5	8	5	26	0	31	
% Trucks	0	3.4	0	0.4	0	4.2	0	3.5	4.5	6.2	12.5	8.5	2.8	1.2	0	1.2	

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	SW 109th AVENUE Southbound				SW 8th STREET Westbound				SW 109th AVENUE Northbound				SW 8th STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	86	**36**	54	176	17	407	21	445	38	15	38	91	31	369	**70**	470	1182
04:30 PM	83	29	**69**	181	**24**	417	27	468	37	**20**	52	109	**58**	347	56	461	1219
04:45 PM	89	18	46	153	23	**461**	**66**	**540**	35	14	47	96	41	353	62	456	1245
05:00 PM	**112**	20	57	**189**	19	415	44	478	**42**	19	**62**	**123**	23	**390**	58	**471**	**1261**
Total Volume	370	103	226	699	83	1700	148	1931	152	68	199	419	153	1459	246	1858	4907
% App. Total	52.9	14.7	32.3		4.3	88	7.7		36.3	16.2	47.5		8.2	78.5	13.2		
PHF	826	715	819	925	865	922	661	894	905	850	802	852	659	935	879	966	973
Pass. Vehicles	369	100	223	692	83	1684	148	1915	151	66	199	415	153	1426	246	1825	4847
% Pass. Vehicles	99.7	97.1	98.7	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	1	3	3	7	0	16	0	16	1	2	1	4	0	33	0	33	60
% Trucks	0.3	2.9	1.3	1.0	0	0.9	0	0.8	0.7	2.9	0.5	1.0	0	2.3	0	1.8	1.2

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:30 PM				04:15 PM				
+0 mins.	86	**36**	54	176	23	461	**56**	**540**	37	**20**	52	109	31	369	**70**	470	
+15 mins.	83	29	**69**	181	19	415	44	478	35	14	47	96	**58**	347	56	461	
+30 mins.	89	18	46	153	22	436	36	492	**42**	19	**62**	**123**	41	353	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	1858	
% App. Total	52.9	14.7	32.3		4.4	88.4	7.2		33.4	16.6	50		8.2	78.5	13.2		
PHF	826	715	819	925	865	908	656	947	839	875	851	868	659	935	879	966	
Pass. Vehicles	369	100	223	692	90	1797	147	2034	141	69	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	0	12	0	12	0	2	1	3	0	33	0	33	
% Trucks	0.3	2.9	1.3	1	0	0.7	0	0.6	0	2.9	0.5	0.7	0	2.3	0	1.8	

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).

TABLE 2
SUMMARY OF TURNING MOVEMENT COUNTS
APRIL 18, 2006

Cross Street	Peak Hour	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
SW 8th Street	AM	200	716	414	203	680	168	249	1447	624	306	902	176
	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
	PM	49	1299	60	47	1463	41	31	46	40	103	118	54
W. Flagler Street	AM	43	1147	68	202	713	83	489	1130	102	104	334	225
	PM	232	883	150	308	1544	228	187	690	76	190	817	154

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)

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 2ND ST Eastbound					SW 2ND ST Westbound					
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	24	468	1	2	495	1	353	8	0	362	4	0	15	0	19	0	0	0	2	2	878
05:45 PM	26	469	0	5	500	0	312	13	2	327	4	0	15	2	21	0	0	0	1	1	849
Total	96	2252	4	7	2359	4	1298	54	5	1361	14	0	73	6	93	1	0	5	4	10	3823
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	0	0	0	2

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 2ND ST Eastbound					SW 2ND ST Westbound					
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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					08:00 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

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 2ND ST Eastbound					SW 2ND ST Westbound					
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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
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	24	468	1	2	495	1	**353**	8	0	**362**	**4**	0	15	0	19	0	0	0	**2**	2	878
05:45 PM	26	469	0	**5**	500	0	312	13	2	327	4	0	15	2	21	0	0	0	1	1	849
Total Volume	96	2252	4	7	2359	4	1298	54	5	1361	14	0	73	6	93	1	0	5	4	10	3823
% App. Total	4.1	95.5	0.2	0.3		0.3	95.4	4	0.4		15.1	0	78.5	6.5		10	0	50	40		
PHF	.857	.843	.333	.350	.860	.500	.919	.587	.417	.940	.875	.000	.830	.375	.802	.250	.000	.417	.500	.625	.899
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					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	**668**	0	0	**686**	1	**353**	8	0	**362**	**4**	0	15	0	19	0	0	0	**2**	2	
+45 mins.	**28**	647	**3**	0	678	0	312	13	2	327	4	0	15	2	21	0	0	0	1	1	
Total Volume	72	2383	5	1	2461	4	1298	54	5	1361	14	0	73	6	93	1	0	5	4	10	
% App. Total	2.9	96.8	0.2	0		0.3	95.4	4	0.4		15.1	0	78.5	6.5		10	0	50	40		
PHF	.643	.892	.417	.250	.897	.500	.919	.587	.417	.940	.875	.000	.830	.375	.802	.250	.000	.417	.500	.625	

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 3RD ST Eastbound					SW 3RD ST Westbound					
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	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	0	1	504	0	172	3	1	176	14	0	5	0	19	0	0	0	0	0	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
% Passenger Cars	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
Heavy Vehicles	0	130	0	0	130	0	111	2	0	113	0	0	7	0	7	0	0	0	0	0	250
% Heavy Vehicles	0	1.5	0	0	1.5	0	2.6	3.6	0	2.6	0	0	9	0	3.7	0	0	0	0	0	1.9

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 3RD ST Eastbound					SW 3RD ST Westbound					
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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	500	0	1	504	0	172	3	1	176	14	0	5	0	19	0	0	0	0	0	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
08:00 AM	2	591	0	0	593	0	214	3	0	217	7	0	9	2	18	0	0	0	1	1	829
Total Volume	9	2198	0	3	2210	0	888	8	1	897	32	0	30	5	67	0	0	0	5	5	3179
% App. Total	0.4	99.5	0	0.1		0	99	0.9	0.1		47.8	0	44.8	7.5		0	0	0	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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	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	0	2	638	0	239	2	0	241	14	0	5	0	19	0	0	0	3	3
+30 mins.	1	474	0	0	475	0	263	0	0	263	8	0	11	3	22	0	0	0	1	1
+45 mins.	2	591	0	0	593	0	214	3	0	217	3	0	5	0	8	0	0	0	5	5
Total Volume	9	2198	0	3	2210	0	888	8	1	897	37	0	29	4	70	0	0	0	10	10
% App. Total	0.4	99.5	0	0.1		0	99	0.9	0.1		52.9	0	41.4	5.7		0	0	0	100	
PHF	.750	.868	.000	.375	.866	.000	.844	.667	.250	.853	.661	.000	.659	.333	.795	.000	.000	.000	.500	.500

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 3RD ST Eastbound					SW 3RD ST Westbound					
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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
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
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
Total Volume	26	2453	0	4	2483	0	1247	15	0	1262	9	0	13	2	24	0	0	0	11	11	3780
% App. Total	1	98.8	0	0.2		0	98.8	1.2	0		37.5	0	54.2	8.3		0	0	0	100		
PHF	.929	.894	.000	.500	.896	.000	.931	.625	.000	.933	.563	.000	.650	.500	.750	.000	.000	.000	.917	.917	.907

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					05:00 PM					05:00 PM					04:30 PM				
+0 mins.	7	602	0	2	611	0	332	6	0	338	2	0	5	1	8	0	0	0	3	3
+15 mins.	7	492	0	1	500	0	335	3	0	338	4	0	1	0	5	0	0	0	3	3
+30 mins.	6	686	0	1	693	0	363	5	1	369	7	0	4	1	12	0	0	0	3	3
+45 mins.	6	673	0	0	679	0	323	4	0	327	5	0	5	1	11	0	0	0	2	2
Total Volume	26	2453	0	4	2483	0	1353	18	1	1372	18	0	15	3	36	0	0	0	11	11
% App. Total	1	98.8	0	0.2		0	98.6	1.3	0.1		50	0	41.7	8.3		0	0	0	100	
PHF	.929	.894	.000	.500	.896	.000	.932	.750	.250	.930	.643	.000	.750	.750	.750	.000	.000	.000	.917	.917

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 107TH AVENUE Northbound					SW 107TH AVENUE Southbound					SW 5TH STREET Eastbound					SW 5TH STREET Westbound					
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	3	367	2	4	376	0	195	1	0	196	5	0	8	0	13	0	0	1	0	1	586
07:15 AM	3	357	7	2	369	0	194	5	1	200	1	0	14	1	16	0	0	0	0	0	585
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	19	1347	14	10	1390	0	867	15	1	883	28	0	63	1	92	0	0	1	0	1	2366
08:00 AM	9	303	7	1	320	0	201	3	0	204	1	0	12	4	17	0	0	0	1	1	542
08:15 AM	2	259	10	2	273	0	203	12	0	215	2	0	13	3	18	0	0	0	1	1	507
08:30 AM	1	275	5	3	284	0	225	9	0	234	4	0	16	0	20	0	0	4	0	4	542
08:45 AM	9	298	5	1	313	0	221	9	0	230	2	0	5	0	7	0	0	2	0	2	552
Total	21	1135	27	7	1190	0	850	33	0	883	9	0	46	7	62	0	0	6	2	8	2143
04:00 PM	24	299	8	1	332	0	343	9	0	352	0	0	5	5	10	0	0	1	2	3	697
04:15 PM	17	332	2	2	353	0	373	6	0	379	1	0	3	0	4	0	0	1	0	1	737
04:30 PM	20	298	7	1	326	0	333	2	0	335	6	0	12	2	20	0	0	2	0	2	683
04:45 PM	27	326	7	3	363	0	313	1	0	314	2	0	8	3	13	0	0	2	0	2	692
Total	88	1255	24	7	1374	0	1362	18	0	1380	9	0	28	10	47	0	0	6	2	8	2809
05:00 PM	15	347	6	0	368	0	354	2	0	356	5	0	5	0	10	0	0	5	2	7	741
05:15 PM	15	346	5	0	366	0	300	3	0	303	6	0	11	0	17	0	0	6	1	7	693
05:30 PM	22	339	12	0	373	0	341	0	0	341	4	0	6	2	12	0	0	11	1	12	738
05:45 PM	21	346	3	0	370	0	381	4	0	385	2	0	6	9	17	0	0	15	1	16	788
Total	73	1378	26	0	1477	0	1376	9	0	1385	17	0	28	11	56	0	0	37	5	42	2960
Grand Total	201	5115	91	24	5431	0	4455	75	1	4531	63	0	165	29	257	0	0	50	9	59	10278
Apprch %	3.7	94.2	1.7	0.4		0	98.3	1.7	0		24.5	0	64.2	11.3		0	0	84.7	15.3		
Total %	2	49.8	0.9	0.2	52.8	0	43.3	0.7	0	44.1	0.6	0	1.6	0.3	2.5	0	0	0.5	0.1	0.6	
Passenger Cars	194	4990	89	24	5297	0	4335	69	1	4405	61	0	161	29	251	0	0	50	9	59	10012
% Passenger Cars	96.5	97.6	97.8	100	97.5	0	97.3	92	100	97.2	96.8	0	97.6	100	97.7	0	0	100	100	100	97.4
Heavy Vehicles	7	125	2	0	134	0	120	6	0	126	2	0	4	0	6	0	0	0	0	0	266
% Heavy Vehicles	3.5	2.4	2.2	0	2.5	0	2.7	8	0	2.8	3.2	0	2.4	0	2.3	0	0	0	0	0	2.6

	SW 107TH AVENUE Northbound					SW 107TH AVENUE Southbound					SW 5TH STREET Eastbound					SW 5TH STREET Westbound					
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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	3	367	2	4	376	0	195	1	0	196	5	0	8	0	13	0	0	1	0	1	586
07:15 AM	3	357	7	2	369	0	194	5	1	200	1	0	14	1	16	0	0	0	0	0	585
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
% App. Total	1.4	96.9	1	0.7		0	98.2	1.7	0.1		30.4	0	68.5	1.1		0	0	100	0		
PHF	.679	.918	.500	.625	.924	.000	.899	.750	.250	.901	.438	.000	.750	.250	.639	.000	.000	.250	.000	.250	.978
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:30 AM					07:30 AM					08:00 AM					
+0 mins.	3	367	2	4	376	0	237	5	0	242	6	0	21	0	27	0	0	0	1	1	
+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	

	SW 107TH AVENUE Northbound					SW 107TH AVENUE Southbound					SW 5TH STREET Eastbound					SW 5TH STREET Westbound					
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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	347	6	0	368	0	354	2	0	356	5	0	5	0	10	0	0	5	2	7	741
05:15 PM	15	346	5	0	366	0	300	3	0	303	6	0	11	0	17	0	0	6	1	7	693
05:30 PM	22	339	12	0	373	0	341	0	0	341	4	0	6	2	12	0	0	11	1	12	738
05:45 PM	21	346	3	0	370	0	381	4	0	385	2	0	6	9	17	0	0	15	1	16	788
Total Volume	73	1378	26	0	1477	0	1376	9	0	1385	17	0	28	11	56	0	0	37	5	42	2960
% App. Total	4.9	93.3	1.8	0		0	99.4	0.6	0		30.4	0	50	19.6		0	0	88.1	11.9		
PHF	.830	.993	.542	.000	.990	.000	.903	.563	.000	.899	.708	.000	.636	.306	.824	.000	.000	.617	.625	.656	.939
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					05:00 PM					04:30 PM					05:00 PM					
+0 mins.	15	347	6	0	368	0	354	2	0	356	6	0	12	2	20	0	0	5	2	7	
+15 mins.	15	346	5	0	366	0	300	3	0	303	2	0	8	3	13	0	0	6	1	7	
+30 mins.	22	339	12	0	373	0	341	0	0	341	5	0	5	0	10	0	0	11	1	12	
+45 mins.	21	346	3	0	370	0	381	4	0	385	6	0	11	0	17	0	0	15	1	16	
Total Volume	73	1378	26	0	1477	0	1376	9	0	1385	19	0	36	5	60	0	0	37	5	42	
% App. Total	4.9	93.3	1.8	0		0	99.4	0.6	0		31.7	0	60	8.3		0	0	88.1	11.9		
PHF	.830	.993	.542	.000	.990	.000	.903	.563	.000	.899	.792	.000	.750	.417	.750	.000	.000	.617	.625	.656	

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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	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	0	0	215	0	0	0	0	0	2	0	1	0	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	0	1361	12	7	1380	10	960	0	0	970	0	0	0	0	0	14	0	3	1	18	2368
08:00 AM	0	308	4	2	314	2	212	0	0	214	0	0	0	0	0	2	0	2	1	5	533
08:15 AM	0	269	7	1	277	3	214	0	0	217	0	0	0	0	0	1	0	1	1	3	497
08:30 AM	0	282	7	1	290	3	239	0	0	242	0	0	0	0	0	3	0	1	0	4	536
08:45 AM	0	315	4	3	322	3	240	0	0	243	0	0	0	0	0	1	0	1	1	3	568
Total	0	1174	22	7	1203	11	905	0	0	916	0	0	0	0	0	7	0	5	3	15	2134
04:00 PM	0	328	4	4	336	0	366	0	0	366	0	0	0	0	0	2	0	4	0	6	708
04:15 PM	0	350	5	3	358	1	380	0	0	381	0	0	0	0	0	0	0	3	0	3	742
04:30 PM	0	317	3	1	321	1	331	0	0	332	0	0	0	0	0	2	0	0	0	2	655
04:45 PM	0	359	8	4	371	4	303	0	0	307	0	0	0	0	0	4	0	1	1	6	684
Total	0	1354	20	12	1386	6	1380	0	0	1386	0	0	0	0	0	8	0	8	1	17	2789
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	2	374	1	295	0	0	296	0	0	0	0	0	8	0	3	0	11	681
05:30 PM	0	367	3	1	371	0	351	0	0	351	0	0	0	0	0	7	0	4	1	12	734
05:45 PM	0	362	3	1	366	1	381	0	0	382	0	0	0	0	0	8	0	6	1	15	763
Total	0	1455	18	7	1480	7	1399	0	0	1406	0	0	0	0	0	25	0	15	2	42	2928
Grand Total	0	5344	72	33	5449	34	4644	0	0	4678	0	0	0	0	0	54	0	31	7	92	10219
Apprch %	0	98.1	1.3	0.6		0.7	99.3	0	0		0	0	0	0		58.7	0	33.7	7.6		
Total %	0	52.3	0.7	0.3	53.3	0.3	45.4	0	0	45.8	0	0	0	0	0	0.5	0	0.3	0.1	0.9	
Passenger Cars	0	5222	71	33	5326	32	4519	0	0	4551	0	0	0	0	0	54	0	31	7	92	9969
% Passenger Cars	0	97.7	98.6	100	97.7	94.1	97.3	0	0	97.3	0	0	0	0	0	100	0	100	100	100	97.6
Heavy Vehicles	0	122	1	0	123	2	125	0	0	127	0	0	0	0	0	0	0	0	0	0	250
% Heavy Vehicles	0	2.3	1.4	0	2.3	5.9	2.7	0	0	2.7	0	0	0	0	0	0	0	0	0	0	2.4

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
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	0	0	215	0	0	0	0	0	2	0	1	0	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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					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.	0	365	3	4	372	2	213	0	0	215	0	0	0	0	0	6	0	0	0	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	

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
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	2	374	1	295	0	0	296	0	0	0	0	0	8	0	3	0	11	681
05:30 PM	0	367	3	1	371	0	351	0	0	351	0	0	0	0	0	7	0	4	1	12	734
05:45 PM	0	362	3	1	366	1	381	0	0	382	0	0	0	0	0	8	0	6	1	15	763
Total Volume	0	1455	18	7	1480	7	1399	0	0	1406	0	0	0	0	0	25	0	15	2	42	2928
% App. Total	0	98.3	1.2	0.5		0.5	99.5	0	0		0	0	0	0		59.5	0	35.7	4.8		
PHF	.000	.991	.500	.583	.989	.350	.918	.000	.000	.920	.000	.000	.000	.000	.000	.781	.000	.625	.500	.700	.959
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins 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	0	3	0	11	
+30 mins.	0	363	9	2	374	0	351	0	0	351	0	0	0	0	0	7	0	4	1	12	
+45 mins.	0	367	3	1	371	1	381	0	0	382	0	0	0	0	0	8	0	6	1	15	
Total Volume	0	1452	23	10	1485	7	1399	0	0	1406	0	0	0	0	0	25	0	15	2	42	
% App. Total	0	97.8	1.5	0.7		0.5	99.5	0	0		0	0	0	0		59.5	0	35.7	4.8		
PHF	.000	.989	.639	.625	.993	.350	.918	.000	.000	.920	.000	.000	.000	.000	.000	.781	.000	.625	.500	.700	

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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	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	0	253	1	2	256	2	0	13	0	15	0	0	0	0	0	575
Total	49	1315	0	0	1364	0	915	4	7	926	18	0	55	1	74	0	0	0	0	0	2364
08:00 AM	16	294	0	0	310	0	199	2	1	202	4	0	14	0	18	0	0	0	0	0	530
08:15 AM	19	251	0	0	270	0	201	5	3	209	2	0	16	0	18	0	0	0	0	0	497
08:30 AM	11	272	0	0	283	0	233	2	3	238	0	0	9	0	9	0	0	0	0	0	530
08:45 AM	17	299	0	0	316	0	239	3	5	247	1	0	4	1	6	0	0	0	0	0	569
Total	63	1116	0	0	1179	0	872	12	12	896	7	0	43	1	51	0	0	0	0	0	2126
04:00 PM	31	301	0	0	332	0	359	3	4	366	2	0	7	0	9	0	0	0	0	0	707
04:15 PM	19	334	0	0	353	0	372	5	4	381	1	0	8	0	9	0	0	0	0	0	743
04:30 PM	18	299	0	0	317	0	329	3	2	334	3	0	3	0	6	0	0	0	0	0	657
04:45 PM	24	336	0	0	360	0	304	5	1	310	0	0	3	0	3	0	0	0	0	0	673
Total	92	1270	0	0	1362	0	1364	16	11	1391	6	0	21	0	27	0	0	0	0	0	2780
05:00 PM	29	336	0	0	365	0	374	3	3	380	1	0	3	0	4	0	0	0	0	0	749
05:15 PM	28	338	0	0	366	0	290	8	1	299	1	0	6	0	7	0	0	0	0	0	672
05:30 PM	29	342	0	0	371	0	339	2	2	343	3	0	12	0	15	0	0	0	0	0	729
05:45 PM	27	341	0	0	368	0	376	4	2	382	0	0	6	0	6	0	0	0	0	0	756
Total	113	1357	0	0	1470	0	1379	17	8	1404	5	0	27	0	32	0	0	0	0	0	2906
Grand Total	317	5058	0	0	5375	0	4530	49	38	4617	36	0	146	2	184	0	0	0	0	0	10176
Apprch %	5.9	94.1	0	0		0	98.1	1.1	0.8		19.6	0	79.3	1.1		0	0	0	0		
Total %	3.1	49.7	0	0	52.8	0	44.5	0.5	0.4	45.4	0.4	0	1.4	0	1.8	0	0	0	0	0	
Passenger Cars	313	4936	0	0	5249	0	4405	48	38	4491	36	0	140	2	178	0	0	0	0	0	9918
% Passenger Cars	98.7	97.6	0	0	97.7	0	97.2	98	100	97.3	100	0	95.9	100	96.7	0	0	0	0	0	97.5
Heavy Vehicles	4	122	0	0	126	0	125	1	0	126	0	0	6	0	6	0	0	0	0	0	258
% Heavy Vehicles	1.3	2.4	0	0	2.3	0	2.8	2	0	2.7	0	0	4.1	0	3.3	0	0	0	0	0	2.5

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 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	0	253	1	2	256	2	0	13	0	15	0	0	0	0	0	575
Total Volume	49	1315	0	0	1364	0	915	4	7	926	18	0	55	1	74	0	0	0	0	0	2364
% App. Total	3.6	96.4	0	0		0	98.8	0.4	0.8		24.3	0	74.3	1.4		0	0	0	0		
PHF	.766	.921	.000	.000	.929	.000	.894	.500	.583	.897	.409	.000	.917	.250	.685	.000	.000	.000	.000	.000	.982

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

	07:00 AM					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	1	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	3.6	96.4	0	0		0	98.8	0.4	0.8		24.3	0	74.3	1.4		0	0	0	0	
PHF	.766	.921	.000	.000	.929	.000	.894	.500	.583	.897	.409	.000	.917	.250	.685	.000	.000	.000	.000	.000

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	29	336	0	0	365	0	374	3	3	380	1	0	3	0	4	0	0	0	0	0	749
05:15 PM	28	338	0	0	366	0	290	8	1	299	1	0	6	0	7	0	0	0	0	0	672
05:30 PM	29	342	0	0	371	0	339	2	2	343	3	0	12	0	15	0	0	0	0	0	729
05:45 PM	27	341	0	0	368	0	376	4	2	382	0	0	6	0	6	0	0	0	0	0	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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					05:00 PM					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
+15 mins.	28	338	0	0	366	0	329	3	2	334	1	0	6	0	7	0	0	0	0	0
+30 mins.	29	342	0	0	371	0	304	5	1	310	3	0	12	0	15	0	0	0	0	0
+45 mins.	27	341	0	0	368	0	374	3	3	380	0	0	6	0	6	0	0	0	0	0
Total Volume	113	1357	0	0	1470	0	1379	16	10	1405	5	0	27	0	32	0	0	0	0	0
% App. Total	7.7	92.3	0	0		0	98.1	1.1	0.7		15.6	0	84.4	0		0	0	0	0	
PHF	.974	.992	.000	.000	.991	.000	.922	.800	.625	.922	.417	.000	.563	.000	.533	.000	.000	.000	.000	.000

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 7TH STREET Eastbound					Westbound					
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	8	374	0	0	382	0	209	6	0	215	4	0	9	2	15	0	0	0	0	0	612
07:15 AM	11	377	0	0	388	0	218	1	0	219	2	0	9	0	11	0	0	0	1	1	619
07:30 AM	24	343	0	0	367	0	272	7	0	279	3	0	8	1	12	0	0	0	0	0	658
07:45 AM	10	322	0	0	332	0	270	2	0	272	1	0	15	1	17	0	0	0	0	0	621
Total	53	1416	0	0	1469	0	969	16	0	985	10	0	41	4	55	0	0	0	1	1	2510
08:00 AM	31	328	0	0	359	0	207	7	0	214	3	0	9	0	12	0	0	0	1	1	586
08:15 AM	18	294	0	0	312	0	212	4	0	216	3	0	8	1	12	0	0	0	1	1	541
08:30 AM	13	300	0	0	313	0	241	2	0	243	2	0	7	0	9	0	0	0	1	1	566
08:45 AM	19	336	0	0	355	0	248	2	0	250	0	0	4	0	4	0	0	0	0	0	609
Total	81	1258	0	0	1339	0	908	15	0	923	8	0	28	1	37	0	0	0	3	3	2302
04:00 PM	30	361	0	0	391	0	359	6	0	365	1	0	2	0	3	0	0	0	1	1	760
04:15 PM	13	374	0	0	387	0	370	3	0	373	2	0	3	1	6	0	0	0	1	1	767
04:30 PM	21	338	0	0	359	0	331	6	0	337	0	0	4	4	8	0	0	0	1	1	705
04:45 PM	33	390	0	0	423	0	315	4	0	319	3	0	3	0	6	0	0	0	2	2	750
Total	97	1463	0	0	1560	0	1375	19	0	1394	6	0	12	5	23	0	0	0	5	5	2982
05:00 PM	38	395	0	0	433	0	379	3	0	382	2	0	11	0	13	0	0	0	5	5	833
05:15 PM	43	400	0	0	443	0	321	1	0	322	3	0	3	0	6	0	0	0	2	2	773
05:30 PM	36	399	0	0	435	0	346	4	0	350	2	0	11	2	15	0	0	0	1	1	801
05:45 PM	24	384	0	0	408	0	376	3	0	379	3	0	10	0	13	0	0	0	3	3	803
Total	141	1578	0	0	1719	0	1422	11	0	1433	10	0	35	2	47	0	0	0	11	11	3210
Grand Total	372	5715	0	0	6087	0	4674	61	0	4735	34	0	116	12	162	0	0	0	20	20	11004
Apprch %	6.1	93.9	0	0		0	98.7	1.3	0		21	0	71.6	7.4		0	0	0	100		
Total %	3.4	51.9	0	0	55.3	0	42.5	0.6	0	43	0.3	0	1.1	0.1	1.5	0	0	0	0.2	0.2	
Passenger Cars	367	5593	0	0	5960	0	4551	57	0	4608	33	0	114	12	159	0	0	0	20	20	10747
% Passenger Cars	98.7	97.9	0	0	97.9	0	97.4	93.4	0	97.3	97.1	0	98.3	100	98.1	0	0	0	100	100	97.7
Heavy Vehicles	5	122	0	0	127	0	123	4	0	127	1	0	2	0	3	0	0	0	0	0	257
% Heavy Vehicles	1.3	2.1	0	0	2.1	0	2.6	6.6	0	2.7	2.9	0	1.7	0	1.9	0	0	0	0	0	2.3

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 7TH STREET Eastbound					Westbound					
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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	8	374	0	0	382	0	209	6	0	215	4	0	9	2	15	0	0	0	0	0	612
07:15 AM	11	377	0	0	388	0	218	1	0	219	2	0	9	0	11	0	0	0	1	1	619
07:30 AM	24	343	0	0	367	0	272	7	0	279	3	0	8	1	12	0	0	0	0	0	658
07:45 AM	10	322	0	0	332	0	270	2	0	272	1	0	15	1	17	0	0	0	0	0	621
Total Volume	53	1416	0	0	1469	0	969	16	0	985	10	0	41	4	55	0	0	0	1	1	2510
% App. Total	3.6	96.4	0	0		0	98.4	1.6	0		18.2	0	74.5	7.3		0	0	0	100		
PHF	.552	.939	.000	.000	.947	.000	.891	.571	.000	.883	.625	.000	.683	.500	.809	.000	.000	.000	.250	.250	.954
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:45 AM					
+0 mins.	8	374	0	0	382	0	209	6	0	215	4	0	9	2	15	0	0	0	0	0	
+15 mins.	11	377	0	0	388	0	218	1	0	219	2	0	9	0	11	0	0	0	1	1	
+30 mins.	24	343	0	0	367	0	272	7	0	279	3	0	8	1	12	0	0	0	1	1	
+45 mins.	10	322	0	0	332	0	270	2	0	272	1	0	15	1	17	0	0	0	1	1	
Total Volume	53	1416	0	0	1469	0	969	16	0	985	10	0	41	4	55	0	0	0	3	3	
% App. Total	3.6	96.4	0	0		0	98.4	1.6	0		18.2	0	74.5	7.3		0	0	0	100		
PHF	.552	.939	.000	.000	.947	.000	.891	.571	.000	.883	.625	.000	.683	.500	.809	.000	.000	.000	.750	.750	

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 7TH STREET Eastbound					Westbound					
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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	38	395	0	0	433	0	379	3	0	382	2	0	11	0	13	0	0	0	5	5	833
05:15 PM	43	400	0	0	443	0	321	1	0	322	3	0	3	0	6	0	0	0	2	2	773
05:30 PM	36	399	0	0	435	0	346	4	0	350	2	0	11	2	15	0	0	0	1	1	801
05:45 PM	24	384	0	0	408	0	376	3	0	379	3	0	10	0	13	0	0	0	3	3	803
Total Volume	141	1578	0	0	1719	0	1422	11	0	1433	10	0	35	2	47	0	0	0	11	11	3210
% App. Total	8.2	91.8	0	0		0	99.2	0.8	0		21.3	0	74.5	4.3		0	0	0	100		
PHF	.820	.986	.000	.000	.970	.000	.938	.688	.000	.938	.833	.000	.795	.250	.783	.000	.000	.000	.550	.550	.963
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					05:00 PM					05:00 PM					05:00 PM					
+0 mins.	33	390	0	0	423	0	379	3	0	382	2	0	11	0	13	0	0	0	5	5	
+15 mins.	38	395	0	0	433	0	321	1	0	322	3	0	3	0	6	0	0	0	2	2	
+30 mins.	43	400	0	0	443	0	346	4	0	350	2	0	11	2	15	0	0	0	1	1	
+45 mins.	36	399	0	0	435	0	376	3	0	379	3	0	10	0	13	0	0	0	3	3	
Total Volume	150	1584	0	0	1734	0	1422	11	0	1433	10	0	35	2	47	0	0	0	11	11	
% App. Total	8.7	91.3	0	0		0	99.2	0.8	0		21.3	0	74.5	4.3		0	0	0	100		
PHF	.872	.990	.000	.000	.979	.000	.938	.688	.000	.938	.833	.000	.795	.250	.783	.000	.000	.000	.550	.550	

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					Eastbound					SW 7TH TER Westbound					
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	0	376	8	1	385	1	217	0	0	218	0	0	0	0	0	0	0	5	0	5	608
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
Total	0	1451	53	1	1505	7	1002	0	4	1013	0	0	0	2	2	14	0	16	1	31	2551
08:00 AM	0	356	36	1	393	2	214	0	1	217	0	0	0	0	0	3	0	2	0	5	615
08:15 AM	0	310	27	2	339	1	219	0	0	220	0	0	0	0	0	5	0	2	0	7	566
08:30 AM	0	307	27	1	335	1	247	0	0	248	0	0	0	0	0	7	0	6	0	13	596
08:45 AM	0	350	22	2	374	0	252	0	0	252	0	0	0	0	0	2	0	2	1	5	631
Total	0	1323	112	6	1441	4	932	0	1	937	0	0	0	0	0	17	0	12	1	30	2408
04:00 PM	0	384	18	0	402	1	360	0	0	361	0	0	0	0	0	2	0	6	0	8	771
04:15 PM	0	385	13	2	400	3	370	0	0	373	0	0	0	0	0	5	0	2	0	7	780
04:30 PM	0	353	11	2	366	2	333	0	4	339	0	0	0	0	0	5	0	6	1	12	717
04:45 PM	0	417	18	1	436	1	317	0	0	318	0	0	0	1	1	3	0	6	0	9	764
Total	0	1539	60	5	1604	7	1380	0	4	1391	0	0	0	1	1	15	0	20	1	36	3032
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	0	357	0	0	0	0	0	4	0	3	0	7	815
05:45 PM	0	400	22	5	427	1	384	0	0	385	0	0	0	0	0	10	0	8	0	18	830
Total	0	1696	73	13	1782	3	1453	0	0	1456	0	0	0	0	0	28	0	20	0	48	3286
Grand Total	0	6009	298	25	6332	21	4767	0	9	4797	0	0	0	3	3	74	0	68	3	145	11277
Apprch %	0	94.9	4.7	0.4		0.4	99.4	0	0.2		0	0	0	100		51	0	46.9	2.1		
Total %	0	53.3	2.6	0.2	56.1	0.2	42.3	0	0.1	42.5	0	0	0	0	0	0.7	0	0.6	0	1.3	
Passenger Cars	0	5881	298	25	6204	21	4641	0	9	4671	0	0	0	3	3	74	0	68	3	145	11023
% Passenger Cars	0	97.9	100	100	98	100	97.4	0	100	97.4	0	0	0	100	100	100	0	100	100	100	97.7
Heavy Vehicles	0	128	0	0	128	0	126	0	0	126	0	0	0	0	0	0	0	0	0	0	254
% Heavy Vehicles	0	2.1	0	0	2	0	2.6	0	0	2.6	0	0	0	0	0	0	0	0	0	0	2.3

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					Eastbound					SW 7TH TER Westbound					
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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
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	0	356	36	1	393	2	214	0	1	217	0	0	0	0	0	3	0	2	0	5	615
Total Volume	0	1431	81	1	1513	8	999	0	5	1012	0	0	0	2	2	17	0	13	1	31	2558
% App. Total	0	94.6	5.4	0.1		0.8	98.7	0	0.5		0	0	0	100		54.8	0	41.9	3.2		
PHF	.000	.932	.563	.250	.955	.667	.886	.000	.313	.891	.000	.000	.000	.500	.500	.850	.000	.813	.250	.775	.956
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:00 AM					07:45 AM					
+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	0	1431	81	1	1513	7	1002	0	4	1013	0	0	0	2	2	20	0	14	1	35	
% App. Total	0	94.6	5.4	0.1		0.7	98.9	0	0.4		0	0	0	100		57.1	0	40	2.9		
PHF	.000	.932	.563	.250	.955	.583	.888	.000	.250	.892	.000	.000	.000	.500	.500	.714	.000	.583	.250	.673	

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					Eastbound					SW 7TH TER Westbound					
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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
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	0	357	0	0	0	0	0	4	0	3	0	7	815
05:45 PM	0	400	22	5	427	1	384	0	0	385	0	0	0	0	0	10	0	8	0	18	830
Total Volume	0	1696	73	13	1782	3	1453	0	0	1456	0	0	0	0	0	28	0	20	0	48	3286
% App. Total	0	95.2	4.1	0.7		0.2	99.8	0	0		0	0	0	0		58.3	0	41.7	0		
PHF	.000	.970	.830	.650	.979	.750	.934	.000	.000	.933	.000	.000	.000	.000	.000	.700	.000	.625	.000	.667	.966
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					05:00 PM					04:00 PM					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	1	451	1	384	0	0	385	0	0	0	1	1	10	0	8	0	18	
Total Volume	0	1713	69	9	1791	3	1453	0	0	1456	0	0	0	1	1	28	0	20	0	48	
% App. Total	0	95.6	3.9	0.5		0.2	99.8	0	0		0	0	0	100		58.3	0	41.7	0		
PHF	.000	.980	.958	.450	.984	.750	.934	.000	.000	.933	.000	.000	.000	.250	.250	.700	.000	.625	.000	.667	

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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	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	0	253	1	2	256	2	0	13	0	15	0	0	0	0	0	575
Total	49	1315	0	0	1364	0	915	4	7	926	18	0	55	1	74	0	0	0	0	0	2364
08:00 AM	16	294	0	0	310	0	199	2	1	202	4	0	14	0	18	0	0	0	0	0	530
08:15 AM	19	251	0	0	270	0	201	5	3	209	2	0	16	0	18	0	0	0	0	0	497
08:30 AM	11	272	0	0	283	0	233	2	3	238	0	0	9	0	9	0	0	0	0	0	530
08:45 AM	17	299	0	0	316	0	239	3	5	247	1	0	4	1	6	0	0	0	0	0	569
Total	63	1116	0	0	1179	0	872	12	12	896	7	0	43	1	51	0	0	0	0	0	2126
04:00 PM	31	301	0	0	332	0	359	3	4	366	2	0	7	0	9	0	0	0	0	0	707
04:15 PM	19	334	0	0	353	0	372	5	4	381	1	0	8	0	9	0	0	0	0	0	743
04:30 PM	18	299	0	0	317	0	329	3	2	334	3	0	3	0	6	0	0	0	0	0	657
04:45 PM	24	336	0	0	360	0	304	5	1	310	0	0	3	0	3	0	0	0	0	0	673
Total	92	1270	0	0	1362	0	1364	16	11	1391	6	0	21	0	27	0	0	0	0	0	2780
05:00 PM	29	336	0	0	365	0	374	3	3	380	1	0	3	0	4	0	0	0	0	0	749
05:15 PM	28	338	0	0	366	0	290	8	1	299	1	0	6	0	7	0	0	0	0	0	672
05:30 PM	29	342	0	0	371	0	339	2	2	343	3	0	12	0	15	0	0	0	0	0	729
05:45 PM	27	341	0	0	368	0	376	4	2	382	0	0	6	0	6	0	0	0	0	0	756
Total	113	1357	0	0	1470	0	1379	17	8	1404	5	0	27	0	32	0	0	0	0	0	2906
Grand Total	317	5058	0	0	5375	0	4530	49	38	4617	36	0	146	2	184	0	0	0	0	0	10176
Apprch %	5.9	94.1	0	0		0	98.1	1.1	0.8		19.6	0	79.3	1.1		0	0	0	0		
Total %	3.1	49.7	0	0	52.8	0	44.5	0.5	0.4	45.4	0.4	0	1.4	0	1.8	0	0	0	0	0	
Passenger Cars	313	4936	0	0	5249	0	4405	48	38	4491	36	0	140	2	178	0	0	0	0	0	9918
% Passenger Cars	98.7	97.6	0	0	97.7	0	97.2	98	100	97.3	100	0	95.9	100	96.7	0	0	0	0	0	97.5
Heavy Vehicles	4	122	0	0	126	0	125	1	0	126	0	0	6	0	6	0	0	0	0	0	258
% Heavy Vehicles	1.3	2.4	0	0	2.3	0	2.8	2	0	2.7	0	0	4.1	0	3.3	0	0	0	0	0	2.5

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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 Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 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	0	253	1	2	256	2	0	13	0	15	0	0	0	0	0	575
Total Volume	49	1315	0	0	1364	0	915	4	7	926	18	0	55	1	74	0	0	0	0	0	2364
% App. Total	3.6	96.4	0	0		0	98.8	0.4	0.8		24.3	0	74.3	1.4		0	0	0	0		
PHF	.766	.921	.000	.000	.929	.000	.894	.500	.583	.897	.409	.000	.917	.250	.685	.000	.000	.000	.000	.000	.982

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

	07:00 AM					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	1	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	3.6	96.4	0	0		0	98.8	0.4	0.8		24.3	0	74.3	1.4		0	0	0	0	
PHF	.766	.921	.000	.000	.929	.000	.894	.500	.583	.897	.409	.000	.917	.250	.685	.000	.000	.000	.000	.000

	SW 107TH AVE Northbound					SW 107TH AVE Southbound					SW 6TH ST Eastbound					SW 6TH ST Westbound					
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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	29	336	0	0	365	0	374	3	3	380	1	0	3	0	4	0	0	0	0	0	749
05:15 PM	28	338	0	0	366	0	290	8	1	299	1	0	6	0	7	0	0	0	0	0	672
05:30 PM	29	342	0	0	371	0	339	2	2	343	3	0	12	0	15	0	0	0	0	0	729
05:45 PM	27	341	0	0	368	0	376	4	2	382	0	0	6	0	6	0	0	0	0	0	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 Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					05:00 PM					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
+15 mins.	28	338	0	0	366	0	329	3	2	334	1	0	6	0	7	0	0	0	0	0
+30 mins.	29	342	0	0	371	0	304	5	1	310	3	0	12	0	15	0	0	0	0	0
+45 mins.	27	341	0	0	368	0	374	3	3	380	0	0	6	0	6	0	0	0	0	0
Total Volume	113	1357	0	0	1470	0	1379	16	10	1405	5	0	27	0	32	0	0	0	0	0
% App. Total	7.7	92.3	0	0		0	98.1	1.1	0.7		15.6	0	84.4	0		0	0	0	0	
PHF	.974	.992	.000	.000	.991	.000	.922	.800	.625	.922	.417	.000	.563	.000	.533	.000	.000	.000	.000	.000

APPENDIX F. VOLUME FORCAST FOR SIGNALIZED INTERSECTIONS

Intersections	Scenario	Peak Hour	NB			SB			EB			WB		
			L	T	R	L	T	R	L	T	R	L	T	R
107_Flagler	Low	AM	46	1239	73	201	708	82	526	1216	110	151	485	327
		PM	251	954	162	306	1534	227	201	743	82	276	1188	224
107_ Flagler	Medium	AM	47	1258	75	204	720	84	525	1212	109	150	482	325
		PM	254	968	164	311	1559	230	201	740	82	274	1179	222
107_ Flagler	High	AM	47	1241	74	200	706	82	520	1201	108	150	482	324
		PM	251	955	162	305	1528	226	199	733	81	274	1178	222
107_4TH St.	Low	AM	9	1370	38	40	843	17	65	133	26	94	84	90
		PM	53	1411	65	51	1580	44	40	59	51	152	174	80
107_4TH St.	Medium	AM	9	1388	39	41	857	18	71	144	28	97	86	92
		PM	54	1430	66	52	1605	45	43	64	55	155	178	81
107_4TH St.	High	AM	9	1366	38	41	861	18	77	157	30	95	85	91
		PM	53	1407	65	52	1614	45	47	70	61	154	176	81
107_8TH St.	Low	AM	228	817	472	219	734	181	256	1485	640	315	929	181
		PM	260	1327	375	303	1454	313	268	872	538	469	1194	372
107_8TH St.	Medium	AM	229	818	473	224	749	185	255	1481	639	319	940	183
		PM	261	1329	376	310	1486	320	267	870	536	474	1208	376
107_8TH St.	High	AM	231	826	478	220	738	182	262	1520	655	324	956	187
		PM	263	1341	379	305	1463	315	274	893	550	482	1228	383
109_8TH St.	Low	AM	228	817	472	219	734	181	256	1485	640	315	929	181
		PM	260	1327	375	303	1454	313	268	872	538	469	1194	372
109_8TH St.	Medium	AM	229	818	473	224	749	185	255	1481	639	319	940	183
		PM	261	1329	376	310	1486	320	267	870	536	474	1208	376
109_8TH St.	High	AM	231	826	478	220	738	182	262	1520	655	324	956	187
		PM	263	1341	379	305	1463	315	274	893	550	482	1228	383

APPENDIX G. PEDESTRIAN/BICYCLE LOS DATA

Performance Measures			W. Flagler Street				SW 4th 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	
			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				
Architectural Interest	Excellent	5								
	Very Good	4								
	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	C	D	C	D	D	D	D

Performance Measures			SW 7th Terrace		SW 8th Street		SW 105th Ave	
Category	Criterion	Points	SW 107th Ave - SW 109th Ave		SW 107th Ave - SW 109th Ave		W.Flagler Street - SW 4th Street	
			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		
Architectural Interest	Excellent	5						
	Very Good	4				4		
	Good	3	3	3	3		3	3
	Fair	2						
	Poor	1						
Score			12	14	3	18	16	16
LOS			E	D	F	C	D	D

Performance Measures			SW 107th Ave							
Category	Criterion	Points	W. Flagler St - SW 4th St		SW 4th St- SW 7th Terr		SW 7th Terr - SW 8th St		SW 8Tth St - SW 16th St	
			E	W	E	W	E	W	E	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
Architectural Interest	Excellent	5								
	Very Good	4								
	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			C	C	C	C	C	C	C	C

Performance Measures			SW 109th Ave					
Category	Criterion	Points	W. Flagler St - SW 4th St		SW 4th St - SW 7th Terr		SW 7th Terr - SW 8th St	
			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						
Architectural Interest	Excellent	5						
	Very Good	4						
	Good	3						
	Fair	2	2	2	2			
	Poor	1				1	1	1
Score			18	18	13	15	3	13
LOS			C	C	D	D	F	D