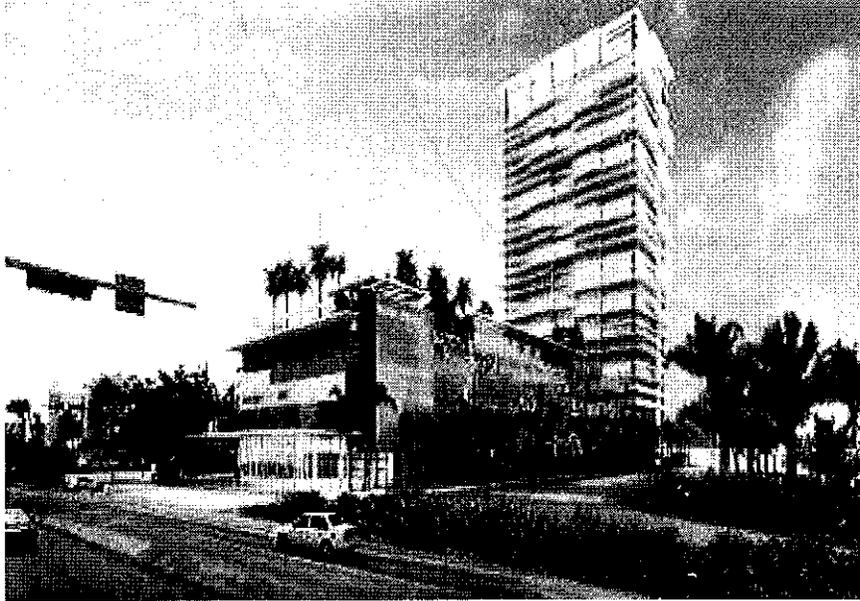




Richard Garcia & Associates, Inc.

Traffic Impact Study

Isles of Dreams



1415 Kennedy Causeway
North Bay Village, Florida

December 23rd, 2013

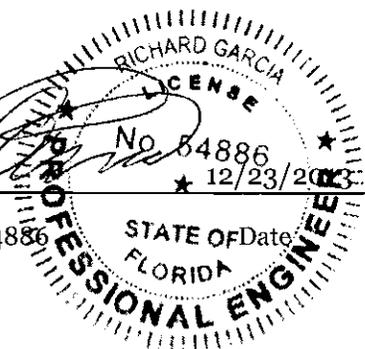
ENGINEER'S CERTIFICATION

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: Isles of Dreams - Traffic Impact Study

PROJECT LOCATION: 1415 Kennedy Causeway
North Bay Village, Florida


Florida Registration No, 54886



The seal is circular with a double-line border. The outer ring contains the text 'RICHARD GARCIA' at the top, 'LICENSE' at the bottom, and 'PROFESSIONAL ENGINEER' on the left and right sides. The inner circle contains 'No. 54886' and 'Date 12/23/2023'.

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- Appendix A: Trip Generation
- Appendix B: Trip Distribution
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Executive Summary

This report is being prepared to evaluate the traffic impacts for the subject project. The subject site is located at 1415 Kennedy Causeway in the City of North Bay Village, Florida. This site was assumed to be vacant and will be developed as a mixed-use project consisting of a Condominium with 350 dwelling units, a Quality Restaurant with 7,337 square feet, and Specialty Retail with 2,440 square feet. As such, this report evaluates the associated traffic impacts for the proposed development.

The trip generation characteristics for the subject project were obtained from the Institute of Transportation Engineers (ITE) **ITE’s Trip Generation Manual, 9th Edition**. The following land uses, as identified by the ITE, most closely resemble the subject project. These land uses (LU) are as follows: LU 230: Condominium, LU 931: Quality Restaurant and LU 826: Specialty Retail Center.

The trip generation calculations were performed for the AM and PM peak hour. As a result, the **AM peak hour** resulted in **160 net new vehicle trips** of which 31 vehicle trips are entering and 129 vehicle trips will exit the site. The calculations for the **PM peak hour** yielded **220 net new vehicle trips** of which 146 vehicle trips are entering and 74 vehicle trips will exit the site. The above peak hour trips were distributed to the study area and consistent with subject project Traffic Analysis Zone (TAZ) 607. The corresponding traffic distribution percentages were determined by interpolating between the 2005 TAZ and 2035 TAZ data for the design year of 2016.

In order to evaluate the traffic impacts related to the subject project, a roadway analyses was performed for the existing condition and proposed condition with and without project traffic. The most impacted roadway is as follow(s):

- SR 934 / N Bay Causeway –Approximately 200 ft. east of E Treasure Dr

Moreover, this roadway was evaluated utilizing the generalized tables from the FDOT 2012 Quality/LOS Handbook. As a result, the analysis yielded LOS D for the existing and proposed condition with and without project traffic in 2016 for the AM and PM peak hour. Table 1 below summarizes the results of the analyses.

Table 1: Roadway Level of Service Summary

Arterial LOS Summary				AM Peak Hour		PM Peak Hour	
Link	Roadway Name	At	Dir	Existing	Proposed with Project	Existing	Proposed with Project
1	SR 934/ N BAY CSWY	Approx. 200 ft. east of E Treasure Dr	EB	1,410	1,441	1,245	1,441
			WB	1,433	1,562	1,281	1,407
			LINK	2,843	3,003	2,526	2,849
			LOS	D	D	D	D

Source: 2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES (TABLE 4)				
CLASS II 35 mph >	B	C	D	E
6LD STATE ROAD	-	2,090	4,500	4,530

The results documented in this report indicated that the most impacted roadway by the subject project is operating adequately and will continue to have an acceptable Level of Service during the proposed AM and PM peak hour condition with and without project traffic in 2016. Lastly, it is fair to conclude that the subject project will not pose a negative traffic impact on the adjacent roadway.

Introduction

The objective of this study is to evaluate the associated traffic impacts for the proposed development. The subject site is located at 1415 Kennedy Causeway in the City of North Bay Village, Florida. This site is currently vacant and will be developed as a mixed-use project consisting of a Condominium with 350 dwelling units, a Quality Restaurant with 7,337 square feet, and a Specialty Retail with 2,440 square feet. As such, this report evaluates the associated traffic impacts for the proposed development.

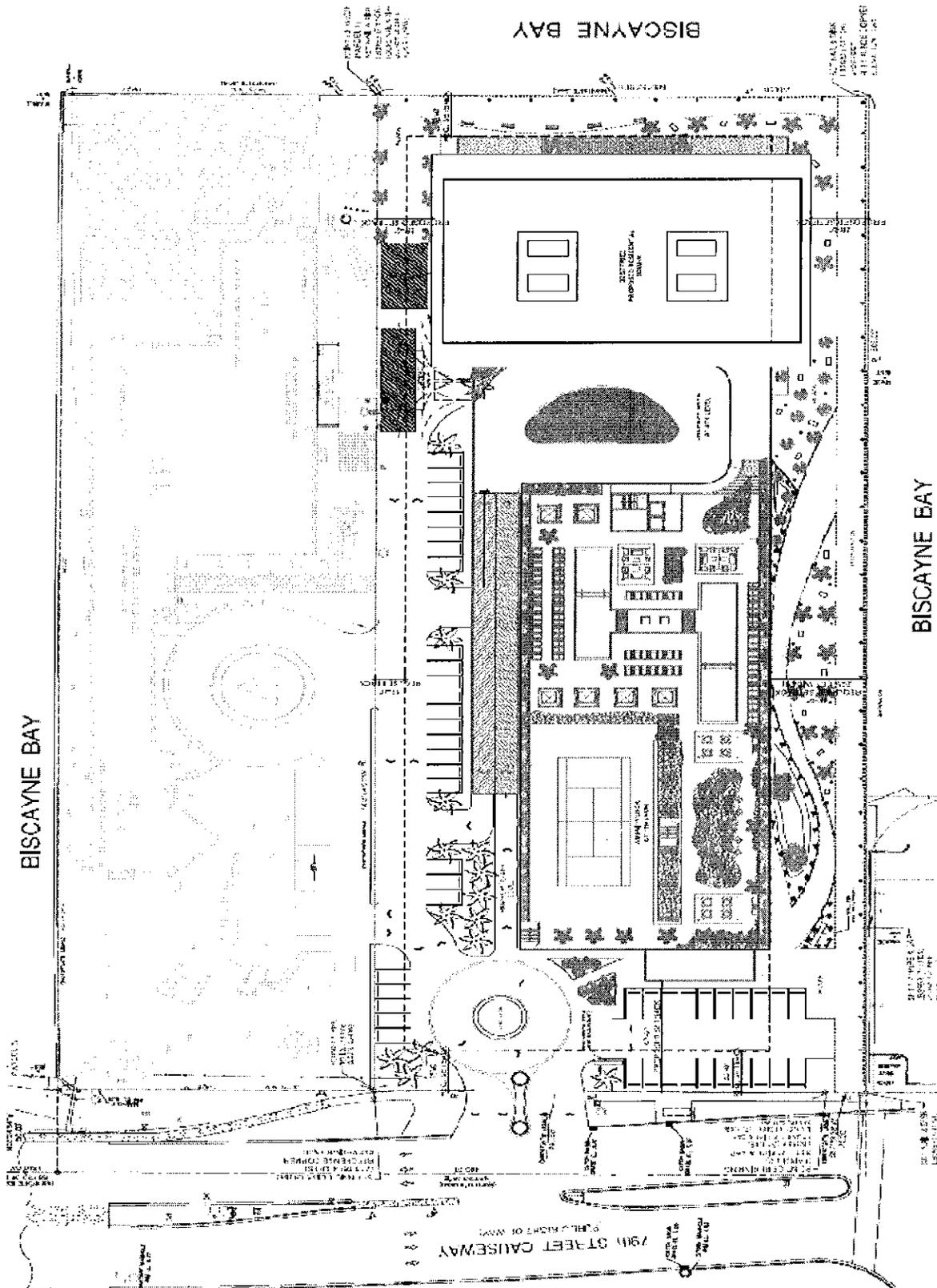
The traffic impacts for the subject project were evaluated by performing a Level of Service (LOS) analysis for the AM and PM peak hour at the most impacted roadway as follows:

- SR 934 / N Bay Causeway –Approximately 200 ft. east of E Treasure Dr

Lastly, this report follows the procedure adopted by the **Institute of Transportation Engineer's (ITE) Trip Generation**, and Traffic Impact Studies Manual. In summary, this report includes the following:

- Traffic Counts
- Trip Generation
- Traffic Distribution
- Traffic Assignment
- Level of Service
- Conclusion

Figure 2: Site Plan



Existing Condition (2013)

The existing condition analysis identifies the current operational and geometric characteristics of the roadways within the study area. The purpose of this section is to provide a basis of comparison to future conditions.

Arterial Analysis

For the purpose of evaluating the roadway most impacted by the subject project, 72-hour traffic counts were taken from Count Station 533 of the FDOT-Statistics Office. This count station is located just east of the project site and the nearest count station to the project site.

Count Station 533	
Road	Location
North Bay Causeway (SR 934)	Approximately 200 ft. east of E Treasure Dr

These bi-directional counts were averaged and adjusted for seasonal variations by utilizing the FDOT Seasonal and Axle Correction Factors as documented in the Project Traffic Forecasting Handbook.

Lastly, based on the adjusted traffic counts, the arterial level of service was determined by utilizing the generalized table (Table 4) of the 2012 FDOT Quality/ Level of Service Handbook. The results revealed the existing operation of the adjacent roadway is at LOS D during the AM and PM peak hour. Table 4 depicts the results of the existing AM and PM peak hour analysis. These calculations are included in Appendix E.

Table 2: Roadway Level of Service Summary (Existing)

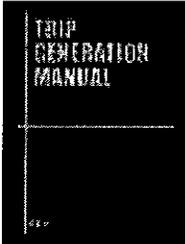
Arterial LOS Summary				AM Peak Hour	PM Peak Hour
Link	Roadway Name	At	Dir	Existing	Existing
1	SR 934/ N BAY CSWY	Approx. 200 ft. east of E Treasure Dr	EB	1,410	1,245
			WB	1,433	1,281
			LINK	2,843	2,526
			LOS	D	D

Source: 2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES (TABLE 4)					
CLASS II 35 mph >		B	C	D	E
6LD STATE ROAD		-	2,090	4,500	4,530

Project Traffic

This section of the report will cover the project traffic for the subject project. The trip generation analysis summarized below was performed consistent with the methodology described in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 2nd Edition.

Trip Generation



The trip generation characteristics were obtained from ITE's Trip Generation Manual, 9th Edition. The following land uses, as identified by the ITE, most closely resemble the subject project. These land uses (LU) are as follows: LU 230: Condominium, LU 931: Quality Restaurant and LU 826: Specialty Retail Center. The Trip Generation calculations were performed for the AM and PM peak hour.

The project internalization trips were calculated following the methodology of Multi-Use Development Trip Generation and Internal Capture obtained from the ITE Trip Generation Handbook, 2nd Edition and the "Mixed-Use Developments Internal Trip Capture Estimator" developed by the Texas Transportation Institute (2010). This methodology estimates an internal capture rate between each pair of land uses within a multi-use project. The analysis yielded 1.37 percent (%) of internalization trips for the AM peak hour, and a 10.02 percent (%) of internalization trips for the PM peak hour. These calculations are included in Appendix A.

As a result, the **AM peak hour** resulted in **160 net new vehicle trips** of which 31 vehicle trips are entering and 129 vehicle trips will exit the site. The calculations for the **PM peak hour** yielded **220 net new vehicle trips** of which 146 vehicle trips are entering and 74 vehicle trips will exit the site. Table 3 below summarizes the Trip Generation results while Appendix A contains the ITE rates and percentages.

Table 3: AM and PM Peak Hour Trip Generation Summary

LAND USE (LU)	UNITS	ITE LU CODE	PEAK HOUR	ITE TRIP GENERATION RATE	AM / PM PEAK HOUR		
					IN	OUT	TOTAL
Proposed							
Condominium	350 Dwelling Units	230	AM	0.44	26	128	154
			PM	0.52	122	60	182
Quality Restaurant	7,337 Th.Sq.Ft.	931	AM	0.81	3	3	6
			PM	7.49	37	18	55
Specialty Retail Center*	2,440 Th.Sq.Ft.	826	AM	0.96	2	0	2
			PM	2.71	3	4	7
Proposed Gross Vehicle Trips					31	131	162
					162	82	244
<i>Project Internalization Trips **</i>	<i>AM Peak Hour</i>	<i>1.37%</i>	<i>Of Gross Trips</i>		0	2	2
	<i>PM Peak Hour</i>	<i>10.02%</i>	<i>Of Gross Trips</i>		16	8	24
Net External Vehicle Trips (Proposed - Internalization Trips)					31	129	160
					146	74	220

NOTES:

Sources: ITE Trip Generation, 9th Edition.

* Since ITE does not provide AM data for Specialty Retail (LU 826), LU 820 (Shopping Center) was used to calculate the AM peak hour trips.

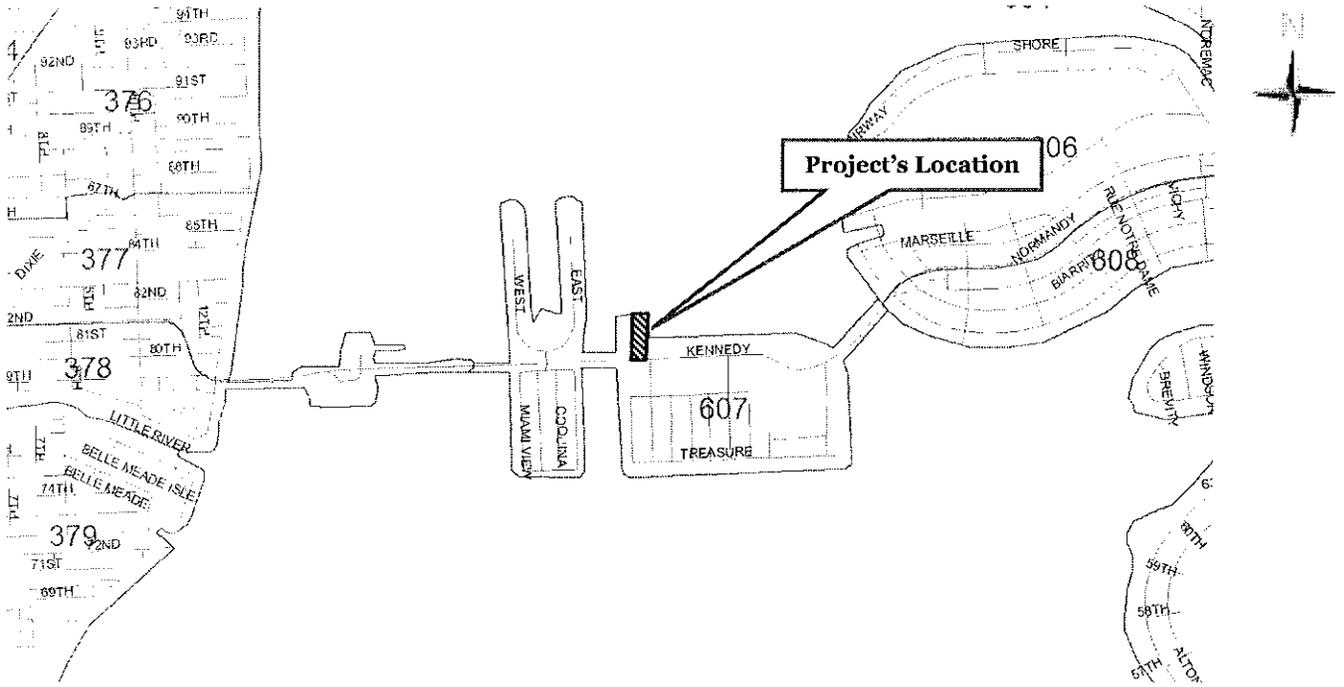
** Project Internalization calculated consistent with the ITE Multi-Use Development Trip Generation and Internal Capture Methodology.

Highest Peak Hour

Trip Distribution

The Traffic Analysis Zone (TAZ) for the subject project is TAZ 607 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2035) Directional Trips Distribution Report, October 2009. The corresponding traffic distribution percentages were determined by interpolating between the 2005 TAZ and 2035 TAZ data for the design year of 2016. As such, the AM and PM peak hour trips were distributed consistent with the resulting distribution percentages of TAZ 607. Figure 3 below depicts the TAZ map for the study area.

Figure 3: Traffic Analysis Zone Map



The traffic distribution percentages being assigned to the eight (8) cardinal directions are outlined in Table 4 below. As previously mentioned, this TAZ distribution was based on interpolation of the 2005 and 2035 Directional Trip Distribution Report from the Miami-Dade 2035 Long Range Transportation Plan for the design year of 2016. Appendix B includes the supporting documentation.

Table 4: Directional Traffic Distribution Percentages

DIRECTION	DISTRIBUTION PERCENTAGES (%)		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR
	2005	2035	2016
NNE	9.61	7.10	8.69
ENE	8.71	2.50	6.43
ESE	2.13	0.00	1.35
SSE	10.50	11.32	10.80
SSW	13.60	12.67	13.26
WSW	20.08	29.33	23.47
WNW	17.65	17.57	17.62
NNW	17.73	19.51	18.38
TOTAL	100.00	100.00	100.00

Project Traffic Assignments

The AM and PM peak hour trips have been further distributed into the four quadrants. Table 5 includes the traffic distribution with the corresponding assignments to the North, South, East and West while Figure 4 depicts the ingress and egress traffic. Lastly, Figures 5 and 6 depict the site traffic assigned to the most impacted roadway and project driveways for the AM and PM peak hour, respectively.

Table 5: Directional Distribution Assignments

DIRECTION	DISTRIBUTION	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	27.07%	9	35	44	40	20	60
EAST	7.78%	2	10	12	11	6	17
SOUTH	24.06%	7	31	38	35	18	53
WEST	41.09%	13	53	66	60	30	90
	100.00%	31	129	160	146	74	220

Figure 4: AM and PM Peak Hour Ingress & Egress Chart

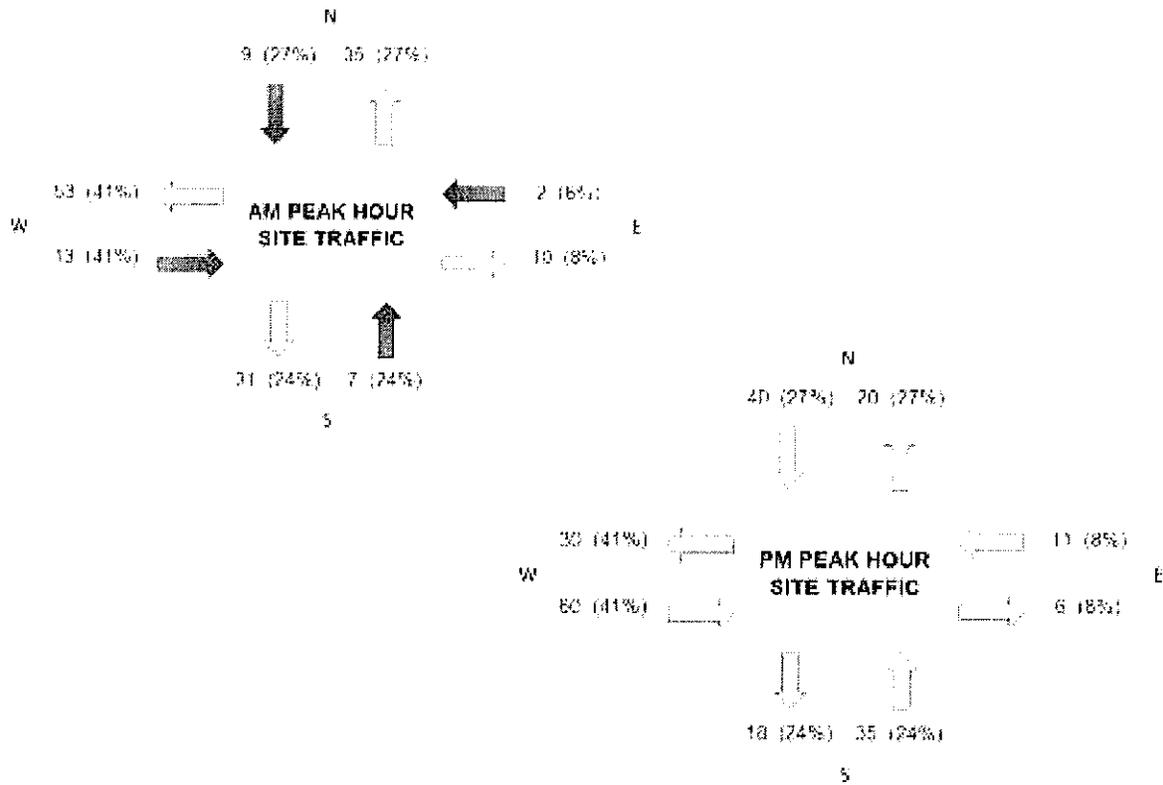


Figure 5: AM Peak Hour Site Traffic

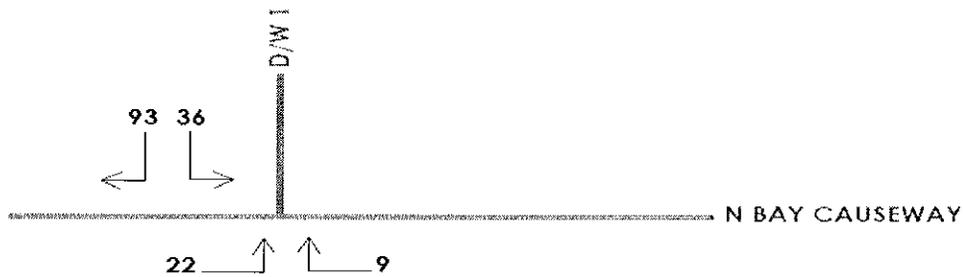
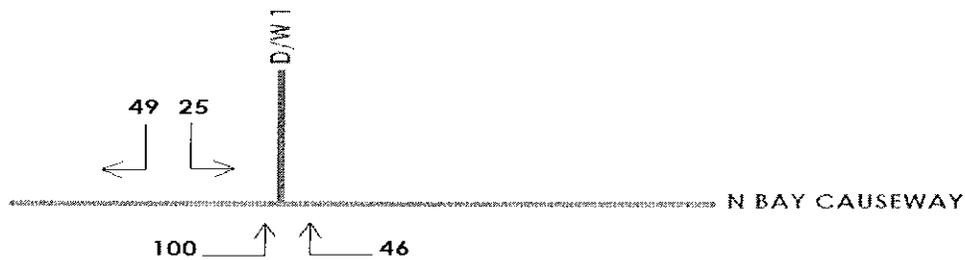


Figure 6: PM Peak Hour Site Traffic



Proposed Condition (2016)

The proposed condition includes traffic growth trends and project traffic. The following sections describe the parameters utilized to calculate the proposed peak hour volumes. Please note the expected project build-out year is 2016.

Committed Development

Based on field observations, we did not identify any committed development projects within the study area. However, any committed developments identified within the study area will be incorporated into the appropriate analysis.

Roadway Analysis - Proposed Peak Hour LOS

The existing traffic counts for the roadway previously identified were augmented with the project traffic to estimate the traffic volumes for the proposed condition with project in 2016. The resulting volumes were evaluated utilizing the generalized tables from the FDOT 2012 Quality/LOS Handbook. As a result, the analysis yielded LOS D. As you may notice, the proposed condition with and without project traffic will maintain the existing LOS D and therefore, it can be concluded that sufficient roadway capacity exists to support the subject project. Table 6 summarizes the results for the proposed future conditions in 2016. The calculations for the specific movements at each intersection are contained in Appendix D.

Table 6: Proposed AM and PM Peak Hour Condition LOS

Arterial LOS Summary				AM Peak Hour		PM Peak Hour	
Link	Roadway Name	At	Dir	Proposed without Project	Proposed with Project	Proposed without Project	Proposed with Project
1	SR 934/ N BAY CSWY	Approx. 200 ft. east of E Treasure Dr	EB	1,410	1,441	1,295	1,441
			WB	1,433	1,562	1,333	1,407
			LINK	2,843	3,003	2,629	2,849
			LOS	D	D	D	D
Source: 2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES (TABLE 4)							
CLASS II 35 mph >			B	C	C	D	E
6LD STATE ROAD			-	2,090	2,090	4,500	4,530

Conclusion

The results documented in this report indicated that the most impacted roadway by the subject project is operating adequately and will continue to have an acceptable Level of Service during the proposed AM and PM peak hour condition with and without project traffic in 2016. Lastly, it is fair to conclude that the subject project will not pose a negative traffic impact on the adjacent roadway.

Appendix A: Trip Generation

TABLE A1

Isles of Dreams

TRIP GENERATION ANALYSIS - AM & PM PEAK HOUR

LAND USE (LU)	UNITS	ITE LU CODE	PEAK HOUR	ITE TRIP GENERATION RATE	AM / PM PEAK HOUR				
					%	IN	%	OUT	TOTAL
Proposed									
Condominium	350 Dwelling Units	230	AM	0.44	17%	25	83%	128	154
			PM	0.52	67%	122	33%	50	182
Quality Restaurant	7,337 Th.Sq.Ft.	931	AM	0.81	50%	3	50%	3	6
			PM	7.49	67%	37	33%	18	55
Specialty Retail Center*	2,440 Th.Sq.Ft.	826	AM	0.96	62%	2	38%	0	2
			PM	2.71	44%	3	56%	4	7
Proposed Gross Vehicle Trips					19%	31	81%	131	162
					66%	162	34%	82	244
<i>Project Internalization Trips **</i>					19%	0	81%	2	2
			AM Peak Hour	Of Gross Trips	66%	16	34%	8	24
			PM Peak Hour	Of Gross Trips	19%	31	81%	129	160
Net External Vehicle Trips (Proposed - Internalization Trips)					66%	146	34%	74	220

NOTES:

Sources: ITE Trip Generation, 9th Edition

* Since ITE does not provide AM data for Specialty Retail (LU 825), LU 820 (Shopping Center) was used to calculate the AM peak hour trips.

** Project internalization calculated consistent with the ITE Multi-Use Development Trip Generation and Internal Capture Methodology. Highest Peak Hour

Isle of Dreams

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: EG
Date: 2/18/2013

Time Period: 01/01/2012 - 12/31/2012

LAND USE A Residential

ITE LU Code	Size	Internal	External
28	127	127	0
153	154	154	0
Total	281	281	0
Enter	28	100%	0%
Exit	127	45%	0%
Total	154	55%	0%

Enter from External	0
---------------------	---

Enter from External	0
---------------------	---

20% Demand

5% Demand

1% Demand

2% Demand

1% Demand

0% Demand

0% Demand

0% Demand

20% Demand

4% Demand

17% Demand

14% Demand

LAND USE B Restaurant

ITE LU Code	Size	Internal	External
3	1	1	0
5	1	1	0
Total	2	2	0
Enter	3	150%	0%
Exit	1	50%	0%
Total	4	100%	0%

Enter from External	0
---------------------	---

Enter from External	0
---------------------	---

20% Demand

5% Demand

1% Demand

2% Demand

1% Demand

0% Demand

0% Demand

0% Demand

LAND USE C Retail

ITE LU Code	Size	Internal	External
2	0	0	0
3	0	0	0
Total	0	0	0
Enter	2	100%	0%
Exit	0	0%	0%
Total	2	100%	0%

Enter from External	0
---------------------	---

Enter from External	0
---------------------	---

20% Demand

5% Demand

1% Demand

2% Demand

1% Demand

0% Demand

0% Demand

0% Demand

	LAND USE A Residential			LAND USE B Restaurant			LAND USE C Retail			TOTAL
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	
Enter	28	127	154	3	1	4	2	0	2	30
Exit	127	127	254	0	0	0	0	0	0	127
Total	154	254	408	3	1	4	2	0	2	157
Scope-Use Trip Gen. Est.	154	154	308	3	1	4	2	0	2	52
INTERNAL CAPTURE										1.37%

Isle of Dreams

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: EO
 Date: 12/18/2015

Time Period: 2015-2035 -adj

LAND USE A Residential

TE LU Code	Size	Total	Internal	External
Enter	122	4	118	
Exit	60	5	55	
Total	182	10	172	
%	100%	52	96%	

5%	215	15	Demand
15	5	5	Balance
15	15	15	Demand

14%	5	Demand
18%	3	Balance
18%	25	Demand
31%	15	Demand
15%	23	Demand
26%	1	Balance
10%	2	Demand

LAND USE B Retail

TE LU Code	Size	Total	Internal	External
Enter	37	0	0	
Exit	18	5	13	
Total	55	5	13	
%	100%	20%	80%	

11	5	5	Balance
11	5	5	Demand

LAND USE C Retail

TE LU Code	Size	Total	Internal	External
Enter	37	0	0	
Exit	18	5	13	
Total	55	5	13	
%	100%	20%	80%	

11	5	5	Balance
11	5	5	Demand

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	115	31	1	147
Exit	65	13	2	80
Total	172	44	3	219
Single-use Trip Gen	92	56	1	149
Internal Capture				10.02%

Source: Trip Generation Handbook - 2nd Edition, Chapter 7, page 108; Internal Trip Capture Estimator for Mixed-Use Developments; Trip Interceptor Institute, Inc. 2010

Residential Condominium/Townhouse (230)

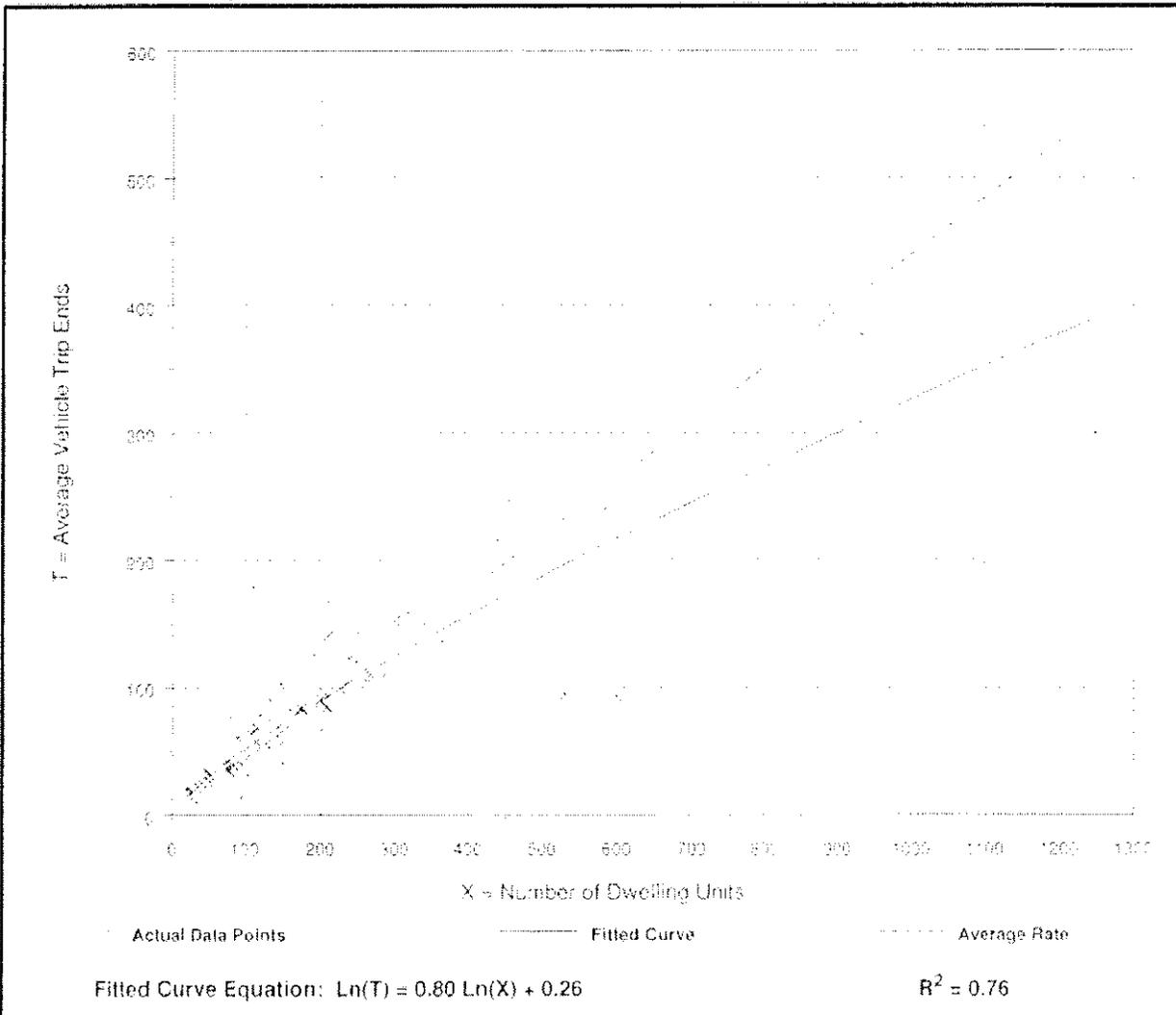
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
Avg. Number of Dwelling Units: 213
Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.59

Data Plot and Equation



Residential Condominium/Townhouse (230)

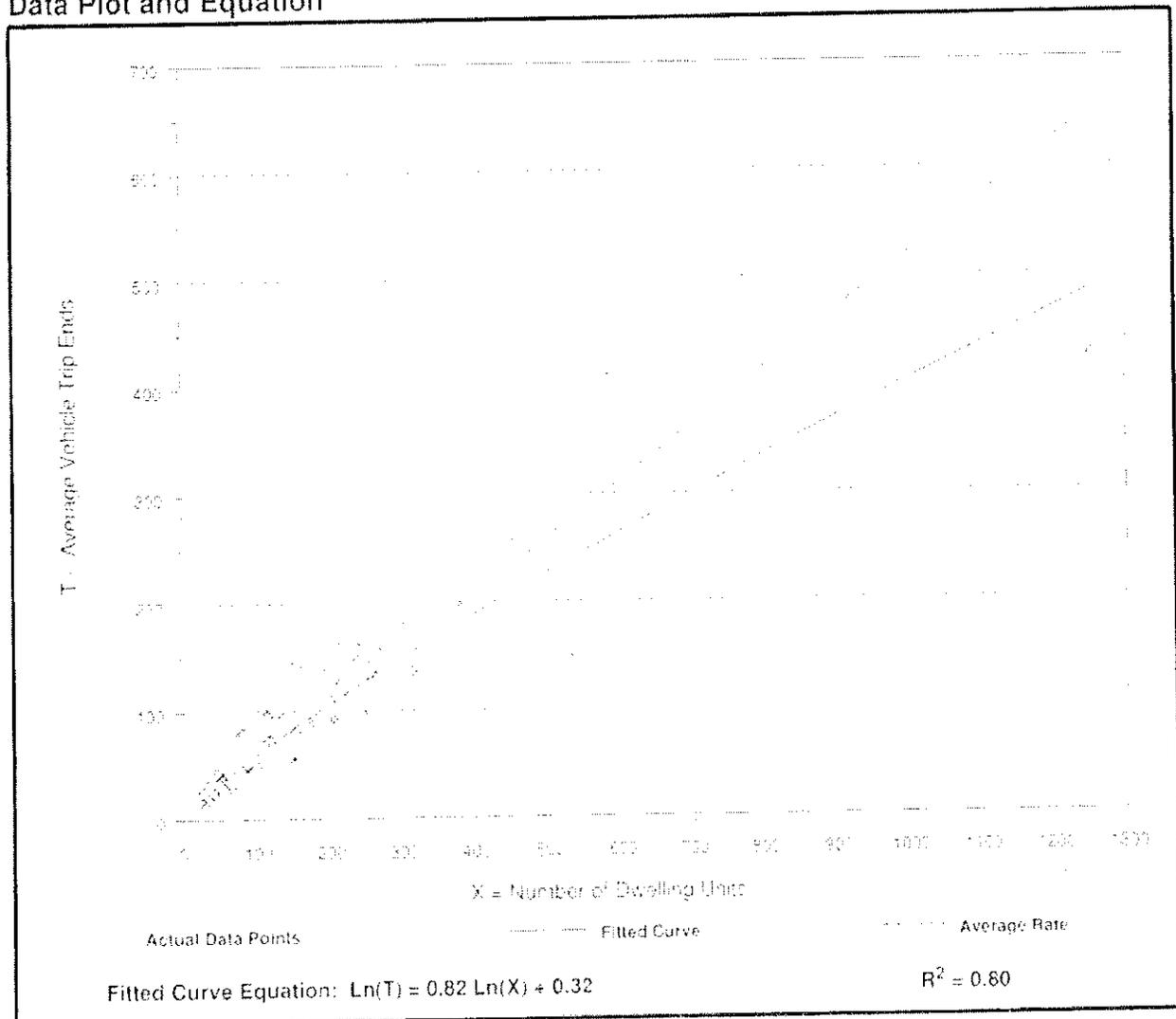
Average Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday.
 Peak Hour of Adjacent Street Traffic.
 One Hour Between 4 and 6 p.m.

Number of Studies: 62
 Avg. Number of Dwelling Units: 205
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



Hotel (310)

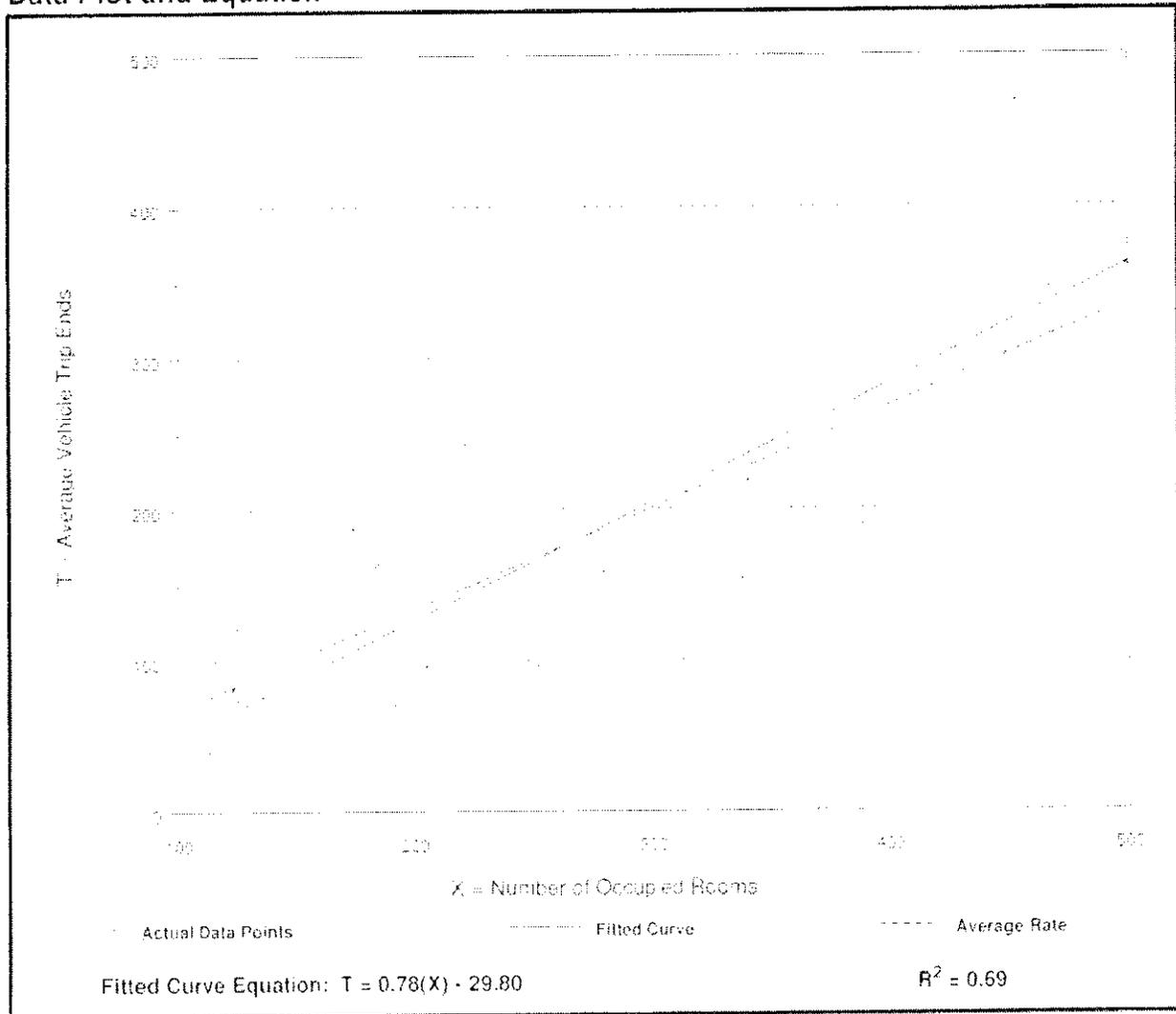
Average Vehicle Trip Ends vs: Occupied Rooms
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.

Number of Studies: 17
 Average Number of Occupied Rooms: 256
 Directional Distribution: 58% entering, 42% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.67	0.35 - 1.10	0.84

Data Plot and Equation



Hotel (310)

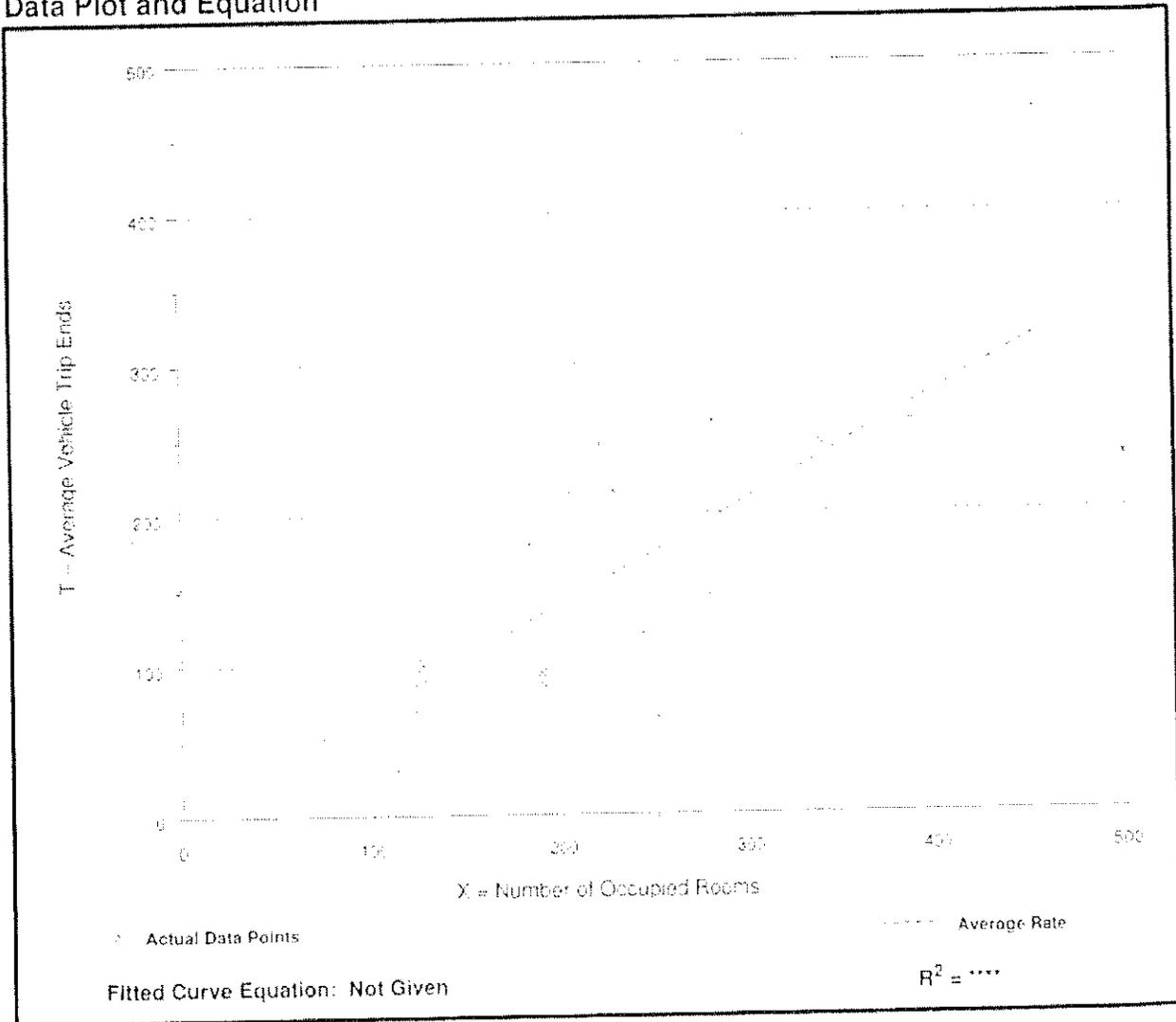
Average Vehicle Trip Ends vs: Occupied Rooms
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

Number of Studies: 20
 Average Number of Occupied Rooms: 243
 Directional Distribution: 49% entering, 51% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.70	0.25 - 1.11	0.87

Data Plot and Equation



Quality Restaurant (931)

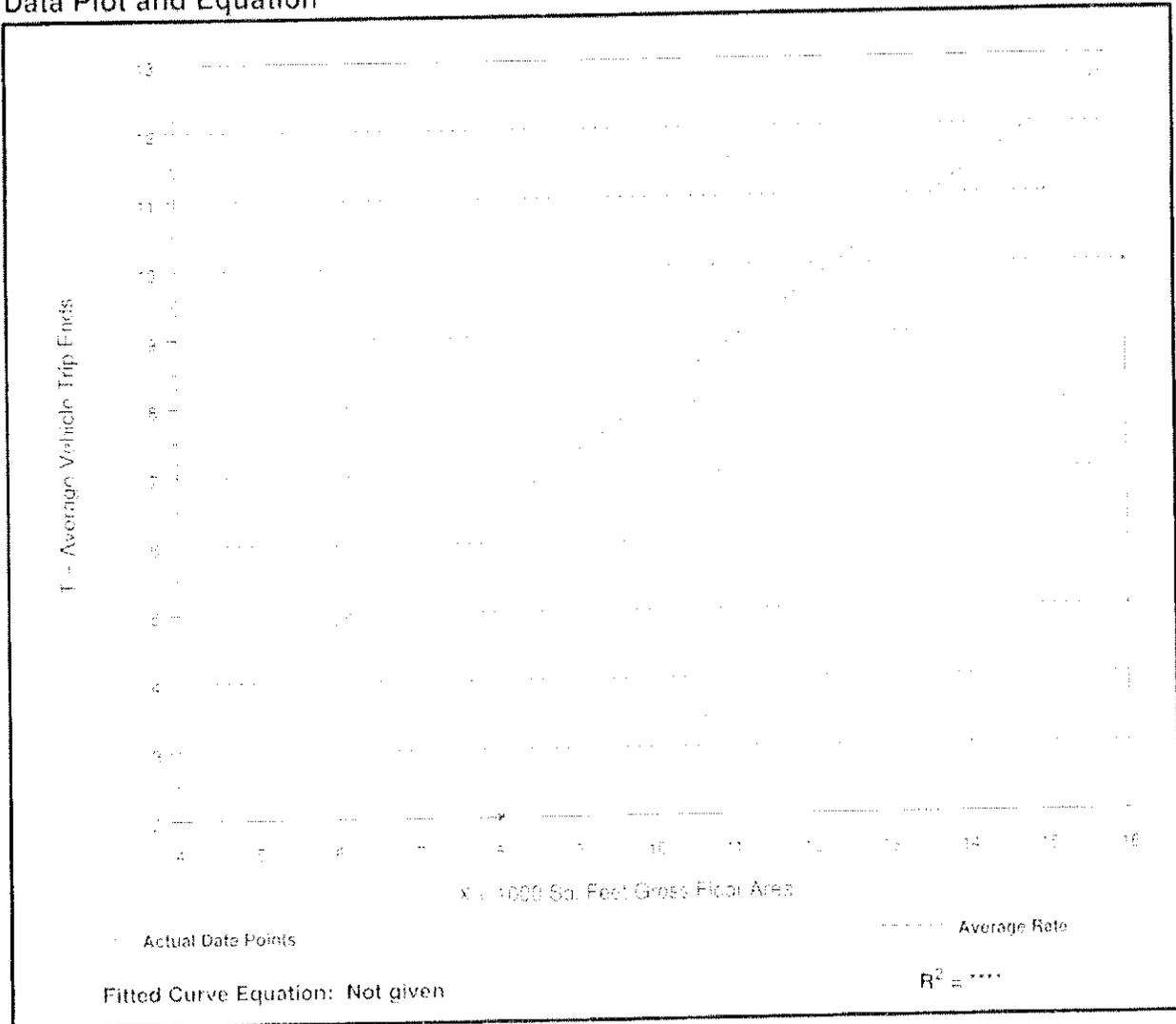
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.

Number of Studies: 11
 Average 1000 Sq. Feet GFA: 9
 Directional Distribution: Not available

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.81	0.25 - 1.60	0.93

Data Plot and Equation



Quality Restaurant (931)

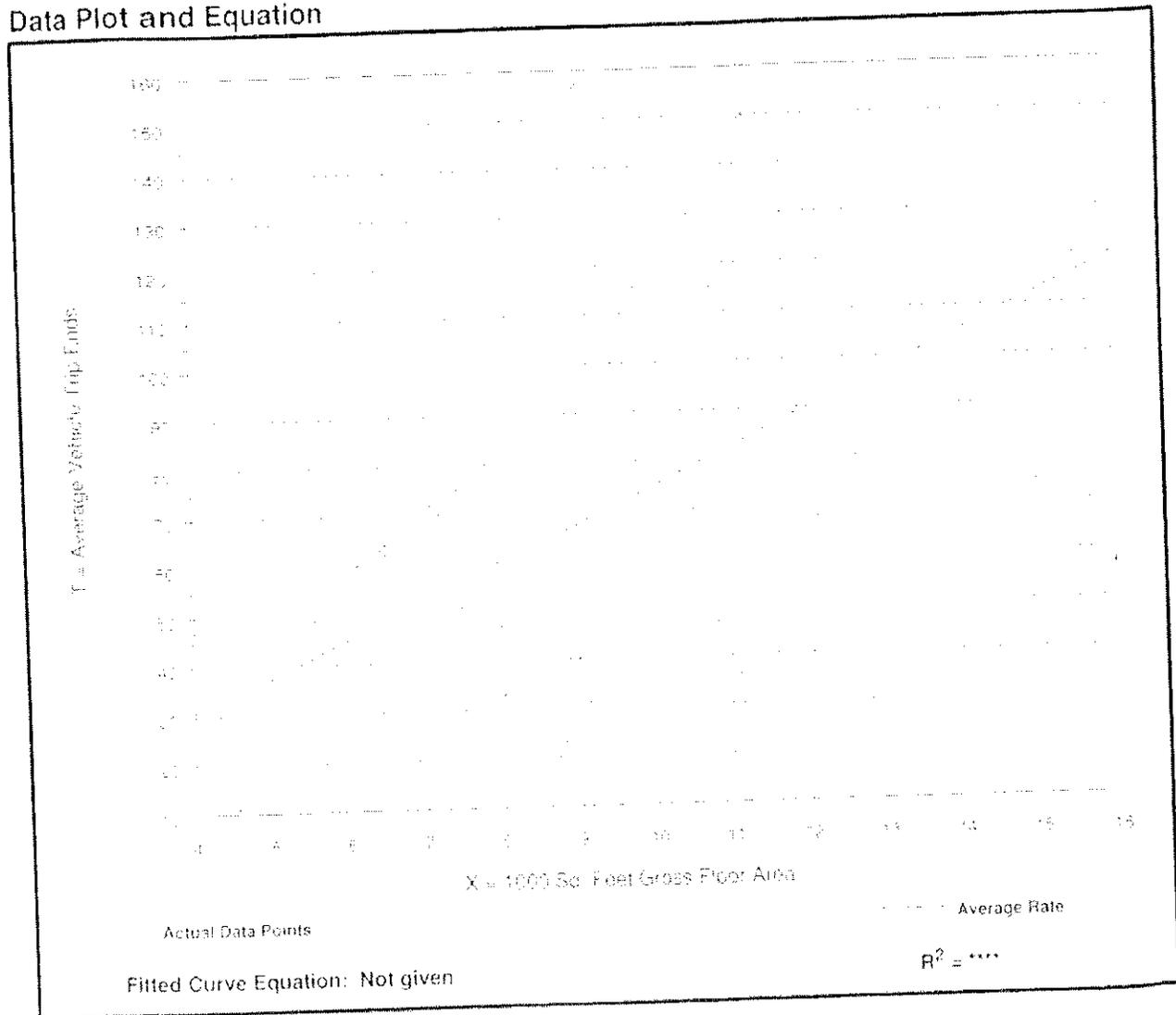
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

Number of Studies: 24
 Average 1000 Sq. Feet GFA: 9
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
7.49	2.42 - 18.64	4.89

Data Plot and Equation



Shopping Center (820)

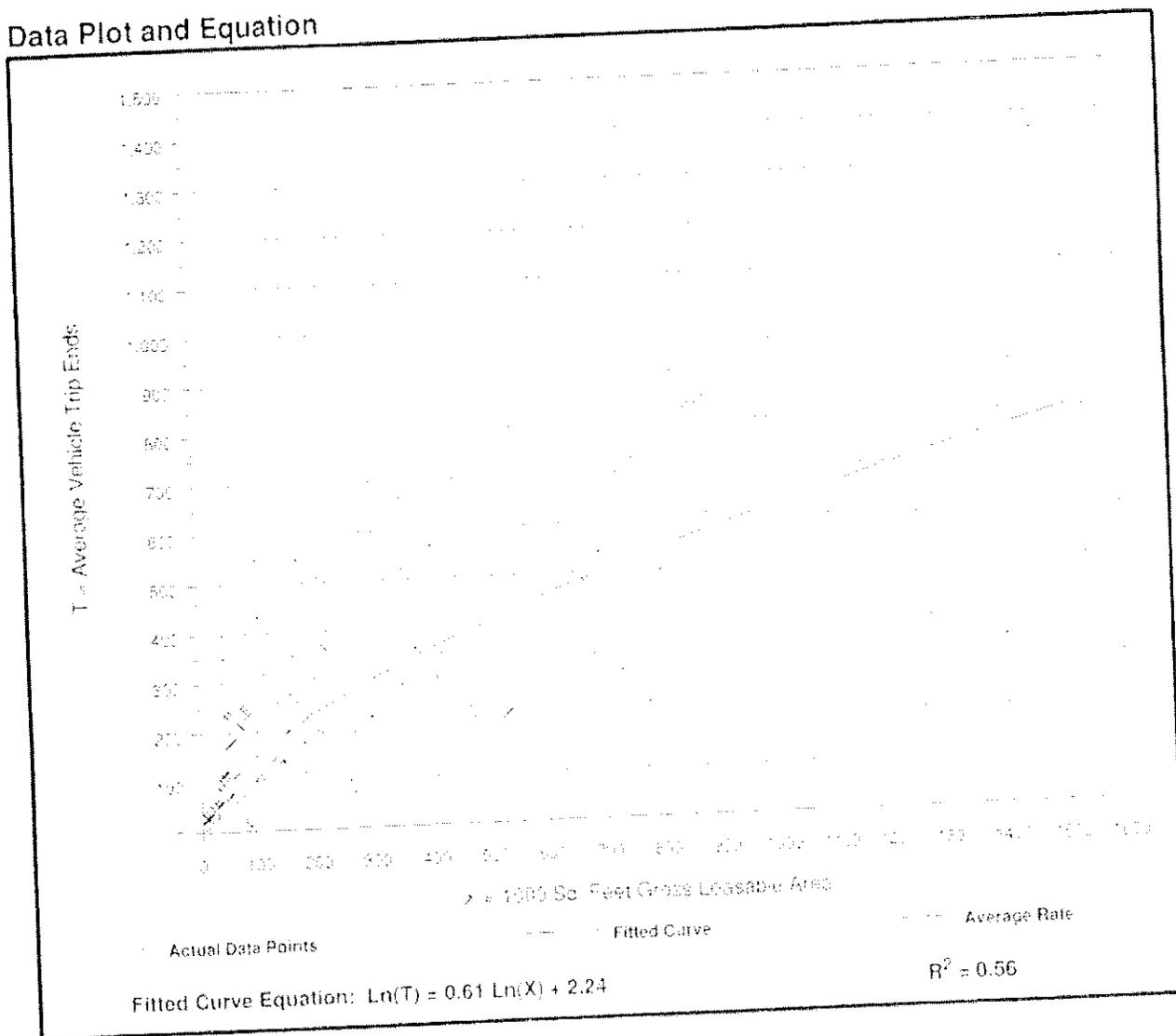
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.

Number of Studies: 104
 Average 1000 Sq. Feet GLA: 310
 Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
0.96	0.10 9.05	1.31

Data Plot and Equation



Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

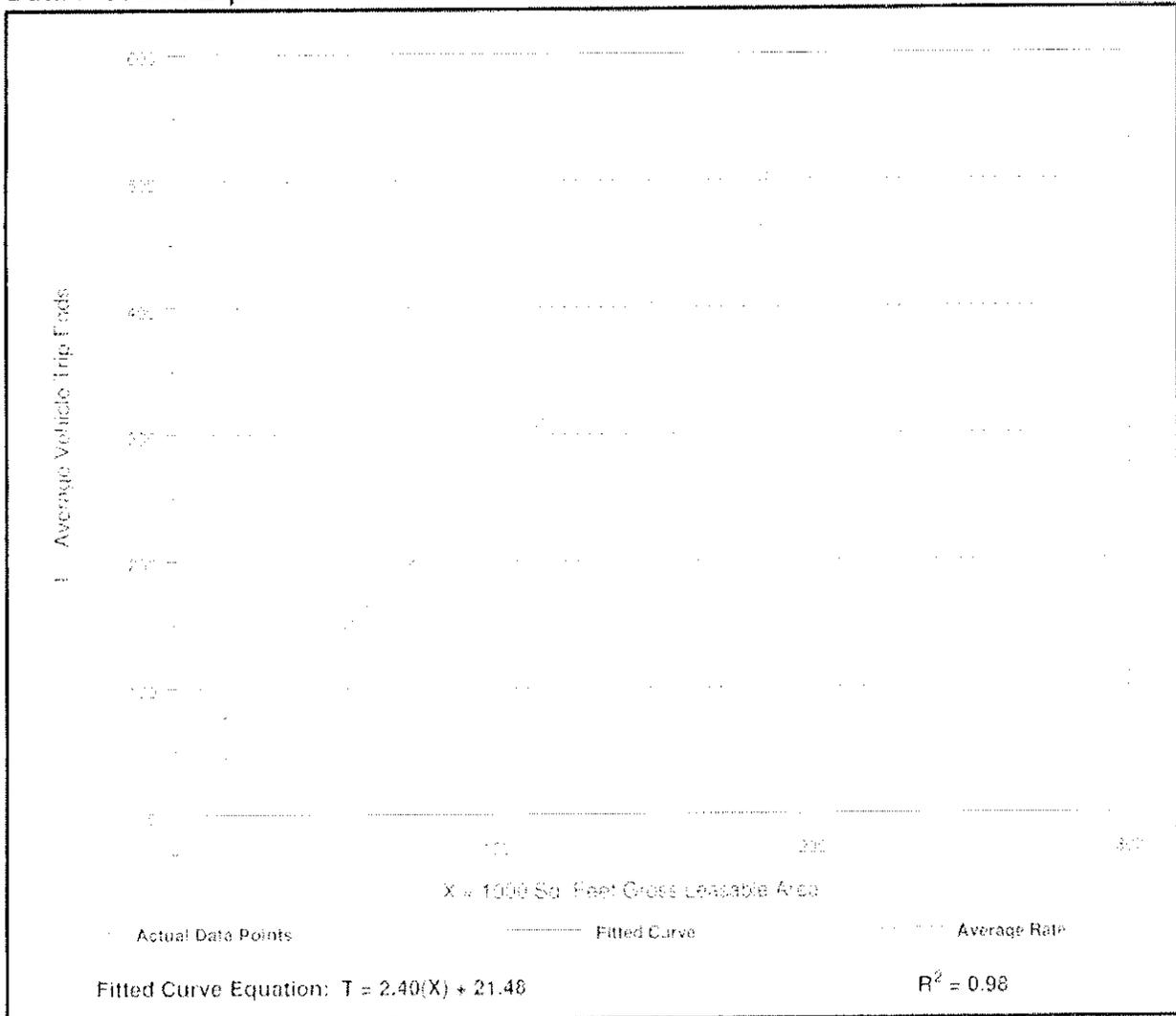
Number of Studies: 5
Average 1000 Sq. Feet GLA: 69
Directional Distribution: 44% entering, 56% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



INTERNAL TRIP CAPTURE ESTIMATOR FOR MIXED-USE DEVELOPMENTS

by

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Report 5-9032-01-1

Project 5-9032-01

Project Title: Mixed-Use Developments Internal Trip Capture Estimator

Performed in cooperation with the
Texas Department of Transportation
and the
Federal Highway Administration

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The Texas A&M University System
College Station, Texas 77843-3135

Table 1. AM Peak Hour Unconstrained Internal Capture Percentages (Trips from Origins).

Origin	Destination					
	Office	Retail	Restaurant	Residential	Cinema	Hotel
Office	--	0%	63%	1%	--	--
Retail	17%	--	6	14	--	0
Restaurant	23	2	--	4	--	1
Residential	2	1	20	--	--	0
Cinema	--	--	--	--	--	--
Hotel	0	0	0	0	--	--

Table 2. AM Peak Hour Unconstrained Internal Capture Percentages (Trips to Destinations).

Origin	Destination					
	Office	Retail	Restaurant	Residential	Cinema	Hotel
Office	--	3%	14%	3%	--	0%
Retail	0%	--	8	17	--	0
Restaurant	23	1	--	20	--	6
Residential	0	2	5	--	--	0
Cinema	--	--	--	--	--	--
Hotel	0	0	3	0	--	--

Table 3. PM Peak Hour Unconstrained Internal Capture Percentages (Trips from Origins).

Origin	Destination					
	Office	Retail	Restaurant	Residential	Cinema	Hotel
Office	--	9%	4%	2%	0%	0%
Retail	1%	--	29	26	4	5
Restaurant	3	38	--	18	6	3
Residential	4	31	21	--	0	3
Cinema	0	17	31	8	--	2
Hotel	0	5	33	0	0	--

Table 4. PM Peak Hour Unconstrained Internal Capture Percentages (Trips to Destinations).

Origin	Destination					
	Office	Retail	Restaurant	Residential	Cinema	Hotel
Office	--	6%	30%	57%	0%	0%
Retail	5	--	50	10	3	2
Restaurant	1	16	--	14	3	5
Residential	3	19	16	--	4	0
Cinema	1	14	32	0	--	0
Hotel	0	13	10	12	1	--

Appendix B: Trip Distribution

TABLE A2-1

Isles of Dreams
Project Cardinal Distribution (AM Peak Hour)
(TAZ 607)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2016			
NNE	9.61	7.10	8.69	3	11	14
ENE	8.71	2.50	6.43	2	8	10
ESE	2.13	0.00	1.35	0	2	2
SSE	10.50	11.32	10.80	3	14	17
SSW	13.60	12.67	13.26	4	17	21
WSW	20.08	29.33	23.47	7	30	37
WNW	17.65	17.57	17.62	6	23	29
NNW	17.73	19.51	18.38	6	24	30
TOTAL	100.00	100.00	100.00	31	129	160

Note:

Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2016.

TABLE A2-2

AM PEAK HOUR
 VOLUME:
 PERCENT: IN OUT TOTAL
 19.24% 80.76% (Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	8.69	2,670		11,210		14
ENE	6.43	1,977		8,299		10
ESE	1.35	944		1,740		2
SSE	10.80	3,318		13,933		17
SSW	13.26	4,074		17,104		21
WSW	23.47	7,212		30,278		37
WNW	17.62	5,414		22,731		29
NNW	18.38	5,648		23,714		30
TOTAL	100.00	30,727		129,008		160

TABLE A2

Isles of Dreams
 Project Quadrant Distribution (AM Peak Hour)
 (TAZ 607)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR		
				IN	OUT	TOTAL
NNE	8.69	NORTH	27.07%	9	35	44
ENE	6.43					
ESE	1.35	EAST	7.78%	2	10	12
SSE	10.80					
SSW	13.26	SOUTH	24.06%	7	31	38
WSW	23.47					
WNW	17.62	WEST	41.09%	13	53	66
NNW	18.38					
TOTAL	100.00		100.00%	31	129	160

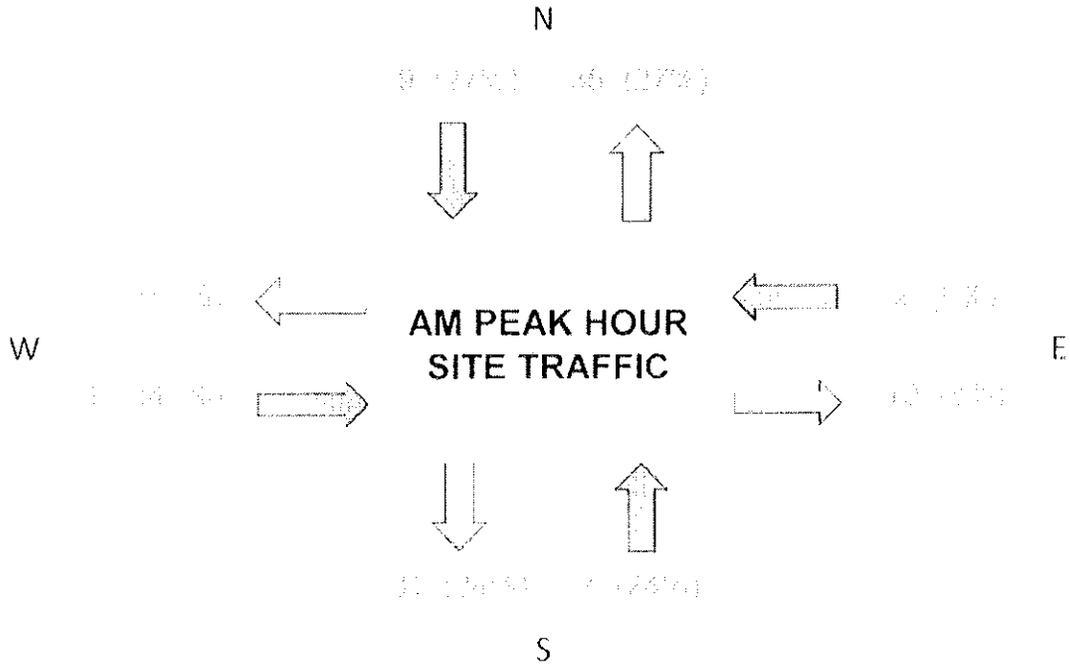


TABLE A3-1

Isles of Dreams
Project Cardinal Distribution (PM Peak Hour)
(TAZ 607)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2005	2035	2016			
NNE	9.61	7.10	6.65	13	6	19
ENE	8.21	2.50	6.43	9	5	14
ESE	2.15	0.00	1.35	2	1	3
SSE	10.50	11.32	10.80	16	8	24
SSW	13.60	12.67	13.26	19	10	29
WSW	20.08	29.33	23.47	34	17	51
WNW	17.65	17.57	17.62	26	13	39
NNW	17.73	19.51	18.38	27	14	41
TOTAL	100.00	100.00	100.00	146	74	220

Note:

Based on Miami-Dade Transportation Plan (to the Year 2035) Directional Trip Distribution Report, October 2009. Since the current data is only available for the model years 2005 and 2035, the eight (8) cardinal directions were interpolated to the design year of 2016.

TABLE A3-2

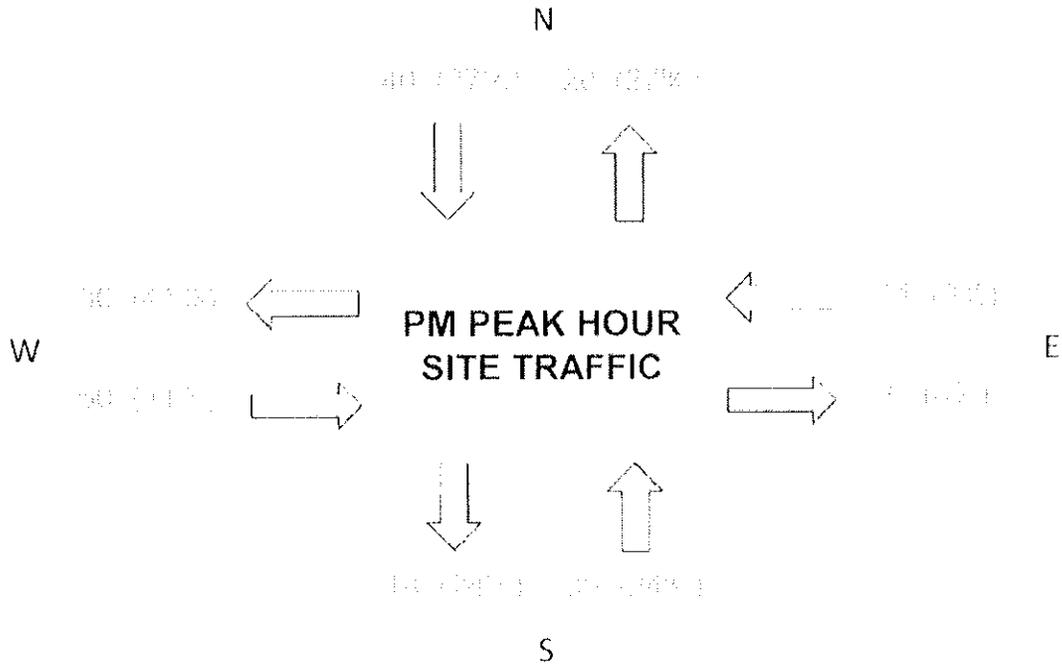
PM PEAK HOUR
 VOLUME:
 PERCENT: IN OUT TOTAL
 (%) (%) (Count)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	8.69	12,687		6,404		19
ENE	6.43	9,392		4,741		14
ESE	1.35	1,970		994		3
SSE	10.80	15,769		7,959		24
SSW	13.26	19,358		9,771		29
WSW	23.47	34,269		17,297		51
WNW	17.62	25,726		12,985		39
NNW	18.38	26,839		13,546		41
TOTAL	100.00	146,008		73,696		220

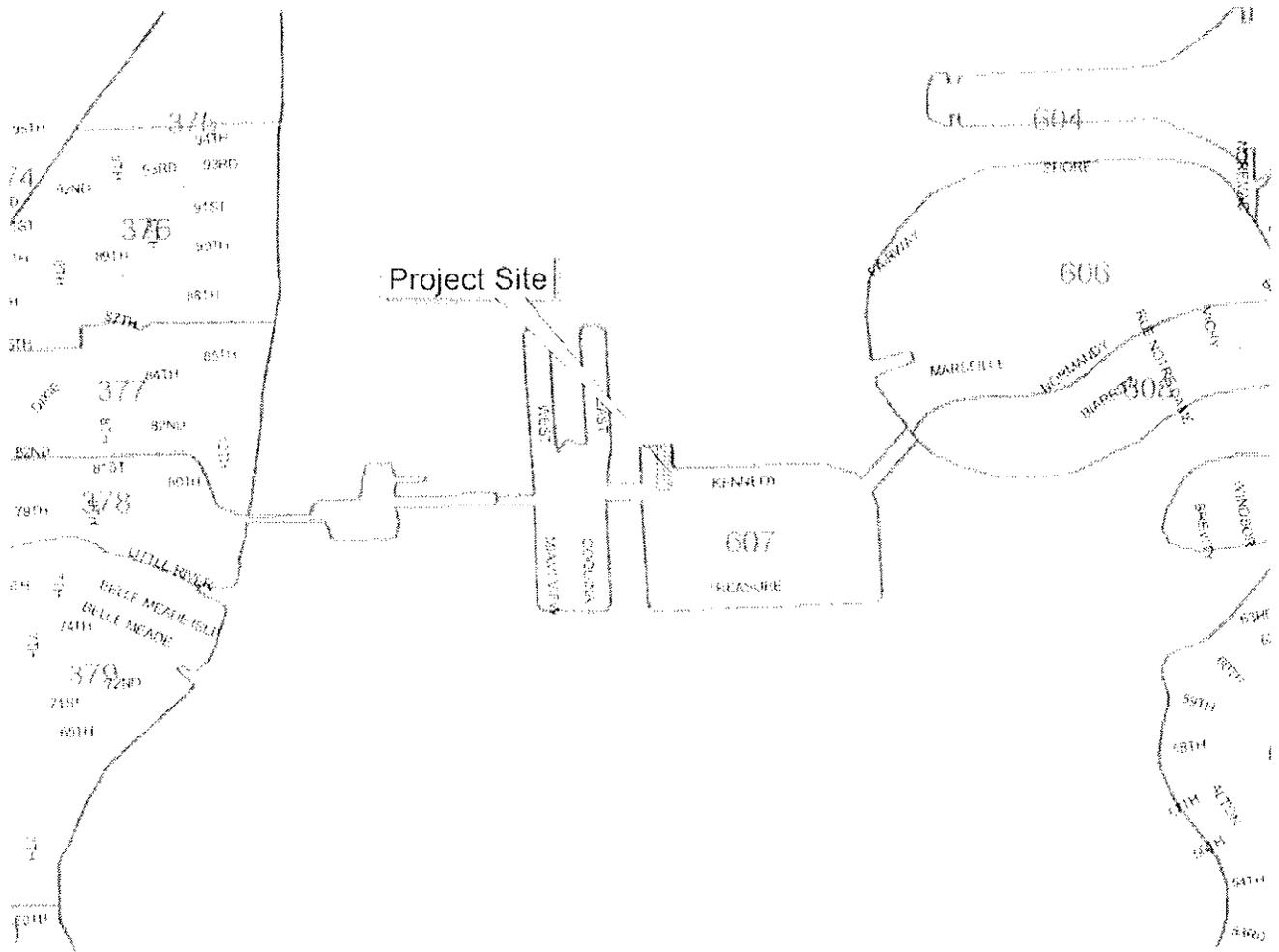
TABLE A-2

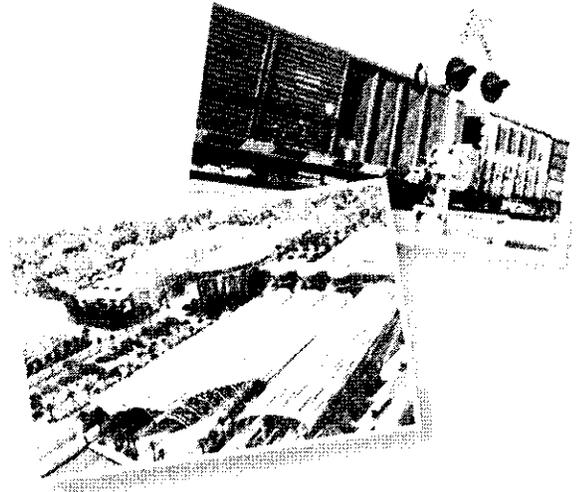
Isles of Dreams
Project Quadrant Distribution (PM Peak Hour)
(TAZ 607)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	PM PEAK HOUR		
				IN	OUT	TOTAL
NNE	8.69	NORTH	27.07%	40	20	60
ENE	6.43					
ESE	1.35	EAST	7.78%	11	6	17
SSE	10.80					
SSW	13.26	SOUTH	24.06%	35	18	53
WSW	23.47					
WNW	17.62	WEST	41.09%	60	30	90
NNW	18.38					
TOTAL	100.00		100.00%	146	74	220



Traffic Analysis Zone (TAZ) 607





2035

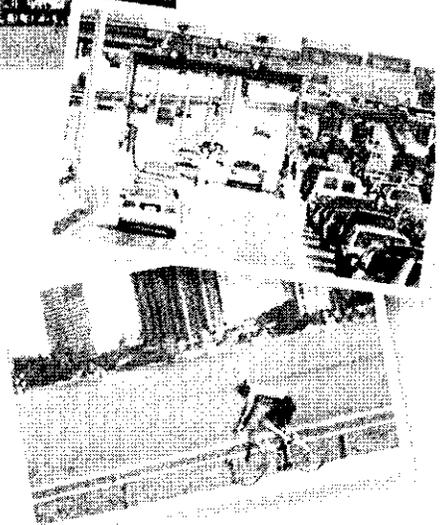
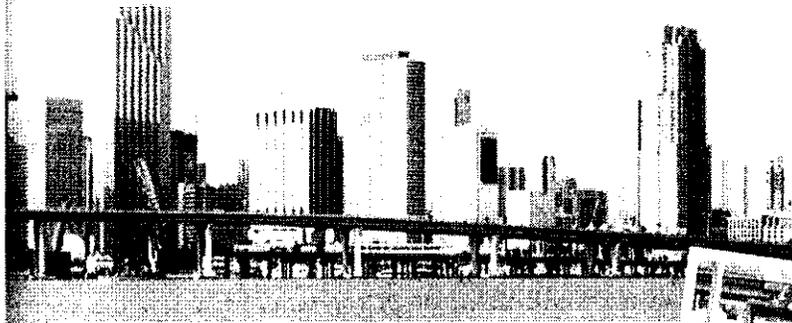


Miami-Dade



Transportation Plan

PHOTO COURTESY OF THE MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION



Prepared by:



In association with:

586	3280 TRIPS	18	0	0	6	25	103	122	117	124
	PERCENT	3.44	0	0	1.15	29.05	288	3029	21.22	
587	3287 TRIPS	84	0	0	12	540	48	98	441	1872
	PERCENT	4.85	0	0	1.21	29.61	19.1	21.00	24.41	
588	3288 TRIPS	158	12	0	121	417	379	381	436	1951
	PERCENT	5.37	0.63	0	6.57	29.71	27.41	19.96	21.88	
589	3289 TRIPS	607	0	0	870	1703	1707	1841	2013	7980
	PERCENT	8.36	0	0	10.21	11.34	21.39	14.07	21.23	
590	3290 TRIPS	126	15	0	87	464	464	453	509	1137
	PERCENT	5.9	0.7	0	1.74	11.53	21.71	21.4	21.23	
591	3291 TRIPS	87	0	0	21	541	541	714	412	1707
	PERCENT	4.75	0	0	1.47	31.33	13.85	18.76	23.89	
592	3292 TRIPS	114	0	0	45	607	620	338	683	2444
	PERCENT	4.68	0	0	1.85	26.32	26.47	14.71	26.27	
593	3293 TRIPS	561	53	0	410	1520	1748	1097	1883	7247
	PERCENT	7.53	0.73	0	5.62	20.37	24.12	15	25.98	
594	3294 TRIPS	499	21	0	283	863	744	714	994	4028
	PERCENT	9.91	0.52	0	7.17	21.52	18.47	17.77	24.69	
595	3295 TRIPS	96	0	0	40	452	341	289	460	1681
	PERCENT	5.71	0	0	2.85	27.07	20.29	17.19	27.39	
596	3296 TRIPS	556	0	0	501	374	257	343	633	2553
	PERCENT	20.98	0	0	18.96	14.64	9.65	12.77	23.77	
597	3297 TRIPS	331	0	0	702	1571	1594	1103	2446	7648
	PERCENT	4.33	0	0	9.19	20.54	20.84	14.42	30.67	
598	3298 TRIPS	254	284	0	906	1376	1101	937	1445	6682
	PERCENT	9.82	3.49	0	13.08	19.93	17.45	13.93	21.72	
599	3299 TRIPS	1298	711	0	2144	1590	1370	1238	1771	10127
	PERCENT	15.77	7.12	0	24.17	15.7	13.57	12.21	17.49	
600	3300 TRIPS	8	2	0	6	5	1	1	2	27
	PERCENT	29.68	7.61	7.61	29.68	11.21	3.3	3.3	7.41	
601	3301 TRIPS	138	51	0	162	301	109	66	252	1104
	PERCENT	11.64	4.43	0	14.71	27.84	9.9	8.48	21.89	
602	3302 TRIPS	164	0	0	731	2089	1021	808	2482	7296
	PERCENT	2.25	0	0	10.38	24.76	14.07	11.17	33.76	
603	3303 TRIPS	82	0	0	232	3030	1877	643	2640	8610
	PERCENT	14.9	0	0	1.71	23.19	14.43	10.77	30.66	
604	3304 TRIPS	575	0	143	730	1185	331	193	775	4208
	PERCENT	13.67	0	3.33	16.89	28.17	12.62	7.59	18.44	
605	3305 TRIPS	718	3	0	614	1541	1107	608	1399	5973
	PERCENT	12.07	0	0	10.28	25.8	23.04	10.35	21.75	
606	3306 TRIPS	602	751	154	1420	766	1281	562	682	5718
	PERCENT	10.47	4.67	7.65	24.31	11.32	23.44	10.15	11.58	
607	3307 TRIPS	1115	1014	245	1112	1583	2399	2051	2694	11643
	PERCENT	9.61	8.71	2.13	11.5	14.0	20.09	17.65	11.73	
608	3308 TRIPS	807	151	0	1108	361	121	580	798	5160
	PERCENT	14.96	2.81	0	21.67	11.62	33.95	12.24	14.12	
609	3309 TRIPS	41	0	0	0	1681	1531	1051	2300	7657
	PERCENT	0.61	0	0	0	35.01	18.98	14.73	31.1	
610	3310 TRIPS	656	0	0	0	3614	4097	1401	807	14841
	PERCENT	14.1	0	0	0	17.81	20.96	6.6	20.83	
611	3311 TRIPS	321	0	0	353	1328	530	270	449	1515
	PERCENT	6.9	0	0	10.1	43.33	15.07	8.25	12.77	
612	3312 TRIPS	2960	1641	881	3498	3315	6258	3074	4281	26478
	PERCENT	11.27	6.32	3.25	11.7	12.6	23.64	14.71	16.17	
613	3313 TRIPS	1127	93	191	728	2025	2020	744	1310	7336
	PERCENT	14.86	1.22	2.51	4.25	26.87	26.3	9.65	18.4	
614	3314 TRIPS	471	11	6	0	1400	1200	470	922	4941
	PERCENT	13.41	0	0	0	30.9	27.81	10.37	20.1	
615	3315 TRIPS	827	0	0	0	2069	2694	1971	1610	6355
	PERCENT	8.9	0	0	0	31.47	14.38	12.78	17.2	
616	3316 TRIPS	691	1	0	0	1994	1691	899	1171	6479
	PERCENT	13.05	0	0	0	29.86	16.11	15.20	18.06	
617	3317 TRIPS	1017	151	221	1034	1601	1207	923	1785	6870
	PERCENT	16.92	1.91	2.74	11.06	16.81	11.84	9.21	18.17	
618	3318 TRIPS	1921	0	0	0	1009	7280	1029	1601	7914

		PERCENT	23.85	7.7	1.01	7.67	1.49	21.11	24	19.17	
579	3279	TRIPS	532	163	8	79	115	652	782	939	5,791
		PERCENT	16.17	4.95	0.24	2.4	3.42	21.83	23.79	27.9	
580	3280	TRIPS	1565	353	7	140	241	1756	724	2420	8,206
		PERCENT	19.07	4.3	0.09	1.73	2.94	21.4	23.01	29.46	
581	3281	TRIPS	1562	469	0	152	122	1228	1101	1548	6,112
		PERCENT	25.85	6.04	0	2.54	2	20.02	18.0	25.34	
582	3282	TRIPS	1489	317	1	86	43	817	795	1131	4,677
		PERCENT	21.84	6.69	0.11	1.84	0.92	17.43	17	24.18	
583	3283	TRIPS	27	0	0	50	7618	714	116	134	8,638
		PERCENT	0.11	0	0	0.58	67.98	8.25	1.34	1.55	
584	3284	TRIPS	182	27	0	166	465	512	347	432	2,041
		PERCENT	4.99	1.21	0	8.21	22.72	25.07	10.67	21.13	
585	3285	TRIPS	128	0	0	40	2716	1936	364	1378	6,672
		PERCENT	1.82	0	0	0.6	33.12	29.32	14.39	20.62	
586	3286	TRIPS	23	0	0	7	202	114	181	140	666
		PERCENT	3.15	0	0	1.05	30.48	17.12	27.18	21.02	
587	3287	TRIPS	332	8	0	481	1246	730	1214	1247	5,259
		PERCENT	6.31	0.15	0	9.15	23.69	13.88	22.08	22.71	
588	3288	TRIPS	484	0	0	330	563	687	829	934	3,818
		PERCENT	12.65	0	0	8.64	14.75	17.99	21.48	24.46	
589	3289	TRIPS	663	120	0	634	3661	2876	2108	2562	12,579
		PERCENT	5.27	1.03	0	9.04	28.65	22.86	16.76	20.41	
590	3290	TRIPS	128	0	0	36	744	735	615	931	3,189
		PERCENT	4.01	0	0	1.13	23.34	23.05	19.22	29.19	
591	3291	TRIPS	169	0	0	39	656	679	629	926	3,049
		PERCENT	5.54	0	0	1.28	21.84	26.33	20.63	30.37	
592	3292	TRIPS	373	28	0	225	722	768	594	733	3,443
		PERCENT	10.82	0.81	0	8.53	20.92	22.31	17.25	21.29	
593	3293	TRIPS	1274	165	0	409	1723	1761	1910	2854	10,138
		PERCENT	12.57	1.63	0	4.63	7.61	17.37	18.84	26.55	
594	3294	TRIPS	313	0	0	154	1651	1449	1540	2019	6,722
		PERCENT	4.66	0	0	2.29	24.35	21.5	15.96	30.04	
595	3295	TRIPS	323	0	0	182	511	463	464	979	2,952
		PERCENT	11.09	0	0	6.25	17.55	15.9	15.59	25.62	
596	3296	TRIPS	447	0	0	241	512	454	231	616	2,702
		PERCENT	16.54	0	0	8.92	18.99	16.6	8.55	30.2	
597	3297	TRIPS	1052	285	0	927	2677	1612	1144	2538	10,248
		PERCENT	16.22	2.87	0	9.14	25.62	13.73	11.16	24.96	
598	3298	TRIPS	544	427	0	1836	1706	843	795	1816	8,362
		PERCENT	11.29	5.11	0	21.96	26.4	10.08	9.45	21.72	
599	3299	TRIPS	2261	152	656	2635	1346	1293	1573	2476	12,477
		PERCENT	15.12	1.24	3.5	21.54	10.79	15.36	12.61	19.84	
600	3300	TRIPS	4	0	0	14	17	1	6	6	43
		PERCENT	9.3	0	0	32.56	25.58	2.34	16.28	13.95	
601	3301	TRIPS	52	0	0	175	346	332	122	352	1,525
		PERCENT	2.01	0	0	10.81	34.11	21.13	7.65	24.01	
602	3302	TRIPS	77	0	0	133	2603	1614	2035	3046	9,536
		PERCENT	0.81	0	0	1.6	27.3	16.93	21.59	31.77	
603	3303	TRIPS	900	0	377	2011	2886	1696	646	2393	10,540
		PERCENT	8.24	0	3.54	18.36	26.38	14.52	7.73	21.03	
604	3304	TRIPS	442	0	0	491	1442	1034	812	1483	5,370
		PERCENT	8.74	0	0	9.16	26.82	20.87	16.07	27.73	
605	3305	TRIPS	1326	485	165	2271	785	1254	616	974	7,850
		PERCENT	16.87	6.13	2.1	28.85	10.04	15.69	7.84	12.39	
606	3306	TRIPS	1047	921	494	1571	879	1122	754	894	7,591
		PERCENT	13.77	12.13	6.31	20.5	11.59	14.78	9.63	10.66	
607	3307	TRIPS	1052	375	0	1686	1817	4368	2617	2005	14,893
		PERCENT	7.1	2.6	0	11.32	12.67	29.32	17.57	14.51	
608	3308	TRIPS	34	0	0	0	2750	2182	1738	1815	7,710
		PERCENT	0.44	0	0	0	33.07	28.21	14.61	23.54	
609	3309	TRIPS	537	0	0	0	2662	1814	1428	3551	10,327
		PERCENT	3.2	0	0	0	25.83	17.27	13.83	37.38	
610	3310	TRIPS	1200	0	0	1501	7506	4648	1387	6925	19,403
		PERCENT	6.18	0	0	12.89	36.32	20.87	6.17	15.47	
611	3311	TRIPS	326	756	152	728	482	811	296	623	4,543
		PERCENT	11.62	16.61	3.48	16.67	10.61	19.27	8.28	13.71	
612	3312	TRIPS	3282	671	386	1205	6937	9682	4727	6211	33,925

Appendix C: Adjustment Factor

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

MBTF: 0.95

WEEK	DATES	SF	PSF
1	01/01/2012 - 01/07/2012	1.03	1.01
2	01/08/2012 - 01/14/2012	1.01	1.04
3	01/15/2012 - 01/21/2012	1.01	1.03
* 4	01/22/2012 - 01/28/2012	0.99	1.01
* 5	01/29/2012 - 02/04/2012	0.98	1.00
* 6	02/05/2012 - 02/11/2012	0.97	0.99
* 7	02/12/2012 - 02/18/2012	0.95	0.97
* 8	02/19/2012 - 02/25/2012	0.94	1.00
* 9	02/26/2012 - 03/03/2012	0.98	1.01
*10	03/04/2012 - 03/10/2012	0.97	0.99
*11	03/11/2012 - 03/17/2012	0.97	0.99
*12	03/18/2012 - 03/24/2012	0.98	1.01
*13	03/25/2012 - 03/31/2012	0.99	1.01
*14	04/01/2012 - 04/07/2012	0.99	1.01
*15	04/08/2012 - 04/14/2012	1.00	1.01
*16	04/15/2012 - 04/21/2012	1.01	1.03
17	04/22/2012 - 04/28/2012	1.01	1.03
18	04/29/2012 - 05/05/2012	1.00	1.00
19	05/06/2012 - 05/12/2012	1.00	1.02
20	05/13/2012 - 05/19/2012	1.00	1.02
21	05/20/2012 - 05/26/2012	1.00	1.02
22	05/27/2012 - 06/02/2012	1.00	1.02
23	06/03/2012 - 06/09/2012	1.00	1.02
24	06/10/2012 - 06/16/2012	1.00	1.02
25	06/17/2012 - 06/23/2012	1.01	1.03
26	06/24/2012 - 06/30/2012	1.01	1.04
27	07/01/2012 - 07/07/2012	1.02	1.04
28	07/08/2012 - 07/14/2012	1.03	1.05
29	07/15/2012 - 07/21/2012	1.04	1.06
30	07/22/2012 - 07/28/2012	1.03	1.06
31	07/29/2012 - 08/04/2012	1.03	1.05
32	08/05/2012 - 08/11/2012	1.03	1.05
33	08/12/2012 - 08/18/2012	1.03	1.05
34	08/19/2012 - 08/25/2012	1.03	1.04
35	08/26/2012 - 09/01/2012	1.01	1.03
36	09/02/2012 - 09/08/2012	1.01	1.03
37	09/09/2012 - 09/15/2012	1.00	1.02
38	09/16/2012 - 09/22/2012	1.00	1.01
39	09/23/2012 - 09/29/2012	0.99	1.01
40	09/30/2012 - 10/06/2012	0.99	1.01
41	10/07/2012 - 10/13/2012	0.98	1.00
42	10/14/2012 - 10/20/2012	0.98	1.00
43	10/21/2012 - 10/27/2012	0.99	1.01
44	10/28/2012 - 11/03/2012	0.99	1.01
45	11/04/2012 - 11/10/2012	1.00	1.02
46	11/11/2012 - 11/17/2012	1.01	1.02
47	11/18/2012 - 11/24/2012	1.01	1.03
48	11/25/2012 - 12/01/2012	1.01	1.03
49	12/02/2012 - 12/08/2012	1.01	1.04
50	12/09/2012 - 12/15/2012	1.01	1.04
51	12/16/2012 - 12/22/2012	1.01	1.04
52	12/23/2012 - 12/29/2012	1.01	1.03
53	12/30/2012 - 12/31/2012	1.01	1.03

* PEAK SEASON

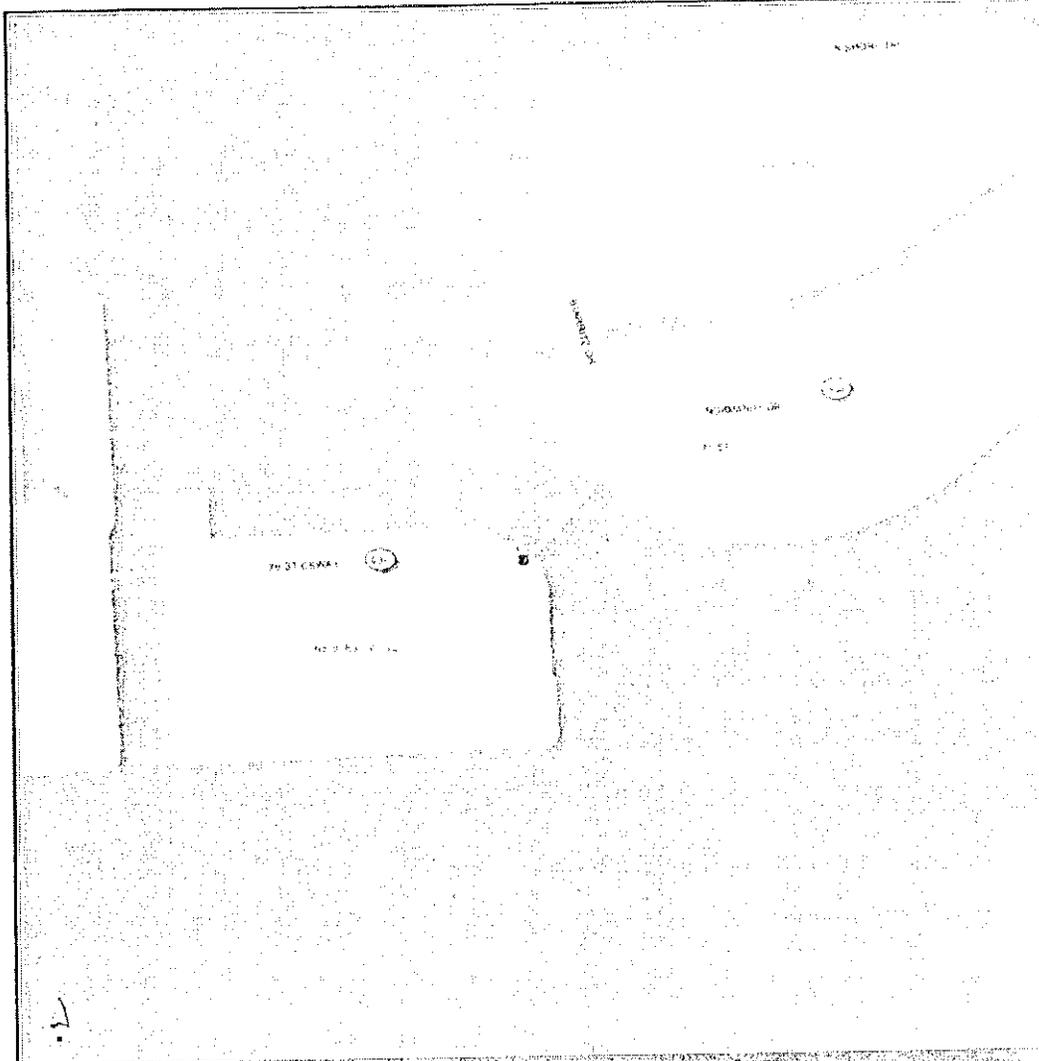
1011 WEEKLY AXON FACTOR CATEGOR BY REP ID REPORT TYPE ALL

COUNT: 67 MIAMI DADA

WEEK	DATE	SP 534	ET 1	SP 441	ET 2	SP 442	ET 3	SP 443	ET 4	SP 444	ET 5
1	01/21/2011	01/21/2011	0.94								
2	01/24/2011	01/24/2011	0.94								
3	01/25/2011	01/25/2011	0.94								
4	01/26/2011	01/26/2011	0.94								
5	01/29/2011	01/29/2011	0.94								
6	01/31/2011	01/31/2011	0.94								
7	02/01/2011	02/01/2011	0.94								
8	02/02/2011	02/02/2011	0.94								
9	02/03/2011	02/03/2011	0.94								
10	02/04/2011	02/04/2011	0.94								
11	02/07/2011	02/07/2011	0.94								
12	02/08/2011	02/08/2011	0.94								
13	02/09/2011	02/09/2011	0.94								
14	02/10/2011	02/10/2011	0.94								
15	02/11/2011	02/11/2011	0.94								
16	02/14/2011	02/14/2011	0.94								
17	02/15/2011	02/15/2011	0.94								
18	02/16/2011	02/16/2011	0.94								
19	02/17/2011	02/17/2011	0.94								
20	02/22/2011	02/22/2011	0.94								
21	02/23/2011	02/23/2011	0.94								
22	02/24/2011	02/24/2011	0.94								
23	02/25/2011	02/25/2011	0.94								
24	02/28/2011	02/28/2011	0.94								
25	02/29/2011	02/29/2011	0.94								
26	03/01/2011	03/01/2011	0.94								
27	03/02/2011	03/02/2011	0.94								
28	03/03/2011	03/03/2011	0.94								
29	03/07/2011	03/07/2011	0.94								
30	03/08/2011	03/08/2011	0.94								
31	03/09/2011	03/09/2011	0.94								
32	03/10/2011	03/10/2011	0.94								
33	03/13/2011	03/13/2011	0.94								
34	03/14/2011	03/14/2011	0.94								
35	03/15/2011	03/15/2011	0.94								
36	03/16/2011	03/16/2011	0.94								
37	03/21/2011	03/21/2011	0.94								
38	03/22/2011	03/22/2011	0.94								
39	03/23/2011	03/23/2011	0.94								
40	03/24/2011	03/24/2011	0.94								
41	03/27/2011	03/27/2011	0.94								
42	03/28/2011	03/28/2011	0.94								
43	03/29/2011	03/29/2011	0.94								
44	03/30/2011	03/30/2011	0.94								
45	03/31/2011	03/31/2011	0.94								
46	04/01/2011	04/01/2011	0.94								
47	04/04/2011	04/04/2011	0.94								
48	04/05/2011	04/05/2011	0.94								
49	04/06/2011	04/06/2011	0.94								
50	04/07/2011	04/07/2011	0.94								
51	04/11/2011	04/11/2011	0.94								
52	04/12/2011	04/12/2011	0.94								
53	04/13/2011	04/13/2011	0.94								
54	04/14/2011	04/14/2011	0.94								
55	04/15/2011	04/15/2011	0.94								
56	04/18/2011	04/18/2011	0.94								
57	04/19/2011	04/19/2011	0.94								
58	04/20/2011	04/20/2011	0.94								
59	04/21/2011	04/21/2011	0.94								
60	04/22/2011	04/22/2011	0.94								
61	04/25/2011	04/25/2011	0.94								
62	04/26/2011	04/26/2011	0.94								
63	04/27/2011	04/27/2011	0.94								
64	04/28/2011	04/28/2011	0.94								
65	04/29/2011	04/29/2011	0.94								
66	04/30/2011	04/30/2011	0.94								
67	05/01/2011	05/01/2011	0.94								

Appendix D: Traffic Counts

FDOT Florida Traffic Online Map



-  Portable Traffic Monitoring Sites
-  Telemetered Traffic Monitoring Sites
-  Toll Roads
-  Interstates
-  Roads
-  Rivers
-  Lakes
-  County Lines
-  Airports
-  Cities and Towns
-  FDOT Urban Areas
-  County Boundaries

This map was printed from the FDOT Florida Traffic Online ArcIMS mapping application - (<http://www2.dot.state.fl.us/FloridaTrafficOnline/>)

For more information regarding FDOT Florida Traffic data, please contact the ETI Support Group of the FDOT/Transportation Statistics Office at 850-399-5503 or TDD/TTY: 850-410-5708.

For more information regarding the Florida Traffic Online site, please contact the GIS Section Manager of the FDOT/Transportation Statistics Office at 850-414-4846 or TDD/TTY: 850-410-5708.

DISCLAIMER: This product has been compiled from the most accurate source data from the Florida Department of Transportation's Transportation Statistics Office. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. The Florida Department of Transportation assumes no responsibility for any use of the information contained herein or any loss resulting therefrom.



CITY:
 COUNTY:
 DISTRICT:
 NAME:
 UNIT:

LINE	ISS	DIRECTION: E		TOTAL	JTB	JNU	DIRECTION: W		TOTAL	COMBINED TOTAL
		41H	41H				41H	41H		
1	1	75	147	222	75	147	75	147	248	545
2	1	41	243	284	41	243	41	243	284	468
3	1	36	130	166	36	130	36	130	166	232
4	1	22	162	184	22	162	22	162	184	206
5	1	33	127	160	33	127	33	127	160	193
6	1	34	138	172	34	138	34	138	172	206
7	1	100	541	641	100	541	100	541	641	1029
8	1	140	475	615	140	475	140	475	615	1029
9	1	77	469	546	77	469	77	469	546	1029
10	1	134	1174	1308	134	1174	134	1174	1308	1448
11	1	100	100	200	100	100	100	100	200	1000
12	1	100	100	200	100	100	100	100	200	1000
13	1	100	100	200	100	100	100	100	200	1000
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95	1	100	100	200	100	100	100	100	200	1000
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97	1	100	100	200	100	100	100	100	200	1000
98	1	100	100	200	100	100	100	100	200	1000
99	1	100	100	200	100	100	100	100	200	1000
100	1	100	100	200	100	100	100	100	200	1000

-- AM PEAK
 -- PM PEAK

4-BELL TOTAL		1-BELL DEGRADATION	
ISS	41H	ISS	41H
1	75	147	222
2	41	243	284
3	36	130	166
4	22	162	184
5	33	127	160
6	34	138	172
7	100	541	641
8	140	475	615
9	77	469	546
10	134	1174	1308
11	100	100	200
12	100	100	200
13	100	100	200
14	100	100	200
15	100	100	200
16	100	100	200
17	100	100	200
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72	100	100	200
73	100	100	200
74	100	100	200
75	100	100	200
76	100	100	200
77	100	100	200
78	100	100	200
79	100	100	200
80	100	100	200

Appendix E: Level of Service (LOS)

TABLE A7

Isles of Dreams
EXISTING AM PEAK HOUR VOLUMES

LINK	ROAD	LOCATION	SOURCE	DATE FROM	DATE TO	SR	DIR	AM PEAK HOUR			AVERAGE	SEASONALLY ADJUSTED AM PEAK HOUR VOLUMES	CALIFORNIA CLASSIFICATION	EXISTING LRS
								TUESDAY	WEDNESDAY	THURSDAY				
1	SR 904 N BAY CSWY	Approx 200 ft. east of E. Treasure Dr.	FDOT	4/24/12	4/25/12	101	WB	1,464	1,516	1,452	1,478	6-Lane Divided State Class II (30 MPH)	D	
						LINK		2,909	3,011	2,976	2,932			

Source: 2012 FOOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLE 4)			
CLASSIFICATION	B	C	E
SR STATE ROAD		2,000	4,000

- Notes:
1. Roadway Name
 2. Location of Count
 3. Spring of Data Collection
 4. Seasonally Adjusted California Classification
 5. Direction of Travel
 6. Direction of Flow
 7. Date of Data Collection
 8. Link Direction
 9. Year of Data
 10. Average Peak Hour Volumes
 11. Seasonally Adjusted California Classification
 12. Direction of Travel
 13. Direction of Flow
 14. Direction of Flow
 15. Direction of Flow

TABLE A9

Isles of Dreams
 PROPOSED AM PEAK HOUR VOLUMES (2016)

LINK	LINK NUMBER AND/OR LOCATION	DIR	AM PEAK HOUR VOLUMES (EXISTING)	COMMITTED TRIPS	PROJECT VOLUMES AND PROJECT (2016)	PROJECT (SPACE) CAPACITY	PROJECT VOLUMES AS PROJECT (2016)	PROPORTIONS		
								A	B	D
1	SR 934 N BAY CSWY	Approx 300 N. BAY CSWY	1,420	0	1,420	120	1,420	0	0	0
		LINK	2,843	0	2,843	160	3,803	0	0	0

Source: 2012 FOOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLE 4)

CLASS OF SERVICE	B	C	D	E
PLoS (PER HOUR)	1,000	1,000	1,000	1,000

1. Project/Link Number: SR 934 N BAY CSWY
 2. Link Type: Approach
 3. Project/Link Name: SR 934 N BAY CSWY
 4. Project/Link Location: SR 934 N BAY CSWY

TABLE A10
Isles of Dreams
PROPOSED PM PEAK HOUR VOLUMES (2016)

ROAD	LOCATION	DIR	PM PEAK HOUR VOLUMES (EXISTING)					COMMITTED TRIPS	PROPOSED VOLUMES AND TRIPS (2016)	PROJECT TRAFFIC	PROPOSED VOLUMES IN PROJECT (2016)	TRAFFIC CLASSIFICATION	PROPOSED JOB
			1	2	3	4	5						
SR 934 N BAY CSWY	Adjacent to East of E. Terrace Dr	EP				1,246	0	1,026	126	1,241		5 Lane Divided State Class II (90 MPH)	D
		WB				1,281	0	1,320	74	1,407			
		LINK			2,525	0	2,629	220	2,949				

Source: 2013 FOOT QUALITY LEVEL OF SERVICE HANDBOOK TABLE 41

1. PM Peak Hour
2. Existing Traffic
3. Proposed Peak Hour
4. Committed Trips
5. Proposed Peak Hour
6. Proposed Peak Hour
7. Proposed Peak Hour
8. Proposed Peak Hour
9. Proposed Peak Hour
10. Proposed Peak Hour

Isles of Dreams

Arterial Level of Services (LOS) Summary

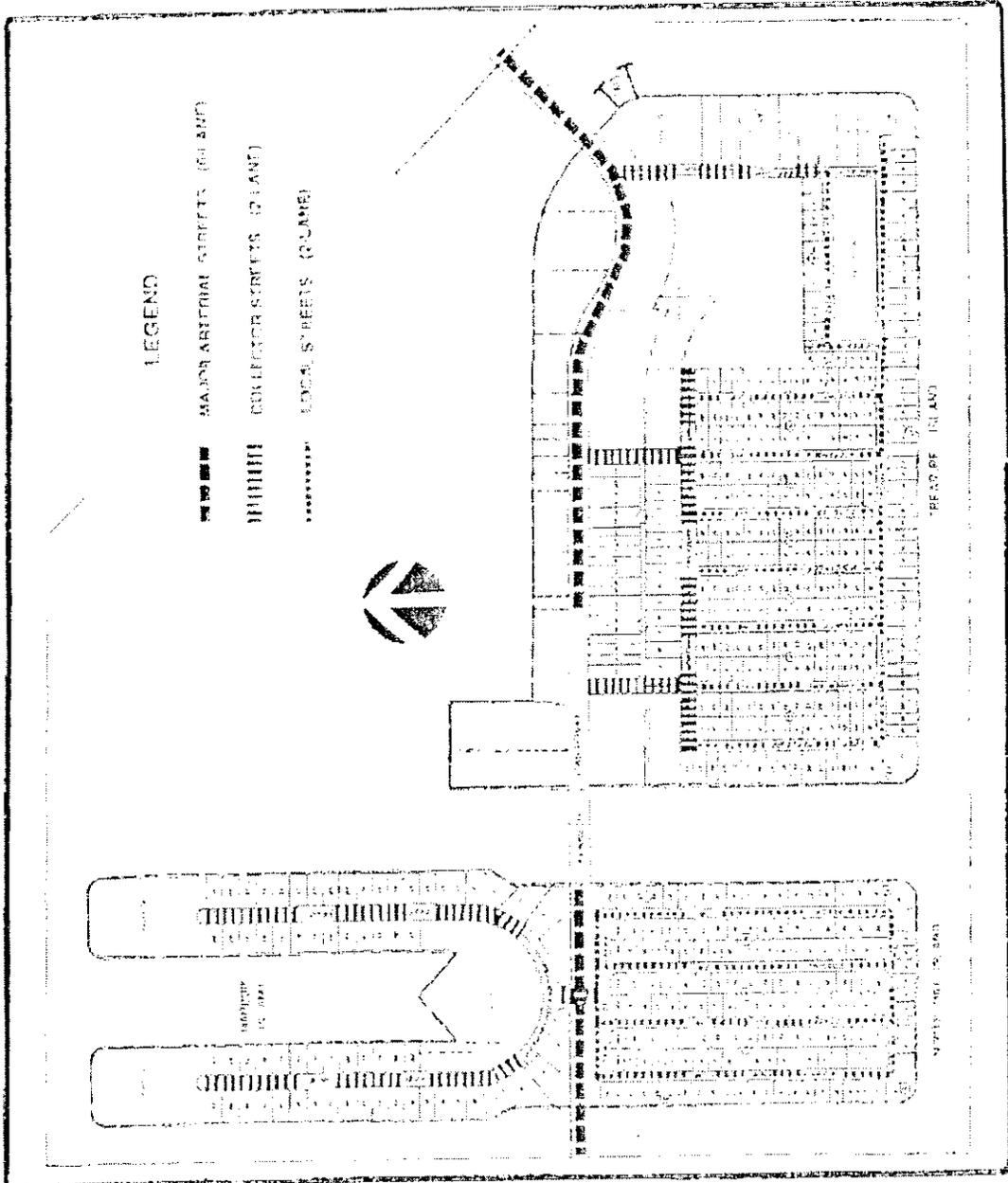
Link	Roadway Name	At:	Dr:	AM Peak Hour			PM Peak Hour		
				Existing	Proposed without Project	Proposed with Project	Existing	Proposed without Project	Proposed with Project
			EB	1,410	1,410	1,441	1,245	1,265	1,441
			WB	1,433	1,433	1,562	1,081	1,093	1,437
	SR 934 N BAY CSWY	Approx 200 ft. east of E Treasure Dr	LINK	2,843	2,843	3,003	2,526	2,629	2,849
			LOS	D	D	D	D	D	D
Source: 2012 FOOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES (TABLE 4)									
				CLASS III 35 mph >	B	C	C	D	E
				600 STATE ROAD	-	2,990	2,990	4,500	4,500

§ 4.4.3 Transportation system.

- (a) *Level of service.* New development shall not be approved unless there is sufficient available capacity to sustain the following level of service for transportation systems as established in the Transportation Circulation Element of the North Bay Village Comprehensive Plan:

Type of Facility	Peak Hour Level of Service
Arterials	D
Collectors	D
Limited Access	D

- (b) *Determination of impact.* The projected level of service for arterials and collectors within the traffic shed shall be calculated based upon estimated trips to be generated by the project, or where applicable, the first phase of the project, and taking into consideration the impact of other approved but not completed developments within the projected area of impact. Information on committed development within the traffic shed shall be provided by the Village/County.



THE CITY OF NORTH BAY VILLAGE

2017 FUTURE TRANSPORTATION MAP

DATE: JULY 10, 2007

City of North Bay Village
 Goals, Objectives and Policies of the Comprehensive Plan
 Amended 4/13/09, 5/16/2011, 2/27/2013, 12/1, 2/07, 10/14/08
 Revised February 2, 2009