City of Miami
Comprehensive Neighborhood Master Plan
TRANSPORTATION ELEMENT
Data Inventory and Analysis
November 2004

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TRANSPORTATION ELEMENT DATA INVENTORY AND ANALYSIS

Local governments that have all or part of their jurisdiction included within the urbanized area of a Metropolitan Planning Organization (MPO) are required to prepare and adopt a Transportation Element consistent with the provisions of Chapter 163, Part III of the Florida Statutes. The purpose of the Transportation Element is to plan for a multimodal transportation system that places emphasis on transportation mode choice within the City of Miami, particularly non-automobile. The objective of the Transportation Element Data Inventory and Analysis is to describe and analyze transportation resources within the City of Miami, project future conditions and prepare a foundation for the formulation of goals, objectives, policies and implementation programs.

Data has been collected, analyzed and portrayed in text and graphic formats including a series of transportation maps. In this analysis, the City's Comprehensive Plan horizon year is 2025. The Transportation Element Data Inventory and Analysis presents:

- An analysis of the existing transportation systems, including the ability of transportation facilities and services to serve existing land uses and the adequacy of the existing and projected transportation system to provide adequate emergency evacuation routes;
- Growth trends and travel patterns, including relationships between land use and transportation systems;
- Projected transportation system levels of service;
- An analysis of local and state transportation programs;
- Maintenance of adopted level of service standards; and
- Land use policy implications of transportation management programs necessary to promote public transportation.

DEFINITIONS OF TERMS AND CONCEPTS

CLASSIFICATION OF MAJOR THOROUGHFARES

Major thoroughfares are categorized into functional classification groups according to the character of service. The four functional classification groups for urban areas are principal arterials, minor arterials, collectors and local streets. The extent and degree of access control is a significant factor in defining the functional classification of a roadway. Regulated limitation of access is necessary on arterials to enhance their primary function of mobility, while the primary function of local streets is to provide access. Functional classifications for major thoroughfares are defined in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2001).

Principal Arterials. The principal arterial system serves the major centers of activity and the highest volume traffic corridors of urbanized areas. Principal arterials typically serve longer distance trips. Although principal arterials constitute a small percentage of the total roadway network, they carry a high proportion of total urban traffic. The principal arterial system also carries most of the trips entering and leaving the urban area. Service on principal arterials is normally continuous with relatively high traffic volumes, long average trip lengths and high operating speeds. Service to abutting land is typically subordinate to the provision of travel service and major traffic movements. Typical principal arterials include interstates, freeways and other limited access facilities.

Minor Arterials. The minor arterial system interconnects and supports the principal arterial system. It accommodates trips of moderate lengths at a lower level of mobility than provided on principal arterials. Minor arterials provide continuity among communities and may also carry local bus routes. Ideally, minor arterials do not penetrate identifiable neighborhoods. The spacing of minor arterials is typically not much greater than one mile in most urbanized areas.

Collectors. The collector street system provides vehicular access to and mobility within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that it penetrates neighborhoods and distributes trips from arterials to their ultimate destinations. Conversely, collectors also transition vehicular traffic from local streets onto the arterial system. The collector street system may carry local bus routes. Service on collectors has relatively moderate traffic volumes, average trip lengths and average operating speeds.

Local Streets. The local street system comprises all roadways not in one of the higher systems. It provides direct access to abutting land uses and connections to the higher order systems. It offers the lowest level of vehicular mobility and usually contains no bus routes. Service to through traffic is often discouraged on local streets. Service on local streets has relatively low average traffic volumes, short average trip length or minimal through traffic movements and high land access for abutting property.

LEVEL OF SERVICE

Level of Service (LOS) standards can be determined for various public facilities. Within the Miami urbanized area, level of service measurements are maintained for the automobile and for person trips for transportation corridors defined in the City's report entitled *Transportation Corridors: Meeting the Challenge of Growth Management in Miami.* In addition, the Miami-Dade Transportation Plan for the Year 2025 also places special emphasis on meeting the needs of those individuals who walk or bike for mobility. Therefore, the Long Range Transportation Plan (LRTP) conducted and inventory of existing conditions for all roads within the MPO's long range street network, including those in the City of Miami, to determine the bicycle and pedestrian levels of service for each roadway segment. Level of Service standards for automobile and person trip, bicycle and pedestrian travel modes are discussed below.

Automobile Level of Service. The *Traffic Engineering Handbook* (Institute of Transportation Engineers 1999) defines automobile level of service (LOS) for roadways as:

> *"A qualitative measure that characterizes operational conditions within a traffic stream and perception of these conditions by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience."*

The automobile LOS definition can be further simplified as the ratio of traffic volume to roadway capacity. The six (6) different levels of service (LOS) are described below:

- Level of Service A – This LOS represents and ideal condition of primarily freeflow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream and delays at intersections are minimal.

- Level of Service B – This LOS represents reasonably stable, unimpeded traffic flow at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.

- Level of Service C – Traffic flow is stable but drivers are becoming restricted in their choice of speeds and ability to maneuver. This service level is often selected as being an appropriate criterion for roadway design purposes.

- Level of Service D – Most motorists would consider this LOS unsatisfactory, as traffic flow is unstable. Driving speeds are tolerable for short periods but are subject to sudden variance. Time delays do occur due to high volumes of traffic. The ability to maneuver and choose speed is severely restricted.

- Level of Service E – Traffic flow is unstable as speeds and flow rates vary. Traffic flow has either stopped or is maintained at a low speed. There is little independence in selection of speeds or ability to maneuver. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway may act as a storage area resulting from downstream congestion. Generally, a facility at Level of Service E is operating at or above capacity.

- Level of Service F – Traffic flow has generally come to a stopped condition, but will have slight inconsistent movement. No independence in selection of speeds or ability to maneuver exists at this level of service. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway is congested. Generally, a facility at Level of Service F is operating above capacity.

Person Trip Level of Service. The City of Miami has adopted through its Transportation Element a progressive method for measuring the capacity of a roadway for the purpose of transportation concurrency review in which the fundamental measure of travel is the person trip and not the vehicle trip. The 'transportation corridor' capacity is the sum of two or more modes of converted to person trip travel (i.e. vehicle + public transit) instead of vehicle capacity alone. The calculated person trip levels of service within the Transportation Corridors yield letter grades A through F, as do those using the vehicle-based methodology, to denote utilization as a percent of total capacity. For the Transportation Corridors (TC) in Miami, the same categories for each letter-grade have been used, substituting the Transportation Corridor's person trips for vehicles in the V/C measurement methodology, as shown in Table TR-1.

The approach takes into account that urban areas serve and provide many options for personal mobility. The goal is to find how many people a corridor can handle at particular service levels. Roadways have capacities derived from several factors including space constraints, intersection location and geometric configuration. Automobiles that travel on those roadways carry people, often more than one. Sidewalks provide the opportunity for people to walk, as the presence of bicycle lanes afford people the opportunity to bike. Transit, whether it be buses or trains has capacities for people based on physical dimensions and frequency of operation. Capacities can be increased or decreased dependant on the provision of these factors. As a community develops and becomes more mature, its land uses are able to support more alternative modes of transportation. The planning for these modes is integral to the full development of a healthy and vibrant community, from a quality of life perspective as well as an economic perspective. Failure to provide such basic infrastructure would lead to a competitive disadvantage in the marketplace.

Table TR-1
Person Trip V/C Level of Service

Level of Service	TC Person Trip Volume as a percent of TC Person Trip Capacity
A	0.01-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	1.01+

Source: City of Miami, Transportation Corridors: Meeting the Challenge of Growth Management in Miami

Bicycle Level of Service. Bicycle level of service measurements were preformed by the Miami-Dade County MPO to assign a level of service, A through F, to all arterial and collector streets within the City of Miami and Miami-Dade County. Level of service was calculated based on six factors including recorded traffic volumes, percent heavy vehicles, posted speed limit, pavement width and number of travel lanes, pavement

condition and presence of shoulder or bicycle lane. Each of these variables was weighted by coefficients derived by stepwise regression modeling importance. A numerical score, generally between 0.5 and 6.5, was determined using a regression equation and stratified to a level of service grade. The range of scores corresponding to the six (6) different levels of service for bicyclists is described in the Table TR-2.

Table TR-2
Bicycle Level of Service Classifications

Level of Service	Range of Scores
A	≤1.5
B	>1.5 and ≤2.5
C	>2.5 and ≤3.5
D	>3.5 and ≤4.5
E	>4.5 and ≤5.5
F	>5.5

Source: 2002 FDOT Quality/Level of Service Manual

Pedestrian Level of Service. Miami-Dade MPO assigned a level of service, A through F, to all arterial and collector streets within the City of Miami and Miami-Dade County. Level of service was calculated based on five factors including lateral separation between the vehicle and pedestrian, recorded traffic volumes, posted travel speed, vehicle mix and frequency of driveways along the road. Each of these variables was weighted by coefficients derived by stepwise regression modeling importance. A numerical score, generally between 0.5 and 6.5, was determined and stratified to a level of service grade. The range of scores corresponding to the six (6) different levels of service for pedestrians is described in the Table TR-3.

Table TR-3
Pedestrian Level of Service Classifications

Level of Service	Range of Scores
A	≤1.5
B	>1.5 and ≤2.5
C	>2.5 and ≤3.5
D	>3.5 and ≤4.5
E	>4.5 and ≤5.5
F	>5.5

Source: 2002 FDOT Quality/Level of Service Manual

EXISTING TRANSPORTATION DATA REQUIREMENTS

EXISTING TRANSPORTATION MAP SERIES

The following series of maps represent existing conditions for the transportation network on a multi-modal basis. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the City of Miami.

Map TR-1: Major Thoroughfares by Number of lanes (2004) identifies each major thoroughfare within the City by the number of through lanes for the facility.

Map TR-2: Major Thoroughfares by Functional Classification (2004) identifies arterial and collector streets and their functional classification for each facility. The functional classification system indicates the role of each thoroughfare in meeting current travel demands, assists in defining land use relationships, and reveals the jurisdiction responsible for maintenance.

Map TR-3: Limited Access Facilities, Significant Parking Facilities (2004) delineates the location of Interstate 95, Interstate I95 (SR 112 Airport Expressway), Interstate 395 (SR 836 Dolphin Expressway), and State arterials which traverse the City of Miami. Significant parking facilities were also identified as the:

- Miami-Dade Community College
- Orange Bowl
- Government Center
- Miami Parking Authority Surface Lots
- Metrorail Stations
- Downtown Hospitals

Significant parking facilities have been limited to facilities with more than 100 parking spaces. Significant parking facility information was obtained from the Miami Parking Authority.

Map TR-4: Major Trip Generators and Attractors (2004) identifies the location of the major trip attractors in Miami including the Miami Convention Center, Miami Arena, American Airlines Arena, Bayside Marketplace, Bayfront Park, James L. Knight International Center, Performing Arts Center, Miami-Dade Community College, various government and judicial buildings, and the Development of Regional Impact Increment I. Map TR-4 also identifies the major trip generators in Miami primarily in the higher density residential areas. The areas shown have a density of ten dwelling units per acre or greater.

Map TR-5: Existing Transit Facilities (2004) illustrates the public transit service within the City of Miami. Currently, 49 public transit bus routes (Metrobus) operate within the City, covering an extensive area. In addition, Miami is served by Metrorail and exclusively by Metromover.

Map TR-6: Existing Bicycle Facilities (2004) identifies existing bicycle facilities located within the City of Miami. Several bicycle facilities were identified in the City. Principal bicycle facilities include the M-Path corridor under the Metrorail from Downtown to Dadeland and bicycle paths in the vicinity of Coconut Grove and Bayshore Drive.

Map TR-7: Existing Pedestrian Facilities (2004) delineates the pedestrian facilities with Miami. The pedestrian network within the City is excellent with the majority of local and collector streets throughout the area offering sidewalks on both sides of the roadway.

Map TR-8.1: Existing Vehicle Levels of Service (LOS) on Major Thoroughfares (2004) illustrates existing peak hour levels of service calculated for major roadways with the City of Miami.

Map TR-8.2: Existing Person Trip Levels of Service (LOS) on Transportation Corridors (2004) illustrates the existing peak hour levels of service for defined transportation corridors within the City based upon the person trip methodology.

Map TR-9: Existing Bicycle Levels of Service (LOS) (2004) illustrates level of service calculations conducted by the Miami-Dade County MPO for major roadways with the City of Miami.

Map TR-10: Existing Pedestrian Levels of Service (LOS) (2004) illustrates level of service calculations conducted by the Miami-Dade County MPO for major roadways within the City of Miami.

Map TR-11: Freight/Passenger Rail Facilities (2004) illustrates the Florida East Coast (FEC) Railroad rail corridor within the City of Miami and CSX rail corridor along the western portion of Miami, south of the Miami International Airport.

Map TR-12: Hurricane Evacuation Routes (2004) delineates the County's designated local and regional transportation facilities critical to the evacuation of the coastal population prior to an impending storm. Major evacuation routes within Miami include Biscayne Boulevard (US 1/SR 5), Kennedy Causeway (SR 934), Julia Tuttle Causeway (I-195/SR 112), Venetian Causeway, MacArthur Causeway (I-395/AiA/US 41), Rickenbacker Causeway, and Interstate 95. The graphic also includes the City's evacuation zones, as provided by the South Florida Regional Planning Council.

Map TR-13: Existing Seaport Facilities (2004) illustrates the limits of the Port of Miami south of Interstate 395, and the area of the Miami River Port facilities located along the length of the River.

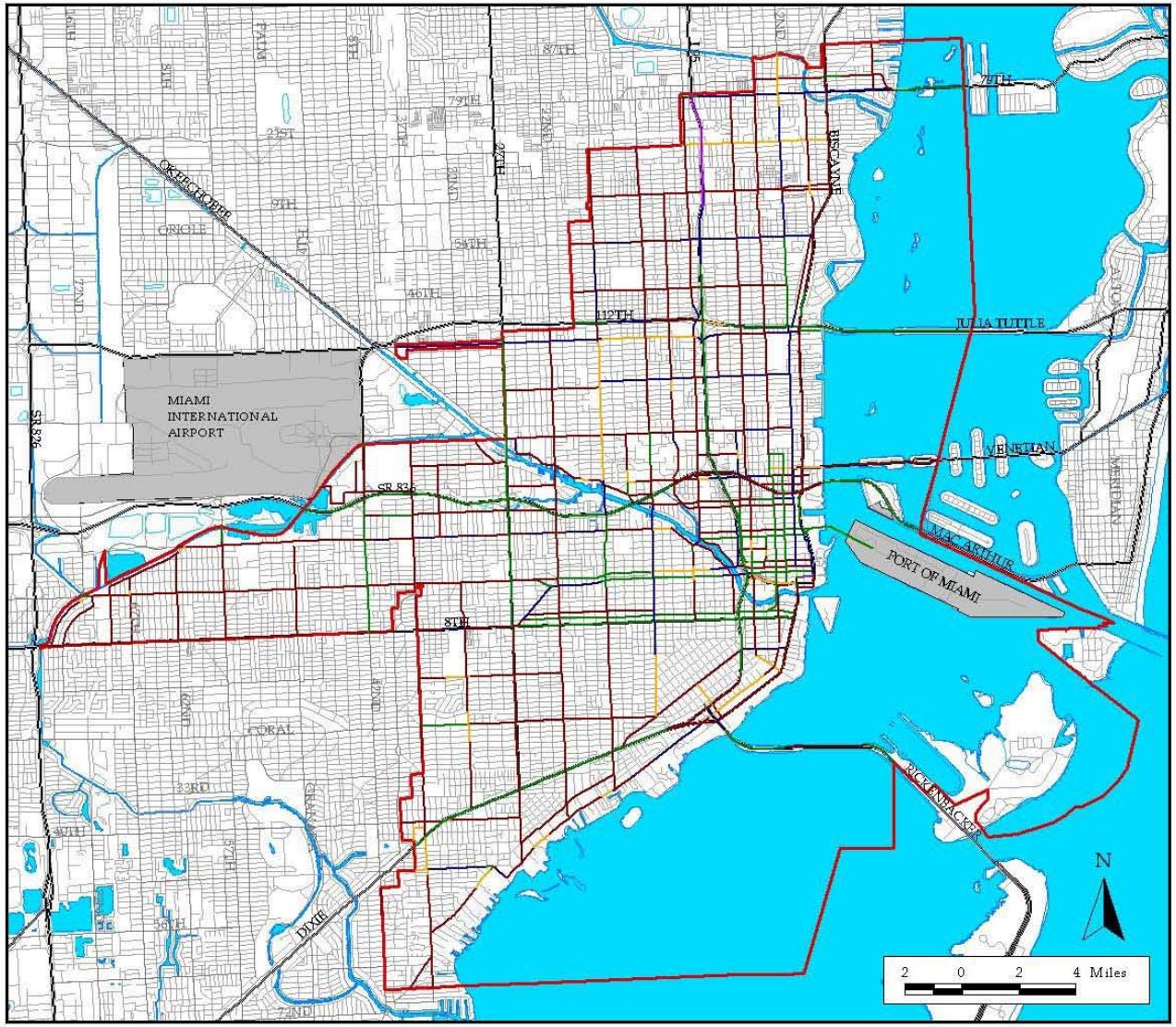
Map TR-14: Intermodal Centers and Access to such Facilities (2004) illustrates the intermodal centers in the City of Miami including the Port of Miami, Downtown Bus Terminal, Omni Bus Terminal, and Greyhound Bus Terminals. Several intermodal

centers within the City connect Metrobus, Metrorail and Metromover services, including the Financial District Station, Brickell Station, Eighth Street Station, Third Street Station, Government Center Station, First Street Station, Arena/State Plaza Station, the College North Station, Eleventh Street Station, Omni Station, and the School Board Station. In addition, the proximity of the Miami International Airport is illustrated on Map TR-14 to show the influence of the airport on the City of Miami.

Transportation Concurrency Exception Area

Map TR-15: Transportation Concurrency Exemption Areas Boundary illustrates the boundaries where officials are working to establish a Transportation Concurrency Exception Area (TCEA) for the entire City of Miami (excluding Virginia Key, Watson Island, and the uninhabited islands of Biscayne Bay that have a land use classification of conservation consistent with Rule 9J-5.005(6) of the Florida Administrative Code) as a means to reduce the adverse impact transportation concurrency may have on potential urban infill development and redevelopment within the city.

Airport Facilities. The City of Miami has no airport facilities within its municipal boundaries; therefore no associated data, analysis regarding these facilities are presented in the City's Transportation Element Data Inventory and Analysis. As previously mentioned, Map TR-14 illustrates the location of the Miami International Airport to show its proximity to the City and the need for coordination.



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CITY OF MIAMI

Map TR-1

Major Throughfares by Number of Lanes (2004)

LEGEND

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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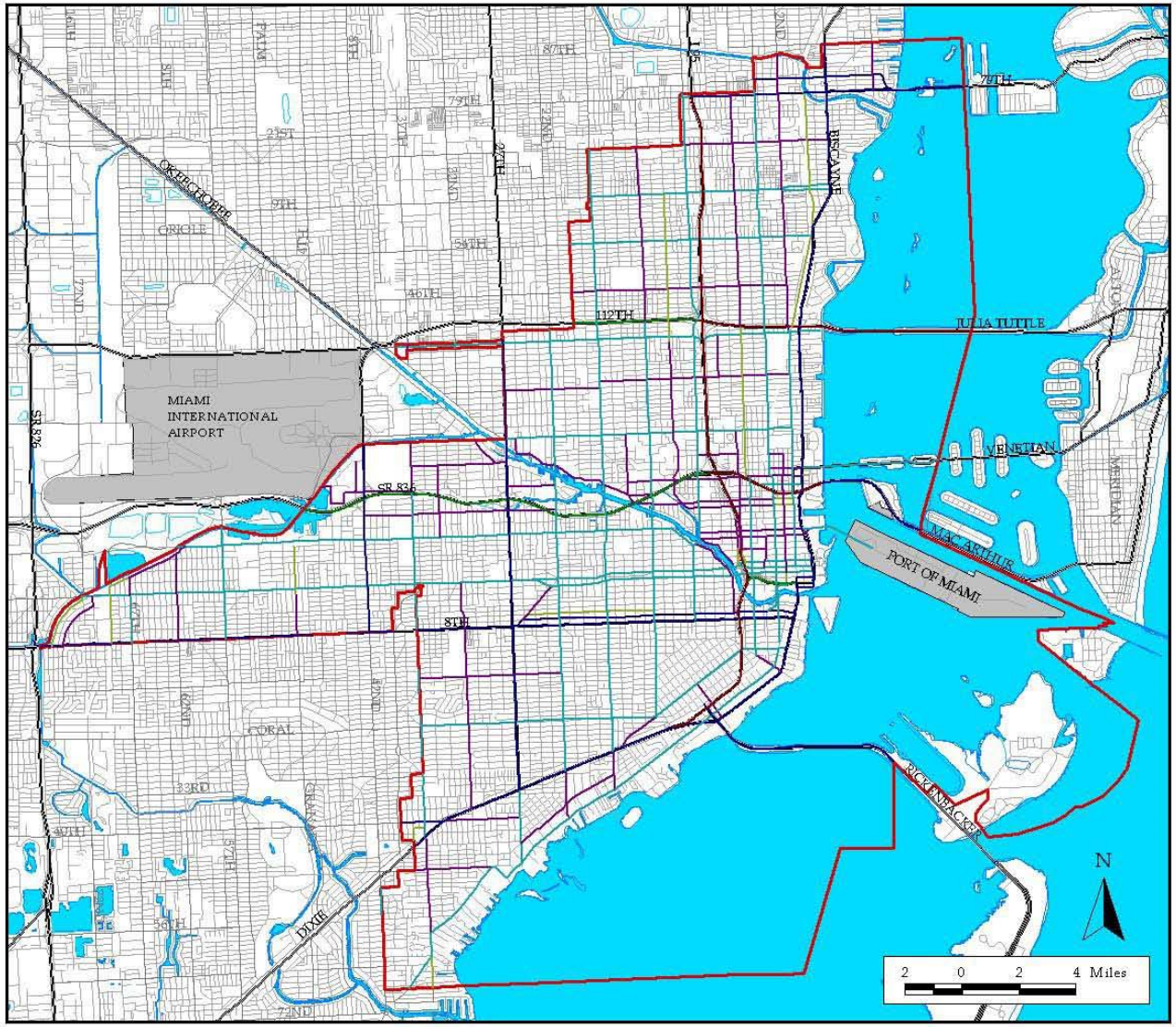

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Map TR-2

Major Throughfares by Functional Classification (2004)

LEGEND

- Principal Arterial Interstate - Urban
- Principal Arterial Freeways & Expressways - Urban
- Other Principal Arterial - Urban
- Minor Arterial - Urban
- Collector - Urban
- Local - Urban
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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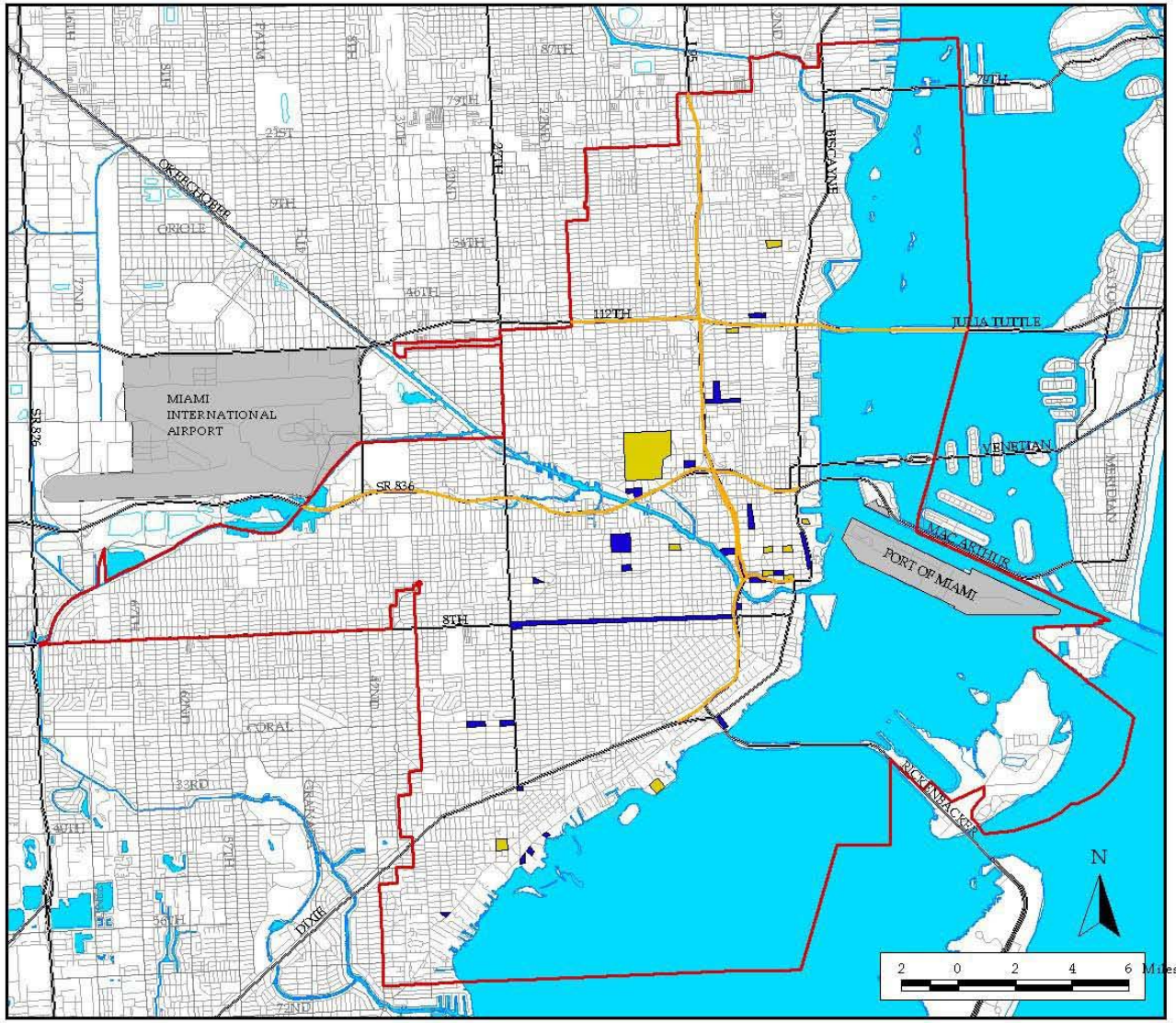

CITY OF MIAMI

Map TR-3

Limited Access Facilities, Significant Parking Facilities (2004)

LEGEND

- Limited Access Facility
- Significant Parking Garage Facility
- Significant Parking Lot Facility
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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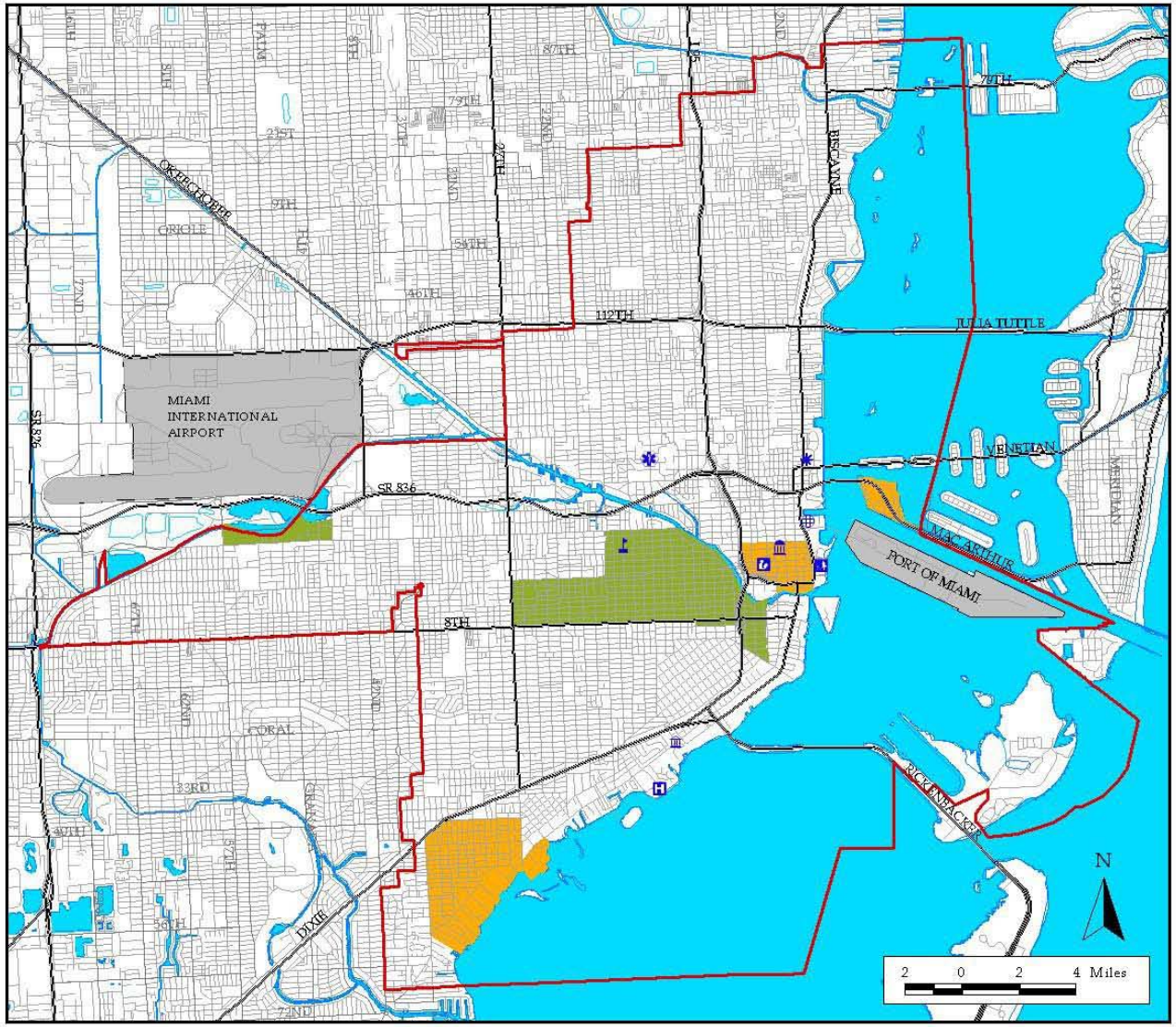

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CITY OF MIAMI

Map TR-4

Major Trip Generators and Attractors (2004)

LEGEND

- Major Attractors
- Wolfson Center
- American Airlines Arena
- Bayfront Park
- Library, Arts, History
- Medical Centers
- Mercy Hospital
- Omni
- Orange Bowl
- Viscaya, Science Museum
- Major Generators
- City of Miami Boundary
- Miami-Dade County Ports
- Highway
- Major Roads
- Local Streets
- Water

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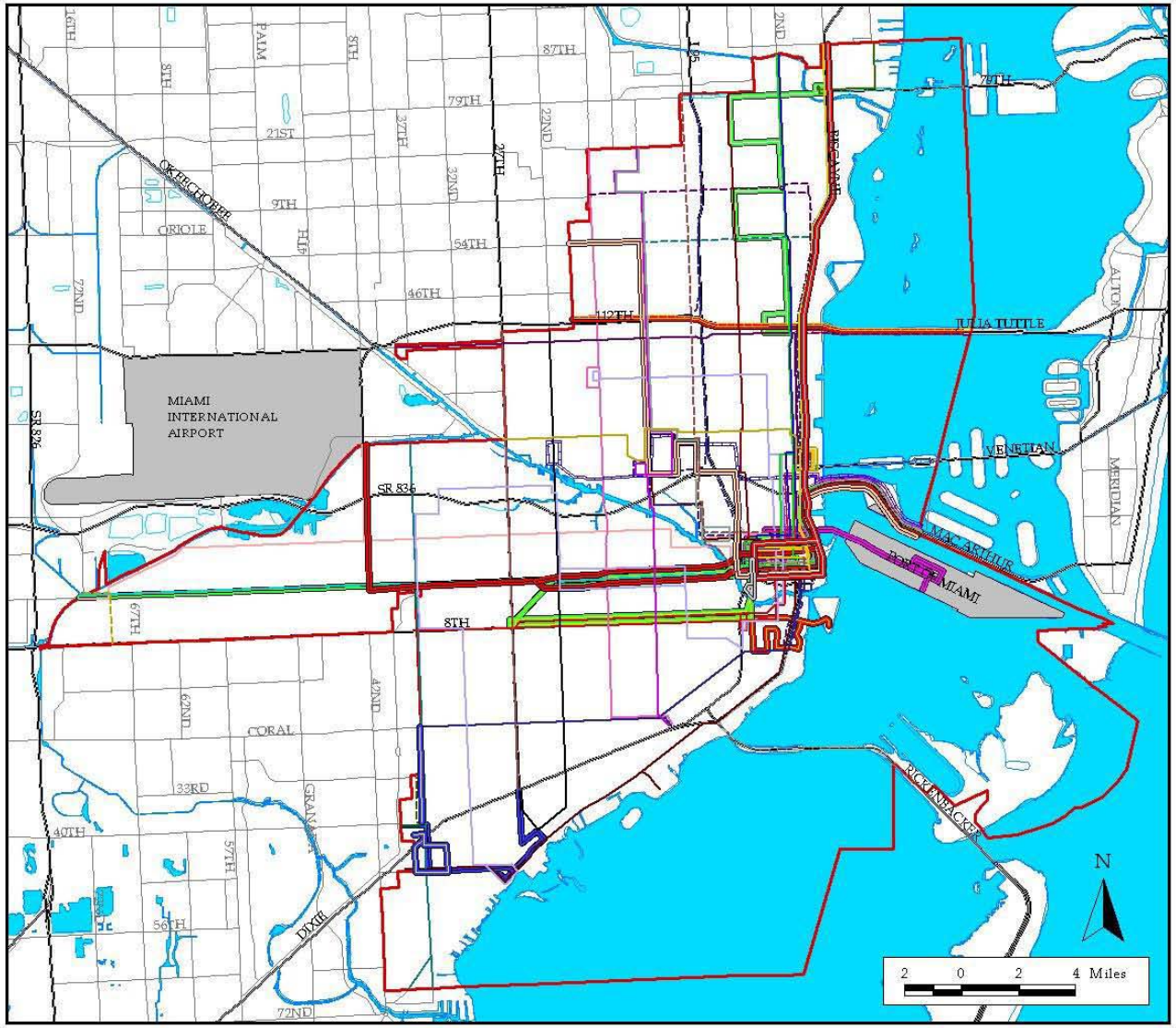

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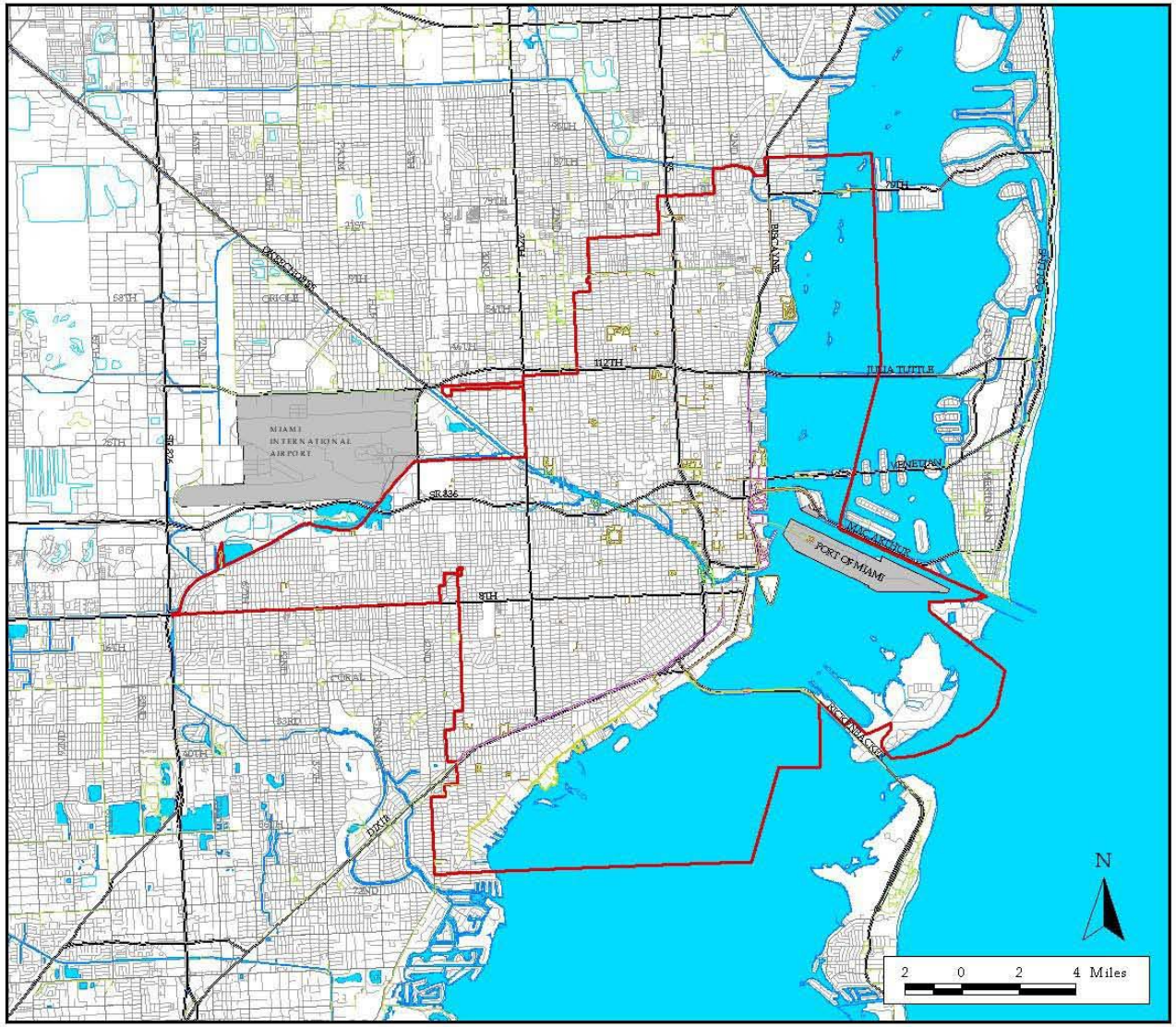
Map TR-5

Existing Metrobus Transit Facilities (2004)

LEGEND

- 2
- 3
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 16
- 17
- 21
- 22
- 24
- 27
- 32
- 33
- 36
- 37
- 40
- 42
- 48
- 54
- 62
- 72
- 73
- 77
- 95
- A
- B
- C
- J
- K
- L
- M
- S
- T
- Airport
- Biscayne
- Brickell
- Coconut Grove
- Coral Way
- Douglas
- Flagler Max
- Haiti
- Havana
- Night
- Riverside
- Seaport
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Water



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Map TR-6

Existing Bicycle Facilities (2004)

LEGEND

- Baywalk
- Commodore
- Commodore Trail
- M-Path Trail
- ML King Jr.
- ML King Jr. Greenway
- Miami River Spur
- Miami River Trail
- Parrot Jungle
- Route 1
- Venetian Link
- No Name Given
- No Name Given
- City of Miami Boundary
- Miami-Dade County Ports
- Highway
- Major Roads
- Local Streets
- Water

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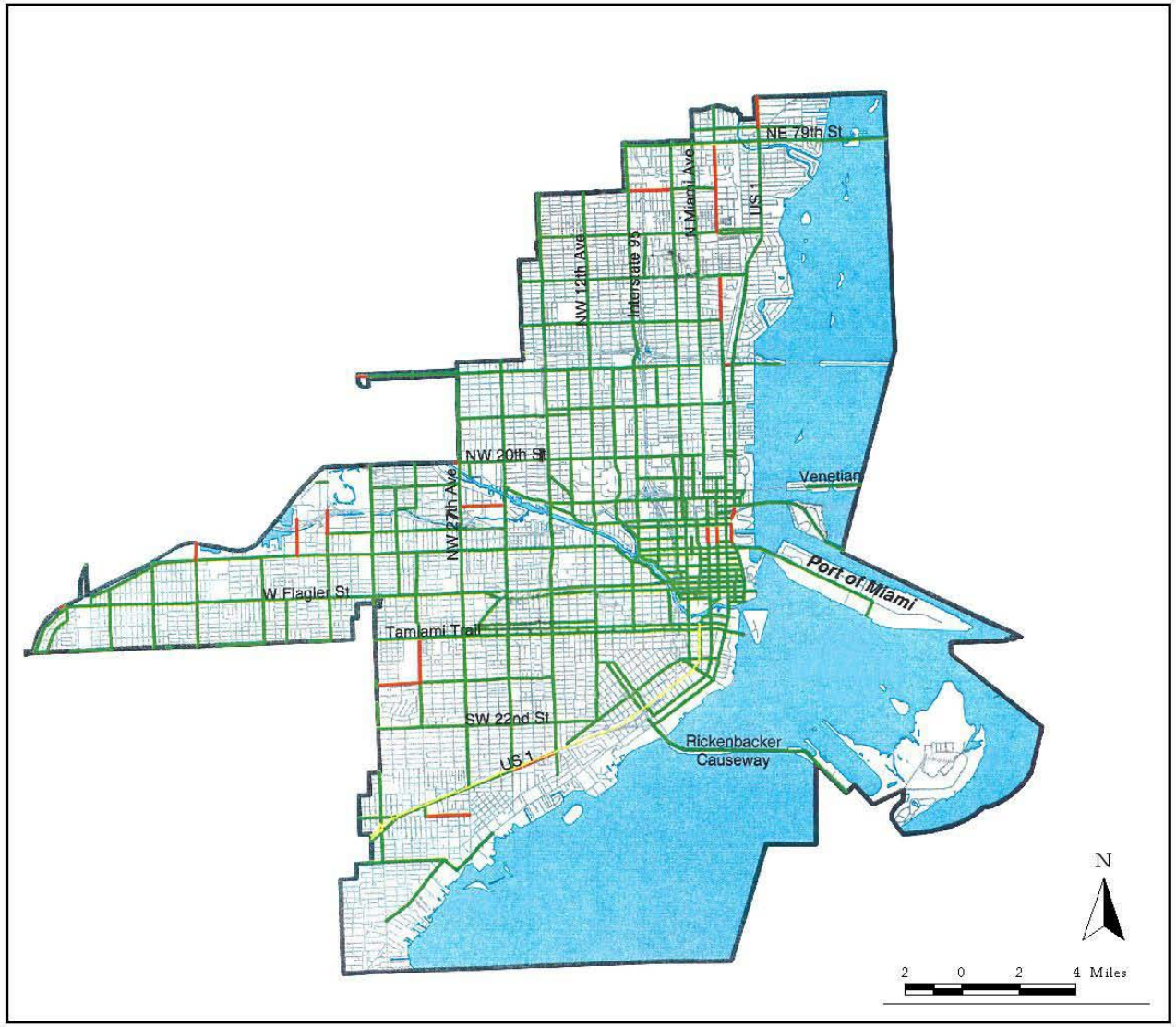

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Map TR-7

Existing Pedestrian Facilities (2004)

LEGEND

- Sidewalk (2 sides)
- M-Path
- Sidewalk (1 side)

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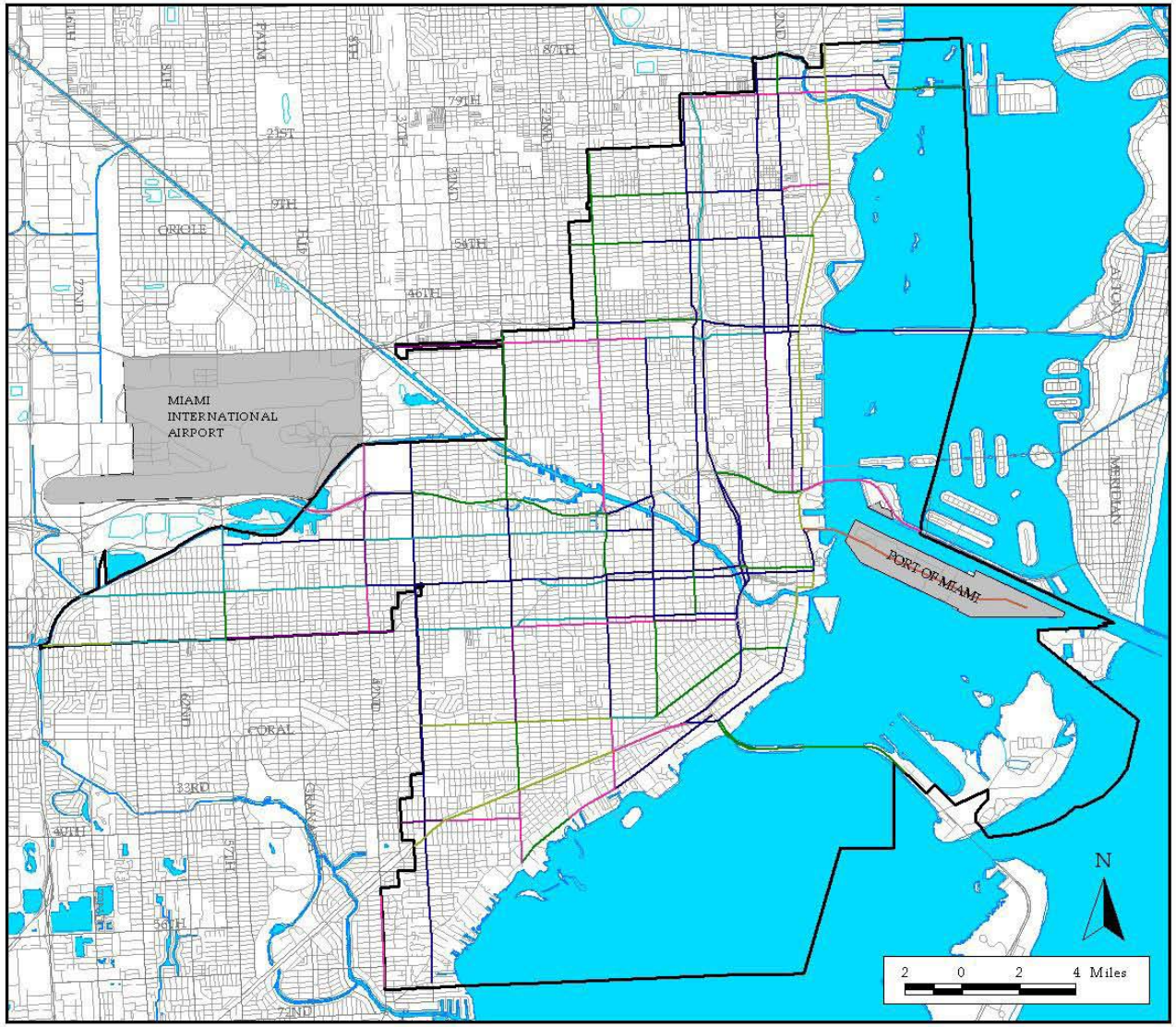

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Map TR-8.1

Existing Vehicular Peak Hour Levels of Service (LOS) on Major Throughfares (2004)

LEGEND

- LOS B
- LOS C
- LOS D
- LOS E
- LOS E+20
- LOS E+50
- LOS F
- City of Miami Boundary
- Miami-Dade County Ports
- Highway
- Major Roads
- Local Streets
- Water

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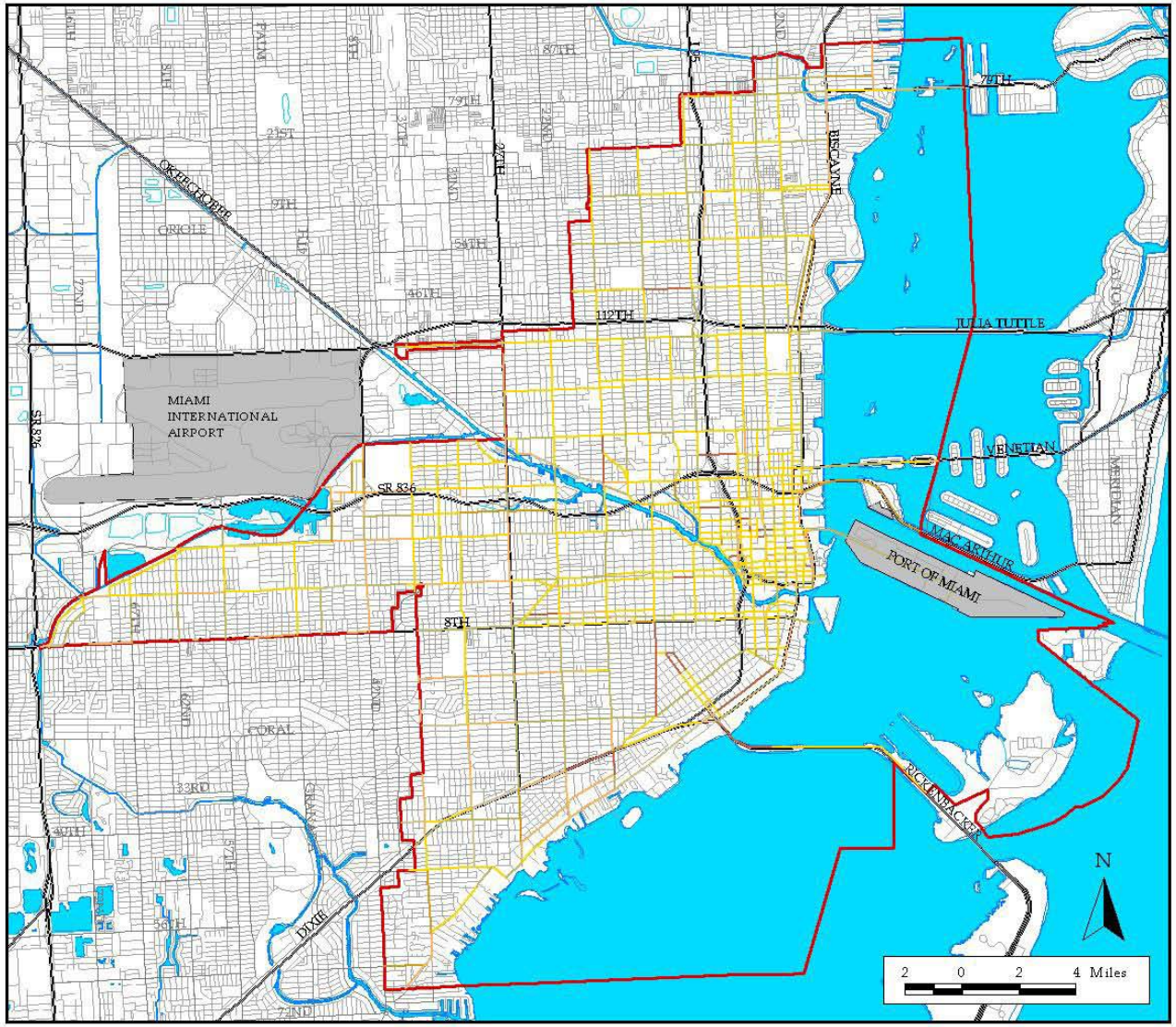

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Map TR-8.2

Existing Peak Hour Person Trips LOS on Major Throughfares (2004)

LEGEND

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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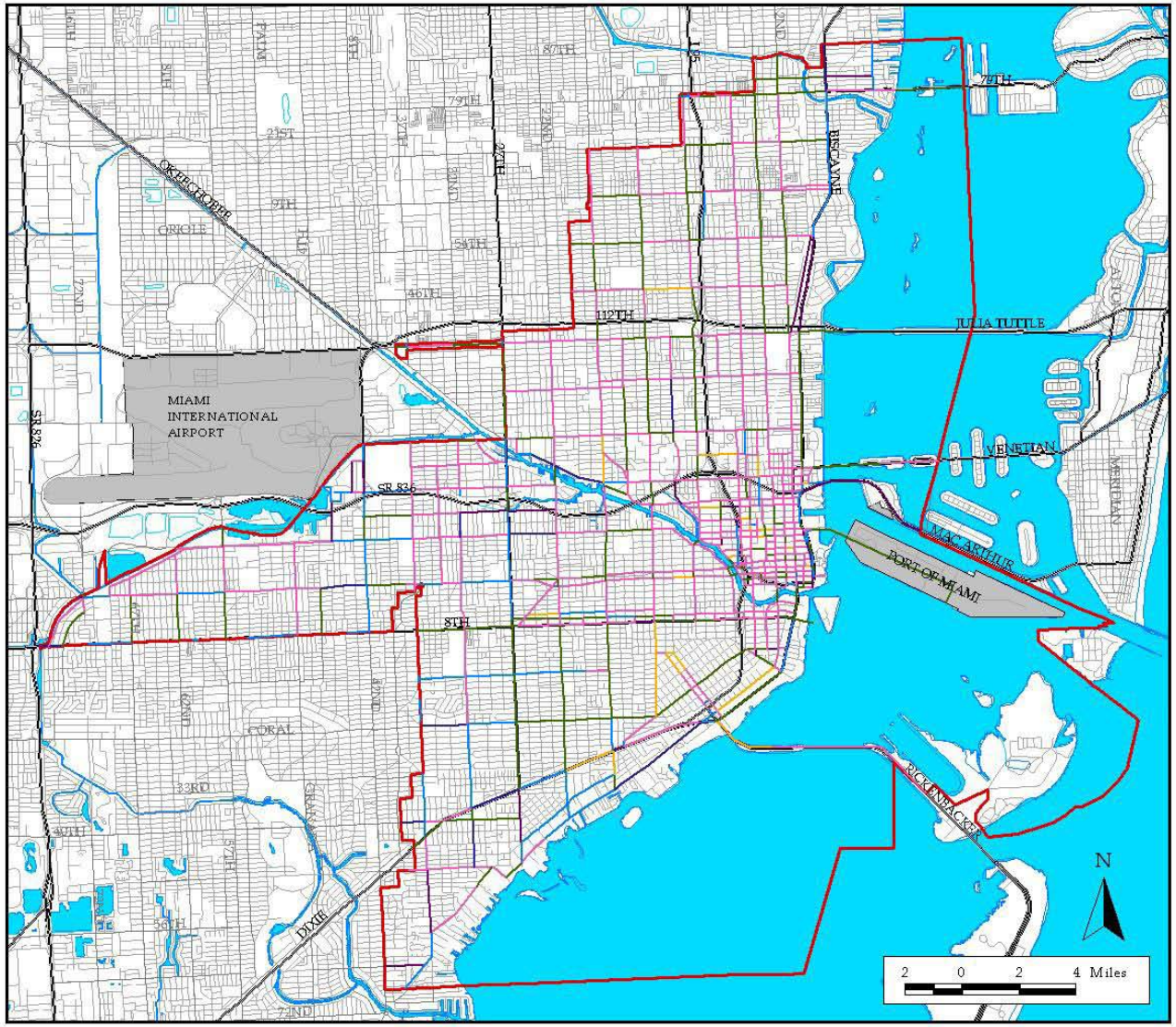

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Map TR-9

Existing Bicycle Levels of Service (LOS) (2004)

LEGEND

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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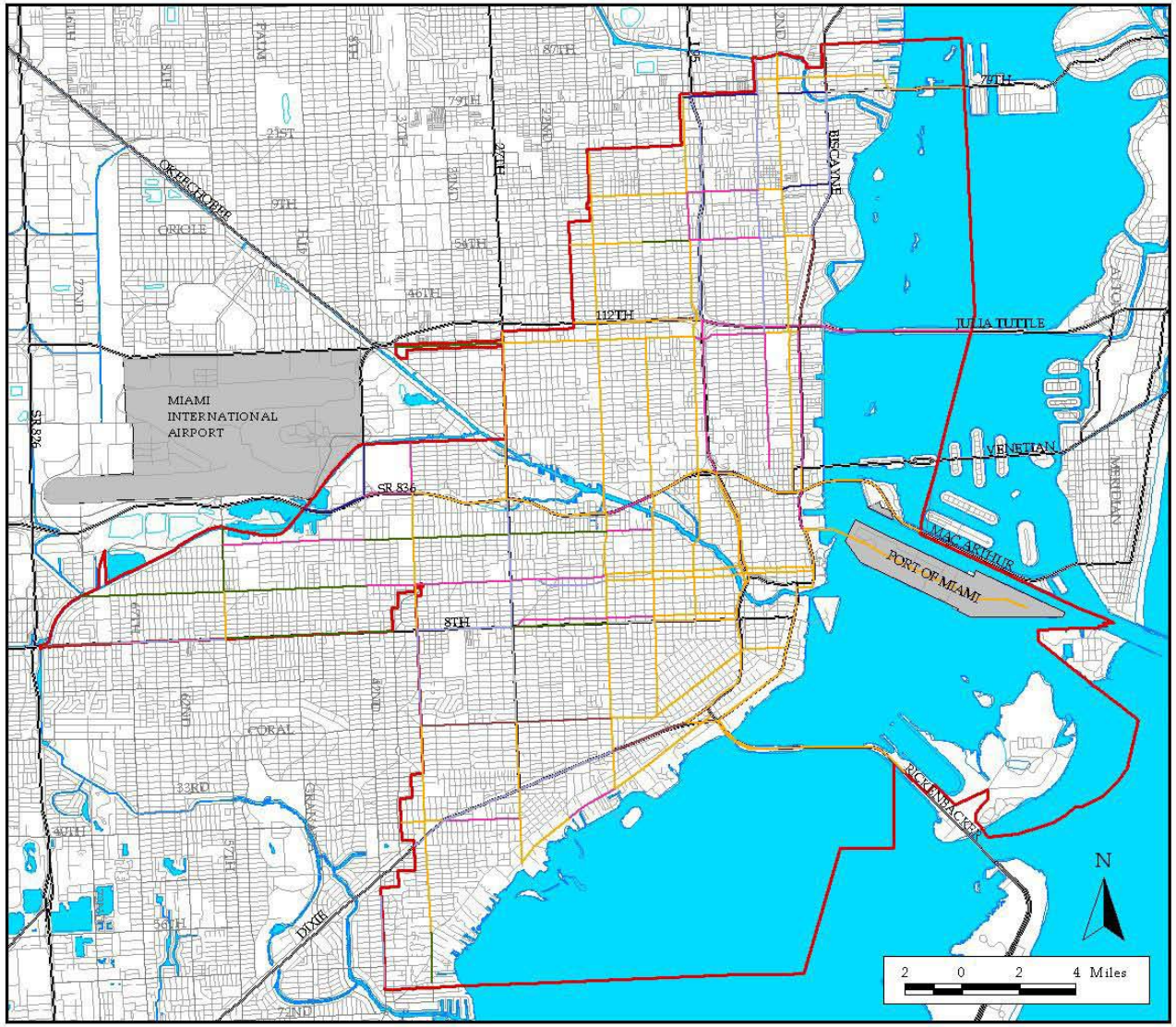

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Map TR-10

Existing pedestrian Levels of Service
LOS (2004)

LEGEND

- LOS B
- LOS C
- LOS D
- LOS E
- LOS E+20
- LOS E+50
- LOS F
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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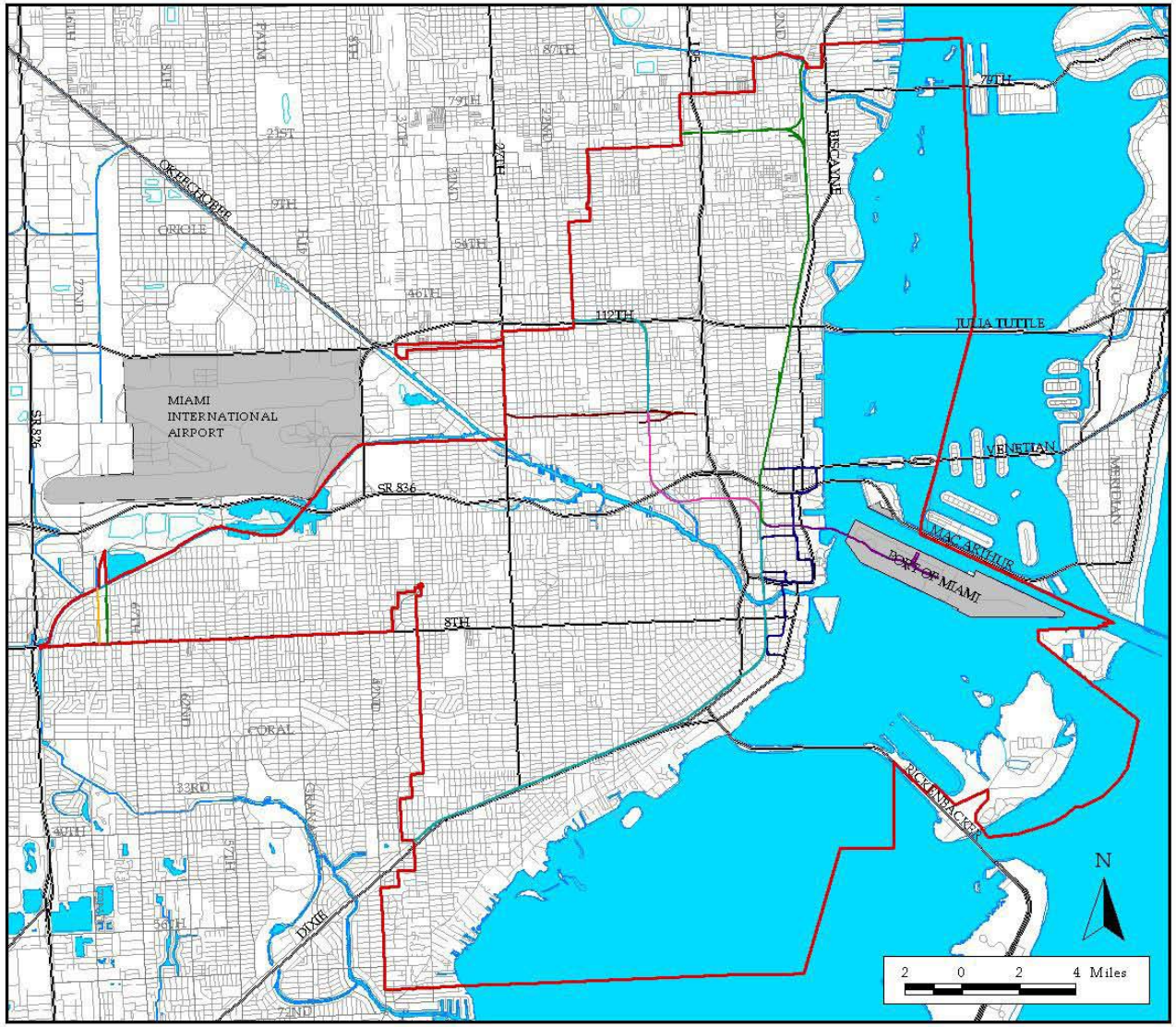

CITY OF MIAMI

Map TR-11

Freight/Passenger Rail Facilities (2004)

LEGEND

- CSX Railroad
- FDOT Owned
- FEC Rail Corridor
- Metro Mover
- Metro Rail
- Port Owned
- Mixed Users
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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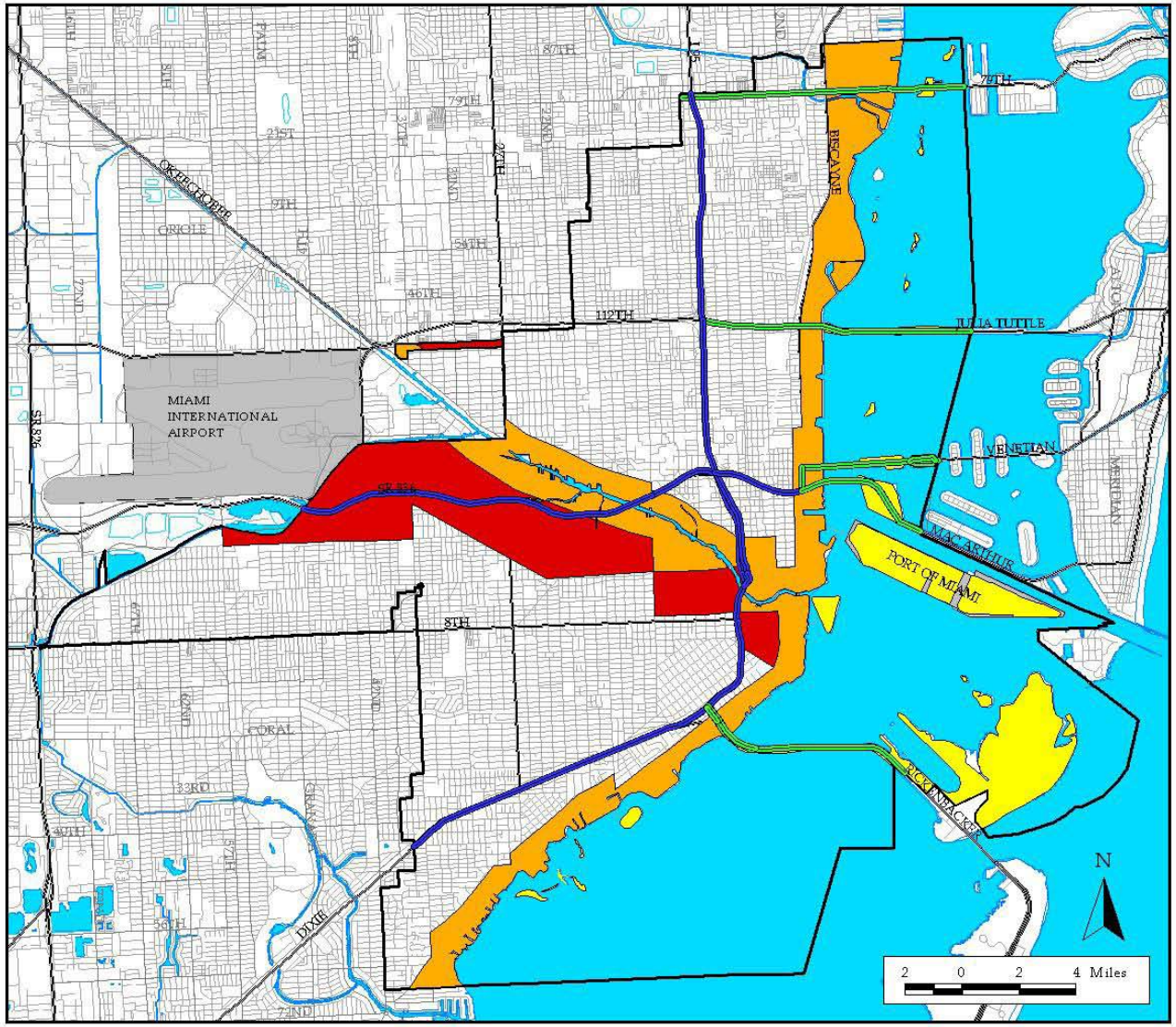

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Map TR-12

Hurricane Evacuation Routes (2004)

LEGEND

- Major Route
- Linkage Route
- Catagory 1 Storm Evacuation Area
- Catagory 3 Storm Evacuation Area
- Catagory 5 Storm Evacuation Area
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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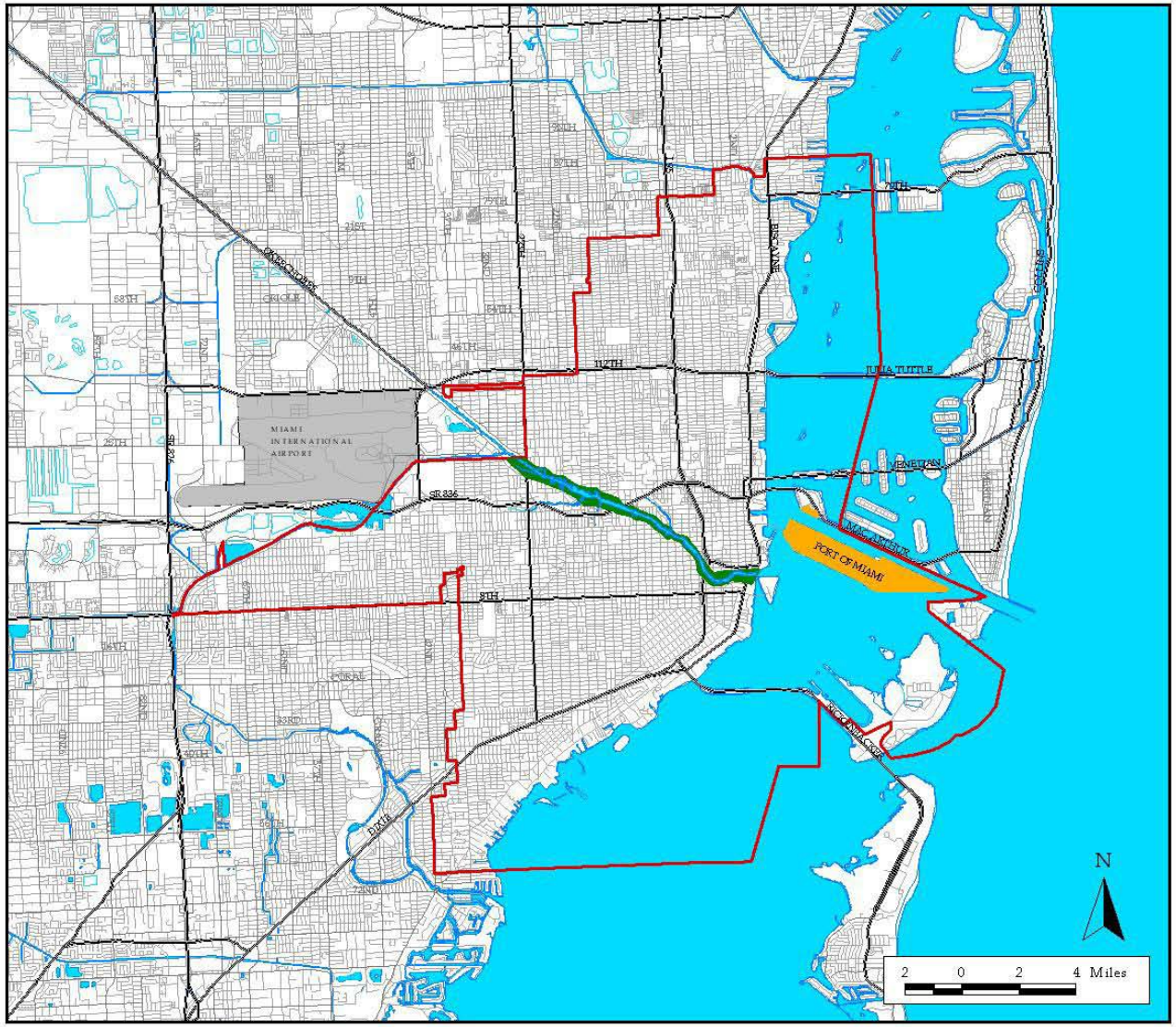

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Map TR-13

Existing Seaport Facilities (2004)

LEGEND

- Port of Miami
- Miami Riverport
- City of Miami Boundary
- Miami International Airport
- Highways
- Major Roads
- Local Roads
- Water

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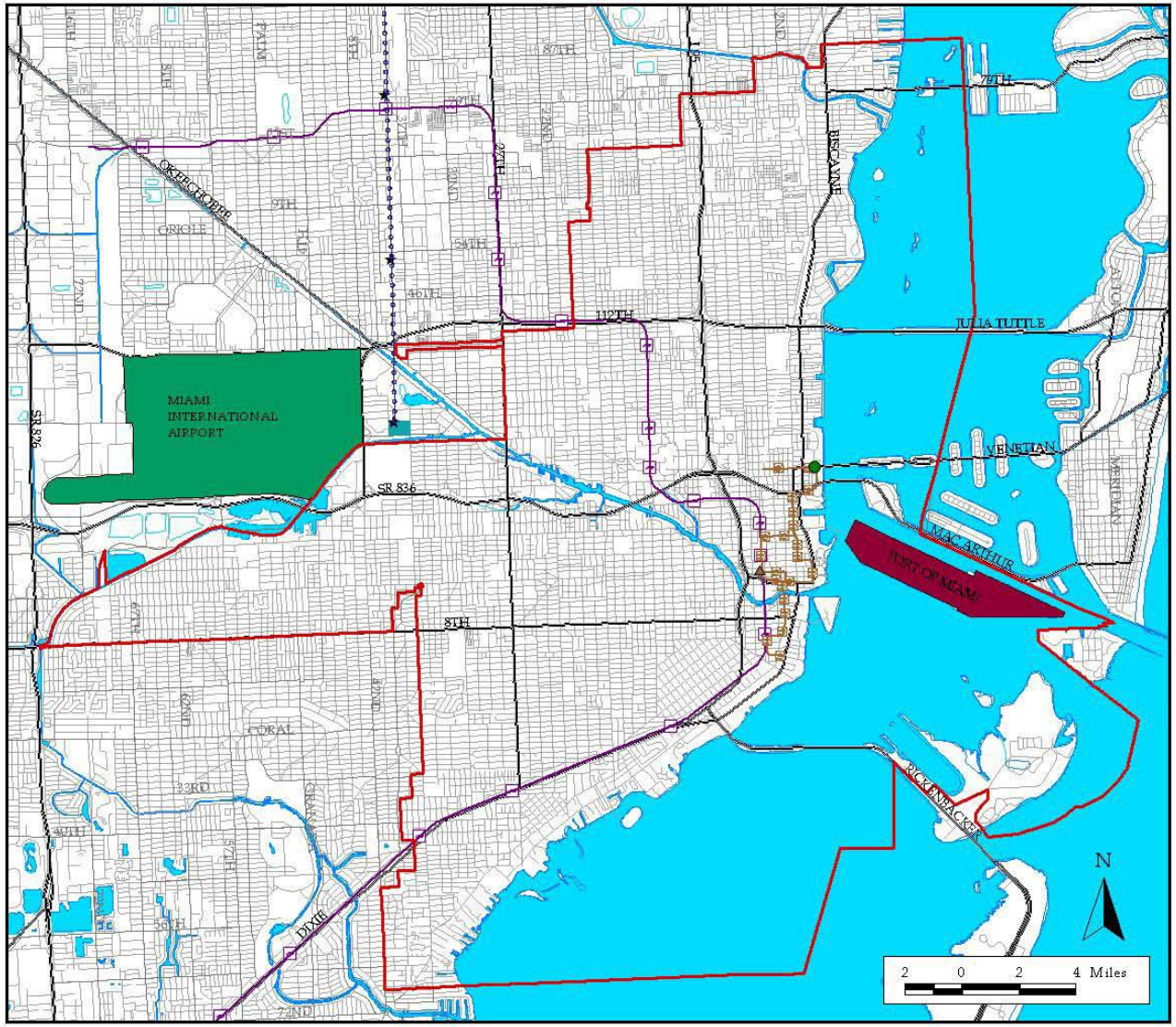

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Map TR-14

Intermodal Terminals and Access to Facilities (2004)

LEGEND

- Miami International Airport
- Port of Miami
- Tri-Rail
- Downtown Bus Terminal
- Tri-Rail Stations
- Omni Bus Terminal
- Miami Intermodal Center
- Metro Mover
- Metro Mover Stops
- Metro Rail
- Metro Rail Stops
- City of Miami Boundary
- Highway
- Major Roads
- Local Streets
- Water

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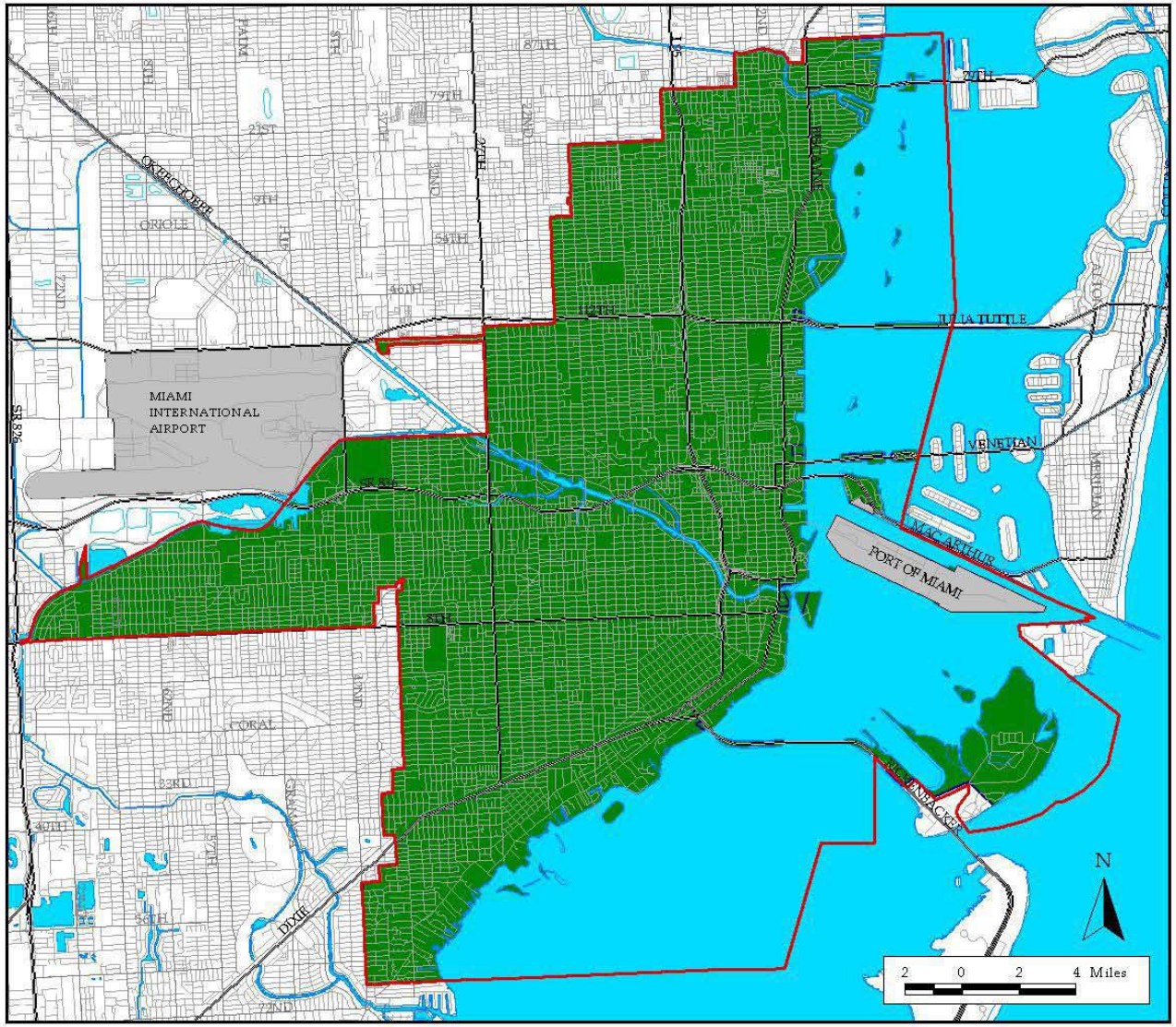

THE CITY OF MIAMI INCORPORATED 1896 DADE CO. FLORIDA

CITY OF MIAMI

Map TR-15

Transportation Concurrency Exemption Areas Boundary

LEGEND

- Transportation Concurrency Exemption Areas
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Streets
- Water

THE CORRADINO GROUP

ANALYSIS OF EXISTING TRANSPORTATION SYSTEMS

The Transportation Element for the City of Miami has been coordinated with the Miami-Dade Metropolitan Planning Organization and Miami-Dade County. These resources have been used for information that addresses countywide growth trends, travel patterns and countywide land use and transportation alternatives.

Existing Traffic Volumes, Vehicle Trip Methodology. Table TR-4 presents peak hour trip volumes and level of service grades for major thoroughfares within the City of Miami based upon vehicle trip methodology.

Existing Traffic Volumes, Person Trip Methodology. Table TR-5 presents person trip capacity information and level of service for transportation corridors within the City of Miami based upon person trip

Table TR-4
Existing Traffic Volumes – Vehicle Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
NW 79th Street	NW 7th Avenue	Interstate 95	E+20 [1]	1,876	2,887 [4]	1.54	F
NW 79th Street	Interstate 95	N Miami Avenue	E+20 [1]	1,876	2,900 [4]	1.55	F
NE 79th Street	N Miami Avenue	NE 2nd Avenue	E+20 [1]	1,876	2,890 [4]	1.54	F
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	E+20 [1]	1,876	2,889	1.54	F
NE 79th Street	Biscayne Boulevard	Bayshore Drive	E+20 [1]	1,876	2,462	1.31	F
NE 79th Street	79th Street Causeway		E+20 [1]	4,920	2,575	0.52	C
NW 81st Street	NW 7th Avenue	Interstate 95	E	1,876	1,052	0.56	D
NW 82nd Street	Interstate 95	N Miami Avenue	E	1,876	1,175 [4]	0.63	D
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	E	1,876	1,172 [4]	0.62	D
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	E	1,876	1,165	0.62	D
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	E	1,876	1,162 [4]	0.62	D
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	E+20 [1]	3,120	1,524	0.49	C
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	E+20 [1]	3,120	1,516 [4]	0.49	C
NW 62nd Street	NW 7th Avenue	Interstate 95	E+20 [1]	2,340	2,118	0.91	D
NW 62nd Street	Interstate 95	N Miami Avenue	E+20 [1]	2,340	2,086 [4]	0.89	D
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	E+20 [1]	3,120	2,086 [4]	0.67	D
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	E+20 [1]	1,248	2,086 [4]	1.67	F
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	E+20 [1]	3,107	2,236	0.72	C
NW 54 Street	NW 17th Avenue	NW 12th Avenue	E+20 [1]	3,107	2,236	0.72	C
NW 54 Street	NW 12th Avenue	NW 7th Avenue	E+20 [1]	2,340	2,333 [4]	1.00	E
NW 54 Street	NW 7th Avenue	Interstate 95	E+20 [1]	2,964	2,269	0.77	D
NW 54 Street	Interstate 95	N Miami Avenue	E+20 [1]	2,964	2,303 [4]	0.78	D
NE 54 Street	N Miami Avenue	NE 2nd Avenue	E+20 [1]	2,340	2,318 [4]	0.99	E
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	E+20 [1]	2,340	1,025	0.44	D
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	D	11,180	8,218	0.74	D
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	D	15,240	8,211 [4]	0.54	C
Interstate 195	Interstate 95	N Miami Avenue	D	11,180	8,222 [4]	0.74	D
Interstate 195	N Miami Avenue	Biscayne Boulevard	D	11,180	8,201 [4]	0.73	D
Interstate 195	Julia Tuttle Causeway		D	11,180	8,164	0.73	D
NW 36th Street	NW N River Drive	NW 27th Avenue	E+20 [1]	1,628	1,817	1.12	E+20
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	E+20 [1]	1,628	2,140	1.31	F
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	E+20 [1]	1,628	2,063 [4]	1.27	F
NW 36th Street	NW 17th Avenue	NW 12th Avenue	E+20 [1]	1,544	1,765	1.14	E+20
NW 36th Street	NW 12th Avenue	NW 7th Avenue	E+20 [1]	1,544	1,364	0.88	E
NW 36th Street	NW 7th Avenue	N Miami Avenue	E+20 [1]	1,544	1,281	0.83	E
NE 36th Street	N Miami Avenue	NE 2nd Avenue	E+20 [1]	1,544	1,167 [4]	0.76	D
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	E+20 [1]	2,964	1,196 [4]	0.40	D

Notes: (1) This roadway is allowed to reach 120% of capacity for LOS E due to its location in the urban infill area with the presence of transit service operating with less than 20 minute headways

(2) This roadway is allowed to reach 150% of capacity for LOS E due to its location in the urban infill area with extraordinary transit service

(3) Roadway sement may operate below the applicable minimum level of service per the Transportation Element of the Miami Comprehensive Neighborhood Plan, 1989-2000

(4) Traffic count information not available for this roadway link; therefore, count information from adjacent links reported

(5) Traffic count information not available for this roadway link; therefore, count information from the average of adjacent links reported

(6) Level of service based on FDOT Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Area, published in the 2002 Quality/Level of Service Handbook

Table TR-4 - CONTINUED
Existing Traffic Volumes – Vehicle Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	D	11,180	12,074	1.08	F
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	D	11,180	8,182	0.73	D
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	D	15,240	9,847	0.65	C
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	D	15,240	8,932	0.59	C
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	D	11,180	8,804	0.79	D
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	D	15,240	9,943	0.65	C
Interstate 395	Interstate 95	Biscayne Boulevard	D	11,180	7,172	0.64	C
US 41 / SR A1A	MacArthur Causeway		D	11,180	6,755	0.60	C
Port Boulevard	East of Biscayne Boulevard		E	5,080	2,137	0.42	B
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	E+20 [1]	2,964	2,319 [4]	0.78	D
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	E+20 [1]	2,340	2,319 [4]	0.99	E
NW 7th Street	NW 37th Avenue	NW 27th Avenue	E+20 [1]	2,340	2,319 [4]	0.99	E
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	E+20 [1]	2,340	2,319	0.99	E
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	E+20 [1]	2,340	2,319 [4]	0.99	E
NW 7th Street	NW 17th Avenue	NW 12th Avenue	E+20 [1]	2,964	2,309 [4]	0.78	D
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	E+50 [2]	3,107	3,168	1.02	E+50
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	E+50 [2]	2,964	3,063	1.03	E+50
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	E+50 [2]	2,964	2,424	0.82	D
W Flagler Street	NW 37th Avenue	NW 27th Avenue	E+50 [2]	2,964	2,486	0.84	D
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	E+50 [2]	2,424	2,359	0.97	E
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	E+50 [2]	2,424	2,105	0.87	D
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	E+50 [2]	1,876	1,124	0.60	D
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	E+50 [2]	1,876	1,134	0.60	D
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	E+50 [2]	1,876	1,417	0.76	D
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	E+50 [2]	1,876	1,168	0.62	D
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	E+50 [2]	1,808	1,001	0.55	D
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	E+50 [2]	1,808	417	0.23	C
SW 8th Street (Tamiami Trail)	SR 826/Palmetto Expressway	SW 67th Avenue	E+50 [2]	2,964	4,405	1.49	E+50
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	E+20 [1]	3,107	3,150	1.01	E+20
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	E+20 [1]	3,107	3,320	1.07	E+20
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	E+20 [1]	2,964	3,616	1.22	F
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	E+20 [1]	2,964	2,986	1.01	E+20
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	E+20 [1]	1,876	2,478	1.32	F
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	E+20 [1]	1,876	1,781	0.95	E
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	E+20 [1]	1,876	2,626	1.40	F
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	E+20 [1]	1,876	1,880	1.00	E+20
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	E+20 [1]	1,876	2,050	1.09	E+20
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	E+20 [1]	1,876	1,645	0.88	D

Notes: (1) This roadway is allowed to reach 120% of capacity for LOS E due to its location in the urban infill area with the presence of transit service operating with less than 20 minute headways

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Table TR-4 - CONTINUED
Existing Traffic Volumes – Vehicle Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	E+50 [2]	3,120	4,385	1.41	E+50
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	E+50 [2]	3,120	3,571	1.14	E+50
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	E+50 [2]	3,120	2,974	0.95	E
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	E+50 [2]	3,270	1,795	0.55	C
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	E+50 [2]	2,453	1,713	0.70	C
Rickenbacker Causeway	East of Brickell Avenue		E	4,690	2,506	0.53	C
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	E+20 [1]	2,964	3,191	1.08	E+20
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	E+20 [1]	2,964	3,191 [4]	1.08	E+20
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	E+20 [1]	1,480	3,272 [4]	2.21	F
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	E+50 [2]	2,964	4,061	1.37	E+50
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	E+50 [2]	2,964	3,217	1.09	E+50
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	E+50 [2]	2,964	3,326 [4]	1.12	E+50
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	E+50 [2]	2,964	4,451	1.50	F
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	E+50 [2]	2,964	3,719	1.25	E+50
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	E+50 [2]	4,456	4,103	0.92	E
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	E+50 [2]	4,294	4,650	1.08	E+50
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	E+50 [2]	5,615	3,296	0.59	D
SE 2nd Street (WB)	E Flagler Street	SW 8th Avenue	E+50 [2]	1,808	2,255	1.25	E+50
SE 4th Street (EB)	E Flagler Street	SW 8th Avenue	E+50 [2]	1,808	2,136	1.18	E+50
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	E+50 [2]	4,920	3,353	0.68	C
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	E+50 [2]	3,270	3,111	0.95	E
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	E+50 [2]	3,270	2,720	0.83	D
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	E+50 [2]	4,920	8,864	1.80	F
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	E+50 [2]	4,920	6,992 [4]	1.42	E+50
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	E+50 [2]	4,920	6,923	1.41	E+50
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	E+50 [2]	4,920	6,950	1.41	E+50
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	E+50 [2]	4,920	6,010	1.22	E+50
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	E+20 [1]	2,964	1,546 [4]	0.52	C
NE 2nd Avenue	NE 79th Street	NE 62nd Street	E+20 [1]	2,340	1,523	0.65	D
NE 2nd Avenue	NE 62nd Street	NE 54th Street	E+20 [1]	2,340	1,534 [4]	0.66	D
NE 2nd Avenue	NE 54th Street	NE 36th Street	E+20 [1]	2,340	1,545 [4]	0.66	D
NE 2nd Avenue	NE 36th Street	NE 15th Street	E+20 [1]	2,340	1,528 [4]	0.65	D
NE 2nd Avenue	NE 15th Street	Interstate 395	E+20 [1]	1,184	1,523 [4]	1.29	F
N Miami Avenue	North of NE 79th Street	NE 79th Street	E+20 [1]	2,964	2,554 [4]	0.86	D
N Miami Avenue	NE 79th Street	NE 62nd Street	E+20 [1]	2,964	2,549	0.86	D
N Miami Avenue	NE 62nd Street	NE 54th Street	E+20 [1]	2,964	2,552 [4]	0.86	D
N Miami Avenue	NE 54th Street	NE 36th Street	E+20 [1]	2,964	2,546 [4]	0.86	D

Notes: (1) This roadway is allowed to reach 120% of capacity for LOS E due to its location in the urban infill area with the presence of transit service operating with less than 20 minute headways

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Table TR-4 - CONTINUED
Existing Traffic Volumes – Vehicle Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
N Miami Avenue	NE 36th Street	NE 15th Street	E+20 [1]	2,340	2,619 [4]	1.12	E+20
Interstate 95	NW 79th Street	NW 62nd Street	D	19,310	17,727	0.92	E
Interstate 95	NW 62nd Street	Interstate 195	D	19,310	17,430	0.90	E
Interstate 95	Interstate 195	Interstate 395	D	19,310	14,244	0.74	D
Interstate 95	Interstate 395	W Flagler Street	D	15,240	10,840	0.71	D
Interstate 95	W Flagler Street	SW 8th Street	D	11,180	8,225 [5]	0.74	D
Interstate 95	SW 8th Street	South Dixie Highway	D	7,110	5,664	0.80	D
NW 7th Avenue	NW 79th Street	NW 62nd Street	E+50 [2]	2,964	1,660	0.56	D
NW 7th Avenue	NW 62nd Street	NW 54th Street	E+50 [2]	2,964	2,221	0.75	D
NW 7th Avenue	NW 54th Street	NW 36th Street	E+50 [2]	2,964	1,735	0.59	D
NW 7th Avenue	NW 36th Street	W Flagler Street	E+50 [2]	2,860	1,579	0.55	D
SW 8th Avenue	W Flagler Street	SW 8th Street	E+50 [2]	2,860	729	0.25	C
NW 12th Avenue	North of NW 36th Street		E+20 [1]	2,964	2,207	0.74	D
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	E+20 [1]	2,964	2,267	0.76	D
NW 12th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	2,860	1,813	0.63	D
SW 12th Avenue	W Flagler Street	SW 8th Street	E+20 [1]	2,860	1,361	0.48	D
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral Way)	E+20 [1]	2,964	587	0.20	C
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	E+20 [1]	2,964	1,871	0.63	C
NW 17th Avenue	NW 62nd Street	NW 54th Street	E+20 [1]	2,964	1,877 [4]	0.63	C
NW 17th Avenue	NW 54th Street	NW 36th Street	E+20 [1]	2,964	1,928	0.65	C
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	E+20 [1]	1,554	1,909 [4]	1.23	F
NW 17th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	4,690	1,923 [4]	0.41	C
SW 17th Avenue	W Flagler Street	SW 8th Street	E+20 [1]	2,964	1,931 [4]	0.65	D
SW 17th Avenue	SW 8th Street	SW 22nd Street	E+20 [1]	2,964	1,934 [4]	0.65	D
SW 17th Avenue	SW 22nd Street	South Dixie Highway	E+20 [1]	1,184	1,951 [4]	1.65	F
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	E+20 [1]	1,184	1,908 [4]	1.61	F
NW 27th Avenue	North of NW 36th Street	NW 36th Street	E+50 [2]	4,920	2,980	0.61	C
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	E+20 [1]	4,920	2,973	0.60	C
NW 27th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	4,920	4,097	0.83	D
SW 27th Avenue	W Flagler Street	SW 8th Street	E+20 [1]	4,920	4,328	0.88	D
SW 27th Avenue	SW 8th Street	SW 22nd Street	E+20 [1]	3,270	3,665	1.12	E+20
SW 27th Avenue	SW 22nd Street	South Dixie Highway	E+20 [1]	3,270	2,419	0.74	C
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	E	1,480	1,835	1.24	F
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin Expressv	SR 836 (Dolphin Expressway)	E	2,964	2,111 [5]	0.71	D
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin Expressway)	W Flagler Street	E	2,964	2,107 [5]	0.71	D
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	E	2,964	2,111 [5]	0.71	D
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	E	2,964	2,410	0.81	D

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Table TR-4 - CONTINUED
Existing Traffic Volumes – Vehicle Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	E	2,964	2,415 [4]	0.81	D
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	E+20 [1]	1,184	1,104	0.93	D
SW 37th Avenue (Douglas Road)	South of Main Highway		E+20 [1]	1,184	1,109 [4]	0.94	D
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin Expressway)		E+50 [2]	3,120	7,154	2.29	F
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	4,690	5,286	1.13	E+20
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	E+20 [1]	3,120	3,464	1.11	E+20
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	E+20 [1]	1,184	3,423 [4]	2.89	F
SW 42nd Avenue (LeJeune Road)	South of Main Highway		E+20 [1]	1,184	3,433 [4]	2.90	F
NW 57th Avenue (Red Road)	SR 836 (Dolphin Expressway)	W Flagler Street	E	2,964 [3]	2,889	0.97	E
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	E	2,964	1,844	0.62	C
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	E+20 [1]	3,120	1,975	0.63	C
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	E+20 [1]	1,480	2,698 [4]	1.82	F
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	E+20 [1]	2,964	2,726	0.92	D

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(6) Level of service based on FDOT Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Area, published in the 2002 Quality/Level of Service Handbook

Table TR-5
Existing Traffic Volumes – Person Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
NW 79th Street	NW 7th Avenue	Interstate 95	E+20 [1]	3,454	4,663 [4]	1.35	F
NW 79th Street	Interstate 95	N Miami Avenue	E+20 [1]	3,658	4,700 [4]	1.28	F
NE 79th Street	N Miami Avenue	NE 2nd Avenue	E+20 [1]	4,210	4,915 [4]	1.17	E+20
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	E+20 [1]	3,658	4,685	1.28	F
NE 79th Street	Biscayne Boulevard	Bayshore Drive	E+20 [1]	3,730	4,187	1.12	E+20
NE 79th Street	79th Street Causeway		E+20 [1]	6,888	3,605	0.52	B
NW 81st Street	NW 7th Avenue	Interstate 95	E	2,626	1,473	0.56	B
NW 82nd Street	Interstate 95	N Miami Avenue	E	2,626	1,645 [4]	0.63	B
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	E	2,626	1,641 [4]	0.62	B
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	E	2,626	1,631	0.62	B
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	E	2,626	1,627 [4]	0.62	B
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	E+20 [1]	5,196	2,431	0.47	B
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	E+20 [1]	5,196	2,419 [4]	0.47	B
NW 62nd Street	NW 7th Avenue	Interstate 95	E+20 [1]	4,104	3,262	0.79	C
NW 62nd Street	Interstate 95	N Miami Avenue	E+20 [1]	4,308	3,235 [4]	0.75	C
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	E+20 [1]	5,400	3,235 [4]	0.60	B
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	E+20 [1]	2,575	3,217 [4]	1.25	F
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	E+20 [1]	4,764	3,319	0.70	B
NW 54 Street	NW 17th Avenue	NW 12th Avenue	E+20 [1]	4,764	3,319	0.70	B
NW 54 Street	NW 12th Avenue	NW 7th Avenue	E+20 [1]	3,690	3,455 [4]	0.94	E
NW 54 Street	NW 7th Avenue	Interstate 95	E+20 [1]	4,564	3,366	0.74	C
NW 54 Street	Interstate 95	N Miami Avenue	E+20 [1]	4,768	3,431 [4]	0.72	C
NE 54 Street	N Miami Avenue	NE 2nd Avenue	E+20 [1]	3,894	3,452 [4]	0.89	D
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	E+20 [1]	3,690	1,624	0.44	B
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	D	25,561	16,354	0.64	B
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	D	22,509	11,591 [4]	0.51	B
Interstate 195	Interstate 95	N Miami Avenue	D	15,652	11,511 [4]	0.74	C
Interstate 195	N Miami Avenue	Biscayne Boulevard	D	15,652	11,481 [4]	0.73	C
Interstate 195	Julia Tuttle Causeway		D	15,652	11,430	0.73	C
NW 36th Street	NW N River Drive	NW 27th Avenue	E+20 [1]	3,245	3,023	0.93	E
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	E+20 [1]	13,085	8,228	0.63	B
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	E+20 [1]	13,085	8,120 [4]	0.62	B
NW 36th Street	NW 17th Avenue	NW 12th Avenue	E+20 [1]	12,968	7,703	0.59	B
NW 36th Street	NW 12th Avenue	NW 7th Avenue	E+20 [1]	12,968	7,142	0.55	B
NW 36th Street	NW 7th Avenue	N Miami Avenue	E+20 [1]	3,128	2,272	0.73	C
NE 36th Street	N Miami Avenue	NE 2nd Avenue	E+20 [1]	3,128	2,113 [4]	0.68	B
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	E+20 [1]	5,116	2,153 [4]	0.42	B

Notes: (1) This roadway is allowed to reach 120% of capacity for LOS E due to its location in the urban infill area with the presence of transit service operating with less than 20 minute headways

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Per Chapter 163.3180(10) of the Florida Statutes, the minimum level of service standard for FIHS roadways within the city is LOS 'D'.

Table TR-5 - CONTINUED
Existing Traffic Volumes – Person Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	D	15,652	16,904	1.08	F
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	D	15,652	11,455	0.73	C
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	D	21,336	13,786	0.65	B
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	D	21,336	12,505	0.59	B
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	D	15,652	12,326	0.79	C
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	D	31,176	18,673	0.60	B
Interstate 395	Interstate 95	Biscayne Boulevard	D	19,492	11,897	0.61	B
US 41 / SR A1A	MacArthur Causeway		E+20 [1]	19,492	11,313	0.58	B
Port Boulevard	East of Biscayne Boulevard		E+20 [1]	10,952	4,848	0.44	B
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	E+20 [1]	4,150	3,247 [4]	0.78	C
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	E+20 [1]	3,690	3,465 [4]	0.94	E
NW 7th Street	NW 37th Avenue	NW 27th Avenue	E+20 [1]	3,690	3,465 [4]	0.94	E
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	E+50 [2]	3,690	3,465	0.94	E
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	E+50 [2]	3,690	3,465 [4]	0.94	E
NW 7th Street	NW 17th Avenue	NW 12th Avenue	E+50 [2]	4,564	3,451 [4]	0.76	C
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	E+50 [2]	4,902	4,553	0.93	E
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	E+50 [2]	4,702	4,406	0.94	E
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	E+50 [2]	4,978	3,571	0.72	C
W Flagler Street	NW 37th Avenue	NW 27th Avenue	E+50 [2]	4,702	3,598	0.77	C
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	E+50 [2]	4,048	3,436	0.85	D
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	E+50 [2]	4,048	3,080	0.76	C
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	E+50 [2]	3,586	1,776	0.50	B
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	E+50 [2]	3,586	1,790	0.50	B
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	E+50 [2]	16,858	8,711	0.52	B
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	E+50 [2]	17,134	8,540	0.50	B
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	E+20 [1]	25,007	11,857	0.47	B
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	E+20 [1]	20,627	9,448	0.46	B
SW 8th Street (Tamiami Trail)	SR 826/Palmetto Expressway	SW 67th Avenue	E+20 [1]	6,082	7,350	1.21	E+50
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	E+20 [1]	6,282	5,593	0.89	D
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	E+20 [1]	6,282	5,831	0.93	E
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	E+20 [1]	6,082	6,245	1.03	E+20
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	E+20 [1]	6,082	5,363	0.88	D
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	E+20 [1]	4,864	4,721	0.97	E
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	E+20 [1]	4,864	3,745	0.77	C
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	E+20 [1]	4,864	4,928	1.01	E+20
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	E+50 [2]	4,174	3,298	0.79	C
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	E+50 [2]	15,394	9,018	0.59	B
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	E+50 [2]	14,290	7,712	0.54	B

Notes: (1) This roadway is allowed to reach 120% of capacity for LOS E due to its location in the urban infill area with the presence of transit service operating with less than 20 minute headways

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Table TR-5 - CONTINUED
Existing Traffic Volumes – Person Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	E+50 [2]	4,920	6,386	1.30	E+50
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	E+50 [2]	4,920	5,246	1.07	E+50
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	E	14,760	9,164	0.62	B
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	E+20 [1]	14,970	7,513	0.50	B
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	E+20 [1]	14,234	7,417	0.52	B
Rickenbacker Causeway	East of Brickell Avenue		E+20 [1]	16,406	8,261	0.50	B
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	E+50 [2]	13,990	9,220	0.66	B
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	E+50 [2]	13,990	9,220 [4]	0.66	B
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	E+50 [2]	11,912	9,334 [4]	0.78	C
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	E+50 [2]	5,530	6,593	1.19	E+50
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	E+50 [2]	6,496	5,828	0.90	D
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	E+50 [2]	6,772	6,080	0.90	D
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	E+50 [2]	6,358	7,435	1.17	E+50
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	E+50 [2]	11,440	8,494	0.74	C
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	E+50 [2]	12,700	8,734	0.69	B
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	E+50 [2]	14,130	10,568	0.75	C
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	E+50 [2]	16,807	9,243	0.55	B
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue	E+50 [2]	16,625	10,543	0.63	B
SE 4th Street (EB)	E Flager Street	SW 8th Avenue	E+50 [2]	16,211	9,599	0.59	B
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	E+50 [2]	21,912	11,760 [4]	0.54	B
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	E+50 [2]	19,602	11,421	0.58	B
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	E+50 [2]	15,624	8,922	0.57	B
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	E+50 [2]	16,728	17,163	1.03	E+50
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	E+50 [2]	16,728	14,542 [4]	0.87	D
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	E+20 [1]	17,142	14,681	0.86	D
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	E+20 [1]	16,728	14,483 [4]	0.87	D
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	E+20 [1]	16,881	13,169 [4]	0.78	C
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	E+20 [1]	5,392	2,612 [4]	0.48	B
NE 2nd Avenue	NE 79th Street	NE 62nd Street	E+20 [1]	4,722	2,598 [4]	0.55	B
NE 2nd Avenue	NE 62nd Street	NE 54th Street	E+20 [1]	4,518	2,596 [4]	0.57	B
NE 2nd Avenue	NE 54th Street	NE 36th Street	E+20 [1]	4,722	2,629	0.56	B
NE 2nd Avenue	NE 36th Street	NE 15th Street	E+20 [1]	8,358	4,443 [4]	0.53	B
NE 2nd Avenue	NE 15th Street	Interstate 395	E+20 [1]	6,740	4,436 [4]	0.66	B
N Miami Avenue	North of NE 79th Street	NE 79th Street	E+20 [1]	4,150	3,576 [4]	0.86	D
N Miami Avenue	NE 79th Street	NE 62nd Street	E+20 [1]	4,150	3,569	0.86	D
N Miami Avenue	NE 62nd Street	NE 54th Street	D	4,150	3,573	0.86	D
N Miami Avenue	NE 54th Street	NE 36th Street	D	4,150	3,564	0.86	D

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Table TR-5 - CONTINUED
Existing Traffic Volumes – Person Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
N Miami Avenue	NE 36th Street	NE 15th Street	D	7,320	5,539	0.76	C
Interstate 95	NW 79th Street	NW 62nd Street	D	28,345	24,914 [5]	0.88	D
Interstate 95	NW 62nd Street	Interstate 195	D	28,345	24,498	0.86	D
Interstate 95	Interstate 195	Interstate 395	D	27,172	20,038	0.74	C
Interstate 95	Interstate 395	W Flagler Street	E+50 [2]	31,314	20,025	0.64	B
Interstate 95	W Flagler Street	SW 8th Street	E+50 [2]	25,492	16,268	0.64	B
Interstate 95	SW 8th Street	South Dixie Highway	E+50 [2]	19,794	12,683	0.64	B
NW 7th Avenue	NW 79th Street	NW 62nd Street	E+50 [2]	4,978	2,895	0.58	B
NW 7th Avenue	NW 62nd Street	NW 54th Street	E+50 [2]	4,978	3,680	0.74	C
NW 7th Avenue	NW 54th Street	NW 36th Street	E+20 [1]	4,978	3,000	0.60	B
NW 7th Avenue	NW 36th Street	W Flagler Street	E+20 [1]	14,672	7,535	0.51	B
SW 8th Avenue	W Flagler Street	SW 8th Street	E+20 [1]	4,004	1,021	0.25	B
NW 12th Avenue	North of NW 36th Street		E+20 [1]	14,542	8,101	0.56	B
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	E+20 [1]	15,370	8,165	0.53	B
NW 12th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	5,108	2,634 [4]	0.52	B
SW 12th Avenue	W Flagler Street	SW 8th Street	E+20 [1]	4,004	1,905	0.48	B
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral Way)	E+20 [1]	13,990	5,575 [4]	0.40	B
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	E+20 [1]	4,978	3,128 [4]	0.63	B
NW 17th Avenue	NW 62nd Street	NW 54th Street	E+20 [1]	4,978	3,137	0.63	B
NW 17th Avenue	NW 54th Street	NW 36th Street	E+20 [1]	14,818	7,961	0.54	B
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	E+20 [1]	12,844	7,935	0.62	B
NW 17th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	7,394	3,201	0.43	B
SW 17th Avenue	W Flagler Street	SW 8th Street	E+20 [1]	4,978	3,212	0.65	B
SW 17th Avenue	SW 8th Street	SW 22nd Street	E+50 [2]	4,978	3,217	0.65	B
SW 17th Avenue	SW 22nd Street	South Dixie Highway	E+20 [1]	11,498	7,484	0.65	B
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	E+20 [1]	11,498	7,424 [5]	0.65	B
NW 27th Avenue	North of NW 36th Street	NW 36th Street	E+20 [1]	17,280	9,433 [5]	0.55	B
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	E+20 [1]	7,440	4,670 [5]	0.63	B
NW 27th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	7,440	6,244	0.84	D
SW 27th Avenue	W Flagler Street	SW 8th Street	E	7,440	6,567 [4]	0.88	D
SW 27th Avenue	SW 8th Street	SW 22nd Street	E	5,130	5,639	1.10	E+20
SW 27th Avenue	SW 22nd Street	South Dixie Highway	E	14,970	8,648 [4]	0.58	B
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	E	12,320	7,354	0.60	B
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin Expressv	SR 836 (Dolphin Expressway)	E	4,426	3,173	0.72	C
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin Expressway)	W Flagler Street	E	4,630	3,184	0.69	B
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	E+20 [1]	4,630	3,189 [4]	0.69	B
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	E+20 [1]	4,426	3,592 [4]	0.81	D

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Table TR-5 - CONTINUED
Existing Traffic Volumes – Person Trip Methodology

Roadway	*From*	*To*	*Level of Service Standard*	*Capacity*	*Peak Hour, Two-Way Volume*	*V/C Ratio*	*Level of Service* [6]
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	E+50 [2]	14,827	8,377	0.56	B
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	E+20 [1]	12,335	6,551	0.53	B
SW 37th Avenue (Douglas Road)	South of Main Highway		E+20 [1]	1,658	1,553	0.94	E
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin Expressway)		E+20 [1]	5,472	10,575 [4]	1.93	F
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	7,670	7,959	1.04	E+20
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	E	4,782	5,132	1.07	E+20
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	E	11,498	9,545	0.83	D
SW 42nd Avenue (LeJeune Road)	South of Main Highway		E+20 [1]	1,658	4,806	2.90	F
NW 57th Avenue (Red Road)	SR 836 (Dolphin Expressway)	W Flagler Street	E+20 [1]	4,150	4,045	0.97	E
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	E+20 [1]	4,150	2,582	0.62	B
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	0	14,616	7,550	0.52	B
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	0	11,912	8,530	0.72	C
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	0	13,990	8,569	0.61	B

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Per Chapter 163.3180(10) of the Florida Statutes, the minimum level of service standard for FIHS roadways within the city is LOS 'D'.

Automobile Level of Service Calculation Methodology. Level of service evaluations for all major roadways within the City were performed using average traffic count information provided by Miami-Dade County and the Florida Department of Transportation. Traffic volumes were converted to peak-hour volumes using K-factors published on FDOT's *2002 Florida Traffic information* CD. Many traffic volumes reported by Miami-Dade County were collected in the years 2000, 2001, and 2002. These volumes were adjusted to current conditions using the growth rates determined by comparing the 2015 FSUTMS model to the 1999 FSUTMS Validation model.

Assumed level of service standards for City and County roadways set forth by Miami-Dade County for roadways located within the County's designated Urban Infill Area were used for the vehicular and person trip peak hour level of service analysis while roadways identified as part of the Florida Intrastate Highway System (FIHS) are assumed to maintain the minimum level of service standards established by the Florida Department of Transportation. The City of Miami recognizes this program for evaluating the traffic impacts to State and County roads that are associated with development petitions inside City limits. In accordance with the County's standards, local roadways within the UIA are allowed to exceed 100% of their traditional Level of Service E vehicle capacity where either public transit service exists and operates with headways less than twenty minutes (120% of LOS E) or where roadways are parallel to exceptional transit service, including commuter rail or express bus service (150% of LOS E). The minimum level of service standard established by the Florida Department of Transportation for limited access facilities is LOS D.

Level of service for roadways was determined by comparing the reported traffic volume on the segment to the maximum service capacity listed for the specific facility type and cross section in the *2002 Quality/Level of Service Handbook* (Table 4-4) published by the Florida Department of Transportation. Generalized service capacities reported in Table 4-1 of the FDOT Handbook were assigned to the individual roadways within the study area based on the observed traffic signal spacing or interchange spacing along the segment and adjusted using the 'Arterial/Non-State Roadway Adjustments' reported in the table, where appropriate. Volume-to-capacity (V/C) statistics calculated for each segment are measured against volume-to-capacity (V/C) thresholds established for each level of service grade in the *Miami-Dade Transportation Plan for the Year 2015.* Level of service evaluations for roadway segments afforded increased capacity thresholds due to extraordinary transit service were evaluated based on Level of Service E capacities and adjusted to allowable increased levels of service (i.e. E+20/E+50) when the volume-to-capacity ratio was greater than 1.0. Based on this analysis, the Automobile Level of Service for each roadway in Table TR-4 was determined.

Peak Hour Person Trip Level of Service Calculation Methodology. The City of Miami has adopted through its Transportation Element a new method for measuring the capacity of a roadway for the purpose of transportation concurrency review in which the fundamental measure of travel is the person trip and not the vehicle trip and

'transportation corridor' capacity is the sum of two or more modes of person trip travel (i.e. vehicle + public transit) instead of vehicle capacity alone. Level of service evaluations are performed for the major roadways within the City using person trip volumes developed from the corresponding vehicle trip evaluation tables and transit ridership data provided by Miami-Dade Transit. The level of service evaluations are based upon the best available information and the methodology for calculating peak hour person trip demand and capacity was validated by Miami-Dade Transit.

Transit Demand

Peak-hour bus ridership is calculated by comparing peak-hour boardings to average weekday boardings. Miami-Dade Transit Agency *Bus Boarding Reports* were collected for each bus route in the City for which information was available on January 29, 2004. This date represents a mid-weekday in peak-season, with school boardings, and for a month in which holidays would not significantly skew the average weekday ridership statistics. Boardings on all runs operating between 7:00 AM and 9:00 AM, and between 4:00 PM and 6:00 PM were totaled. An AM peak-hour factor of 6.24 percent and a PM peak-hour factor of 6.08 percent were calculated. The PM factor was applied to average weekday ridership information to derive a peak-hour ridership volume similar to a "k" factor in vehicle trip methodology. Miami-Dade Transit agreed that this was an acceptable conversion. Peak-hour ridership for Metrorail is based on information published in Miami-Dade Transit's *Ridership Technical Report* for January 2004. The PM peak-hour of ridership is reported as 4:00 PM to 5:00 PM, with 10 percent of all daily boardings occurring during this hour. This peak-hour factor was applied to average weekday boardings. Miami-Dade Transit does not collect time-of-day information on Metromover boardings. Therefore, due to the intermodal connectivity of Metrorail and Metromover, the peak-hour factor of 10 percent reported for Metrorail was applied to Metromover average weekday boardings.

Transit Capacity

Peak hour bus capacity is based on peak-hour headways published in the Miami-Dade Transit Schedules dated October 2003, and bus capacities for each route as provided by Miami-Dade Transit. Metrorail capacity is based on six car train-sets each with a capacity of 164 passengers per car as directed by Miami-Dade Transit. A peak-hour Metrorail headway of six minutes is based on published information in the Miami-Dade Transit Schedules dated October 2003. Metromover capacity is based on individual cars with a capacity of 96 passengers operating on a 90-second headway per Miami-Dade Transit.

Person Trips

Vehicle trip volumes are converted to person trip volumes by multiplying the number of vehicle trips reported for the individual segment by the assumed vehicle occupancy rate plus the total average weekday transit ridership statistic reported for all routes serving the individual segment. The assumed occupancy rate is 1.34 for the baseline based upon the *Southeast Florida Regional Travel Characteristics Study* and 1.40 for the long range planning horizon (2025), a slightly higher occupancy rate in accordance with the provisions of the City of Miami Concurrency Management

System. Roadway links within one-half mile of the Metrorail or Metromover systems were considered to benefit from the remaining capacity of these transit systems. For the long range planning horizon (2025), a linear growth rate of 0.434 percent is applied to existing (2004) transit ridership statistics reported for each roadway segment to account for some growth in general demand for the system. The growth rate for transit usage represents the annual calculated growth rate from system-wide Metrobus ridership data published by Miami-Dade Transit for Fiscal Year 1997 and 2002.

Person Trip Capacity
Maximum service capacities for measuring level of service are developed by multiplying the vehicle capacity by the assumed vehicle occupancy rate plus the net remaining daily person capacity available for future transit demand along the travel corridor. For the long range planning horizon (2025), the same linear growth rate of 0.434 percent is applied to the statistic representing the remaining daily person capacity available for transit use. This reflects the assumption that Miami-Dade Transit will, at a minimum, continue to improve its service capacity within the study area in proportion to the increase in demand for transit service by identifying appropriate improvements within the Agency's Five Year Transit Development Plan. Although not included in the capacity calculations for this analysis, additional transit capacity within the study area is anticipated through the year 2008 and beyond to include increased service times, additional bus routes on a new grid routing system and additional municipal bus circulator programs. In discussions with MDT staff, these improvements can not be quantified as specific capacity improvements for roadway segments are not available at this time, but these general improvements are targeted in *The Peoples Transportation Plan* with funding secured through the half-cent sales tax referendum approved by Miami-Dade County voters. More information about *The Peoples Transportation Plan* is discussed in the Analysis of Future Transportation System section.

Peak Hour Person Trip Level of Service Measurements. Similar to a traditional vehicle capacity methodology, peak hour person trip volume-to-capacity (V/C) statistics calculated for each roadway segment are measured against volume-to-capacity (V/C) thresholds established by the City of Miami for use in performing person trip capacity analysis. These thresholds are documented in a report entitled *Transportation Corridors: Meeting the Challenge of Growth Management in Miami.* Level of service evaluations for County and State roadway segments afforded increased capacity thresholds due to extraordinary transit service are evaluated based on Level of Service E capacities in the City's volume-to-capacity table for person trips and adjusted to allowable increased levels of service (i.e. E+20/E+50) when the volume-to-capacity ratio exceeds 1.0.

Automobile and Person Trip Levels of Service and System Needs Based Upon Existing Design and Operating Capacities. The City of Miami designated a citywide Urban Infill Area (UIA) on November 16, 1999, by adopting policy LU-1.1.11 into its Future Land Use Element (amended September 14, 2000, to exclude Virginia Key, Watson Island, and the uninhabited islands of Biscayne Bay that have a

land use and zoning designation of Conservation) pursuant to Miami-Dade County's designation of an Urban Infill Area lying generally east of the Palmetto Expressway and including all of the City of Miami. The City of Miami recognizes the Miami-Dade Service Concurrency Management Program for evaluating the traffic impacts to State and County roads, not recognized as Transportation Corridors, associated with development petitions inside the City limits. For Transportation Corridors, the City of Miami uses a person trip capacity methodology for calculating level of service. Whereby, this technique calculates the total person trip capacity of all transportation modes utilizing a transportation facility against the total person trip demand for travel on that facility, expressing the resulting ratio in letter grades LOS A through F in the same manner used by the conventional vehicles-over-capacity (V/C) methodology. The adopted level of service within the UIA is LOS E (100% of capacity). Where public transit service exists in the UIA operating with headways of 20 minutes or less, roadways located less than one-half mile of the service may operate at 120% of their capacity. Furthermore, on roadways parallel to exceptional transit service (i.e. commuter rail/express bus), the acceptable level of service is 150% of their capacity. For certain City streets, Miami utilizes a person trip methodology on specified transportation corridors, described above, to determine level of service for all transportation modes. The currently adopted level of service standard for all other transportation modes under the City's jurisdiction is Level of Service E, unless otherwise modified.

Existing Modal Split and Vehicle Occupancy Rates. According to journey-to-work data collected in the 2000 Census, single occupant automobile trips account for 66.0 percent of all work trips to-and-from-work reported by residents in Miami. Carpools account for 16.5 percent, public transportation including bus or trolley account for 10.0 percent, other public transportation including streetcar, subway, railroad, and taxi account for 1.5 percent, bicycles account for 0.5 percent, walking for 4.0 percent, and 'other means' including motorcycle account for 1.5 percent. In addition, approximately 2.5 percent of the residents in Miami report working at home. The information reported in the 2000 Census is generally consistent with results from the Southeast Florida Regional Travel Characteristics Study with the exception of transit ridership, in which residents in the City of Miami report much higher usage of public transportation for travel to-and-from-work as compared to the three-county area as a whole. In the Southeast Florida Study, the average vehicle occupancy for Miami-Dade County was reported to be 1.34 persons per vehicle. The vehicle occupancy rate of 1.34 was used for the baseline or existing modal split. However, a higher vehicle occupancy rate of 1.40 was used for the long range planning horizon (2025) in accordance with the provisions of the City of Miami Concurrency Management System and validated by the Florida Department of Transportation.

Automobile travel continues to be the easiest and most convenient mode of travel for residents within the City of Miami. However, increasing congestion and limited right-of-way along area roadways, coupled with public transportation improvements targeted by Miami-Dade Transit, have induced higher public transportation usage for Miami residents as compared to the rest of Southeast Florida. Assuming this trend continues, the degrees of freedom and speed of travel found in the automobile may

lower over the long range planning horizon and therefore make public transportation more attractive to other residents in Miami for travel to-and-from-work.

Existing Public Transit Facilities and Routes. The City of Miami has several transit options within its limits; Metromover, Metrorail, and Metrobus.

Metrorail. Miami-Dade County's elevated rapid transit system runs from Kendall through South Miami, Coral Gables, and downtown Miami; to the Civic Center/Jackson Memorial Hospital area; and to Brownsville, Liberty City, Hialeah, and Medley in northwest Miami-Dade, with connections to Broward and Palm Beach counties at the Tri-Rail/Metrorail transfer station. The 11 accessible Metrorail stations within the City of Miami are about one-mile apart, providing easy access for bus riders, pedestrians, and passengers being dropped off and picked up. The stations in the City include Douglas Road, Coconut Grove, Vizcaya, Brickell, Government Center, Overtown/Arena, Culmer, Santa Clara, Allapattah, and Earlington Heights. Metrorail runs 24 hours a day, seven days a week. Trains arrive every six minutes during weekday rush hours, every 10 minutes at midday, and every 15-30 minutes after 6 p.m. Weekday service after midnight is hourly. Weekend service runs every 15 minutes until approximately 8 p.m., then every 30 minutes until midnight. Service is hourly after midnight on weekends.

Metromover. Metromover is a free automated people-mover system that serves downtown Miami from Omni to Brickell and connects with Metrorail at the Government Center and Brickell stations. Metromover links many of downtown Miami's major office buildings, hotels, and retail centers, the Stephen P. Clark Government Center, the Cultural Plaza (Miami Art Museum, Historical Museum, Main Library), and the Brickell business district. Metromover has a downtown inner loop and Omni and Brickell on the outer loop. Service on the outer loop ends at midnight. Service on the inner loop operates 24 hours a day.

Metrobus. Forty-nine Metrobus routes serve the City of Miami, including Routes 2, 3, 6, 7, 8, 9, 10, 11, 12, 16, 17, 21, 22, 24, 27, 32, 33, 36, 37, 40, 42, 48, 54, 62, 72, 73, 77, 95, A, B, C, J, K, L, M, S, T, Flagler Max, Seaport Connection, Coconut Grove Circulator, Brickell Key Shuttle, Little Havana Connection, Little Haiti Circulator, Night Owl, Airport Owl, Coral Way Max, Douglas Bridge, Riverside Shuttle, and Biscayne Max. Six additional routes run along Intestate 95 in Miami providing rush hour service only. The forty-nine routes directly serving Miami are illustrated in Map TR-5 and described below:

- **Route 2** provides service to the Mall at 163rd Street, Parkway Regional Hospital, Overtown Metrorail Station, Downtown Miami Bus Terminal, Main Library, Historical Museum of South Florida, and the Miami Museum of Art. Headways are maintained at 15 minutes during the weekday, 60 minutes during the weeknight, 20 minutes on Saturday and 30 minutes on Sunday. Ridership data from Miami-Dade Transit shows that approximately 3,963 passengers per weekday and 96,730 monthly passengers access this route.

- **Route 3** provides service to the Wal-Mart and Diplomat Mall in Broward County, Mall at 163rd Street, Aventura Mall, Omni Metro Mover Bus Terminal, Government Center Metrorail Station, Main Library, and the Downtown Miami Bus Terminal. Headways are maintained at 20 minutes throughout the weekday and Sunday, 60 minutes during the weeknight and 15 minutes on Saturdays and 20 minutes on Sundays. Ridership data indicates that approximately 12,881 passengers per weekday and 270,492 passengers per month use this route.

- **Route 6** provides service from the Coconut Grove and Brickell Metrorail Stations, and the Miami Avenue Metromover Station as well as providing service from downtown Miami, Little Havana, and Musa Isle. Headways are maintained at 60 minutes during all operating periods. Ridership data indicates that approximately 230 passengers per weekday and 4,829 per month use this route.

- **Route 7** provides service to the City of Sweetwater, Dolphin Mall, Miami International Mall, Mall of the Americas, City of Miami Springs, Miami International Airport, Little Havana, Downtown Miami Bus Terminal, MDC Downtown Campus, Overtown/Arena Metrorail Station, Main Library, Historical Museum of South Florida, and the Miami Art Museum. Headways are maintained at 20 minutes during the weekday peak period and Saturdays and 30 minutes on Sundays. Ridership data indicates that approximately 3,712 passengers per weekday and 102,560 passengers per month use this route.

- **Route 8** provides service to the Florida International University Bus Terminal, FIU South Campus, Westchester Shopping Center, Little Havana, Calle Ocho, the Brickell Metrorail Station, MDC Downtown Campus Brickell Metrorail Station, and the Downtown Bus Terminal. Headways are maintained at 10 minutes during the weekday peak, 15 minutes on Saturdays and 20 minutes on Sundays. Ridership data indicates that approximately 7,536 passengers per weekday and 199,134 passengers per month use this route.

- **Route 9** offers service from the Downtown Terminal and the Government Center Metrorail Station to the Mall at 163rd Street, Aventura, North Miami, and North Miami Beach, Main Library, Miami Shores, and the Miami Art Museum. Route 9 operates seven days a week with headways of 10 minutes during the weekday peak period and 40 minutes curing the weekday off-peak period. Weekend service is provided every 40 minutes on Saturdays and 60 minutes on Sundays. Ridership information indicates that approximately 4,911 passengers per weekday and 110,192 monthly passengers use this service.

- **Route 10** provides service form the Downtown Terminal and Government Center Metrorail Station, as well as from the Mall at 163rd Street, North Miami, North Miami Beach, Main Library, and the Miami Art Museum. Service is provided seven days a week. Headways are 20 minutes during the weekday peak periods, 40 minutes during the off-peak periods, including Saturdays, 30 minutes on weekday evenings and 60 minutes on Sundays. Average monthly ridership totals

are 57,208 passengers over the month and approximately 2,533 passengers per weekday.

- **Route 11** offers service to the Dade County Auditorium, Government Center Metrorail Station, Downtown Terminal, Mall of the Americas, and the FIU University Park Campus. Headways are 7.5 minutes during the weekday peak periods, 10 minutes during the off-peak and 60 minutes in the evening. Saturday headways are 12 minutes during the AM, 10 minutes at midday, and 60 minutes in the evening. Sunday headways are 15 minutes during daytime operating periods with 60 minutes in the evening. Ridership data indicates that approximately 12,783 passengers per weekday and 359,717 passengers per month use this route.

- **Route 12** provides service to the Northside Metrorail Station, Allapattah Metrorail Station, Civic Center Metrorail Station, VA Hospital, Cedars Medical Center, UM/Jackson Memorial Hospitals, Vizcaya Metrorail Station, Mercy Hospital, and Coconut Grove. Headways are maintained at 30 minutes during the weekday, 60 minutes during the weeknight and they alternate between 20 and 40 minutes on the weekend. Ridership information indicates that approximately 3,083 passengers per weekday and approximately 36,996 passengers per month.

- **Route 16** offers service to the Mall at 163rd Street, Omni Metro Mover Terminal, Government Metrorail Station, Main Library, Miami Art Museum, Historical Museum of South Florida, and the Downtown Terminal Miami. This route operates seven days a week. Headways are established at 20 minutes during the weekday peak and off-peak periods and 30 minutes during the night and weekend periods. Approximately 20,776 people ride this route per month.

- **Route 17** provides service to the Orange Bowl, Earlington Heights Metrorail Station, North Dade Health Center, and the Vizcaya Metrorail Station. Headways are maintained at 15 minutes during the weekday peak periods, 20 minutes during the off-peak with 60 minutes during late operations. Saturday and Sunday headways are maintained at 30 minutes. Ridership data indicates that approximately 5,465 passengers per weekday and 136,688 passengers per month use this route.

- **Route 21** provides service to North Dade Health Center, Miami-Dade College North Campus, Northside Metrorail Station, Allapattah Metrorail Station, Santa Clara Metrorail Station, UM/Jackson Memorial Hospitals, Main Library, Historical Museum of South Florida, Miami Art Museum, and the Downtown Miami Bus Terminal. Headways are maintained at 30 minutes during the weekday, less than 90 minutes during the weeknight and they alternate between 20 and 40 minutes on the weekend. Ridership data indicates that approximately 2,408 passengers per weekday and 50,572 passengers per month use this route.

- **Route 22** provides service to the Coconut Creek Metrorail Station, Westchester Shopping Center, Earlington Heights Metrorail Station, Golden Glades Park and Ride lot, and North Miami Beach. Headways are maintained at 20 minutes during the peak weekday periods and 30 minutes during the off-peak periods with 60 minutes during the evening. Headways on Saturday and Sunday are kept at 30 minutes. Ridership data indicates that approximately 4,022 passengers per weekday and 101,095 passengers per month use this route.

- **Route 24** enters Miami from the west via 22nd Street with service to the Downtown Terminal, Vizcaya Metrorail Station, Miracle Mile, Westchester Shopping Center, Tamiami Park, and the FIU University Park Campus. Headways are maintained at 15 minutes during the peak and off-peak periods with 30 minute headways in the evening. Saturday and Sunday headways are 30 minutes and 60 minutes during the evening. Ridership data indicates that approximately 4,204 passengers per weekday and 111,760 passengers per month use this route.

- **Route 27** offers service to the Coconut Grove Metrorail Station, the Brownsville Metrorail Station, Dr. Martin Luther King, JR. Metrorail Station, Miami-Dade Community College North Campus, Opa-Locka, Pro Player Stadium, and the Calder Race Course. Headways are maintained at 15 minutes during peak and off-peak periods with 60 minutes in the evening. Saturday headways are 20 minutes with 60 minutes in the evening and Sunday headways are 30 minutes with 60 minutes in the evening. Ridership data indicates that approximately 8,297 passengers per weekday and 217,414 passengers per month use this route.

- **Route 32** provides service from the Opa-Locka Tri-Rail Station, Northside and Santa Clara Metrorail Stations, and Omni Bus Terminal. It also provides service from the Landmark Learning Center, St. Thomas University, Florida Memorial College, Miami-Dade Community College, MDCC North Campus, Northside Shopping Center, and North Bayshore Drive. It operates seven days a week with headways of 20 minutes during the weekday peak periods, 30 minutes during the off-peak periods, 60 minutes on weekday evenings and Sundays and 40 minutes on Saturdays. Ridership data indicates that approximately 3,328 passengers per weekday and 89,414 passengers per month use this route.

- **Route 33** enters the City form the north along NE 10th Avenue and the 79th Street Causeway and provides service to the North Shore Hospital, Hialeah, and the Hialeah Gardens. Headways are 30 minutes during all operating periods except the evening operation which is 60 minutes. Ridership data indicates that approximately 2,104 passengers per weekday and 51,043 passengers per month use this route.

- **Route 36** offers service from the Allapattah Metrorail Station and the Omni Bus Terminal, as well as the Koger Office Park, Miami Springs, and North Bayshore Drive. Headways are maintained at 10 minutes during the peak period and 30 minutes during the off-peak periods, nights and weekends. Ridership data

indicates that approximately 3,422 passengers per weekday and 86,383 passengers per month use this route.

- **Route 37** provides service to the City of Hialeah, Department of Children and Families, Hialeah Metrorail Station, Tri-Rail Airport Station, Miami International Airport, Douglas Road Metrorail Station, City of South Miami, Cocoplum Circle, and South Miami Metrorail Station. Headways are maintained at 30 minutes for all operating periods seven days a week. Ridership data indicates that approximately 3,782 passengers per weekday and 79,425 passengers per month use this route.

- **Route 40** offers service to Bird Road, City of Coral Gables, and the Douglas Road Metrorail Station. Headways are maintained at 20 minutes during the weekday with 60 minute evening service and 30 minutes on the weekend with 60 minute evening service. Ridership data indicates that approximately 12,783 passengers per weekday and 359,717 passengers per month use this route.

- **Route 42** provides service to the Golden Glades Park & Ride, Opa-Locka City Hall, Opa-Locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail Station, Miami International Airport, Coral Gables, Douglas Road Metrorail Station, and the Coconut Grove Metrorail Station. The route operates seven days a week with headways maintained at 30 minutes for all operating periods. Ridership data indicates that approximately 955 passengers per weekday and 26,177 passengers per month use this route.

- **Route 48** offers service to the Santa Clara Metrorail Station, Jackson Memorial Hospital (via NW 10 Avenue), Somerville Residences, Downtown Bus Terminal, Brickell Avenue Business District, Mercy Hospital, Douglas Road Metrorail Station, Coconut Grove, Coral Gables, University Metrorail Station, and the South Miami Metrorail Station. Headways are maintained at 60 minutes during the week with no weekend service. Ridership data indicates that approximately 412 passengers per weekday and 8,659 passengers per month use this route.

- **Route 54** provides service to the Barbara Goleman High School (selected trips), City of Hialeah, Westland Mall, Okeechobee Metrorail Station, Hialeah Metrorail Station, Department of Children and Families, and the Brownsville Metrorail Station. The route is in operation seven days a week. Headways are maintained at 30 minutes during the AM and off-peak periods with 20 minutes during PM peak periods and 60 minutes in the weekday evening. Saturday and Sunday headways are at 30 minutes with 60 minutes during the late evening. Ridership data indicates that approximately 3,212 passengers per weekday and 78,538 passengers per month use this route.

- **Route 62** provides service between the Dr. Martin Luther King Jr. Metrorail Station and the Omni Metro Mover Bus Terminal. Headways are maintained at 10 minutes during the peak hours, 15 minutes during the off-peak hours and 30 minutes during late-night hours. Weekend headways are 20 minutes. Ridership

data indicates that approximately 4,782 passengers per weekday and 123,907 passengers per month use this route.

- **Route 72** offers service to the Westlake Plaza, South Miami Metrorail Station, Miami Children's Hospital, City of Coral Gables, and the Douglas Road Metrorail Station. Headways are maintained at 30 minutes for all operating periods seven days a week. Ridership data from Miami-Dade Transit is not available for this route.

- **Route 73** provides service to the City of Miami Lakes, Miami Lakes Technical Education Center, City of Hialeah, Okeechobee Metrorail Station, US Postal Annex, Miami Children's Hospital (rush hours only), Dadeland Mall, and the Dadeland South Metrorail Station. Headways are maintained at 30 minutes for all operating periods during the week and 60 minutes for the weekend. Ridership data indicates that approximately 2,103 passengers per weekday and 50,147 passengers per month use this route.

- **Route 77** provides service to the Metro-Dade Government Center, Main Library, Historical Museum of South Florida, Miami Art Museum, Culmer Metrorail Station, and the Golden Glades Park & Ride. Headway times are 10 minutes during the weekday peak period, 15 minutes during the weekday off-peak period and 30 minutes during nights and weekends. Average ridership totals show 9,168 passengers per weekday and 229,695 passengers over the month use this service.

- **Route 95** provides service to the Omni Metro Mover Bus Terminal, Dade County Courthouse, Veterans Hospital, Earlington Heights Metrorail Station, Golden Glades Park & Ride, Mall at 163rd Street, Skylake Mall, and the Aventura Mall. This route operates seven days a week. Headway times are 30 minutes during the peak period and 60 minutes during the off-peak period. Ridership information indicates approximately 4,164 passengers per weekday and 103,898 passengers per month utilize this route.

- **Route A** offers service to the Omni Bus Terminal, the City of Miami Beach via Venetian Causeway, Lincoln Road, and South Beach. Headways are kept at 20 minutes during the week and 40 minutes during the weekend during all operating periods. Ridership data indicates that approximately 322 passengers per weekday and 8,952 passengers per month use this route.

- **Route B** provides service to the Government Center Metrorail Station, Downtown Bus Terminal, Main Library, Historical Museum of South Florida, Miami Art Museum, Brickell Metrorail Station, Brickell Business District, Miami Seaquarium, Crandon Park, Key Biscayne, and the Cape Florida State Park. Headways are 12 minutes for the peak weekday operations and 30 minutes for off-peak weekday operations. Saturday and Sunday headways are 40 minutes. Ridership data indicates that approximately 1,675 passengers per weekday and 45,899 passengers per month use this route.

- **Route C** provides service to Mount Sinai Hospital, South Beach, Main Library, Historical Museum, Miami Art Museum, Government Center Station, Omni Metro Mover Bus Terminal, and the Downtown Miami Bus Terminal. Headways are maintained at 20 minutes during the weekday and Saturday, 60 minutes during the weeknight and 40 minutes on Sunday. Ridership data indicates that approximately 3,864 passengers per weekday and 110,508 passengers per month use this route.

- **Route J** provides service to and from the Douglas Road and Allapattah Metrorail Stations, as well as Coral Gables, Miami International Airport, Miami Springs, and Miami Beach. This route operates seven days a week with headways maintained at 20 minutes during the weekday peak periods, 60 minutes on weekday evenings and Sundays and 30 minutes during the off-peak periods and on Saturdays. Ridership data indicates that approximately 4,982 passengers per weekday and 126,651 passengers per month use this route.

- **Route K** provides service to the Diplomat all and Hallandale Beach Boulevard in Broward County, Federal Building, Haulover Marina, South Beach, Omni Metro Mover Bus Terminal, and Downtown Miami Bus Terminal. Headways are maintained at 20 minutes during the weekday and 30 minutes during the weekend. Ridership data indicates that approximately 4,605 passengers per weekday and 125,158 passengers per month use this route.

- **Route L** offers service to the City of Hialeah, Hialeah Metrorail Station, the Hialeah Racetrack, Hialeah Hospital, Amtrak Passenger Terminal., Tri-Rail/Metrorail Station, Northside Metrorail Station, City of Miami Beach, Collins Avenue, Lincoln Road, and Convention Hall Drive. Headways consist of 10 minutes in the peak periods, 12 minutes in the off-peak and 30 minutes in the late weekday evening. Saturday headways are 20 minutes in the AM, 15 minutes midday and 60 minutes in the late evening. Sunday headways are 20 minutes for all operating periods. Ridership data indicates that approximately 10,851 passengers per weekday and 292,973 passengers per month use this route.

- **Route M** provides service to the Miami Heart Institute, Mount Sinai Hospital, Santa Clara Metrorail Station, Civic Center Metrorail Station, UM/Jackson Memorial Hospitals, Cedars Medical Center, South Beach, Omni Metro Mover Bus Terminal, and the Downtown Miami Bus Terminal. Headways are maintained at 30 minutes during the weekday and 60 minutes on the weekend. Ridership data indicates that approximately 1,920 passengers per weekday and 46,946 passengers per month use this route.

- **Route S** provides service to the Main Library, Historical Museum, Miami Art Museum, Government Center Station, Aventura Mall, South Beach, Omni Metro Mover Bus Terminal, and Downtown Miami Bus Terminal. Headways are maintained at 12 minutes during the weekday and on Saturday, 60 minutes during the weeknight and 15 minutes on Sunday. Ridership data indicates that

approximately 13,358 passengers per weekday and 391,644 passengers per month use this route.

- **Route T** provides service to the Main Library, the Historical Museum, Miami Art Museum, Government Center Station, Miami-Dade College Wolfson Campus, South Beach, Haulover Marina, Omni Metro Mover Bust Terminal, and Downtown Miami Bus Terminal. Headways are maintained at 30 minutes for all operating periods. Ridership data indicates that approximately 2,371 passengers per weekday and 59,521 passengers per month use this route.

- The **Biscayne Max** provides service along Biscayne Boulevard (US 1) connecting the downtown bus terminal with the Main Library, Historical Museum, Government Center, Art Museum, City of El Portal, City of North Miami, City of North Miami Beach, and the City of Aventura. The route operates on weekdays during the peak period with 15-minute headways. Ridership figures show approximately 2,193 weekday passengers and 46,048 passengers per month.

- The **Flagler Max** offers service to West Miami-Dade, Downtown Bust Terminal, Government Center Metrorail Station, Main Library, Historical Museum, Miami Art Museum, Biscayne Boulevard (US 1), Omni Bus Terminal, Miami Beach, and South Beach. Headways are 15 minutes in the weekday peak period and 30 minutes in the non-peak period with no weekend service provided. Ridership data indicates that approximately 1,791 passengers per weekday and 37,620 passengers per month use this route.

- The **Seaport Connection** provides service to Downtown Miami, Government Center Metrorail Station, Port of Miami, Port Boulevard, the Port of Miami Terminals, and Royal Caribbean. Headways are 15 minutes during the peak weekday period and 30 minutes during the off-peak weekday period, Saturday and Sunday operating periods. Ridership data indicates that approximately 132 passengers per weekday and 3,445 passengers per month use this route.

- The **Coconut Grove Connector** offers service to the Douglas Road Metrorail Station, Coconut Grove, Miami City Hall, and the Coconut Grove Metrorail Station. Headways are 15 minutes for all operating periods seven days a week. Ridership data from Miami-Dade Transit is not available for this route.

- The **Brickell Key Shuttle** offers service to the Brickell Metrorail/Metromover Stations, Eighth Street Metromover Station, and the Tenth Street Promenade Metromover Station. Headways are 15 minutes for all weekday and Saturday operating periods with no Sunday service provided. Ridership data indicates that approximately 62 passengers per weekday and 1,559 passengers per month use this route.

- The **Little Havana Circulator** provides service to the Miami-Dade County Courthouse (Cielito Lindo), the Government Center Station, Metromover, the Main Library, Miami Art Museum, Historical Museum, West Flagler Street,

Beacon Boulevard, SW 7th Street, and SW 8th Street, The circulator operates seven days a week with 20 minute headways. Ridership data from Miami-Dade Transit is not available for this route.

- The **Little Haiti Connection** offers service to NE 36th Street, NE 79th Street, North Miami Avenue, NE 2nd Avenue, NW 2nd Avenue, Miami Design District, Douglas Gardens, Edison Middle School, Edison Senior High School, Edison Little River Neighborhood Service Center, and the Biscayne Shopping Plaza. The route operates seven days a week with 30 minute headways. Ridership data from Miami-Dade Transit is not available for this route.

- The **Night Owl Shuttle** provides service to the City of North Miami Beach, the Parkway Regional Medical Center, Mall at 163rd Street, Sunny Isles Causeway, A1A/Collins Avenue, City of Bal Harbour, Surfside, Miami Beach, Lincoln Road, Washington Avenue, Biscayne Boulevard (US 1), Downtown Miami, Government Center Metrorail Station, Overtown, the Civic Center Metrorail Station, UM/Jackson Memorial Hospitals and Clinics, and the Allapattah Metrorail. Headways are maintained at 60 minutes Sunday through Thursday nights and 40 minutes on Friday and Saturday nights. Ridership data indicates that approximately 260 passengers per weekday and 10,092 passengers per month use this route.

- The **Airport Owl** provides service to the Government Center Metrorail Station, South Beach, Allapattah Metrorail Station, Miami International Airport, and the Airport Tri-Rail Station. Headways are maintained at 60 minutes for all operating periods. Ridership data indicates that approximately 214 passengers per weekday and 7,534 passengers per month use this route.

- The **Coral Way Max** offers service to Coral Way, Las Americas Shopping Center, Miami-Dade Permit Inspection Office, West Dade Regional Library, Coral Gables City Hall, Coral Gables Hospital, English Center, and the Douglas Road Metrorail Station. Headways are maintained at 20 minutes for all operating periods with service only during the week. Ridership data from Miami-Dade Transit is not available for this route.

- The **Douglas Bridge** provides service to the Douglas Road Station, Gibson/Stirrup Plazas, and the Coconut Grove Neighborhood Service Center. Headways are maintained at 20 minutes with no service on Sundays. Ridership data indicates that approximately 65 passengers per weekday and 887 passengers per month use this route.

- The **Riverside Shuttle** offers service to the Riverside Center, the I-95 Parking lot, and the Government Center Metrorail Station. Headways are 15 minutes for all operating periods with no service provided on the weekends. Ridership data indicates that approximately 38 passengers per weekday and 808 passengers per month use this route.

Peak Hour Capacities and Headways. As mentioned, Metrorail, Metromover and Metrobus provides service in and around Miami.

Metrorail

The entire County system is 22.4 miles of elevated, heavy rail that operates at a top speed of 58 mph with an average speed of 31 mph. Travel from one end of the system to the other requires only 42 minutes. Within the City of Miami is approximately 8.7 miles of the 22.4 miles. Metrorail has 136 cars with a normal capacity of 164 passengers per car. There are typically six cars per train during peak hour operations and four cars per train during off-peak periods, or a capacity of 984 people per train during the peak periods.

Metromover

The system consists of 1.9 miles of an elevated double loop people mover that is electrically powered, fully automated connecting with Metrorail and Metrobus at various locations. The fleet consists of 29 single units. Trains arrive every 90 seconds during rush hours, every three minutes during off-peak hours. Each car is designed to carry 88 standing and eight seated passengers. No ridership information was available form Miami-Dade Transit.

Metrobus

Metro bus has 49 routes within the City of Miami. Peak hour headways for these routes range between 7.5 minutes and 60 minutes. During the peak hours there are approximately 1,664 buses serving these 49 routes. Full size, standard buses with a maximum capacity of 69 persons per bus (38 sitting plus 31 standing) serve all of the routes except Routes 6, 48, A, Brickell Key Shuttle, Coconut Grove Circulator, Coral Way MAX, Douglas Bridge, Little Haiti Connection, Little Havana Circulator, Night Owl, Riverside Center Shuttle, and Seaport Connection, which use a minibus with a maximum capacity of 51 persons (31 sitting plus 20 standing). The full size buses account for 1,042 buses during the peak hours with 222 minibuses. These vehicles have a combined peak hour capacity of approximately 83,220 passengers. Table TR-6 identifies Transit Service Characteristics.

Table TR-6
Metrobus Service Characteristics

Route	Peak Headway (min)	Off-Peak Headway (min)	Total Peak Hour Vehicles	Total Daily Vehicles
2	15	15	32	123
3	20	20	28	110
6	60	60	4	18
7	20	20	24	97
8	10	10	48	155
9	10	40	30	90
10	20	40	12	55
11	7.5	10	60	218
12	30	30	16	75
16	20	20	24	91
17	15	20	32	97
21	30	30	16	63
22	20	30	24	70
24	15	30	32	128
27	15	15	32	134
32	20	30	24	76
33	30	30	11	57
36	10	30	32	95
37	30	30	16	91
40	20	20	32	125
42	30	30	16	56
48	60	60	8	29
54	30/20	30	20	87
62	10	15	48	153
72	30	30	16	57
73	30	30	14	49
77	10	15	56	184
95	30	60	52	88
A	20	20	23	81
B	12	30	31	94
C	20	20	24	103
J	20	30	24	88
K	20	20	24	94
L	10	12	48	176
M	30	30	16	62
S	12	12	40	186
T	30	30	24	79
Airport Owl	60	60	0	14
Biscayne Max	15	-	30	58
Brickell Key Shuttle	15	15	32	97
Coconut Grove Circulator	15	15	32	160
Flagler Max	15	30	30	73
Little Havana Circulator	20	20	24	86
Little Haiti Connection	30	30	16	64
Night Owl	40	60	0	15
Seaport Connection	15	30	32	92
Coral Way Max	20	20	17	32
Douglas Bridge	20	20	6	24
Riverside Shuttle	15	15	32	36

Source: Miami-Dade Transit Service Schedules, October 2003

Population Characteristics. The City of Miami has a population of 326,470 as reported in the 2000 Census, which constitutes approximately 14.49% of the total Miami-Dade County population. Among its residents, 66% consider themselves Hispanic or Latino, 20% consider themselves Black or African American, 12% consider themselves White, 0.5% consider themselves other races, and 1.5% consider themselves more than one race. The average household size is 2.61 persons per household and the average family size is 3.25 persons per family. Furthermore, median age for residents of Miami is 37.7 years and the median household income is $23,483. The 2000 Census Data indicates a healthy urban setting made up of a diverse racial mix of people living within low to middle income brackets.

Transportation Disadvantaged. The transportation disadvantaged include individuals who, because of physical or mental disability, income status or age, are unable to transport themselves or purchase individual transportation. As a result, these individuals are dependent upon others to obtain access to health care, employment, education, shopping, social or other life-sustaining activities. Currently, Miami-Dade County offers transportation services to the transportation disadvantaged through the County's Community Action Agency. The Community Action Agency has a transportation unit that offers reliable transportation to disadvantaged citizens. This program benefits approximately 2% of those who are unable to commute to work using private transportation. Moreover, it assists approximately 4% of families living in poverty.

According to the 2000 US Census Data, approximately 35,830 or 26.7% of the 134,198 households in the City of Miami are without a vehicle. The Census also stated that 19,728 persons or 16.0% of the total working population reported in the 2000 Census to work away from home, used public transportation (bus, trolley, streetcar, subway, railroad or taxi), walked, or used a bicycle as their means of transportation to work. Based on the above information, a significant portion of the population within the City of Miami would be considered transportation disadvantaged. It appears that the existing public transportation system provides this segment of the population access to transportation for work, shopping and other activities; however, the City should place special emphasis on monitoring the local needs of the transportation disadvantaged to assure that adequate service is always provided.

Existing Characteristics of Major Trip Generators and Attractors. The City of Miami has many major trip generator and attractors located within the City limits. For this analysis, the major trip attractors are divided into five categories as listed below:

Hospitals:
Pan American Hospital
Columbia Cedars Medical Center
VA Medical Center
University of Miami/Jackson Memorial Hospital
Mercy Hospital

Culture and Education Facilities:
Miami Museum of Art
Miami Library
Historical Museum of South Florida
Museum of Science and Space Transit Planetarium
Vizcaya Museum and Gardens
Miami-Dade Cultural Center
James L. Knight International Center
International Fine Arts College
Miami-Dade Community College Wolfson Campus
Gusman Center for the Performing Arts
Miami-Dade Community College Medical Center Campus
Miami Youth Museum
Virginia Key Park

Sports and Leisure Facilities:
American Airlines Arena
Miami Arena
Miami Civic Center
Bayfront Park/Bayfront Amphitheater
Orange Bowl
Bicentennial Park
Flagler Greyhound Track
Convention Center
Watson Park/Watson Island (Parrot Jungle)
Miami Seaquarium
Coconut Grove Exhibition Center
Dade County Amphitheater

Retail and Commercial Facilities:
Miami International Mall
Bayside Marketplace
Miami Herald Building
Cocowalk
Port of Miami
Omni International Mall

Government and Judicial Facilities:
City Hall
City Administrative Building – Riverside Center
Miami Government Center
County Courthouse
Federal Courthouse
Greater Miami Convention Center and Visitors Bureau

The major trip generators consist primarily of high density residential areas consisting of densities greater than ten units per acre. These areas are primarily in Coconut Grove and to the west of the Downtown.

Existing Pedestrian Facilities. The availability of pedestrian facilities and amenities plays an important role in encouraging the use of non-automobile modes of travel. Benefits associated with walking include the ability to ease traffic congestion, personal health/recreation and reduced need for automobile parking facilities. In order to be considered a realistic transportation option, however, existing conditions need to be favorable for pedestrian use.

The existing pedestrian network within Miami is excellent (see Map TR-7). The majority of streets within the residential neighborhoods have sidewalks on both sides. In 2002, the City of Miami completed a comprehensive conditions survey of its rights-of-way, including city, county, and state facilities. The City's CIP (FY 04-08) has initiated street resurfacing, street reconstruction, and sidewalk and curb improvements projects based on the conditions survey with specific streets and sidewalks within specified project areas throughout the city targeted for improvements. Final project prioritization and funding availability will be determined by the Miami City Commission in November 2004.

Existing Bicycle Facilities. The availability of bicycle facilities plays an important role in encouraging the use of non-automobile modes of travel. Benefits associated with biking include the ability to ease traffic congestion, personal health/recreation, and reduced need for automobile parking facilities. In order to be considered a realistic transportation, however, existing conditions need to be favorable for bicycle use.

Existing information maintained by Miami-Dade County and the Miami-Dade County MPO show facilities within the City of Miami. Miami-Dade Transit also operates 19 routes (Route 2, 6, 27, 40, 48, A, Biscayne Max, Brickell Key Shuttle, Airport Owl, Night Owl, Seaport Connection, Little Haiti Connection, Little Havana Circulator, Coral Way Max, Coconut Grove Circulator, Douglas Bridge, J, T, and the Riverside Shuttle) within the City that participate in the Agency's Bike and Ride Program. In addition, several neighborhood streets were identified as suitable for bicycle activity with low traffic volumes and low-posted speed limits.

Principal bicycle facilities include the M-Path corridor under the Metrorail from Downtown to Dadeland and bicycle paths in the vicinity of Coconut Grove and Bayshore Drive.

Availability of Transportation Facilities and Service to Serve Existing Land Uses. Miami contains approximately 34.3 square miles of land (or 21,952 acres) and 19.5 square miles of water. Residential land uses account for 64.3 percent of the total acreage. The next largest existing land use categories are commercial and government/institutional, which total an estimated 19.3 percent and 10.2 percent of the total land use respectively. Table TR-7 lists the primary land uses along some of the City's significant transportation corridors.

Table TR-7
Primary Land Uses Adjacent to Major Transportation Corridors

Roadway	Facility Type	Primary Land Uses
Biscayne Boulevard	State Principal Arterial	Commercial; CBD; Office
Interstate 95	State Principal Arterial	Residential; Commercial
N Miami Avenue	County Minor Collector	High-Density Residential; Commercial
NW 17th Street	County Minor Arterial	Commercial
NE 79th Street	State Principal Arterial	Commercial
NW 54th Street	State Minor Arterial	Commercial
State Rd 112/Interstate I95	State Principal Arterial	High-Density Residential
NW 36th Street	State Major Arterial	Commercial
State Rd 836/Interstate 395	State Principal Arterial	High-Density Residential; Commercial; CBD
NW 7th Street	State Minor Arterial	Commercial
W Flagler Street	State Minor Arterial	Commercial
South Dixie Highway	State Principal Arterial	High Density Residential; Commercial
NW 27th Street	State Principal Arterial	Commercial
SW 22nd Street	State Minor Arterial	Commercial

Results from the level of service analysis demonstrate poor traffic conditions on the arterial network within Miami. These facilities play a primary role in the countywide traffic circulation system and carry a high percentage of through trips. The remaining roadways within Miami primarily serve to provide access to adjacent land uses and the arterial roadways mentioned above. However, as congestion worsens on the arterial roadways, cut-through traffic may increase on collector roadways thereby degrading their level of service. In addition to roadway facilities, the existing land uses are served by transit and pedestrian/sidewalk facilities. Maps TR-5 and TR-7 illustrate the transit and pedestrian/sidewalk facilities that serve Miami.

Adequacy of Existing and Projected Evacuation Transportation System. Miami-Dade County's Adopted Comprehensive Development Master Plan identifies the designated local and regional transportation facilities critical to the evacuation of the coastal population. The evacuation network within Miami consists of Biscayne Boulevard (US 1/SR 5), Kennedy Causeway (SR 934), Julia Tuttle Causeway (I-195/SR 112), Venetian Causeway, MacArthur Causeway (I-395/A1A/US 41/SR 836), Rickenbacker Causeway, NE 83rd Street, Crandon Boulevard, 5th Street, South Dixie Highway, and Interstate 95. According to the South Florida Regional Planning Council, small portions of the City of Miami are within eight evacuation zones. The portions of the City within these evacuation areas are estimated to clear in approximately 5.2 hours. The challenge for hurricane evacuations is the areas to the east that must travel through the City. The Planning Council's current hurricane evacuation model shows that the evacuation time for the areas east of Miami would be approximately 20.05 hours under current (2004) development conditions.

Existing Intermodal Facilities. An intermodal center is any connection point between two or more transportation modes. Possible modes include automobile, bus, rail, bicycle, and pedestrian, among others. An intermodal center typically includes a set of amenities or infrastructure provided to make the transfer between or among modes of transportation as direct, convenient, pleasant, and safe as possible. Characteristics of intermodal facilities typically include accessibility to pedestrians and transfers, location near an activity center, at least one mode is usually a public transportation mode, and usually includes various user amenities such as shelters, seating, and retail activities.

At its simplest definition, an intermodal center could include all bus stops, sidewalks, and bicycle facilities including bike paths and bike racks. Miami-Dade Transit Metrobus routes offer a network of bus coverage within the City of Miami, generally becoming denser approaching the Downtown activity centers such as the Miami-Dade County Government Center, Downtown Bus Terminal, and Omni Bus Terminal. Sidewalks are provided along many streets within the City of Miami. Sidewalks in the vicinity of bus stops are vital for increasing accessibility to public transit.

Bicycle lane coverage is not as extensive within the City as sidewalk coverage. Principal bicycle facilities include the M-Path corridor under the Metrorail from Downtown to Dadeland and bicycle paths in the vicinity of Coconut Grove and Bayshore Drive.

Existing intermodal locations within the City of Miami were identified. Several documents were researched during this effort including *Alternatives for Intermodal Improvements in Dade County* and the Fiscal Year 2004 *Transit Development Program*. The locations of these intermodal locations are depicted in Map TR-14. Existing intermodal facilities include the following:

- Miami International Airport
- Port of Miami
- Downtown Bus Terminal
- Omni Bus Terminal
- Greyhound Bus Terminals
- Douglas Road Metrorail Station
- Coconut Grove Metrorail Station
- Vizcaya Metrorail Station
- Brickell Metrorail Station
- Government Center Metrorail Station
- Overtown/Arena Metrorail Station
- Culmer Metrorail Station
- Civic Center Metrorail Station
- Santa Clara Metrorail Station
- Allapattah Metrorail Station
- Earlington Heights Metrorail Station
- Twenty Metromover Stations

FUTURE TRANSPORTATION DATA REQUIREMENTS

Future Transportation Map Series

The following series of maps represent the future conditions (2025) for the transportation network on a multi-modal basis. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the City of Miami.

Map TR-16: Major Thoroughfares by Number of Lanes (2025) illustrates the major thoroughfares in Miami by the number of through lanes for each facility anticipated in 2025.

Map TR-17: Limited Access Facilities, Significant Parking Facilities (2025) delineates the limited and controlled access facilities in Miami out to the year 2025, as well as the locations of proposed significant parking facilities. Significant parking facilities have been limited to facilities with more than 100 parking spaces.

Map TR-18: Major Trip Generators and Attractors (2025) illustrate the existing major trip generators and attractors within Miami as well as the location of the Downtown Development of Regional Impact Increment II and the Buena Vista Yards Regional Activity Center.

Map TR-19: Future Metrobus Transit Facilities (2025) indicates new proposed premium transit improvements targeted for Biscayne Boulevard and Interstate 95 as identified in the Miami-Dade Transportation Plan for the Year 2025, the 2002 Miami-Dade Transit Development Plan and the Miami Downtown Transportation Master Plan.

Map TR-20: Future Bicycle Facilities (2025) identifies information provided by the MPO's Bicycle/Pedestrian Coordinator of projects targeted within the City of Miami.

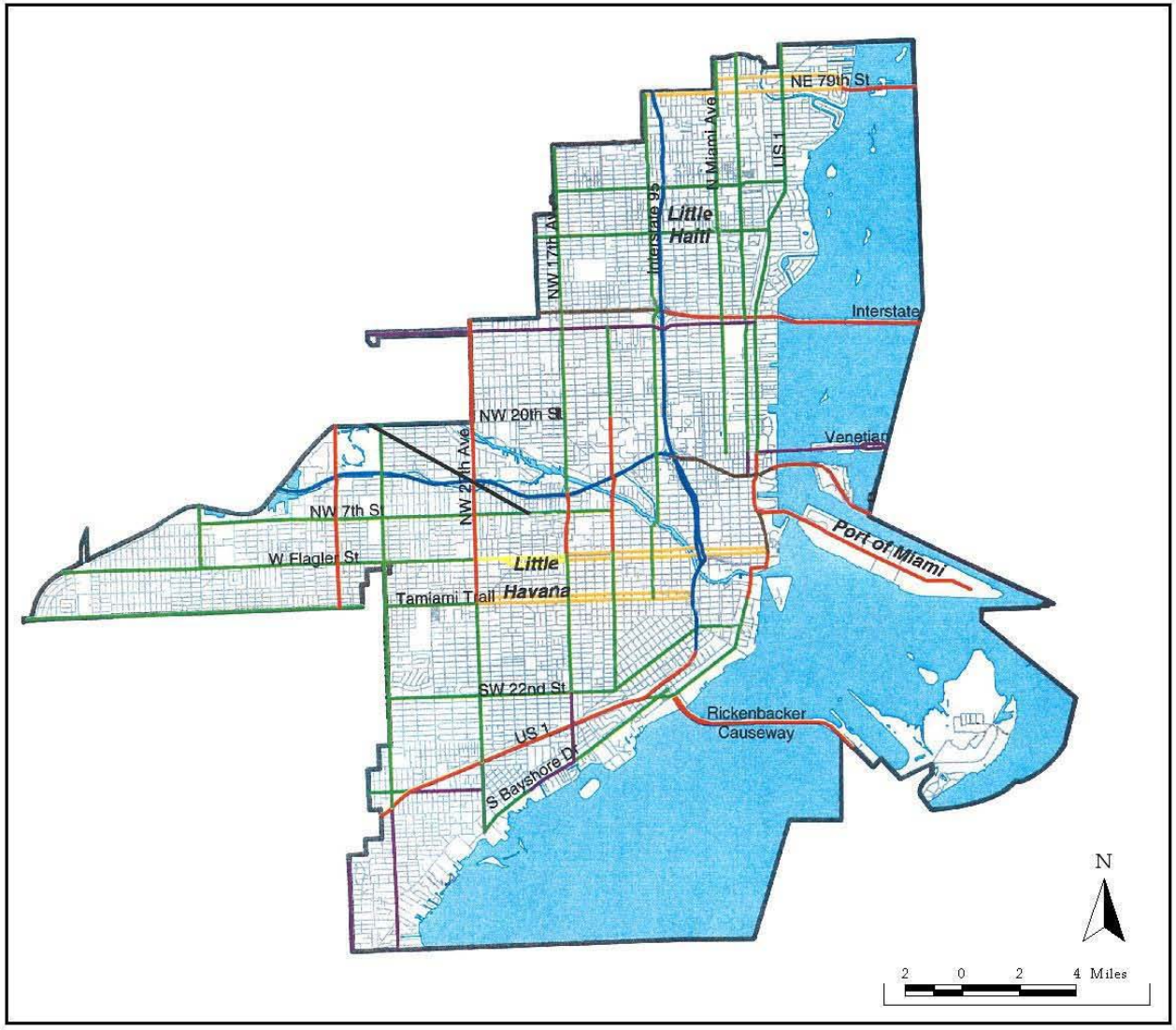
Map TR-21: Future Pedestrian Facilities (2025) identifies several pedestrian-related improvements throughout Miami based on the Miami Downtown Transportation Master Plan.

Map TR-22.1: Future Vehicular Peak Hour Levels of Service (LOS) on Major Thoroughfare (2025) illustrates future vehicle peak hour levels of service calculated for major roadways within the City anticipated with buildout of the existing land use pattern plus the additional development potential in the Downtown Development of Regional Impact Increment II and the Buena Vista Yards Regional Activity Center.

Map TR-22.2: Future Person Trip Peak Hour Levels of Service (LOS) on Major Thoroughfares (2025) illustrates future person trip peak hour levels of service calculated for major roadways within the City anticipated with buildout of the existing land use pattern plus the additional development potential in the Downtown

Development of Regional Impact Increment II and the Buena Vista Yards Regional Activity Center.

Map TR-23: Future Intermodal Terminals and Access to such Facilities (2025) illustrates the Intermodal facilities in the City of Miami as targeted by the Miami Downtown Transportation Master Plan.



CITY OF MIAMI

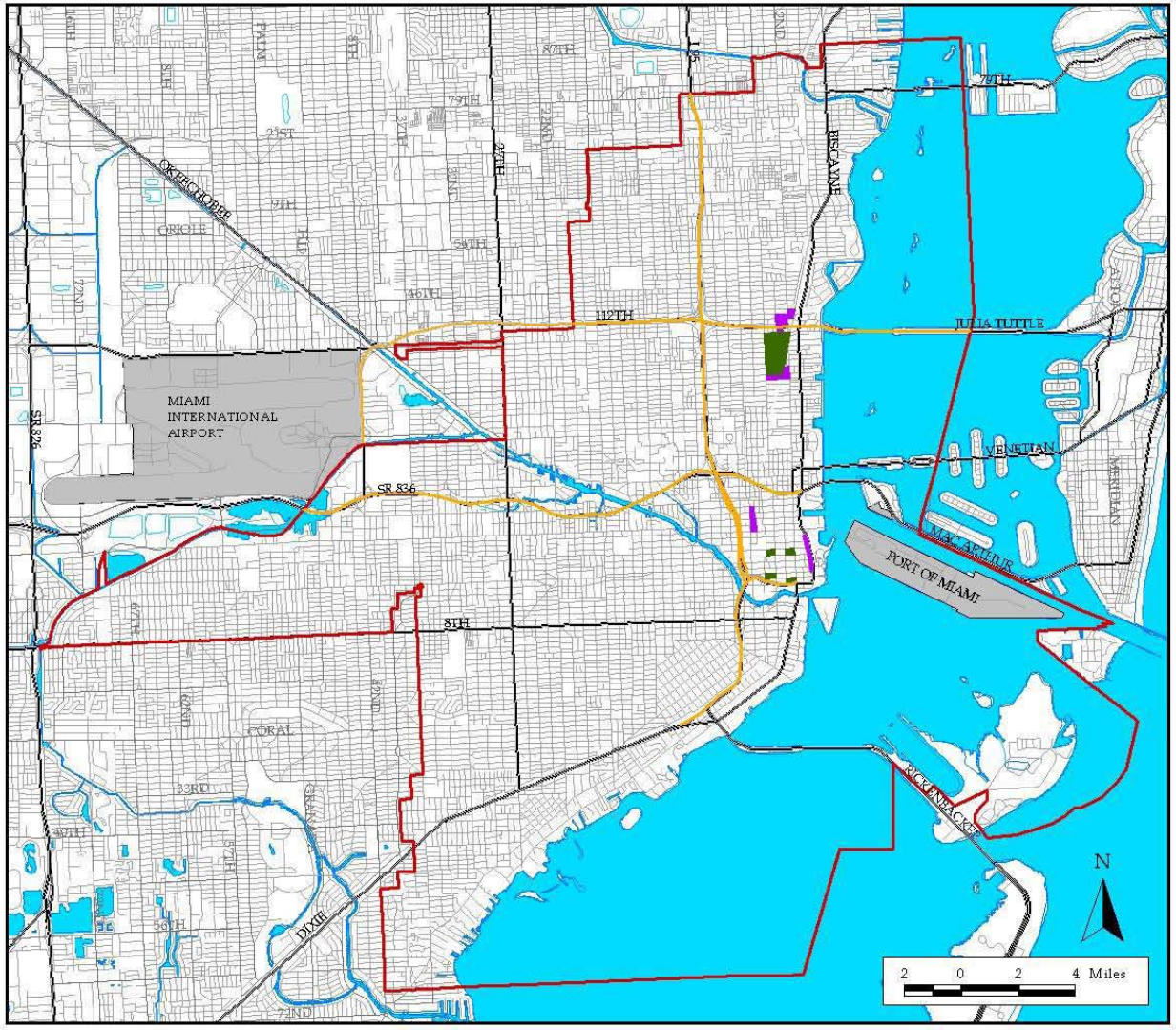
Map TR-16

Major Throughfares by Number of Lanes (2025)

LEGEND

- 2 Lanes
- 3 Lanes One-Way
- 4 Lanes One-Way
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- City Limits
- Water

THE CORRADINO GROUP



CITY OF MIAMI

Map TR-17

Limited Access Facilities, Significant Parking Facilities (2025)

LEGEND

- Limited Access Facility
- Significant Parking Garage Facility
- Significant Parking Lot Facility
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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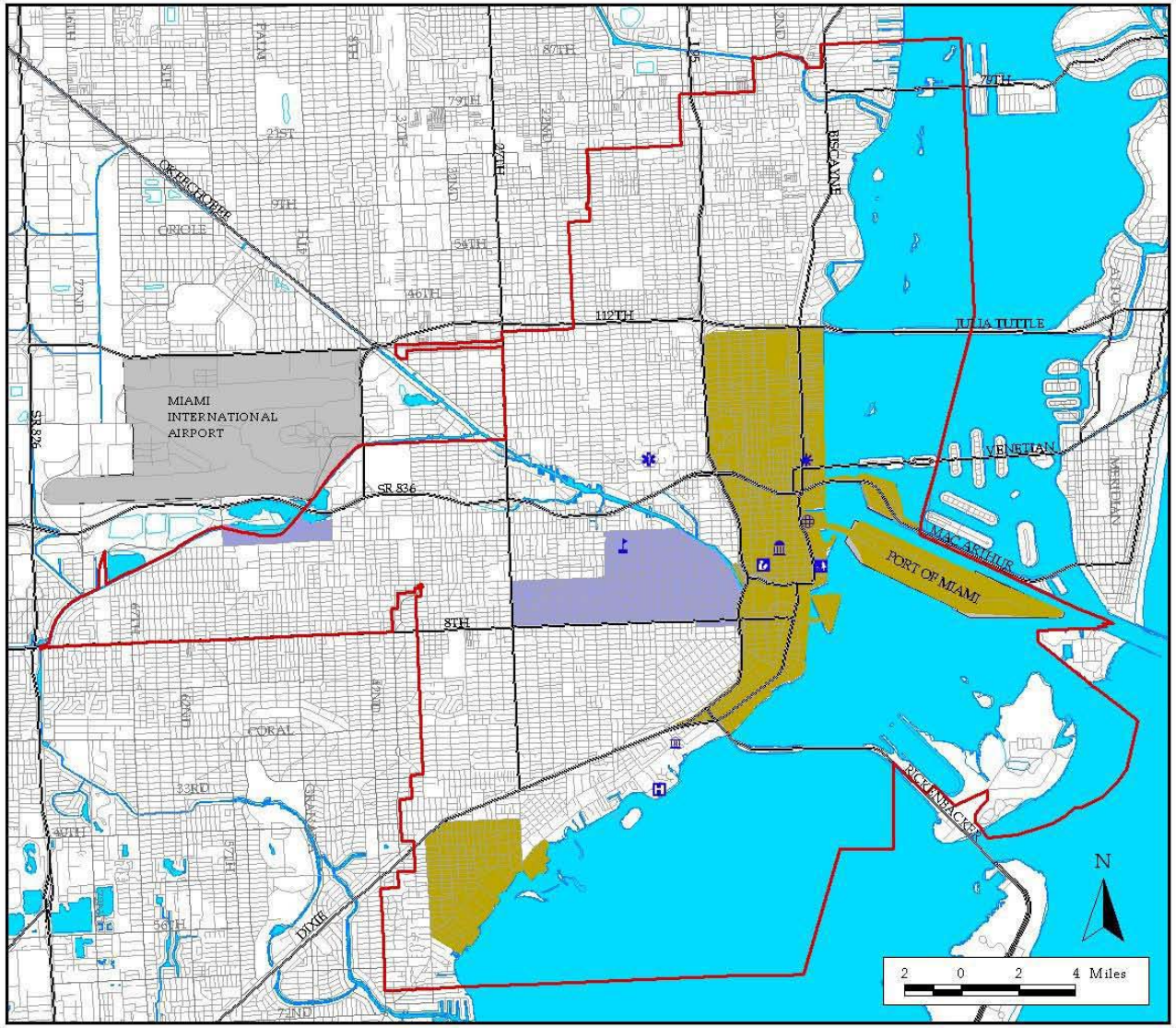

CITY OF MIAMI

Map TR-18

Major Trip Generators and Attractors (2025)

LEGEND

- Major Attractors
- Wolfson Center
- American Airlines Arena
- Bayfront Park
- Library, Arts, History
- Medical Centers
- Mercy Hospital
- Omni
- Orange Bowl
- Viscaya, Science Museum
- Major Generators
- City of Miami Boundary
- Miami-Dade County Ports
- Highway
- Major Roads
- Local Streets
- Water

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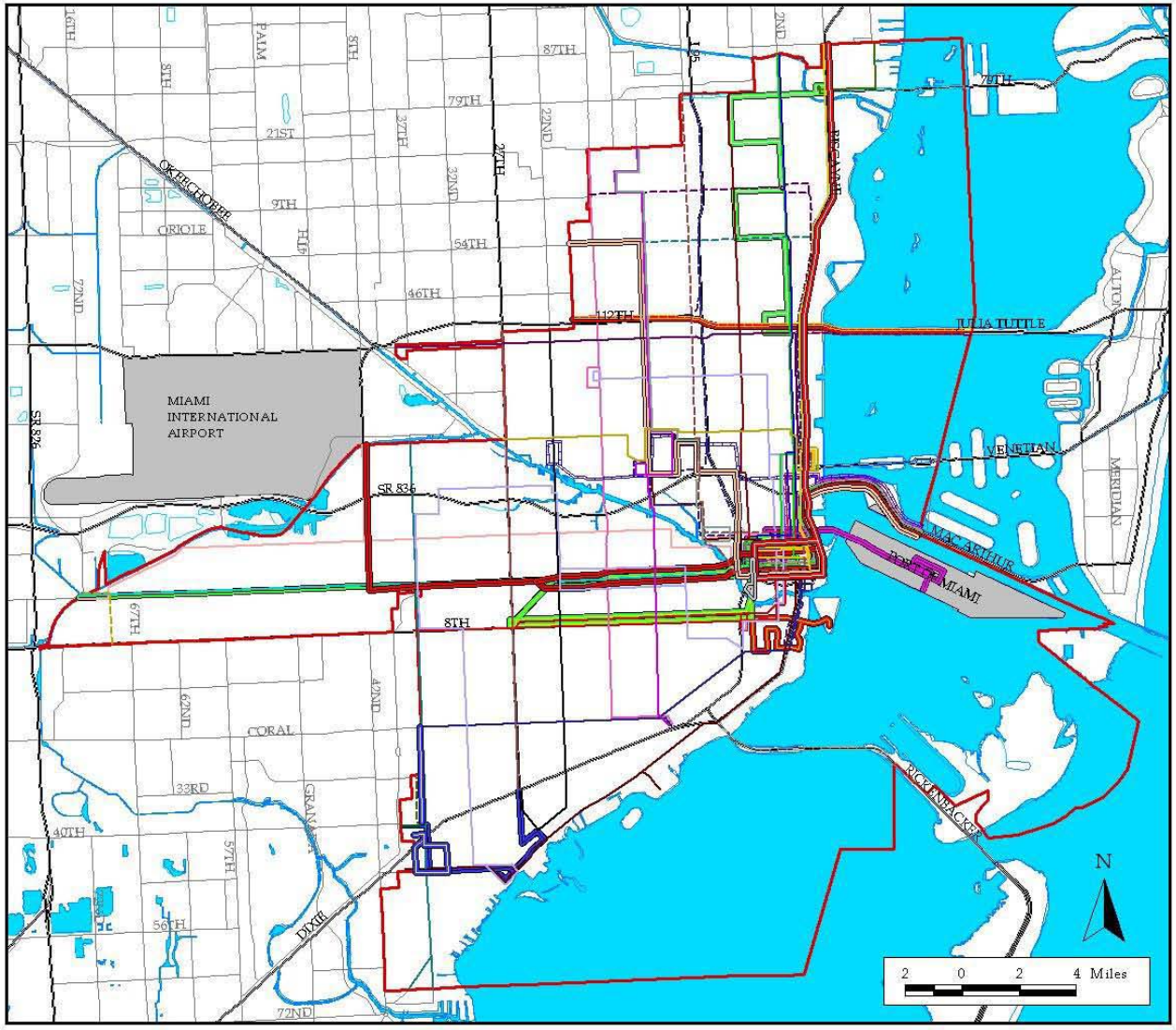

THE CITY OF MIAMI
INCORPORATED 1896
DADE CO. FLORIDA

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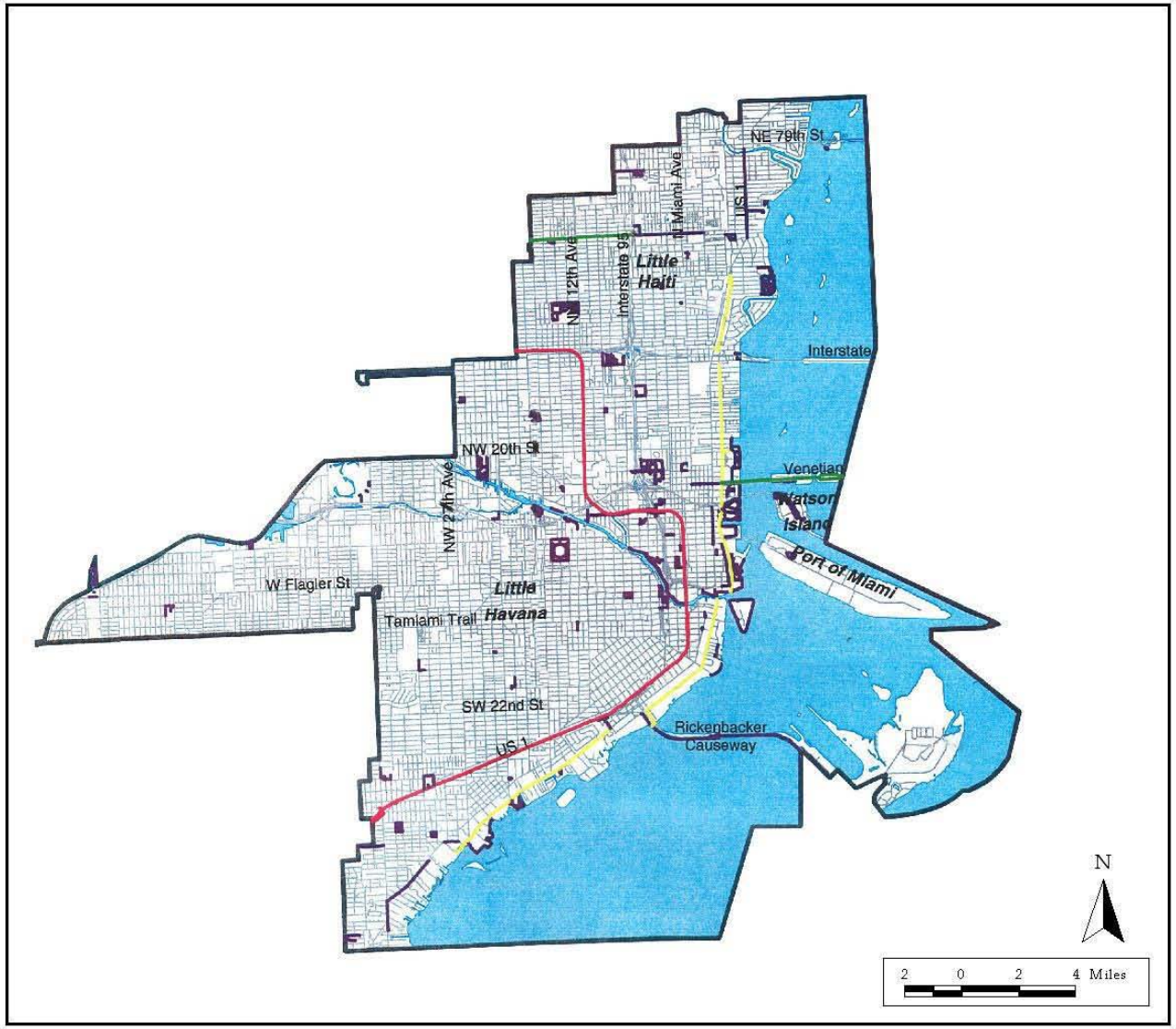
CITY OF MIAMI

Map TR-19

Future Metrobus Transit Facilities (2025)

LEGEND

- 2
- 3
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 16
- 17
- 21
- 22
- 24
- 27
- 32
- 33
- 36
- 37
- 40
- 42
- 48
- 54
- 62
- 72
- 73
- 77
- 95
- A
- B
- C
- J
- K
- L
- M
- S
- T
- Airport
- Biscayne
- Brickell
- Coconut Grove
- Coral Way
- Douglas
- Flagler Max
- Haiti
- Havana
- Night
- Riverside
- Seaport
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Water



THE CITY OF MIAMI INCORPORATED 1896 DADE CO. FLORIDA

CITY OF MIAMI

Map TR-20

Future Bicycle Facilities (2025)

LEGEND

- Greenway
- M Path
- Paved Path
- US 1 Paved Path
- City Limits
- Water

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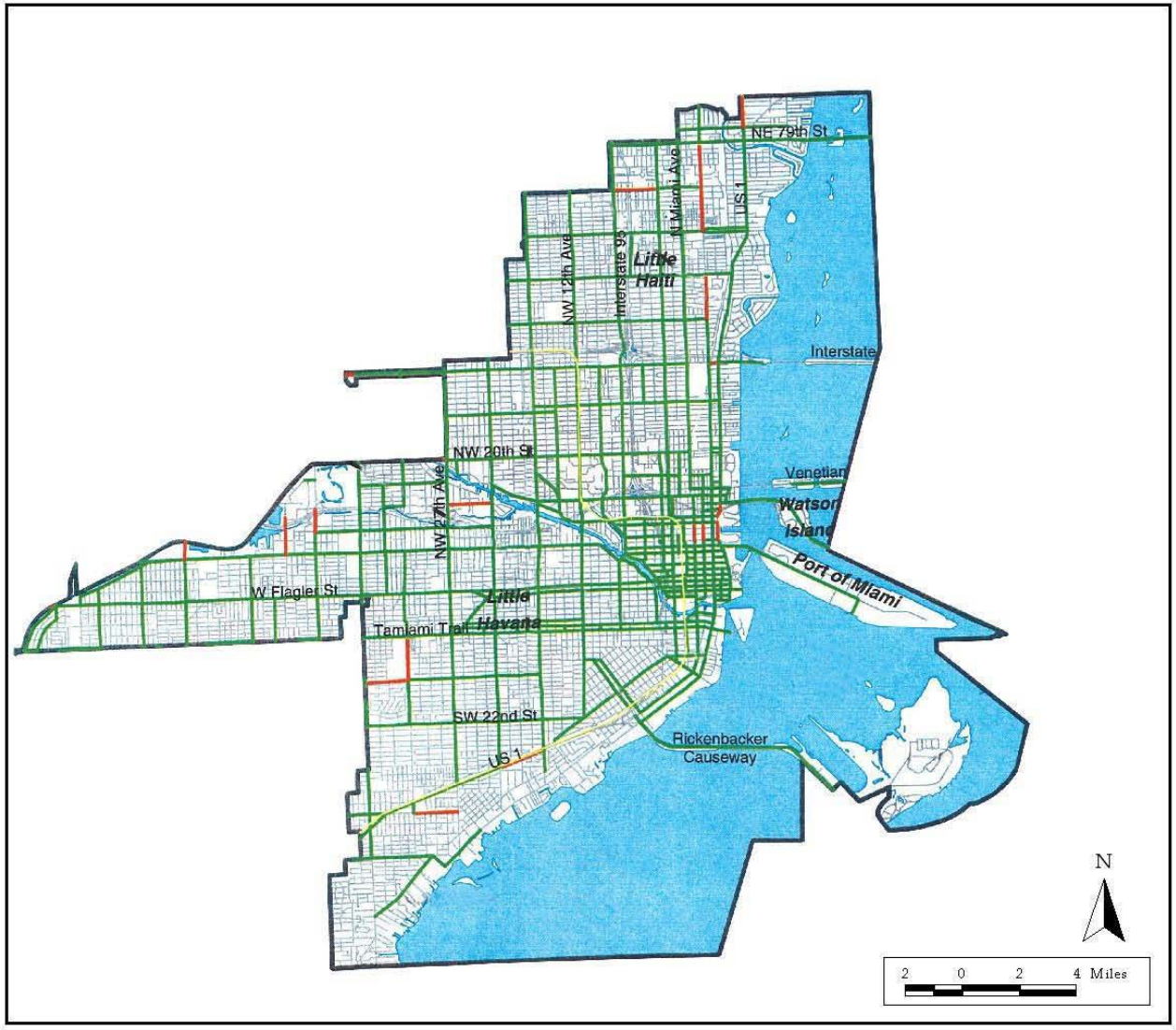


THE CITY OF MIAMI INCORPORATED 1896 DADE CO. FLORIDA

CITY OF MIAMI

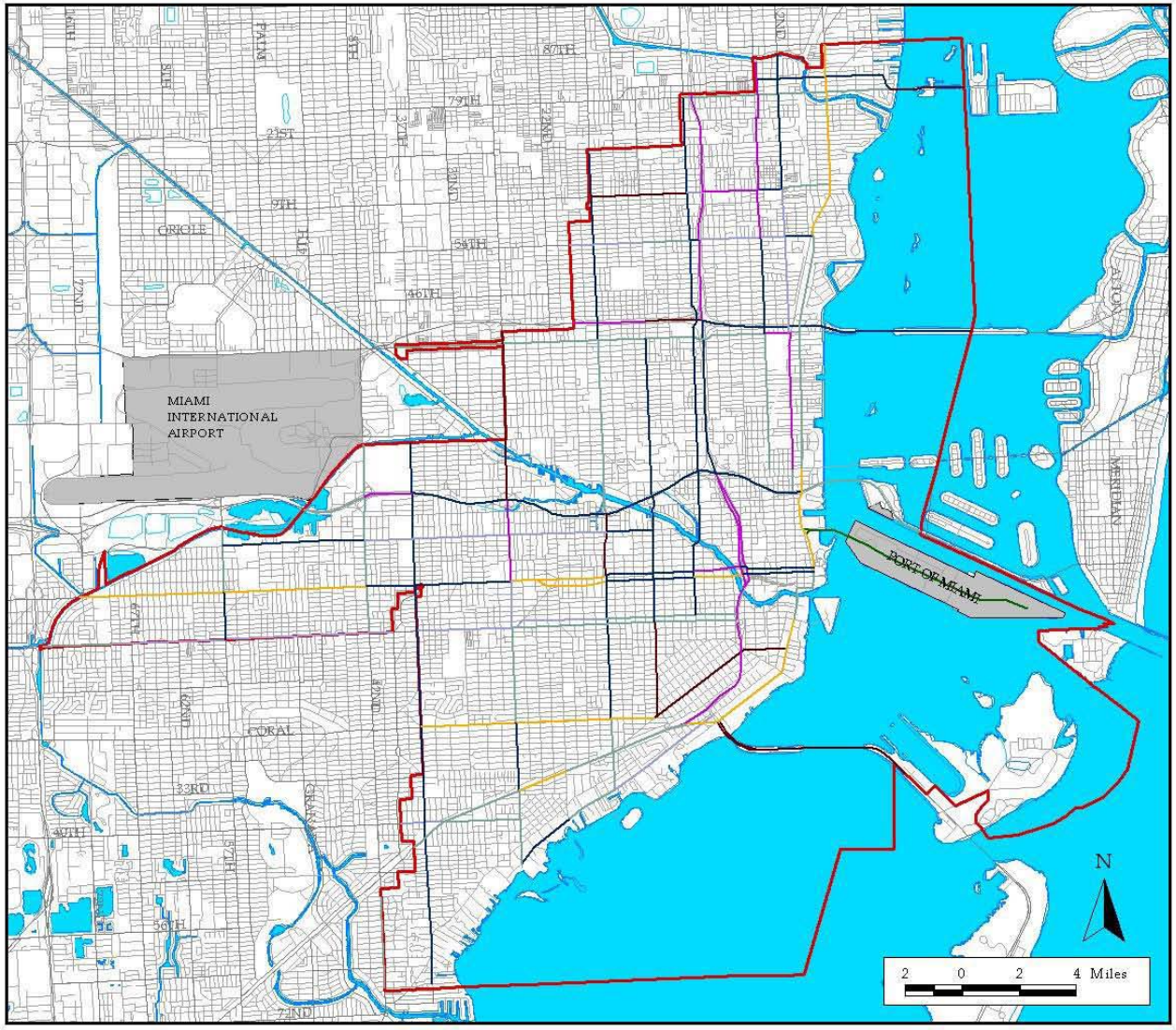
Map TR-21

Future Pedestrian Facilities (2025)

LEGEND

- M-Path
- Sidewalk (2 Sides)
- Sidewalk (1 Side)
- City Limits
- Water

THE CORRADINO GROUP



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CITY OF MIAMI

Map TR-22.1

Future Peak Hour Vehicular LOS on Major Throughfares (2025)

LEGEND

- LOS B
- LOS C
- LOS D
- LOS E
- LOS E+20
- LOS E+50
- LOS F
- City of Miami Boundary
- Miami-Dade County Ports
- Highway
- Major Roads
- Local Streets
- Water

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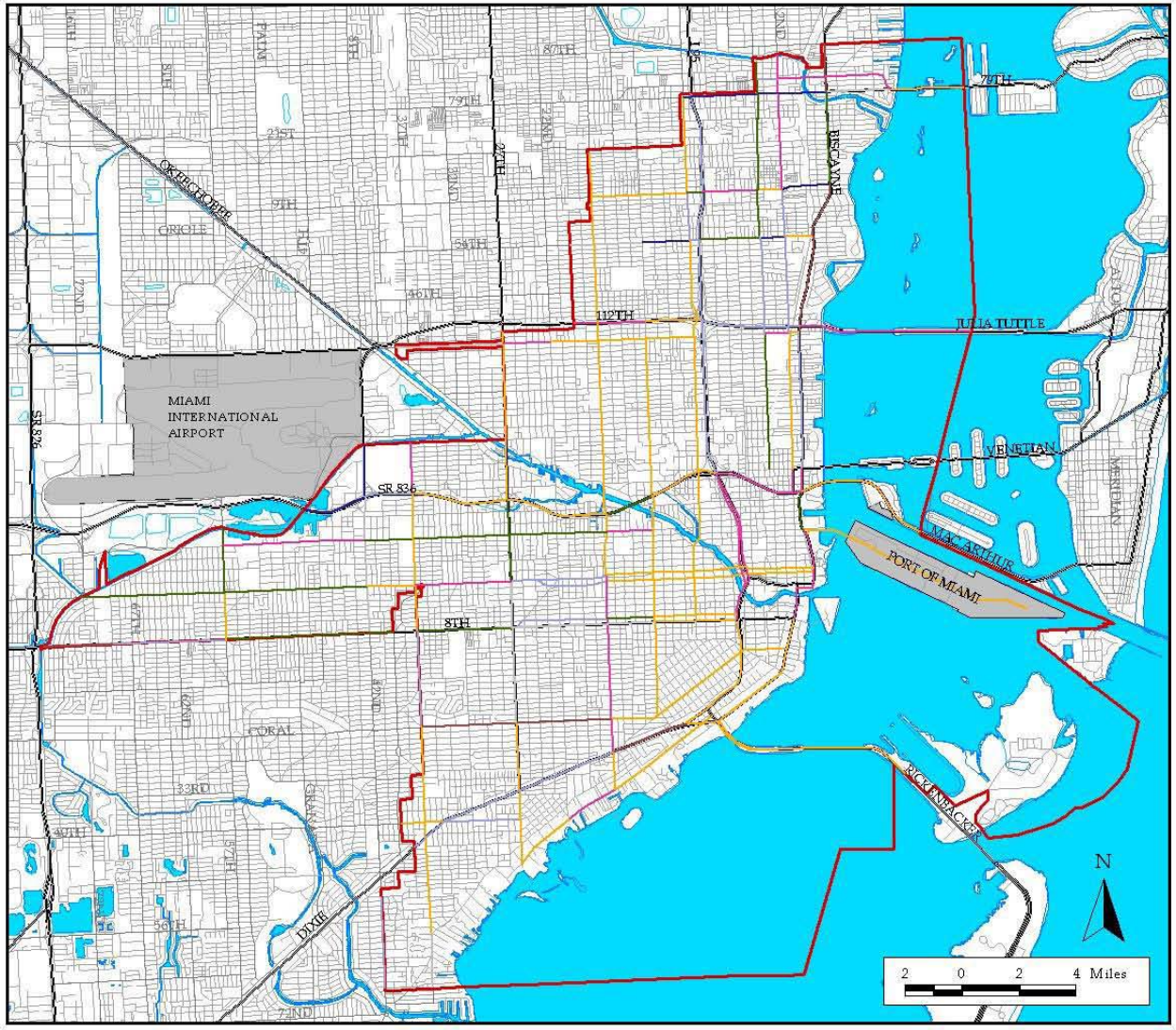

THE CITY OF MIAMI INCORPORATED 1896 DADE CO. FLORIDA

CITY OF MIAMI

Map TR-22.2

Future Person Trip Levels of Service
LOS (2025)

LEGEND

- LOS B
- LOS C
- LOS D
- LOS E
- LOS E+20
- LOS E+50
- LOS F
- City of Miami Boundary
- Miami-Dade County Ports
- Highways
- Major Roads
- Local Roads
- Water

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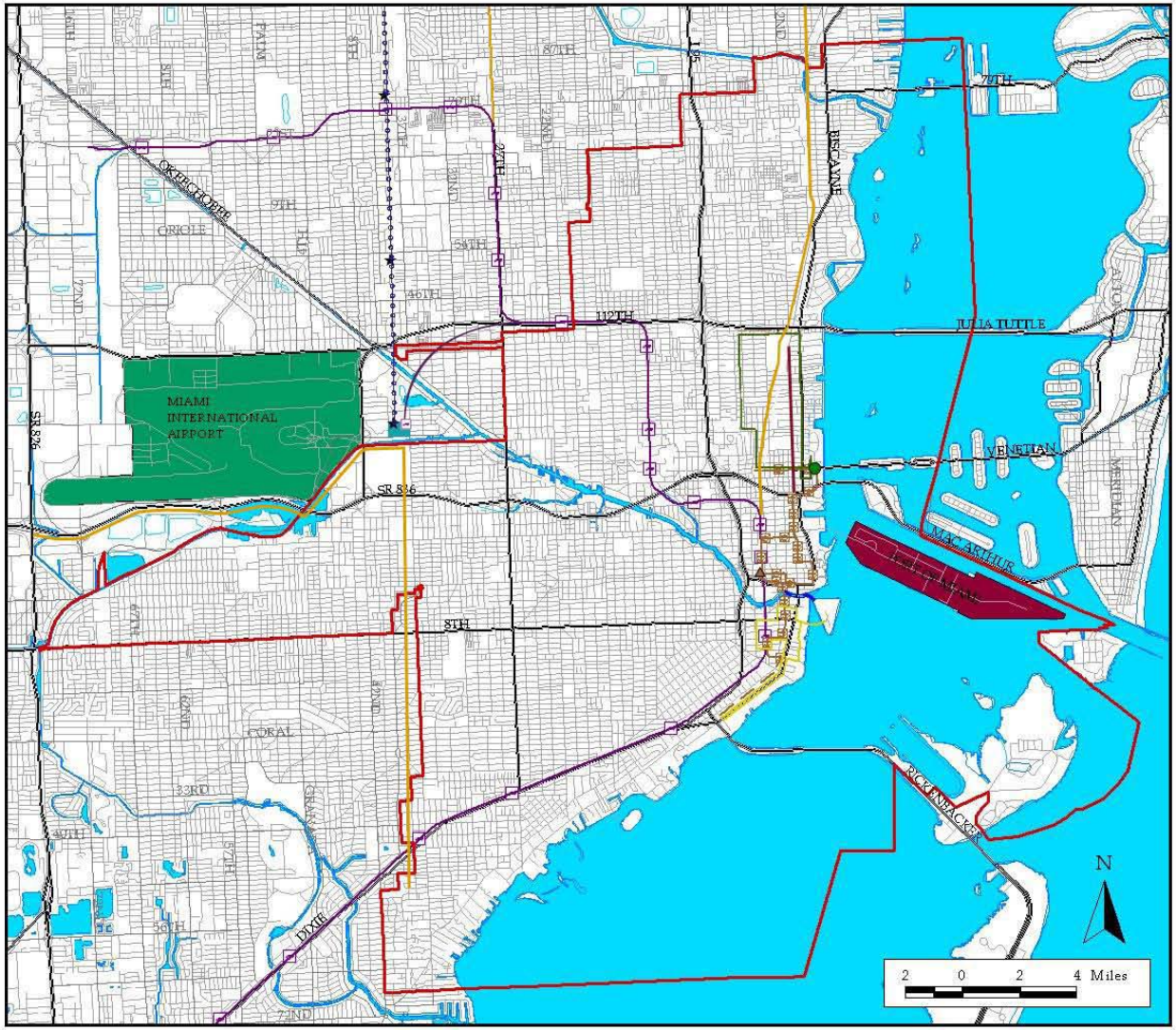

THE CITY OF MIAMI INCORPORATED 1896 DADE CO. FLORIDA

CITY OF MIAMI

Map TR-23

Intermodal Terminals and Access to Facilities (2025)

LEGEND

- Miami International Airport
- Port of Miami
- Tri-Rail
- Downtown Bus Terminal
- Tri-Rail Stations
- Omni Bus Terminal
- Miami Intermodal Center
- Metro Mover
- Metro Mover Stops
- Metro Rail
- Metro Rail Stops
- City of Miami Boundary
- Highway
- Major Roads
- Local Streets
- Water
- Future Premium Transit
- Miami Street Car

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ANALYSIS OF FUTURE TRANSPORTATION SYSTEMS

Miami is in the process of producing and analyzing one land use scenario that assumes buildout of the existing land use pattern plus the additional development potential afforded to the City through the designation of a Regional Activity Center in Midtown Miami and redeveloped efforts targeted in the Downtown Development of Regional Impact Increment II. Further analysis, refinement and coordination of this data with the MPO and Miami-Dade County will be continuous, and made as deemed necessary, as the process moves forward. It is Miami's intention to produce its data and materials in such a way that it can be used by the MPO and Miami-Dade County with minimal complication. As such analysis has been provided for the conventional Level of Service of the transportation network, the transit Level of Service, and the City of Miami Person Trip Methodology Level of Service. This has been accomplished for the year 2025. The following technical areas were examined.

- Average Annual Daily Traffic (AADT)
- Peak Hour Volumes
- Peak Hour Two-Way Roadway Capacity
- Peak Hour Roadway LOS
- Transit Capacity
- Transit Volume
- Person Trip LOS
- Combined LOS Methodology Results.

2025 Average Annual Daily Traffic. 162 roadway links were examined on nearly 40 roadways. MPO FSUTMS model outputs for 2025 were taken to arrive at a peak seasonal weekday average daily traffic. This model output was converted using the conversion factor from the FDOT 2002 peak season factor report. Peak season weekday average daily traffic was multiplied by the conversion factor to arrive at the Average Annual Daily Traffic calculation for 2025, which was rounded using AASHTO and FDOT guidelines. The highest AADT was 121,000 which occurred on I -95 between I-195 and I-395. The lowest AADT was 12,000, which occurred on NW 81st Street between NW7th Avenue and I-95. Please refer to Table TE-1.

2025 Peak Hour Volumes. This information was arrived at by multiplying the AADT for each roadway segment, applying a K factor from FDOT's Average Annual Daily Traffic Report. See Table TE-2.

2025 Peak Hour Two-way Roadway Capacity. For the applicable roadway segments the roadway jurisdictional category was listed, as well as its appropriate LOS standard. An unadjusted LOS was listed as provided in the FDOT Q/LOS Handbook. Then the vehicular capacity with allowable increases for corridors with available transit, (i.e. +20%, +50%) was provided. See Table TE-3.

2025 Peak Hour Roadway LOS was arrived at by utilizing the peak hour volume from Table TE-2 and comparing it by the maximum allowable capacity listed in Table TE-3. This provided a Volume to Capacity ratio, and converted into a level of service for the

vehicular mode only. Nearly 25% of the roadway links examined (+- 40 of 162) surpass the allowable level of service standard and can be classified as LOS F. See Table TE-4

2025 Transit Capacity. Aside from vehicular level of service, an important component to be examined in urban areas is the transit LOS. All transit routes on the roadway segments were listed. The number of 2025 peak hour buses or trains were attained. The 2025 bus and rail capacity was then added to arrive at a future transit capacity. See Table TE-5.

2025 Transit Volume, was arrived at by summing the bus and rail volumes from the 2025 FSUTMS model. See Table TE-6.

2025 Person Trip LOS. The sum of all the above analysis results in the person trip LOS. This is culmination roadway LOS, Transit LOS, and a Corridor LOS. Under the current person trip methodology several allowances are made. The person trip volume is calculated by multiplying 1.4 person per vehicle by the peak hour volume from Table TE-2. Similarly the person trip capacity is calculated by multiplying 1.6 person per vehicle by the unadjusted vehicle capacity from Table TE-3. Roadway and transit capacities and volumes are the summed to arrive at a corridor capacity and volume, which is converted into the person trip LOS. Of the 162 links examined, about 20 or 12% are at LOS F. See Table TE-7. This analysis has examined two methods of arriving at LOS. Methodology results from each method were compared to select the optimum method of measurement. See Table TE-8. This analysis shows that 93 segments or 57% of all segments display the same LOS whether analyzed using the Person Trip Methodology or the Vehicle Methodology. Person Trip Methodology shows optimum results in 39 segments, or 24%. The Vehicle Methodology produces optimum results in 19% of the links. The Person Trip Methodology is over 5% more effective at producing optimal results than the vehicle trip methodology.

Transportation System Levels of Service and Growth Trends. Most of the land area within the City of Miami is essentially built out with the exception of the 804-acre Downtown Development of Regional Impact Increment II and the 56-acre Buena Vista Yards Regional Activity Center (RAC) located in the southeast quadrant of NE 36th Street and the FEC railway.

The Downtown Development of Regional Impact Increment II is an urban redevelopment program for three general areas in Downtown Miami; Omni, Central Business District, and Brickell. The areas within the DRI are mostly built-out, but the DRI identifies key redevelopment projects within the Downtown area that are considered as part of the DRI Increment II. The DRI Increment II boundaries are illustrated in Map TR-18. The buildout of Increment II is scheduled for 2009.

The RAC, located at the FEC Buena Vista Yards, is proposed for designation under Chapter 380 of the Florida Statues. The location of the proposed RAC is generally bound by NE 36th Street to the north, N Miami Avenue to the west, NE 29th Street to the south and the FEC railway/NE 2nd Avenue to the east. The proposed RAC

boundaries are illustrated in Map TR-18. The buildout for the RAC is scheduled for 2013.

The continuation of the Downtown DRI and the creation of the RAC will have a significant impact on the existing levels of service reported for major thoroughfares within the City. Information for the DRI and RAC were incorporated into the approved Miami Urban Area Transportation Study (MUATS) model for the Year 2025. The MUATS model has been developed for and accepted by the FDOT as a traffic forecasting model for Miami-Dade County and was used to forecast the traffic impacts from additional growth anticipated in the City of Miami. In general most of the links analyzed for 2025 exhibit a deteriorate in LOS. Volumes will consistently rise while capacity is limited. This clearly points to a need to develop alternative modes of transportation. Such options, will ease the inevitable growing pains experienced by one of the fastest growing city's, county's and regions in America. Failure to provide such alternatives may have a negative effect on the area's quality of life and long term economic prosperity.

Existing and Projected Intermodal Deficiencies and Needs. Existing and projected intermodal deficiencies and needs were identified in a report prepared in February 1998 entitled *Alternatives for Intermodal Improvements in Dade County*. Twenty-five locations for providing intermodal improvements for satisfying deficiencies were identified with the County, four of which are located within the City of Miami.

Improvements at these locations ranged from building sidewalks and pedestrian crosswalks to providing bus terminals and information kiosks. These locations include the following:

- Coconut Grove (McFarlane Road)
- Miami-Dade County Government Center
- U.S. 1 @ NE 79th Street
- West Flagler Street @ Le Jeune Road

When a region has a network of intermodal centers, continuity between these centers is vital for enhancing multimodal opportunities within an area. Continuity can be provided through strategies such as providing sidewalks and increasing familiarity of multimodal locations by providing similar designs and amenities at significant multimodal locations. Other needs may include refurbishing sidewalks, enhancing security through lighting, signage and other design considerations, providing pedestrian overpasses near significant parking lots and rail stations, and constructing neighborhood bus terminals.

Impact of Projected Land Use on Transportation System Levels of Service. The projected land use scenario assumes buildout of the current Future Land Use Map (FLUM) plus the additional development potential created under the designation of the proposed Regional Activity Center and Downtown Development of Regional Impact Increment II. Anticipating an increased demand on roadways already constrained by available right-of-way, the City of Miami will proactively look at

densities, diversities, and design issues related to adjacent land uses and their potential to promote non-automobile modes of travel.

Traffic Forecasting Methodology. Future traffic volumes for major thoroughfares in Miami were developed through the Year 2025 using the Miami Urban Area Transportation Study (MUATS) model. Traffic forecasting models are only approximations of actual traffic behavior. As such, they can provide order of magnitude projections rather than accurate traffic volumes. However, it is widely accepted that the strength of these models resides in their capability to illustrate trends. For example, models are better able to forecast future year increases in traffic volumes than predict actual traffic volumes.

Various changes were made to the MPO's approved 2025 Minimum Revenue Plan model structure to incorporate anticipated conditions within the Downtown DRI and Regional Activity Center boundaries. The MUATS model was reviewed to determine the existing traffic analysis zone structure and new traffic analysis zones were created to represent the development areas within the proposed RAC. Socioeconomic data for the traffic analysis zone representing the Downtown DRI and RAC was modified based on the proposed DRI and RAC land use program.

In this analysis, the trend forecasting capability of the model was used to predict future year volumes. This trend was determined by calculating a factor using the 1999 validation model for the area and Year 2002 traffic volumes available for each roadway segment. The factors were then used to calibrate the 2025 model.

In general, the majority of calculated volume-to-capacity ratios over both analysis periods are lower than those reported in the peak hour vehicle trip tables; however the magnitude of the decrease in certain volume-to-capacity ratios does not always result in an improvement to the overall level of service letter grade. Furthermore, in some instances the volume-to-capacity ratio reported for peak hour person trips is higher than that reported for peak hour vehicle trips. This occurs when the volume-to-capacity ratio for transit usage on an individual segment is greater than the volume-to-capacity ratio for vehicles on the same segment, resulting in a net increase to the volume-to-capacity ratio calculated for the combined modes on the same travel corridor.

Land Use Alternatives. The only land use alternative studied assumes buildout of the existing land use pattern plus the additional development potential afforded to the City through the designation of a Development of Regional Impact (DRI - Increment II) in the Downtown and a designation of a Regional Activity Center (RAC) at the FEC Buena Vista Yards. The future development scenario for the 2025 model produced by the MPO, with modifications to incorporate anticipated conditions within the DRI and the RAC, reflects future development potential within Miami as well as projections for all communities in Miami-Dade County. Land use information reported for the proposed DRI and RAC were added to the socioeconomic data already in the approved model. The land use program assumed for the DRI and RAC are summarized below:

Downtown Miami DRI – Increment II

- 1,300,000 square feet of office
- 750,000 of retail/service
- 1,500 hotel rooms
- 7,500 residential units
- 500,000 square feet of convention
- 750,000 square feet of industrial
- 450,000 square feet of institutional
- 60,000 square feet of recreation

Buena Vista Yards RAC

- 100,000 square feet of office
- 1,200,000 square feet of retail
- 4,500 residential units
- 6.5 acres of open space
- Civic space
- Transit area

The output values from the MPO's model for the Year 2025 Minimum Revenue Plan, modified to include development associated with the DRI and RAC with the model correction factor and K-factor applied were assumed applicable to the City of Miami for estimating future traffic conditions.

Table: TE-1
2025 AADT Estimates

Roadway	From	To	2025 PSWADT	MOCF	2025 AADT	Rounded AADT
			1	2	3	4
NW 79th Street	NW 7th Avenue	Interstate 95	30,783	0.97	29860	30000
NW 79th Street	Interstate 95	N Miami Avenue	32,345	0.97	31375	31500
NE 79th Street	N Miami Avenue	NE 2nd Avenue	26765	0.97	25962	26000
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	27465	0.97	26641	26500
NE 79th Street	Biscayne Boulevard	Bayshore Drive	30284	0.97	29375	29500
NE 79th Street	79th Street Causeway		50748	0.97	49226	49000
NW 81st Street	NW 7th Avenue	Interstate 95	12125	0.97	11761	12000
NW 82nd Street	Interstate 95	N Miami Avenue	19140	0.97	18566	19000
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	15588	0.97	15120	15000
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	17143	0.97	16629	16500
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	14161	0.97	13736	13500
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	36854	0.97	35748	35500
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	37255	0.97	36137	36000
NW 62nd Street	NW 7th Avenue	Interstate 95	49729	0.97	48237	48000
NW 62nd Street	Interstate 95	N Miami Avenue	38113	0.97	36970	37000
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	30110	0.97	29207	29000
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	12940	0.97	12552	12500
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	31096	0.975	30319	30000
NW 54 Street	NW 17th Avenue	NW 12th Avenue	27545	0.975	26856	27000
NW 54 Street	NW 12th Avenue	NW 7th Avenue	24255	0.975	23649	23500
NW 54 Street	NW 7th Avenue	Interstate 95	34953	0.975	34079	34000
NW 54 Street	Interstate 95	N Miami Avenue	31958	0.975	31159	31000
NE 54 Street	N Miami Avenue	NE 2nd Avenue	25119	0.975	24491	24500
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	22436	0.975	21875	22000
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	74487	0.98	72997	73000
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	74487	0.98	72997	73000
Interstate 195	Interstate 95	N Miami Avenue	76171	0.97	73886	74000
Interstate 195	N Miami Avenue	Biscayne Boulevard	53832	0.97	52217	52000
Interstate 195	Julia Tuttle Causeway		64522	0.97	62586	62500

Table: TE-1
2025 AADT Estimates

Roadway	From	To	2025 PSWADT	MOCF	2025 AADT	Rounded AADT
			1	2	3	4
NW 36th Street	NW N River Drive	NW 27th Avenue	45481	0.98	44571	44500
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	46213	0.98	45289	45500
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	48785	0.98	47809	48000
NW 36th Street	NW 17th Avenue	NW 12th Avenue	40288	0.98	39482	39500
NW 36th Street	NW 12th Avenue	NW 7th Avenue	34812	0.98	34116	34000
NW 36th Street	NW 7th Avenue	N Miami Avenue	26814	0.98	26278	26500
NE 36th Street	N Miami Avenue	NE 2nd Avenue	30182	0.98	29578	29500
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	40660	0.98	39847	40000
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	101222	0.98	99198	99000
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	71550	0.98	70119	70000
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	87561	0.98	85810	86000
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	94406	0.98	92518	92500
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	57756	0.98	56601	56500
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	77195	0.98	75651	75500
Interstate 395	Interstate 95	Biscayne Boulevard	57013	0.93	53022	53000
US 41 / SR A1A	MacArthur Causeway		77139	0.98	75596	75500
Port Boulevard	East of Biscayne Boulevard		13280	0.98	13014	13000
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	53981	0.98	52901	53000
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	44128	0.98	43245	43000
NW 7th Street	NW 37th Avenue	NW 27th Avenue	43981	0.98	43101	43000
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	45234	0.98	44329	44500
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	49125	0.98	48143	48000
NW 7th Street	NW 17th Avenue	NW 12th Avenue	50047	0.98	49046	49000
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	45333	0.98	44426	44500
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	52520	0.98	51470	51500
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	48463	0.98	47494	47500
W Flagler Street	NW 37th Avenue	NW 27th Avenue	49667	0.98	48674	48500
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	23224	0.98	22760	23000
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	21685	0.98	21251	21000
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	21038	0.98	20617	20500
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	20062	0.98	19661	19500

Table: TE-1
2025 AADT Estimates

Roadway	From	To	2025 PSWADT	MOCF	2025 AADT	Rounded AADT
			1	2	3	4
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	18741	0.98	18366	18500
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	34573	0.98	33882	34000
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	21988	0.98	21548	21500
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	12568	0.98	12317	12500
SW 8th Street (Tamiami Trail)	SR 826/Palmetto Expressway	SW 67th Avenue	52996	0.98	51936	52000
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	43266	0.98	42401	42500
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	51314	0.98	50288	50500
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	48767	0.98	47792	48000
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	51308	0.98	50282	50500
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	21081	0.98	20659	21000
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	23990	0.98	23510	23500
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	21482	0.98	21052	21000
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	21564	0.98	21133	21000
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	18828	0.98	18451	18500
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	22157	0.98	21714	21500
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	54778	0.98	53682	53500
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	55290	0.98	54184	54000
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	48532	0.98	47561	47500
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	49264	0.98	48279	48500
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	34583	0.98	33891	34000
Rickenbacker Causeway	East of Brickell Avenue		51393	0.98	50365	50500
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	54883	0.98	53785	54000
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	45148	0.98	44245	44000
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	26202	0.98	25678	25500
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	45037	0.98	44136	44000
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	43958	0.98	43079	43000
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	34319	0.98	33633	33500
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	39456	0.98	38667	38500
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	33355	0.98	32688	32500
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	27761	0.98	27206	27000

Table: TE-1
2025 AADT Estimates

Roadway	From	To	2025 PSWADT	MOCF	2025 AADT	Rounded AADT
			1	2	3	4
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	66000	0.98	64680	64500
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	24895	0.98	24397	24500
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue	14731	0.98	14436	14000
SE 4th Street (EB)	E Flager Street	SW 8th Avenue	26384	0.98	25856	26000
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	39175	0.98	38392	38500
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	44167	0.98	43284	43500
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	33237	0.98	32572	32500
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	90933	0.98	89114	89000
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	76840	0.98	75303	75500
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	76371	0.98	74844	75000
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	82504	0.98	80854	81000
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	77498	0.98	75948	76000
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	33044	0.97	32053	32000
NE 2nd Avenue	NE 79th Street	NE 62nd Street	29515	0.97	28630	28500
NE 2nd Avenue	NE 62nd Street	NE 54th Street	27682	0.97	26852	27000
NE 2nd Avenue	NE 54th Street	NE 36th Street	25232	0.98	24727	24500
NE 2nd Avenue	NE 36th Street	NE 15th Street	31763	0.98	31128	31000
NE 2nd Avenue	NE 15th Street	Interstate 395	31108	0.98	30486	30500
N Miami Avenue	North of NE 79th Street	NE 79th Street	34085	0.97	33062	33000
N Miami Avenue	NE 79th Street	NE 62nd Street	34786	0.97	33742	33500
N Miami Avenue	NE 62nd Street	NE 54th Street	34390	0.97	33358	33500
N Miami Avenue	NE 54th Street	NE 36th Street	34073	0.98	33392	33500
N Miami Avenue	NE 36th Street	NE 15th Street	30050	0.98	29449	29500
Interstate 95	NW 79th Street	NW 62nd Street	99735	0.97	96743	96500
Interstate 95	NW 62nd Street	Interstate 195	96902	0.97	93995	94000
Interstate 95	Interstate 195	Interstate 395	124576	0.97	120839	121000
Interstate 95	Interstate 395	W Flagler Street	81500	0.97	79055	79000
Interstate 95	W Flagler Street	SW 8th Street	51860	0.97	50304	50500
Interstate 95	SW 8th Street	South Dixie Highway	51156	0.97	49621	49500

Table: TE-1
2025 AADT Estimates

Roadway	From	To	2025 PSWADT	MOCF	2025 AADT	Rounded AADT
			1	2	3	4
NW 7th Avenue	NW 79th Street	NW 62nd Street	34329	0.97	33299	33500
NW 7th Avenue	NW 62nd Street	NW 54th Street	32019	0.97	31058	31000
NW 7th Avenue	NW 54th Street	NW 36th Street	36235	0.98	35510	35500
NW 7th Avenue	NW 36th Street	W Flagler Street	34751	0.98	34056	34000
SW 8th Avenue	W Flagler Street	SW 8th Street	15473	0.98	15164	15000
NW 12th Avenue	North of NW 36th Street		36026	0.975	35125	35000
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	45013	0.98	44113	44000
NW 12th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	41470	0.98	40641	40500
SW 12th Avenue	W Flagler Street	SW 8th Street	40173	0.98	39370	39500
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral Way)	37444	0.98	36695	36500
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	31537	0.97	30591	30500
NW 17th Avenue	NW 62nd Street	NW 54th Street	33256	0.97	32258	32500
NW 17th Avenue	NW 54th Street	NW 36th Street	35323	0.98	34617	34500
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	18993	0.98	18613	18500
NW 17th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	62107	0.98	60865	61000
SW 17th Avenue	W Flagler Street	SW 8th Street	45353	0.98	44446	44500
SW 17th Avenue	SW 8th Street	SW 22nd Street	43933	0.98	43054	43000
SW 17th Avenue	SW 22nd Street	South Dixie Highway	25650	0.98	25137	25000
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	24062	0.98	23581	23500
NW 27th Avenue	North of NW 36th Street	NW 36th Street	51606	0.975	50316	50500
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	53989	0.98	52909	53000
NW 27th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	74388	0.98	72900	73000
SW 27th Avenue	W Flagler Street	SW 8th Street	57151	0.98	56008	56000
SW 27th Avenue	SW 8th Street	SW 22nd Street	47755	0.98	46800	47000
SW 27th Avenue	SW 22nd Street	South Dixie Highway	41523	0.98	40693	40500
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	26346	0.98	25819	26000
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin Expressway)	SR 836 (Dolphin Expressway)	46044	0.98	45123	45000
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin Expressway)	W Flagler Street	49799	0.98	48803	49000
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	40999	0.98	40179	40000
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	47704	0.98	46750	47000

Table: TE-1
2025 AADT Estimates

Roadway	From	To	2025 PSWADT [1]	MOCF [2]	2025 AADT [3]	Rounded AADT [4]
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	35354	0.98	34647	34500
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	20098	0.98	19696	20000
SW 37th Avenue (Douglas Road)	South of Main Highway		29523	0.98	28933	29000
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin Expressway)		70752	0.98	69337	69500
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin Expressway)	W Flagler Street	73744	0.98	72269	72500
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	64552	0.98	63261	63500
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	24429	0.98	23940	24000
SW 42nd Avenue (LeJeune Road)	South of Main Highway		43534	0.98	42663	42500
NW 57th Avenue (Red Road)	SR 836 (Dolphin Expressway)	W Flagler Street	50246	0.98	49241	49000
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	39584	0.98	38792	39000
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	59069	0.98	57888	58000
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	44935	0.98	44036	44000
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	35990	0.98	35270	35500

Notes:

1 Peak Seasonal Weekday Average Daily Traffic from FSUTMS 2025 Model Output

2 Model Output Conversion Factor from FDOT 2002 Peak Season Factor Report (2002 FDOT Traffic Information CD)

3 Caculated Average Annual Daily Traffic (PWSADT*MOCF)

4 Average Annual Daily Traffic rounded as per AASHTO/FDOT guidelines

TE-2
2025 Peak Hour Volumes

Roadway	From	To	AADT [1]	K [2]	Peak Hour Volume [3]
NW 79th Street	NW 7th Avenue	Interstate 95	30000	9.75	2,925
NW 79th Street	Interstate 95	N Miami Avenue	31500	9.75	3,071
NE 79th Street	N Miami Avenue	NE 2nd Avenue	26000	9.75	2,535
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	26500	9.75	2,584
NE 79th Street	Biscayne Boulevard	Bayshore Drive	29500	9.75	2,876
NE 79th Street	79th Street Causeway		49000	9.75	4,778
NW 81st Street	NW 7th Avenue	Interstate 95	12000	9.75	1,170
NW 82nd Street	Interstate 95	N Miami Avenue	19000	9.75	1,853
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	15000	9.75	1,463
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	16500	9.75	1,609
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	13500	9.75	1,316
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	35500	9.75	3,461
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	36000	9.75	3,510
NW 62nd Street	NW 7th Avenue	Interstate 95	48000	9.75	4,680
NW 62nd Street	Interstate 95	N Miami Avenue	37000	9.75	3,608
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	29000	9.75	2,828
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	12500	9.75	1,219
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	30000	9.75	2,925
NW 54 Street	NW 17th Avenue	NW 12th Avenue	27000	9.75	2,633
NW 54 Street	NW 12th Avenue	NW 7th Avenue	23500	9.75	2,291
NW 54 Street	NW 7th Avenue	Interstate 95	34000	9.75	3,315
NW 54 Street	Interstate 95	N Miami Avenue	31000	9.75	3,023
NE 54 Street	N Miami Avenue	NE 2nd Avenue	24500	9.75	2,389
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	22000	9.75	2,145
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	73000	9.75	7,118
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	73000	9.75	7,118
Interstate 195	Interstate 95	N Miami Avenue	74000	8.47	6,268
Interstate 195	N Miami Avenue	Biscayne Boulevard	52000	8.47	4,404
Interstate 195	Julia Tuttle Causeway		62500	8.47	5,294

TE-2
2025 Peak Hour Volumes

Roadway	From	To	AADT [1]	K [2]	Peak Hour Volume [3]
NW 36th Street	NW N River Drive	NW 27th Avenue	44500	9.75	4,339
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	45500	9.75	4,436
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	48000	9.75	4,680
NW 36th Street	NW 17th Avenue	NW 12th Avenue	39500	9.75	3,851
NW 36th Street	NW 12th Avenue	NW 7th Avenue	34000	9.75	3,315
NW 36th Street	NW 7th Avenue	N Miami Avenue	26500	9.75	2,584
NE 36th Street	N Miami Avenue	NE 2nd Avenue	29500	9.75	2,876
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	40000	9.75	3,900
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	99000	9.2	9,108
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	70000	9.2	6,440
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	86000	9.2	7,912
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	92500	9.75	9,019
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	56500	9.75	5,509
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	75500	9.2	6,946
Interstate 395	Interstate 95	Biscayne Boulevard	53000	7.46	3,954
US 41 / SR A1A	MacArthur Causeway		75500	7.46	5,632
Port Boulevard	East of Biscayne Boulevard		13000	9.2	1,196
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	53000	9.75	5,168
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	43000	9.75	4,193
NW 7th Street	NW 37th Avenue	NW 27th Avenue	43000	9.75	4,193
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	44500	9.75	4,339
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	48000	9.75	4,680
NW 7th Street	NW 17th Avenue	NW 12th Avenue	49000	9.75	4,778
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	44500	9.2	4,094
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	51500	9.2	4,738
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	47500	9.2	4,370
W Flagler Street	NW 37th Avenue	NW 27th Avenue	48500	9.2	4,462
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	23000	9.2	2,116
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	21000	9.2	1,932
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	20500	9.2	1,886
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	19500	9.2	1,794

TE-2
2025 Peak Hour Volumes

Roadway	From	To	AADT [1]	K [2]	Peak Hour Volume [3]
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	18500	9.2	1,702
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	34000	9.2	3,128
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	21500	9.2	1,978
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	12500	9.2	1,150
SW 8th Street (Tamiami Trail)	SR 826/Palmetto	SW 67th Avenue	52000	9.2	4,784
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	42500	9.2	3,910
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	50500	9.2	4,646
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	48000	9.2	4,416
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	50500	9.2	4,646
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	21000	9.2	1,932
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	23500	9.2	2,162
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	21000	9.2	1,932
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	21000	9.2	1,932
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	18500	9.2	1,702
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	21500	9.2	1,978
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	53500	9.2	4,922
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	54000	9.2	4,968
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	47500	9.2	4,370
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	48500	9.2	4,462
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	34000	9.2	3,128
Rickenbacker Causeway	East of Brickell Avenue		50500	9.2	4,646
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	54000	9.2	4,968
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	44000	9.2	4,048
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	25500	9.2	2,346
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	44000	9.75	4,290
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	43000	9.75	4,193
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	33500	9.75	3,266
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	38500	9.75	3,754
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	32500	9.75	3,169
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	27000	9.75	2,633

TE-2
2025 Peak Hour Volumes

Roadway	From	To	AADT [1]	K [2]	Peak Hour Volume [3]
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	64500	9.75	6,289
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	24500	9.75	2,389
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue	14000	9.75	1,365
SE 4th Street (EB)	E Flager Street	SW 8th Avenue	26000	9.75	2,535
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	38500	9.2	3,542
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	43500	9.2	4,002
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	32500	9.2	2,990
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	89000	9.2	8,188
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	75500	9.2	6,946
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	75000	9.2	6,900
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	81000	9.2	7,452
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	76000	9.2	6,992
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	32000	9.2	2,944
NE 2nd Avenue	NE 79th Street	NE 62nd Street	28500	9.2	2,622
NE 2nd Avenue	NE 62nd Street	NE 54th Street	27000	9.2	2,484
NE 2nd Avenue	NE 54th Street	NE 36th Street	24500	9.2	2,254
NE 2nd Avenue	NE 36th Street	NE 15th Street	31000	9.2	2,852
NE 2nd Avenue	NE 15th Street	Interstate 395	30500	9.2	2,806
N Miami Avenue	North of NE 79th Street	NE 79th Street	33000	9.2	3,036
N Miami Avenue	NE 79th Street	NE 62nd Street	33500	9.2	3,082
N Miami Avenue	NE 62nd Street	NE 54th Street	33500	9.2	3,082
N Miami Avenue	NE 54th Street	NE 36th Street	33500	9.2	3,082
N Miami Avenue	NE 36th Street	NE 15th Street	29500	9.2	2,714
Interstate 95	NW 79th Street	NW 62nd Street	96500	7.83	7,556
Interstate 95	NW 62nd Street	Interstate 195	94000	7.83	7,360
Interstate 95	Interstate 195	Interstate 395	121000	7.83	9,474
Interstate 95	Interstate 395	W Flagler Street	79000	7.83	6,186
Interstate 95	W Flagler Street	SW 8th Street	50500	7.83	3,954
Interstate 95	SW 8th Street	South Dixie Highway	49500	7.83	3,876

TE-2
2025 Peak Hour Volumes

Roadway	From	To	AADT [1]	K [2]	Peak Hour Volume [3]
NW 7th Avenue	NW 79th Street	NW 62nd Street	33500	9.75	3,266
NW 7th Avenue	NW 62nd Street	NW 54th Street	31000	9.75	3,023
NW 7th Avenue	NW 54th Street	NW 36th Street	35500	9.75	3,461
NW 7th Avenue	NW 36th Street	W Flagler Street	34000	9.75	3,315
SW 8th Avenue	W Flagler Street	SW 8th Street	15000	9.75	1,463
NW 12th Avenue	North of NW 36th Street		35000	9.75	3,413
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin	44000	9.75	4,290
NW 12th Avenue	SR 836 (Dolphin	W Flagler Street	40500	9.75	3,949
SW 12th Avenue	W Flagler Street	SW 8th Street	39500	9.75	3,851
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral	36500	9.75	3,559
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	30500	9.75	2,974
NW 17th Avenue	NW 62nd Street	NW 54th Street	32500	9.75	3,169
NW 17th Avenue	NW 54th Street	NW 36th Street	34500	9.75	3,364
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin	18500	9.75	1,804
NW 17th Avenue	SR 836 (Dolphin	W Flagler Street	61000	9.75	5,948
SW 17th Avenue	W Flagler Street	SW 8th Street	44500	9.75	4,339
SW 17th Avenue	SW 8th Street	SW 22nd Street	43000	9.75	4,193
SW 17th Avenue	SW 22nd Street	South Dixie Highway	25000	9.75	2,438
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	23500	9.75	2,291
NW 27th Avenue	North of NW 36th Street	NW 36th Street	50500	9.75	4,924
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin	53000	9.2	4,876
NW 27th Avenue	SR 836 (Dolphin	W Flagler Street	73000	9.2	6,716
SW 27th Avenue	W Flagler Street	SW 8th Street	56000	9.2	5,152
SW 27th Avenue	SW 8th Street	SW 22nd Street	47000	9.2	4,324
SW 27th Avenue	SW 22nd Street	South Dixie Highway	40500	9.2	3,726
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	26000	9.75	2,535
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin	SR 836 (Dolphin	45000	9.75	4,388
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin	W Flagler Street	49000	9.75	4,778
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	40000	9.75	3,900
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	47000	9.75	4,583

TE-2
2025 Peak Hour Volumes

Roadway	From	To	AADT [1]	K [2]	Peak Hour Volume [3]
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	34500	9.75	3,364
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	20000	9.75	1,950
SW 37th Avenue (Douglas Road)	South of Main Highway		29000	9.75	2,828
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin		69500	9.75	6,776
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin	W Flagler Street	72500	9.2	6,670
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	63500	9.2	5,842
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	24000	9.2	2,208
SW 42nd Avenue (LeJeune Road)	South of Main Highway		42500	9.75	4,144
NW 57th Avenue (Red Road)	SR 836 (Dolphin	W Flagler Street	49000	9.2	4,508
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	39000	9.2	3,588
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	58000	9.75	5,655
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	44000	9.75	4,290
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	35500	9.75	3,461

Notes:

1 Rounded Average Annual Daily Traffic from Table: TE-1

2 K Factor from FDOT's Average Annual Daily Traffic Report (where no data exist 9.75 was utilized as default value)

3 Two-way Peak Hour Volume (AADT x K)

Table: TE-3
Peak Hour Two-way Roadway Capacity

Roadway	From	To	State/Non-State	LOS Standard	Capacity at LOS (unadjusted)	Allowable Capacity (Vehicular Only)
			1	2	3	4
NW 79th Street	NW 7th Avenue	Interstate 95	State	E+20	2814	3377
NW 79th Street	Interstate 95	N Miami Avenue	State	E+20	2814	3377
NE 79th Street	N Miami Avenue	NE 2nd Avenue	State	E+20	2814	3377
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	State	E+20	2814	3377
NE 79th Street	Biscayne Boulevard	Bayshore Drive	State	E+20	2814	3377
NE 79th Street	79th Street Causeway		State	E+20	4920	5904
NW 81st Street	NW 7th Avenue	Interstate 95	State	E	2814	2814
NW 82nd Street	Interstate 95	N Miami Avenue	State	E	2814	2814
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	State	E	2814	2814
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	State	E	2814	2814
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	State	E	2814	2814
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	County	E+20	3120	3744
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	County	E+20	3120	3744
NW 62nd Street	NW 7th Avenue	Interstate 95	County	E+20	2340	2808
NW 62nd Street	Interstate 95	N Miami Avenue	County	E+20	2340	2808
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	County	E+20	3120	3744
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	County	E+20	1872	2246
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	State	E+20	3107	3728
NW 54 Street	NW 17th Avenue	NW 12th Avenue	State	E+20	3107	3728
NW 54 Street	NW 12th Avenue	NW 7th Avenue	State	E+20	2340	2808
NW 54 Street	NW 7th Avenue	Interstate 95	State	E+20	2964	3557
NW 54 Street	Interstate 95	N Miami Avenue	State	E+20	2964	3557
NE 54 Street	N Miami Avenue	NE 2nd Avenue	State	E+20	2340	2808
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	State	E+20	2340	2808
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	Freeway	D	11180	11180
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	Freeway	D	15240	15240
Interstate 195	Interstate 95	N Miami Avenue	Freeway	D	11180	11180
Interstate 195	N Miami Avenue	Biscayne Boulevard	Freeway	D	11180	11180
Interstate 195	Julia Tuttle Causeway		Freeway	D	11180	11180

Table: TE-3
Peak Hour Two-way Roadway Capacity

Roadway	From	To	State/Non-State	LOS Standard	Capacity at LOS (unadjusted)	Allowable Capacity (Vehicular Only)
			1	2	3	4
NW 36th Street	NW N River Drive	NW 27th Avenue	State	E+20	1628	1954
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	State	E+20	1628	1954
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	State	E+20	1628	1954
NW 36th Street	NW 17th Avenue	NW 12th Avenue	State	E+20	1544	1853
NW 36th Street	NW 12th Avenue	NW 7th Avenue	State	E+20	1544	1853
NW 36th Street	NW 7th Avenue	N Miami Avenue	State	E+20	1544	1853
NE 36th Street	N Miami Avenue	NE 2nd Avenue	State	E+20	1544	1853
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	State	E+20	2964	3557
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	Freeway	D	11180	11180
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	Freeway	D	11180	11180
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	Freeway	D	15240	15240
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	Freeway	D	15240	15240
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	Freeway	D	11180	11180
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	Freeway	D	15240	15240
Interstate 395	Interstate 95	Biscayne Boulevard	Freeway	D	11180	11180
US 41 / SR A1A	MacArthur Causeway		Freeway	D	11180	11180
Port Boulevard	East of Biscayne Boulevard		State	E	5080	5080
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	County	E+20	2964	3557
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	County	E+20	2340	2808
NW 7th Street	NW 37th Avenue	NW 27th Avenue	County	E+20	2340	2808
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	County	E+20	2340	2808
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	County	E+20	2340	2808
NW 7th Street	NW 17th Avenue	NW 12th Avenue	County	E+20	2964	3557
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	State	E+50	3107	4661
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	State	E+50	2964	4446
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	State	E+50	2964	4446
W Flagler Street	NW 37th Avenue	NW 27th Avenue	State	E+50	2964	4446
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	State	E+50	3636	5454
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	State	E+50	3636	5454
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	State	E+50	2814	4221
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	State	E+50	2814	4221

Table: TE-3
Peak Hour Two-way Roadway Capacity

Roadway	From	To	State/Non-State	LOS Standard	Capacity at LOS (unadjusted)	Allowable Capacity (Vehicular Only)
			1	2	3	4
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	State	E+50	2814	4221
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	State	E+50	2814	4221
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	State	E+50	2712	4068
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	State	E+50	2712	4068
SW 8th Street (Tamiami Trail)	SR 826/Palmetto Expressway	SW 67th Avenue	State	E+50	2964	4446
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	State	E+20	3107	3728
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	State	E+20	3107	3728
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	State	E+20	2964	3557
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	State	E+20	2964	3557
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	State	E+20	2814	3377
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	State	E+20	2814	3377
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	State	E+20	2814	3377
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	State	E+20	2814	3377
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	State	E+20	2814	3377
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	State	E+20	2814	3377
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	State	E+50	3120	4680
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	State	E+50	3120	4680
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	State	E+50	3120	4680
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	State	E+50	3270	4905
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	State	E+50	2453	3680
Rickenbacker Causeway	East of Brickell Avenue		County	E	4690	4690
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	State	E+20	3120	3744
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	State	E+20	3120	3744
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	County	E+20	1480	1776
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	State	E+50	2964	4446
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	State	E+50	2964	4446
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	State	E+50	2964	4446
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	State	E+50	2964	4446
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	State	E+50	2964	4446
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	State	E+50	4456	6684

Table: TE-3
Peak Hour Two-way Roadway Capacity

Roadway	From	To	State/Non-State	LOS Standard	Capacity at LOS (unadjusted)	Allowable Capacity (Vehicular Only)
			1	2	3	4
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	State	E+50	4294	6441
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	State	E+50	5615	8423
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue	State	E+50	2712	4068
SE 4th Street (EB)	E Flager Street	SW 8th Avenue	State	E+50	2712	4068
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	State	E+50	4920	7380
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	State	E+50	3270	4905
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	State	E+50	3270	4905
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	State	E+50	4920	7380
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	State	E+50	4920	7380
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	State	E+50	4920	7380
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	State	E+50	4920	7380
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	State	E+50	4920	7380
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	County	E+20	2964	3557
NE 2nd Avenue	NE 79th Street	NE 62nd Street	County	E+20	2340	2808
NE 2nd Avenue	NE 62nd Street	NE 54th Street	County	E+20	2340	2808
NE 2nd Avenue	NE 54th Street	NE 36th Street	County	E+20	2340	2808
NE 2nd Avenue	NE 36th Street	NE 15th Street	County	E+20	2340	2808
NE 2nd Avenue	NE 15th Street	Interstate 395	County	E+20	1184	1421
N Miami Avenue	North of NE 79th Street	NE 79th Street	County	E+20	2964	3557
N Miami Avenue	NE 79th Street	NE 62nd Street	County	E+20	2964	3557
N Miami Avenue	NE 62nd Street	NE 54th Street	County	E+20	2964	3557
N Miami Avenue	NE 54th Street	NE 36th Street	County	E+20	2964	3557
N Miami Avenue	NE 36th Street	NE 15th Street	County	E+20	2340	2808
Interstate 95	NW 79th Street	NW 62nd Street	Freeway	D	19310	19310
Interstate 95	NW 62nd Street	Interstate 195	Freeway	D	19310	19310
Interstate 95	Interstate 195	Interstate 395	Freeway	D	19310	19310
Interstate 95	Interstate 395	W Flagler Street	Freeway	D	15240	15240
Interstate 95	W Flagler Street	SW 8th Street	Freeway	D	11180	11180
Interstate 95	SW 8th Street	South Dixie Highway	Freeway	D	7110	7110

Table: TE-3
Peak Hour Two-way Roadway Capacity

Roadway	From	To	State/Non-State	LOS Standard	Capacity at LOS (unadjusted)	Allowable Capacity (Vehicular Only)
			1	2	3	4
NW 7th Avenue	NW 79th Street	NW 62nd Street	State	E+50	2964	4446
NW 7th Avenue	NW 62nd Street	NW 54th Street	State	E+50	2964	4446
NW 7th Avenue	NW 54th Street	NW 36th Street	State	E+50	2964	4446
NW 7th Avenue	NW 36th Street	W Flagler Street	State	E+50	2860	4290
SW 8th Avenue	W Flagler Street	SW 8th Street	State	E+50	2860	4290
NW 12th Avenue	North of NW 36th Street		County	E+20	2964	3557
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	State	E+20	2964	3557
NW 12th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	State	E+20	2860	3432
SW 12th Avenue	W Flagler Street	SW 8th Street	State	E+20	2860	3432
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral Way)	State	E+20	2964	3557
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	County	E+20	2964	3557
NW 17th Avenue	NW 62nd Street	NW 54th Street	County	E+20	2964	3557
NW 17th Avenue	NW 54th Street	NW 36th Street	County	E+20	2964	3557
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	County	E+20	1554	1865
NW 17th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	County	E+20	4690	5628
SW 17th Avenue	W Flagler Street	SW 8th Street	County	E+20	2964	3557
SW 17th Avenue	SW 8th Street	SW 22nd Street	County	E+20	2964	3557
SW 17th Avenue	SW 22nd Street	South Dixie Highway	County	E+20	1184	1421
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	County	E+20	1184	1421
NW 27th Avenue	North of NW 36th Street	NW 36th Street	State	E+50	4920	7380
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	State	E+20	4920	5904
NW 27th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	State	E+20	4920	5904
SW 27th Avenue	W Flagler Street	SW 8th Street	State	E+20	4920	5904
SW 27th Avenue	SW 8th Street	SW 22nd Street	State	E+20	3270	3924
SW 27th Avenue	SW 22nd Street	South Dixie Highway	State	E+20	3270	3924
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	County	E	1480	1480
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin Expressway)	SR 836 (Dolphin Expressway)	County	E	2964	2964
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin Expressway)	W Flagler Street	County	E	2964	2964
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	County	E	2964	2964
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	County	E	2964	2964

Table: TE-3
Peak Hour Two-way Roadway Capacity

Roadway	From	To	State/Non-State [1]	LOS Standard [2]	Capacity at LOS (unadjusted) [3]	Allowable Capacity (Vehicular Only) [4]
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	County	E	2964	2964
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	County	E+20	1184	1421
SW 37th Avenue (Douglas Road)	South of Main Highway		County	E+20	1184	1421
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin Expressway)		State	E+50	3120	4680
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin Expressway)	W Flagler Street	State	E+20	4690	5628
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	State	E+20	3120	3744
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	County	E+20	1184	1421
SW 42nd Avenue (LeJeune Road)	South of Main Highway		County	E+20	1184	1421
NW 57th Avenue (Red Road)	SR 836 (Dolphin Expressway)	W Flagler Street	County	E	2964	2964
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	County	E	2964	2964
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	County	E+20	3120	3744
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	County	E+20	1480	1776
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	County	E+20	2964	3557

Notes:

[1] Roadway Jurisdictional Category

[2] LOS standard for roadway (vehicular) mode analysis.

[3] Unadjusted vehicular capacity (without the 20% or 50% capacity allowance) from FDOT Q/LOS Handbook Table 4-4.

[4] Vehicular capacity with allowable increase for corridors with available transit (i.e. +20% or +50%).

Table: TE-4
Peak Hour Roadway LOS

Roadway	From	To	Peak Hour Volume	Allowable Capacity (Vehicular Only)	Volume to Capacity	LOS (Roadway Only)
			1	2	3	4
NW 79th Street	NW 7th Avenue	Interstate 95	2925	3377	0.87	D
NW 79th Street	Interstate 95	N Miami Avenue	3071	3377	0.91	E
NE 79th Street	N Miami Avenue	NE 2nd Avenue	2535	3377	0.75	C
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	2584	3377	0.77	C
NE 79th Street	Biscayne Boulevard	Bayshore Drive	2876	3377	0.85	D
NE 79th Street	79th Street Causeway		4778	5904	0.81	D
NW 81st Street	NW 7th Avenue	Interstate 95	1170	2814	0.42	B
NW 82nd Street	Interstate 95	N Miami Avenue	1853	2814	0.66	B
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	1463	2814	0.52	B
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	1609	2814	0.57	B
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	1316	2814	0.47	B
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	3461	3744	0.92	E
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	3510	3744	0.94	E
NW 62nd Street	NW 7th Avenue	Interstate 95	4680	2808	1.67	F
NW 62nd Street	Interstate 95	N Miami Avenue	3608	2808	1.28	F
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	2828	3744	0.76	C
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	1219	2246	0.54	B
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	2925	3728	0.78	C
NW 54 Street	NW 17th Avenue	NW 12th Avenue	2633	3728	0.71	C
NW 54 Street	NW 12th Avenue	NW 7th Avenue	2291	2808	0.82	D
NW 54 Street	NW 7th Avenue	Interstate 95	3315	3557	0.93	E
NW 54 Street	Interstate 95	N Miami Avenue	3023	3557	0.85	D
NE 54 Street	N Miami Avenue	NE 2nd Avenue	2389	2808	0.85	D
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	2145	2808	0.76	C
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	7118	11180	0.64	B
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	7118	15240	0.47	B
Interstate 195	Interstate 95	N Miami Avenue	6268	11180	0.56	B
Interstate 195	N Miami Avenue	Biscayne Boulevard	4404	11180	0.39	B
Interstate 195	Julia Tuttle Causeway		5294	11180	0.47	B

Table: TE-4
Peak Hour Roadway LOS

Roadway	From	To	Peak Hour Volume	Allowable Capacity (Vehicular Only)	Volume to Capacity	LOS (Roadway Only)
			1	2	3	4
NW 36th Street	NW N River Drive	NW 27th Avenue	4339	1954	2.22	F
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	4436	1954	2.27	F
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	4680	1954	2.4	F
NW 36th Street	NW 17th Avenue	NW 12th Avenue	3851	1853	2.08	F
NW 36th Street	NW 12th Avenue	NW 7th Avenue	3315	1853	1.79	F
NW 36th Street	NW 7th Avenue	N Miami Avenue	2584	1853	1.39	F
NE 36th Street	N Miami Avenue	NE 2nd Avenue	2876	1853	1.55	F
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	3900	3557	1.1	E+20
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	9108	11180	0.81	D
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	6440	11180	0.58	B
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	7912	15240	0.52	B
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	9019	15240	0.59	B
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	5509	11180	0.49	B
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	6946	15240	0.46	B
Interstate 395	Interstate 95	Biscayne Boulevard	3954	11180	0.35	B
US 41 / SR A1A	MacArthur Causeway		5632	11180	0.5	B
Port Boulevard	East of Biscayne Boulevard		1196	5080	0.24	B
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	5168	3557	1.45	F
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	4193	2808	1.49	F
NW 7th Street	NW 37th Avenue	NW 27th Avenue	4193	2808	1.49	F
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	4339	2808	1.55	F
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	4680	2808	1.67	F
NW 7th Street	NW 17th Avenue	NW 12th Avenue	4778	3557	1.34	F
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	4094	4661	0.88	D
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	4738	4446	1.07	E+50
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	4370	4446	0.98	E
W Flagler Street	NW 37th Avenue	NW 27th Avenue	4462	4446	1.00	E
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	2116	5454	0.39	B
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	1932	5454	0.35	B
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	1886	4221	0.45	B
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	1794	4221	0.43	B

Table: TE-4
Peak Hour Roadway LOS

Roadway	From	To	Peak Hour Volume	Allowable Capacity (Vehicular Only)	Volume to Capacity	LOS (Roadway Only)
			1	2	3	4
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	1702	4221	0.4	B
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	3128	4221	0.74	C
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	1978	4068	0.49	B
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	1150	4068	0.28	B
SW 8th Street (Tamiami Trail)	SR 826/Palmetto Expressway	SW 67th Avenue	4784	4446	1.08	E+50
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	3910	3728	1.05	E+20
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	4646	3728	1.25	F
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	4416	3557	1.24	F
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	4646	3557	1.31	F
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	1932	3377	0.57	B
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	2162	3377	0.64	B
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	1932	3377	0.57	B
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	1932	3377	0.57	B
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	1702	3377	0.5	B
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	1978	3377	0.59	B
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	4922	4680	1.05	E+50
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	4968	4680	1.06	E+50
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	4370	4680	0.93	E
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	4462	4905	0.91	E
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	3128	3680	0.85	D
Rickenbacker Causeway	East of Brickell Avenue		4646	4690	0.99	E
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	4968	3744	1.33	F
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	4048	3744	1.08	E+20
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	2346	1776	1.32	F
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	4290	4446	0.96	E
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	4193	4446	0.94	E
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	3266	4446	0.73	C
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	3754	4446	0.84	D
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	3169	4446	0.71	C
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	2633	6684	0.39	B

Table: TE-4
Peak Hour Roadway LOS

Roadway	From	To	Peak Hour Volume	Allowable Capacity (Vehicular Only)	Volume to Capacity	LOS (Roadway Only)
			1	2	3	4
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	6289	6441	0.98	E
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	2389	8423	0.28	B
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue	1365	4068	0.34	B
SE 4th Street (EB)	E Flager Street	SW 8th Avenue	2535	4068	0.62	B
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	3542	7380	0.48	B
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	4002	4905	0.82	D
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	2990	4905	0.61	B
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	8188	7380	1.11	E+50
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	6946	7380	0.94	E
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	6900	7380	0.93	E
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	7452	7380	1.01	E+50
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	6992	7380	0.95	E
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	2944	3557	0.83	D
NE 2nd Avenue	NE 79th Street	NE 62nd Street	2622	2808	0.93	E
NE 2nd Avenue	NE 62nd Street	NE 54th Street	2484	2808	0.88	D
NE 2nd Avenue	NE 54th Street	NE 36th Street	2254	2808	0.8	C
NE 2nd Avenue	NE 36th Street	NE 15th Street	2852	2808	1.02	E+20
NE 2nd Avenue	NE 15th Street	Interstate 395	2806	1421	1.97	F
N Miami Avenue	North of NE 79th Street	NE 79th Street	3036	3557	0.85	D
N Miami Avenue	NE 79th Street	NE 62nd Street	3082	3557	0.87	D
N Miami Avenue	NE 62nd Street	NE 54th Street	3082	3557	0.87	D
N Miami Avenue	NE 54th Street	NE 36th Street	3082	3557	0.87	D
N Miami Avenue	NE 36th Street	NE 15th Street	2714	2808	0.97	E
Interstate 95	NW 79th Street	NW 62nd Street	7556	19310	0.39	B
Interstate 95	NW 62nd Street	Interstate 195	7360	19310	0.38	B
Interstate 95	Interstate 195	Interstate 395	9474	19310	0.49	B
Interstate 95	Interstate 395	W Flagler Street	6186	15240	0.41	B
Interstate 95	W Flagler Street	SW 8th Street	3954	11180	0.35	B
Interstate 95	SW 8th Street	South Dixie Highway	3876	7110	0.55	B

Table: TE-4
Peak Hour Roadway LOS

Roadway	From	To	Peak Hour Volume	Allowable Capacity (Vehicular Only)	Volume to Capacity	LOS (Roadway Only)
			1	2	3	4
NW 7th Avenue	NW 79th Street	NW 62nd Street	3266	4446	0.73	C
NW 7th Avenue	NW 62nd Street	NW 54th Street	3023	4446	0.68	B
NW 7th Avenue	NW 54th Street	NW 36th Street	3461	4446	0.78	C
NW 7th Avenue	NW 36th Street	W Flagler Street	3315	4290	0.77	C
SW 8th Avenue	W Flagler Street	SW 8th Street	1463	4290	0.34	B
NW 12th Avenue	North of NW 36th Street		3413	3557	0.96	E
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	4290	3557	1.21	F
NW 12th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	3949	3432	1.15	E+20
SW 12th Avenue	W Flagler Street	SW 8th Street	3851	3432	1.12	E+20
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral Way)	3559	3557	1.00	E
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	2974	3557	0.84	D
NW 17th Avenue	NW 62nd Street	NW 54th Street	3169	3557	0.89	D
NW 17th Avenue	NW 54th Street	NW 36th Street	3364	3557	0.95	E
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	1804	1865	0.97	E
NW 17th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	5948	5628	1.06	E+20
SW 17th Avenue	W Flagler Street	SW 8th Street	4339	3557	1.22	F
SW 17th Avenue	SW 8th Street	SW 22nd Street	4193	3557	1.18	E+20
SW 17th Avenue	SW 22nd Street	South Dixie Highway	2438	1421	1.72	F
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	2291	1421	1.61	F
NW 27th Avenue	North of NW 36th Street	NW 36th Street	4924	7380	0.67	B
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	4876	5904	0.83	D
NW 27th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	6716	5904	1.14	E+20
SW 27th Avenue	W Flagler Street	SW 8th Street	5152	5904	0.87	D
SW 27th Avenue	SW 8th Street	SW 22nd Street	4324	3924	1.1	E+20
SW 27th Avenue	SW 22nd Street	South Dixie Highway	3726	3924	0.95	E
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	2535	1480	1.71	F
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin Expressway)	SR 836 (Dolphin Expressway)	4388	2964	1.48	F
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin Expressway)	W Flagler Street	4778	2964	1.61	F
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	3900	2964	1.32	F
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	4583	2964	1.55	F

Table: TE-4
Peak Hour Roadway LOS

Roadway	From	To	Peak Hour Volume [1]	Allowable Capacity (Vehicular Only) [2]	Volume to Capacity [3]	LOS (Roadway Only) [4]
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	3364	2964	1.13	F
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	1950	1421	1.37	F
SW 37th Avenue (Douglas Road)	South of Main Highway		2828	1421	1.99	F
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin Expressway)		6776	4680	1.45	E+50
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin Expressway)	W Flagler Street	6670	5628	1.19	E+20
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	5842	3744	1.56	F
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	2208	1421	1.55	F
SW 42nd Avenue (LeJeune Road)	South of Main Highway		4144	1421	2.92	F
NW 57th Avenue (Red Road)	SR 836 (Dolphin Expressway)	W Flagler Street	4508	2964	1.52	F
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	3588	2964	1.21	F
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	5655	3744	1.51	F
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	4290	1776	2.42	F
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	3461	3557	0.97	E

Notes:

[1] Peak Hour Volume from Table TE-2

[2] Maximum allowable capacity from Table TE-3

[3] Volume to Capacity ratio calculated and rounded to 3 significant figures (volume / capacity).

[4] LOS for roadway (vehicular) mode ony.

Highlighted links denotes LOS F condition.

Boxed values denotes v/c ratios exceeding 1.75.

Table: TE-5
2025 Transit Capacity

Roadway	From	To	Routes	2025 Peak Hour Buses	2025 Peak Hour Trains	Bus Capacity	Rail Capacity	2025 Transit Capacity
			1	2	3	4	5	6
NW 79th Street	NW 7th Avenue	Interstate 95	L	8		552		552
NW 79th Street	Interstate 95	N Miami Avenue	L	8		552		552
NE 79th Street	N Miami Avenue	NE 2nd Avenue	L, 2, LHC	12	4	924		924
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	L, LHC	8	4	672		672
NE 79th Street	Biscayne Boulevard	Bayshore Drive	L,LHC	8	4	672		672
NE 79th Street	79th Street Causeway		L, G	12		1608		1608
NW 81st Street	NW 7th Avenue	Interstate 95	-					
NW 82nd Street	Interstate 95	N Miami Avenue	-					
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	-					
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	-					
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	-					
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	62	3		372		372
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	62	3		372		372
NW 62nd Street	NW 7th Avenue	Interstate 95	62	3		372		372
NW 62nd Street	Interstate 95	N Miami Avenue	62	3		372		372
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	62, LHC	3	4	612		612
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	62	3		186		186
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	54	3		390		390
NW 54 Street	NW 17th Avenue	NW 12th Avenue	54	3		390		390
NW 54 Street	NW 12th Avenue	NW 7th Avenue	54	3		390		390
NW 54 Street	NW 7th Avenue	Interstate 95	54	3		390		390
NW 54 Street	Interstate 95	N Miami Avenue	54	3		390		390
NE 54 Street	N Miami Avenue	NE 2nd Avenue	54, LHC	3	4	630		630
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	54	3		390		390
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	-	-				0
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	0	-				0
Interstate 195	Interstate 95	N Miami Avenue	-	-				0
Interstate 195	N Miami Avenue	Biscayne Boulevard	-	-				0
Interstate 195	Julia Tuttle Causeway		T,J,62	11		1338		1338

Table: TE-5
2025 Transit Capacity

Roadway	From	To	Routes	2025 Peak Hour Buses	2025 Peak Hour Trains	Bus Capacity	Rail Capacity	2025 Transit Capacity
			1	2	3	4	5	6
NW 36th Street	NW N River Drive	NW 27th Avenue	36,J, Metrorail	8		1104	11040	12144
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	36,J, Metrorail	8		1104	11040	12144
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	36,J, Metrrarail	8		1104	11040	12144
NW 36th Street	NW 17th Avenue	NW 12th Avenue	36,J, Metrorail	8		1104	11040	12144
NW 36th Street	NW 12th Avenue	NW 7th Avenue	36,J, Metrorail	8		1104	11040	12144
NW 36th Street	NW 7th Avenue	N Miami Avenue	36,J	8		1104		1104
NE 36th Street	N Miami Avenue	NE 2nd Avenue	36,J	8		1104		1104
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	36,J	8		1104		1104
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	-	-				0
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	-	-				0
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	-	-				0
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	-	-				0
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	-	-				0
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	0	0				0
Interstate 395	Interstate 95	Biscayne Boulevard	-	-				0
US 41 / SR A1A	MacArthur Causeway		-	-				0
Port Boulevard	East of Biscayne Boulevard		Seaport Connection	2		132		132
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	7	4		504		504
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	7	4		504		504
NW 7th Street	NW 37th Avenue	NW 27th Avenue	7	4		504		504
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	7	4		504		504
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	7	4		504		504
NW 7th Street	NW 17th Avenue	NW 12th Avenue	7, Metrorail	4		504	11040	11544
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	7,11,Flagler MAX	12		1576		1576
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	7,11,Flagler MAX	12		1576		1576
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	42,11,Flagler MAX	12		1624		1624
W Flagler Street	NW 37th Avenue	NW 27th Avenue	11,Flagler MAX	8		1072		1072
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	6,11,Flagler MAX	12		796		796
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	6,11,Flagler MAX	12		796		796
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	6,11,Flagler MAX	12		796		796
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	6,11,Flagler MAX	12		796		796

Table: TE-5
2025 Transit Capacity

Roadway	From	To	Routes	2025 Peak Hour Buses	2025 Peak Hour Trains	Bus Capacity	Rail Capacity	2025 Transit Capacity
	1			2	3	4	5	6
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	6,11,Flagler Max, LHC	12	4	916		916
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	6,11,Flagler Max, LHC	12	4	916		916
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	6,11,Flagler Max, LHC	12	4	916		916
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	6,11,Flagler Max, LHC	12	4	916		916
SW 8th Street (Tamiami Trail)	SR 826/Palmetto Expressway	SW 67th Avenue	8	5		620		620
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	8	5		620		620
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	8	5		620		620
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	8	5		620		620
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	8	5		620		620
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	8, LHC	9		442		442
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	8, LHC	9		442		442
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	8, LHC	9		442		442
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	8,LHC	9		442		442
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	8, LHC, Metrorail	9		442	5520	5962
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	8, LHC, Metrorail	9		442	5520	5962
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	24	4		496		496
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	24	4		496		496
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	24, 17, Metrorail	9		1116	11040	12156
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	24,12, Metrorail	8		992	11040	12032
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	24, Metrorail	4		496	11040	11536
Rickenbacker Causeway	East of Brickell Avenue					0		0
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	42, Metrorail	4		496	11040	11536
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	Metrorail	4		0	11040	11040
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	Metrorail	4		0	11040	11040
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	G, 3, Bisc. Max, 16	13		1612		1612
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	3,Bisc. MAX,16,62	9		1116		1116
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	3,Bisc. MAX,16,62	14		1736		1736
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	3,Bisc. MAX,16,62	14		1736		1736
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	3,Bisc. MAX,16,62,36,95	22		2728		2728
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	3,Bisc. MAX,16,62,36,95,DPM	22		2728	1920	4648

Table: TE-5
2025 Transit Capacity

Roadway	From	To	Routes	2025 Peak Hour Buses	2025 Peak Hour Trains	Bus Capacity	Rail Capacity	2025 Transit Capacity
	1			2	3	4	5	6
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	MAX,16,62,36,95,DPM	40		4960	1920	6880
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	MAX,16,62,36,95,DPM	40		4960	11040	16000
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue						
SE 4th Street (EB)	E Flager Street	SW 8th Avenue						
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	48, B, 24, BKS, Metro, DPM	13		3416	11040	14456
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	48, B, 24, BKS, Metro, DPM	13		3416	11040	14456
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	48, BKS	6		628		628
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	Metrorail	10		11040		11040
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	Metrorail	10		11040		11040
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	Metrorail	10		11040		11040
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	Metrorail	10		11040		11040
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	Metrorail	10		11040		11040
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	9, 10	9		1116		1116
NE 2nd Avenue	NE 79th Street	NE 62nd Street	9, 10, LHC	13		1220		1220
NE 2nd Avenue	NE 62nd Street	NE 54th Street	9, 10	9		1116		1116
NE 2nd Avenue	NE 54th Street	NE 36th Street	9, 10, LHC	13		1220		1220
NE 2nd Avenue	NE 36th Street	NE 15th Street	9, 10	9		1116		1116
NE 2nd Avenue	NE 15th Street	Interstate 395	9, 10, 6, K, T	21		2604		2604
N Miami Avenue	North of NE 79th Street	NE 79th Street	2	4		496		496
N Miami Avenue	NE 79th Street	NE 62nd Street						
N Miami Avenue	NE 62nd Street	NE 54th Street						
N Miami Avenue	NE 54th Street	NE 36th Street						
N Miami Avenue	NE 36th Street	NE 15th Street	6	4		496		496
Interstate 95	NW 79th Street	NW 62nd Street	-					
Interstate 95	NW 62nd Street	Interstate 195	-					
Interstate 95	Interstate 195	Interstate 395	-					
Interstate 95	Interstate 395	W Flagler Street	Metrorail	0		11040		11040
Interstate 95	W Flagler Street	SW 8th Street	Metrorail	0		11040		11040
Interstate 95	SW 8th Street	South Dixie Highway	Metrorail	0		11040		11040

Table: TE-5
2025 Transit Capacity

Roadway	From	To	Routes	2025 Peak Hour Buses	2025 Peak Hour Trains	Bus Capacity	Rail Capacity	2025 Transit Capacity
			1	2	3	4	5	6
NW 7th Avenue	NW 79th Street	NW 62nd Street	77	8		992		992
NW 7th Avenue	NW 62nd Street	NW 54th Street	77	8		992		992
NW 7th Avenue	NW 54th Street	NW 36th Street	77	8		992		992
NW 7th Avenue	NW 36th Street	W Flagler Street	77, Metrorail	8		992	11040	12032
SW 8th Avenue	W Flagler Street	SW 8th Street	0	0		0	0	0
NW 12th Avenue	North of NW 36th Street		12,21, Metrorail	8		992	0	992
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	12,32,M,95,22, Metrorail	14		1736	1736	3472
NW 12th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	12	4		496		496
SW 12th Avenue	W Flagler Street	SW 8th Street	12	4		496		496
SW 12th Avenue	SW 8th Street	SW 3rd Ave (Coral Way)	12	4		496		496
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	17	5		620		620
NW 17th Avenue	NW 62nd Street	NW 54th Street	17	5		620		620
NW 17th Avenue	NW 54th Street	NW 36th Street	17	5		620		620
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	17	5		620		620
NW 17th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	17	5		620		620
SW 17th Avenue	W Flagler Street	SW 8th Street	17	5		620		620
SW 17th Avenue	SW 8th Street	SW 22nd Street	17	5		620		620
SW 17th Avenue	SW 22nd Street	South Dixie Highway	-	-		0		0
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	-	-		0		0
NW 27th Avenue	North of NW 36th Street	NW 36th Street	27,27 MAX	8		992		992
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	27	4		496		496
NW 27th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	27	4		496		496
SW 27th Avenue	W Flagler Street	SW 8th Street	27	4		496		496
SW 27th Avenue	SW 8th Street	SW 22nd Street	27	4		496		496
SW 27th Avenue	SW 22nd Street	South Dixie Highway	27	4		496		496
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	-	-				
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin	SR 836 (Dolphin Expressway)	37, Trirail	4		496	11040	11536
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin Expressway)	W Flagler Street	37,6	8		992		992
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	37,6,42	12		1488		1488
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	37	4		496		496

Table: TE-5
2025 Transit Capacity

Roadway	From	To	Routes	2025 Peak Hour Buses	2025 Peak Hour Trains	Bus Capacity	Rail Capacity	2025 Transit Capacity
			1	2	3	4	5	6
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	37	4		496		496
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	37,48,65,22	16		1984		1984
SW 37th Avenue (Douglas Road)	South of Main Highway		37	4		496		496
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin		42,J,7,37	16		1984		1984
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin Expressway)	W Flagler Street	42,J	8		992		992
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	J	4		496		496
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	48,65	8		992		992
SW 42nd Avenue (LeJeune Road)	South of Main Highway		65	4		496		496
NW 57th Avenue (Red Road)	SR 836 (Dolphin Expressway)	W Flagler Street	Flagami Connector	4		264		264
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	Flagami Connector	4		264		264
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	48	4		496		496
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	48	4		496		496
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	48	4		496		496

Notes:

1 Bus and Train route numbers

2, 3 One-way frequencies from Peoples Transportation Plan

4, 5 Two-way maximum capacity

6 Sum of Bus and Rail Maximum Capacities

Table: TE-6
2025 Transit Volume

Roadway	From	To	Routes	Bus Volume	Rail Volume	2025 Transit Volume
			1	2	3	4
NW 79th Street	NW 7th Avenue	Interstate 95	L	237		237
NW 79th Street	Interstate 95	N Miami Avenue	L	237		237
NE 79th Street	N Miami Avenue	NE 2nd Avenue	L, 2, LHC	238		238
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	L, LHC	243		243
NE 79th Street	Biscayne	Bayshore Drive	L,LHC	220		220
NE 79th Street	79th Street		L, G	672		672
NW 81st Street	NW 7th Avenue	Interstate 95	-			
NW 82nd Street	Interstate 95	N Miami Avenue	-			
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	-			
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	-			
NE 82nd Street	Biscayne	Bayshore Drive	-			
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	62	170		170
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	62	186		186
NW 62nd Street	NW 7th Avenue	Interstate 95	62	192		192
NW 62nd Street	Interstate 95	N Miami Avenue	62	192		192
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	62, LHC	188		188
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	62	50		50
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	54	352		352
NW 54 Street	NW 17th Avenue	NW 12th Avenue	54	346		346
NW 54 Street	NW 12th Avenue	NW 7th Avenue	54	316		316
NW 54 Street	NW 7th Avenue	Interstate 95	54	288		288
NW 54 Street	Interstate 95	N Miami Avenue	54	262		262
NE 54 Street	N Miami Avenue	NE 2nd Avenue	54, LHC	230		230
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	54	146		146
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	-			0
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	0			0
Interstate 195	Interstate 95	N Miami Avenue	-			0
Interstate 195	N Miami Avenue	Biscayne Boulevard	-			0
Interstate 195	Julia Tuttle		T,J,62			0

Table: TE-6
2025 Transit Volume

Roadway	From	To	Routes	Bus Volume	Rail Volume	2025 Transit Volume
NW 36th Street	NW N River	NW 27th Avenue	36,J, Metrorail	428	4374	4802
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	36,J, Metrorail	740	4374	5114
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	36,J, Metrrarail	550	4472	5022
NW 36th Street	NW 17th Avenue	NW 12th Avenue	36,J, Metrorail	612	4472	5084
NW 36th Street	NW 12th Avenue	NW 7th Avenue	36,J, Metrorail	406	4734	5140
NW 36th Street	NW 7th Avenue	N Miami Avenue	36,J	616		616
NE 36th Street	N Miami Avenue	NE 2nd Avenue	36,J	616		616
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	36,J	616		616
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	-			0
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	-			0
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	-			0
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	-			0
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	-			0
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	0			0
Interstate 395	Interstate 95	Biscayne Boulevard	-			0
US 41 / SR A1A	MacArthur		-			0
Port Boulevard	East of Biscayne		Seaport Connection	630		630
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	7	186		186
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	7	90		90
NW 7th Street	NW 37th Avenue	NW 27th Avenue	7	150		150
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	7	28		28
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	7	138		138
NW 7th Street	NW 17th Avenue	NW 12th Avenue	7, Metrorail	384	4982	5366
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	7,11,Flagler MAX	600		600
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	7,11,Flagler MAX	620		620
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	42,11,Flagler MAX	448		448
W Flagler Street	NW 37th Avenue	NW 27th Avenue	11,Flagler MAX	612		612
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	6,11,Flagler MAX	429		429
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	6,11,Flagler MAX	579		579
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	6,11,Flagler MAX	698		698
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	6,11,Flagler MAX	324		324

Table: TE-6
2025 Transit Volume

Roadway	From	To	Routes	Bus Volume	Rail Volume	2025 Transit Volume
			1	2	3	4
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	6,11,Flagler Max, LHC	431		431
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	6,11,Flagler Max, LHC	181		181
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	6,11,Flagler Max, LHC	600		600
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	6,11,Flagler Max, LHC	173		173
SW 8th Street (Tamiami Trail)	SR 826/Palmetto	SW 67th Avenue	8	46		46
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	8	34		34
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	8	174		174
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	8	38		38
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	8	190		190
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	8, LHC	97		97
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	8, LHC	42		42
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	8, LHC	43		43
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	8,LHC	20		20
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	8, LHC, Metrorail	208	2717	2925
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	8, LHC, Metrorail	85	2717	2802
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	24	382		382
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	24	472		472
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	24, 17, Metrorail	276	5204	5480
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	24,12, Metrorail	486	5204	5690
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	24, Metrorail	336	5204	5540
Rickenbacker Causeway	East of Brickell			0		0
SW 40th Street (Bird Road)	Ponce DeLeon	SW 37th Avenue	42, Metrorail	840	4272	5112
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	Metrorail	0	4272	4272
SW 40th Street (Bird Road)	South Dixie	SW 27th Avenue	Metrorail	0	0	0
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	G, 3, Bisc. Max, 16	882		882
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	3,Bisc. MAX,16,62	326		326
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	3,Bisc. MAX,16,62	136		136
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	3,Bisc. MAX,16,62	82		82
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	3,Bisc. MAX,16,62,36,95	276		276
Biscayne Boulevard (US 1)	Venetian	Interstate 395	3,Bisc. MAX,16,62,36,95,DPM	1054	1640	2694

Table: TE-6
2025 Transit Volume

Roadway	From	To	Routes	Bus Volume	Rail Volume	2025 Transit Volume
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	MAX,16,62,36,95,DPM	300	5062	5362
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	MAX,16,62,36,95,DPM	112	5062	5174
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue				
SE 4th Street (EB)	E Flager Street	SW 8th Avenue				
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	48, B, 24, BKS, Metro, DPM	1912	5434	7346
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	48, B, 24, BKS, Metro, DPM	1936	5434	7370
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	48, BKS	680		680
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	Metrorail	5202		5202
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	Metrorail	4532		4532
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	Metrorail	4532		4532
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	Metrorail	4750		4750
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	Metrorail	4750		4750
NE 2nd Avenue	North of NE 79th	NE 79th Street	9, 10	330		330
NE 2nd Avenue	NE 79th Street	NE 62nd Street	9, 10, LHC	180		180
NE 2nd Avenue	NE 62nd Street	NE 54th Street	9, 10	240		240
NE 2nd Avenue	NE 54th Street	NE 36th Street	9, 10, LHC	258		258
NE 2nd Avenue	NE 36th Street	NE 15th Street	9, 10	114		114
NE 2nd Avenue	NE 15th Street	Interstate 395	9, 10, 6, K, T	398		398
N Miami Avenue	North of NE 79th	NE 79th Street	2	60		60
N Miami Avenue	NE 79th Street	NE 62nd Street				
N Miami Avenue	NE 62nd Street	NE 54th Street				
N Miami Avenue	NE 54th Street	NE 36th Street				
N Miami Avenue	NE 36th Street	NE 15th Street	6	126		126
Interstate 95	NW 79th Street	NW 62nd Street	-			
Interstate 95	NW 62nd Street	Interstate 195	-			
Interstate 95	Interstate 195	Interstate 395	-			
Interstate 95	Interstate 395	W Flagler Street	Metrorail	5062		5062
Interstate 95	W Flagler Street	SW 8th Street	Metrorail	5434		5434
Interstate 95	SW 8th Street	South Dixie Highway	Metrorail	5202		5202

Table: TE-6
2025 Transit Volume

Roadway	From	To	Routes	Bus Volume	Rail Volume	2025 Transit Volume
NW 7th Avenue	NW 79th Street	NW 62nd Street	77	594		594
NW 7th Avenue	NW 62nd Street	NW 54th Street	77	824		824
NW 7th Avenue	NW 54th Street	NW 36th Street	77	808		808
NW 7th Avenue	NW 36th Street	W Flagler Street	77, Metrorail	728	2908	3636
SW 8th Avenue	W Flagler Street	SW 8th Street	0	0	0	0
NW 12th Avenue	North of NW 36th		12,21, Metrorail	468	0	468
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	12,32,M,95,22, Metrorail	306	4734	5040
NW 12th Avenue	SR 836 (Dolphin	W Flagler Street	12	410		410
SW 12th Avenue	W Flagler Street	SW 8th Street	12	370		370
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral Way)	12	270		270
NW 17th Avenue	North of NW	NW 62nd Street	17	42		42
NW 17th Avenue	NW 62nd Street	NW 54th Street	17	46		46
NW 17th Avenue	NW 54th Street	NW 36th Street	17	40		40
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	17	108		108
NW 17th Avenue	SR 836 (Dolphin	W Flagler Street	17	84		84
SW 17th Avenue	W Flagler Street	SW 8th Street	17	46		46
SW 17th Avenue	SW 8th Street	SW 22nd Street	17	36		36
SW 17th Avenue	SW 22nd Street	South Dixie Highway	0	0		0
SW 17th Avenue	South Dixie	S Bayshore Avenue	0	0		0
NW 27th Avenue	North of NW 36th	NW 36th Street	27,27 MAX	312		312
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	27	314		314
NW 27th Avenue	SR 836 (Dolphin	W Flagler Street	27	218		218
SW 27th Avenue	W Flagler Street	SW 8th Street	27	144		144
SW 27th Avenue	SW 8th Street	SW 22nd Street	27	114		114
SW 27th Avenue	SW 22nd Street	South Dixie Highway	27	238		238
SW 27th Avenue	South Dixie	S Bayshore Avenue	-			
NW 37th Avenue (Douglas Road)	North of SR 836	SR 836 (Dolphin Expressway)	37, Trirail	82	88	170
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin	W Flagler Street	37,6	118		118
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	37,6,42	154		154
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	37	244		244

Table: TE-6
2025 Transit Volume

Roadway	From	To	Routes	Bus Volume	Rail Volume	2025 Transit Volume
			1	2	3	4
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	37	324		324
SW 37th Avenue (Douglas Road)	South Dixie	Main Highway	37,48,65,22	516		516
SW 37th Avenue (Douglas Road)	South of Main		37	142		142
NW 42nd Avenue (LeJeune Road)	North of SR 836		42,J,7,37	106		106
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin	W Flagler Street	42,J	232		232
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	J	400		400
SW 42nd Avenue (LeJeune Road)	South Dixie	Main Highway	48,65	16		16
SW 42nd Avenue (LeJeune Road)	South of Main		65	16		16
NW 57th Avenue (Red Road)	SR 836 (Dolphin	W Flagler Street	Flagami Connector	176		176
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	Flagami Connector	84		84
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	48	190		190
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	48	138		138
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	48	174		174

Notes:

1 Bus and Train route numbers
2, 3 FSUTMS 2025 model volumes
4 Sum of Bus and Rail Volumes

Table: TE-7
2025 Person Trip LOS

			Roadway			Transit			Corridor			
Roadway	From	To	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-LOS
			1	2	3	4	5	6	7	8	9	10
NW 79th Street	NW 7th Avenue	Interstate 95	4095	4502	0.91	237	552	0.43	4332	5054	0.86	D
NW 79th Street	Interstate 95	N Miami Avenue	4300	4502	0.95	237	552	0.43	4537	5054	0.9	D
NE 79th Street	N Miami Avenue	NE 2nd Avenue	3549	4502	0.79	238	924	0.26	3787	5426	0.7	B
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	3617	4502	0.80	243	672	0.36	3860	5174	0.75	C
NE 79th Street	Biscayne Boulevard	Bayshore Drive	4027	4502	0.89	220	672	0.33	4247	5174	0.82	D
NE 79th Street	79th Street Causeway		6689	7872	0.85	672	1608	0.42	7361	9480	0.78	C
NW 81st Street	NW 7th Avenue	Interstate 95	1638	4502	0.36	0	0	0	1638	4502	0.36	B
NW 82nd Street	Interstate 95	N Miami Avenue	2594	4502	0.58	0	0	0	2594	4502	0.58	B
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	2048	4502	0.45	0	0	0	2048	4502	0.45	B
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	2252	4502	0.50	0	0	0	2252	4502	0.5	B
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	1843	4502	0.41	0	0	0	1843	4502	0.41	B
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	4846	4992	0.97	170	372	0.46	5016	5364	0.94	E
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	4914	4992	0.98	186	372	0.5	5100	5364	0.95	E
NW 62nd Street	NW 7th Avenue	Interstate 95	6552	3744	1.75	192	372	0.52	6744	4116	1.64	F
NW 62nd Street	Interstate 95	N Miami Avenue	5051	3744	1.35	192	372	0.52	5243	4116	1.27	F
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	3959	4992	0.79	188	612	0.31	4147	5604	0.74	C
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	1706	2995	0.57	50	186	0.27	1756	3181	0.55	B
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	4095	4971	0.82	352	390	0.9	4447	5361	0.83	D
NW 54 Street	NW 17th Avenue	NW 12th Avenue	3686	4971	0.74	346	390	0.89	4032	5361	0.75	C
NW 54 Street	NW 12th Avenue	NW 7th Avenue	3208	3744	0.86	316	390	0.81	3524	4134	0.85	D
NW 54 Street	NW 7th Avenue	Interstate 95	4641	4742	0.98	288	390	0.74	4929	5132	0.96	E
NW 54 Street	Interstate 95	N Miami Avenue	4232	4742	0.89	262	390	0.67	4494	5132	0.88	D
NE 54 Street	N Miami Avenue	NE 2nd Avenue	3344	3744	0.89	230	630	0.37	3574	4374	0.82	D
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	3003	3744	0.80	146	390	0.37	3149	4134	0.76	C
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	9965	17888	0.56	0	0	0	9965	17888	0.56	B
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	9965	24384	0.41	0	0	0	9965	24384	0.41	B
Interstate 195	Interstate 95	N Miami Avenue	8775	17888	0.49	0	0	0	8775	17888	0.49	B
Interstate 195	N Miami Avenue	Biscayne Boulevard	6166	17888	0.34	0	0	0	6166	17888	0.34	B
Interstate 195	Julia Tuttle Causeway		7411	17888	0.41	0	1338	0	7411	19226	0.39	B

Table: TE-7
2025 Person Trip LOS

			Roadway			Transit			Corridor			
Roadway	From	To	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-LOS
			1	2	3	4	5	6	7	8	9	10
NW 36th Street	NW N River Drive	NW 27th Avenue	6074	2605	2.33	4802	12144	0.4	10876	14749	0.74	C
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	6211	2605	2.38	5114	12144	0.42	11325	14749	0.77	C
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	6552	2605	2.52	5022	12144	0.41	11574	14749	0.78	C
NW 36th Street	NW 17th Avenue	NW 12th Avenue	5392	2470	2.18	5084	12144	0.42	10476	14614	0.72	C
NW 36th Street	NW 12th Avenue	NW 7th Avenue	4641	2470	1.88	5140	12144	0.42	9781	14614	0.67	B
NW 36th Street	NW 7th Avenue	N Miami Avenue	3617	2470	1.46	616	1104	0.56	4233	3574	1.18	F
NE 36th Street	N Miami Avenue	NE 2nd Avenue	4027	2470	1.63	616	1104	0.56	4643	3574	1.3	F
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	5460	4742	1.15	616	1104	0.56	6076	5846	1.04	F
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	12751	17888	0.71	0	0	0	12751	17888	0.71	C
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	9016	17888	0.50	0	0	0	9016	17888	0.5	B
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	11077	24384	0.45	0	0	0	11077	24384	0.45	B
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	12626	24384	0.52	0	0	0	12626	24384	0.52	B
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	7712	17888	0.43	0	0	0	7712	17888	0.43	B
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	9724	24384	0.40	0	0	0	9724	24384	0.4	B
Interstate 395	Interstate 95	Biscayne Boulevard	5535	17888	0.31	0	0	0	5535	17888	0.31	B
US 41 / SR A1A	MacArthur Causeway		7885	17888	0.44	0	0	0	7885	17888	0.44	B
Port Boulevard	East of Biscayne Boulevard		1674	8128	0.21	630	132	4.77	2304	8260	0.28	B
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	7235	4742	1.53	186	504	0.37	7421	5246	1.41	F
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	5870	3744	1.57	90	504	0.18	5960	4248	1.4	F
NW 7th Street	NW 37th Avenue	NW 27th Avenue	5870	3744	1.57	150	504	0.3	6020	4248	1.42	F
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	6074	3744	1.62	28	504	0.06	6102	4248	1.44	F
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	6552	3744	1.75	138	504	0.27	6690	4248	1.57	F
NW 7th Street	NW 17th Avenue	NW 12th Avenue	6689	4742	1.41	5366	11544	0.46	12055	16286	0.74	C
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	5732	4971	1.15	600	1576	0.38	6332	6547	0.97	E
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	6633	4742	1.40	620	1576	0.39	7253	6318	1.15	F
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	6118	4742	1.29	448	1624	0.28	6566	6366	1.03	F
W Flagler Street	NW 37th Avenue	NW 27th Avenue	6247	4742	1.32	612	1072	0.57	6859	5814	1.18	F
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	2962	5818	0.51	429	796	0.54	3391	6614	0.51	B
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	2705	5818	0.46	579	796	0.73	3284	6614	0.5	B
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	2640	4502	0.59	698	796	0.88	3338	5298	0.63	B
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	2512	4502	0.56	324	796	0.41	2836	5298	0.54	B

Table: TE-7
2025 Person Trip LOS

			Roadway			Transit			Corridor			
Roadway	From	To	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-LOS
			1	2	3	4	5	6	7	8	9	10
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	2383	4502	0.53	431	916	0.47	2814	5418	0.52	B
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	4379	4502	0.97	181	916	0.2	4560	5418	0.84	D
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	2769	4339	0.64	600	916	0.66	3369	5255	0.64	B
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	1610	4339	0.37	173	916	0.19	1783	5255	0.34	B
SW 8th Street (Tamiami Trail)	SR 826/Palmetto Expressway	SW 67th Avenue	6698	4742	1.41	46	620	0.07	6744	5362	1.26	F
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	5474	4971	1.10	34	620	0.05	5508	5591	0.99	E
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	6504	4971	1.31	174	620	0.28	6678	5591	1.19	F
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	6182	4742	1.30	38	620	0.06	6220	5362	1.16	F
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	6504	4742	1.37	190	620	0.31	6694	5362	1.25	F
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	2705	4502	0.60	97	442	0.22	2802	4944	0.57	B
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	3027	4502	0.67	42	442	0.1	3069	4944	0.62	B
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	2705	4502	0.60	43	442	0.1	2748	4944	0.56	B
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	2705	4502	0.60	20	442	0.05	2725	4944	0.55	B
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	2383	4502	0.53	2925	5962	0.49	5308	10464	0.51	B
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	2769	4502	0.62	2802	5962	0.47	5571	10464	0.53	B
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	6891	4992	1.38	382	496	0.77	7273	5488	1.33	F
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	6955	4992	1.39	472	496	0.95	7427	5488	1.35	F
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	6118	4992	1.23	5480	12156	0.45	11598	17148	0.68	B
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	6247	5232	1.19	5690	12032	0.47	11937	17264	0.69	B
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	4379	3925	1.12	5540	11536	0.48	9919	15461	0.64	B
Rickenbacker Causeway	East of Brickell Avenue		6504	7504	0.87	0	0	0	6504	7504	0.87	D
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	6955	4992	1.39	5112	11536	0.44	12067	16528	0.73	C
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	5667	4992	1.14	4272	11040	0.39	9939	16032	0.62	B
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	3284	2368	1.39	0	11040	0	3284	13408	0.24	B
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	6006	4742	1.27	882	1612	0.55	6888	6354	1.08	F
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	5870	4742	1.24	326	1116	0.29	6196	5858	1.06	F
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	4573	4742	0.96	136	1736	0.08	4709	6478	0.73	C
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	5255	4742	1.11	82	1736	0.05	5337	6478	0.82	D
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	4436	4742	0.94	276	2728	0.1	4712	7470	0.63	B
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	3686	7130	0.52	2694	4648	0.58	6380	11778	0.54	B

Table: TE-7
2025 Person Trip LOS

			Roadway			Transit			Corridor			
Roadway	From	To	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-LOS
			1	2	3	4	5	6	7	8	9	10
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	8804	6870	1.28	5362	6880	0.78	14166	13750	1.03	F
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	3344	8984	0.37	5174	16000	0.32	8518	24984	0.34	B
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue	1911	4339	0.44	0	0	0	1911	4339	0.44	B
SE 4th Street (EB)	E Flager Street	SW 8th Avenue	3549	4339	0.82	0	0	0	3549	4339	0.82	D
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	4959	7872	0.63	7346	14456	0.51	12305	22328	0.55	B
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	5603	5232	1.07	7370	14456	0.51	12973	19688	0.66	B
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	4186	5232	0.80	680	628	1.08	4866	5860	0.83	D
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	11463	7872	1.46	5202	11040	0.47	16665	18912	0.88	D
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	9724	7872	1.24	4532	11040	0.41	14256	18912	0.75	C
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	9660	7872	1.23	4532	11040	0.41	14192	18912	0.75	C
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	10433	7872	1.33	4750	11040	0.43	15183	18912	0.8	C
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	9789	7872	1.24	4750	11040	0.43	14539	18912	0.77	C
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	4122	4742	0.87	330	1116	0.3	4452	5858	0.76	C
NE 2nd Avenue	NE 79th Street	NE 62nd Street	3671	3744	0.98	180	1220	0.15	3851	4964	0.78	C
NE 2nd Avenue	NE 62nd Street	NE 54th Street	3478	3744	0.93	240	1116	0.22	3718	4860	0.76	C
NE 2nd Avenue	NE 54th Street	NE 36th Street	3156	3744	0.84	258	1220	0.21	3414	4964	0.69	B
NE 2nd Avenue	NE 36th Street	NE 15th Street	3993	3744	1.07	114	1116	0.1	4107	4860	0.85	D
NE 2nd Avenue	NE 15th Street	Interstate 395	3928	1894	2.07	398	2604	0.15	4326	4498	0.96	E
N Miami Avenue	North of NE 79th Street	NE 79th Street	4250	4742	0.90	60	496	0.12	4310	5238	0.82	D
N Miami Avenue	NE 79th Street	NE 62nd Street	4315	4742	0.91	0	0	0	4315	4742	0.91	E
N Miami Avenue	NE 62nd Street	NE 54th Street	4315	4742	0.91	0	0	0	4315	4742	0.91	E
N Miami Avenue	NE 54th Street	NE 36th Street	4315	4742	0.91	0	0	0	4315	4742	0.91	E
N Miami Avenue	NE 36th Street	NE 15th Street	3800	3744	1.01	126	496	0.25	3926	4240	0.93	E
Interstate 95	NW 79th Street	NW 62nd Street	10578	30896	0.34	0	0	0	10578	30896	0.34	B
Interstate 95	NW 62nd Street	Interstate 195	10304	30896	0.33	0	0	0	10304	30896	0.33	B
Interstate 95	Interstate 195	Interstate 395	13264	30896	0.43	0	0	0	13264	30896	0.43	B
Interstate 95	Interstate 395	W Flagler Street	8660	24384	0.36	5062	11040	0.46	13722	35424	0.39	B
Interstate 95	W Flagler Street	SW 8th Street	5536	17888	0.31	5434	11040	0.49	10970	28928	0.38	B
Interstate 95	SW 8th Street	South Dixie Highway	5426	11376	0.48	5202	11040	0.47	10628	22416	0.47	B

Table: TE-7
2025 Person Trip LOS

			Roadway			Transit			Corridor			
Roadway	From	To	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-LOS
			1	2	3	4	5	6	7	8	9	10
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	4709	4742	0.99	324	496	0.65	5033	5238	0.96	E
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	2730	1894	1.44	516	1984	0.26	3246	3878	0.84	D
SW 37th Avenue (Douglas Road)	South of Main Highway		3959	1894	2.09	142	496	0.29	4101	2390	1.72	F
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin		9487	4992	1.90	106	1984	0.05	9593	6976	1.38	F
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin Expressway)	W Flagler Street	9338	7504	1.24	232	992	0.23	9570	8496	1.13	F
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	8179	4992	1.64	400	496	0.81	8579	5488	1.56	F
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	3091	1894	1.63	16	992	0.02	3107	2886	1.08	F
SW 42nd Avenue (LeJeune Road)	South of Main Highway		5801	1894	3.06	16	496	0.03	5817	2390	2.43	F
NW 57th Avenue (Red Road)	SR 836 (Dolphin Expressway)	W Flagler Street	6311	4742	1.33	176	264	0.67	6487	5006	1.3	F
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	5023	4742	1.06	84	264	0.32	5107	5006	1.02	F
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	7917	4992	1.59	190	496	0.38	8107	5488	1.48	F
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	6006	2368	2.54	138	496	0.28	6144	2864	2.15	F
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	4846	4742	1.02	174	496	0.35	5020	5238	0.96	E

Notes:

1 Person Trip Volume calculated by multiplying 1.4 persons per vehicle times the Peak Hour Volume (from Table: TE-2).
2 Person Trip Capacity calculated by multiplying 1.6 persons per vehicle times the unadjusted capacity (from Table: TE-3).
3, 6, 9 Person Trip Volume to Capacity ratio (PT-Volume / PT-Capacity)
4 Person Trip Volume (from Transit Volume Table: TE-6).
5 Person Trip Capacity (from Table: TE-5).
7 Sum of Roadway and Transit Capacity.
8 Sum of Roadway and Transit Volumes.
10 Person Trip LOS for the corridor.
Highlighted links denotes LOS F condition.

Table: TE-7
2025 Person Trip LOS

			Roadway			Transit			Corridor			
Roadway	From	To	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-Volume	PT-Capacity	PT-V/C	PT-LOS
			1	2	3	4	5	6	7	8	9	10
NW 7th Avenue	NW 79th Street	NW 62nd Street	4573	4742	0.96	594	992	0.6	5167	5734	0.9	D
NW 7th Avenue	NW 62nd Street	NW 54th Street	4232	4742	0.89	824	992	0.83	5056	5734	0.88	D
NW 7th Avenue	NW 54th Street	NW 36th Street	4846	4742	1.02	808	992	0.81	5654	5734	0.99	E
NW 7th Avenue	NW 36th Street	W Flagler Street	4641	4576	1.01	3636	12032	0.3	8277	16608	0.5	B
SW 8th Avenue	W Flagler Street	SW 8th Street	2048	4576	0.45	0	0	0	2048	4576	0.45	B
NW 12th Avenue	North of NW 36th Street		4778	4742	1.01	468	992	0.47	5246	5734	0.91	E
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	6006	4742	1.27	5040	3472	1.45	11046	8214	1.34	F
NW 12th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	5528	4576	1.21	410	496	0.83	5938	5072	1.17	F
SW 12th Avenue	W Flagler Street	SW 8th Street	5392	4576	1.18	370	496	0.75	5762	5072	1.14	F
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral Way)	4982	4742	1.05	270	496	0.54	5252	5238	1	E
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	4163	4742	0.88	42	620	0.07	4205	5362	0.78	C
NW 17th Avenue	NW 62nd Street	NW 54th Street	4436	4742	0.94	46	620	0.07	4482	5362	0.84	D
NW 17th Avenue	NW 54th Street	NW 36th Street	4709	4742	0.99	40	620	0.06	4749	5362	0.89	D
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	2525	2486	1.02	108	620	0.17	2633	3106	0.85	D
NW 17th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	8327	7504	1.11	84	620	0.14	8411	8124	1.04	F
SW 17th Avenue	W Flagler Street	SW 8th Street	6074	4742	1.28	46	620	0.07	6120	5362	1.14	F
SW 17th Avenue	SW 8th Street	SW 22nd Street	5870	4742	1.24	36	620	0.06	5906	5362	1.1	F
SW 17th Avenue	SW 22nd Street	South Dixie Highway	3413	1894	1.80	0	0	0	3413	1894	1.8	F
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	3208	1894	1.69	0	0	0	3208	1894	1.69	F
NW 27th Avenue	North of NW 36th Street	NW 36th Street	6893	7872	0.88	312	992	0.31	7205	8864	0.81	D
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	6826	7872	0.87	314	496	0.63	7140	8368	0.85	D
NW 27th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	9402	7872	1.19	218	496	0.44	9620	8368	1.15	F
SW 27th Avenue	W Flagler Street	SW 8th Street	7213	7872	0.92	144	496	0.29	7357	8368	0.88	D
SW 27th Avenue	SW 8th Street	SW 22nd Street	6054	5232	1.16	114	496	0.23	6168	5728	1.08	F
SW 27th Avenue	SW 22nd Street	South Dixie Highway	5216	5232	1.00	238	496	0.48	5454	5728	0.95	E
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	3549	2368	1.50	0	0	0	3549	2368	1.5	F
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin	SR 836 (Dolphin Expressway)	6143	4742	1.30	170	11536	0.01	6313	16278	0.39	B
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin Expressway)	W Flagler Street	6689	4742	1.41	118	992	0.12	6807	5734	1.19	F
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	5460	4742	1.15	154	1488	0.1	5614	6230	0.9	D
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	6416	4742	1.35	244	496	0.49	6660	5238	1.27	F

TE-8; Combined LOS
Methodology Results

Roadway	From	To	Vehicle LOS	PT-LOS	Optimum Results	Selected Method
			1	2	3	4
NW 79th Street	NW 7th Avenue	Interstate 95	D	D	D	Same
NW 79th Street	Interstate 95	N Miami Avenue	E	D	D	PT
NE 79th Street	N Miami Avenue	NE 2nd Avenue	C	B	B	PT
NE 79th Street	NE 2nd Avenue	Biscayne Boulevard	C	C	C	Same
NE 79th Street	Biscayne Boulevard	Bayshore Drive	D	D	D	Same
NE 79th Street	79th Street Causeway		D	C	C	PT
NW 81st Street	NW 7th Avenue	Interstate 95	B	B	B	Same
NW 82nd Street	Interstate 95	N Miami Avenue	B	B	B	Same
NE 82nd Street	N Miami Avenue	NE 2nd Avenue	B	B	B	Same
NE 82nd Street	NE 2nd Avenue	Biscayne Boulevard	B	B	B	Same
NE 82nd Street	Biscayne Boulevard	Bayshore Drive	B	B	B	Same
NW 62nd Street	NW 17th Avenue	NW 12th Avenue	E	E	E	Same
NW 62nd Street	NW 12th Avenue	NW 7th Avenue	E	E	E	Same
NW 62nd Street	NW 7th Avenue	Interstate 95	F	F	F	Same
NW 62nd Street	Interstate 95	N Miami Avenue	F	F	F	Same
NE 62nd Street	N Miami Avenue	NE 2nd Avenue	C	C	C	Same
NE 62nd Street	NE 2nd Avenue	Biscayne Boulevard	B	B	B	Same
NW 54 Street	NW 22nd Avenue	NW 17th Avenue	C	D	C	Vehicle
NW 54 Street	NW 17th Avenue	NW 12th Avenue	C	C	C	Same
NW 54 Street	NW 12th Avenue	NW 7th Avenue	D	D	D	Same
NW 54 Street	NW 7th Avenue	Interstate 95	E	E	E	Same
NW 54 Street	Interstate 95	N Miami Avenue	D	D	D	Same
NE 54 Street	N Miami Avenue	NE 2nd Avenue	D	D	D	Same
NE 54 Street	NE 2nd Avenue	Biscayne Boulevard	C	C	C	Same
SR 112 (Airport Expressway)	NW 17th Avenue	NW 12th Avenue	B	B	B	Same
SR 112 (Airport Expressway)	NW 12th Avenue	Interstate 95	B	B	B	Same
Interstate 195	Interstate 95	N Miami Avenue	B	B	B	Same
Interstate 195	N Miami Avenue	Biscayne Boulevard	B	B	B	Same
Interstate 195	Julia Tuttle Causeway		B	B	B	Same

TE-8; Combined LOS
Methodology Results

Roadway	From	To	Vehicle LOS	PT-LOS	Optimum Results	Selected Method
			1	2	3	4
NW 36th Street	NW N River Drive	NW 27th Avenue	F	C	C	PT
NW 36th Street	NW 27th Avenue	NW 22nd Avenue	F	C	C	PT
NW 36th Street	NW 22nd Avenue	NW 17th Avenue	F	C	C	PT
NW 36th Street	NW 17th Avenue	NW 12th Avenue	F	C	C	PT
NW 36th Street	NW 12th Avenue	NW 7th Avenue	F	B	B	PT
NW 36th Street	NW 7th Avenue	N Miami Avenue	F	F	F	Same
NE 36th Street	N Miami Avenue	NE 2nd Avenue	F	F	F	Same
NE 36th Street	NE 2nd Avenue	Biscayne Boulevard	E+20	F	E+20	Vehicle
SR 836 (Dolphin Expressway)	NW 57th Avenue	NW 42nd Avenue	D	C	C	PT
SR 836 (Dolphin Expressway)	NW 42nd Avenue	NW 37th Avenue	B	B	B	Same
SR 836 (Dolphin Expressway)	NW 37th Avenue	NW 27th Avenue	B	B	B	Same
SR 836 (Dolphin Expressway)	NW 27th Avenue	NW 17th Avenue	B	B	B	Same
SR 836 (Dolphin Expressway)	NW 17th Avenue	NW 12th Avenue	B	B	B	Same
SR 836 (Dolphin Expressway)	NW 12th Avenue	Interstate 95	B	B	B	Same
Interstate 395	Interstate 95	Biscayne Boulevard	B	B	B	Same
US 41 / SR A1A	MacArthur Causeway		B	B	B	Same
Port Boulevard	East of Biscayne Boulevard		B	B	B	Same
NW 7th Street	NW 57th Avenue	NW 42nd Avenue	F	F	F	Same
NW 7th Street	NW 42nd Avenue	NW 37th Avenue	F	F	F	Same
NW 7th Street	NW 37th Avenue	NW 27th Avenue	F	F	F	Same
NW 7th Street	NW 27th Avenue	NW 22nd Avenue	F	F	F	Same
NW 7th Street	NW 22nd Avenue	NW 17th Avenue	F	F	F	Same
NW 7th Street	NW 17th Avenue	NW 12th Avenue	F	C	C	PT
W Flagler Street	NW 72nd Avenue	NW 57th Avenue	D	E	D	Vehicle
W Flagler Street	NW 57th Avenue	NW 42nd Avenue	E+50	F	E+50	Vehicle
W Flagler Street	NW 42nd Avenue	NW 37th Avenue	E	F	E	Vehicle
W Flagler Street	NW 37th Avenue	NW 27th Avenue	E	F	E	Vehicle
SW 1st Street (EB)	NW 27th Avenue	NW 17th Avenue	B	B	B	Same
W Flagler Street (WB)	NW 27th Avenue	NW 17th Avenue	B	B	B	Same
SW 1st Street (EB)	NW 17th Avenue	NW 7th Avenue	B	B	B	Same
W Flagler Street (WB)	NW 17th Avenue	NW 7th Avenue	B	B	B	Same

TE-8; Combined LOS
Methodology Results

Roadway	From	To	Vehicle LOS	PT-LOS	Optimum Results	Selected Method
			1	2	3	4
SW 1st Street (EB)	NW 8th Avenue	Interstate 95	B	B	B	Same
W Flagler Street (WB)	NW 8th Avenue	Interstate 95	C	D	C	Vehicle
SW 1st Street (EB)	Interstate 95	Biscayne Boulevard	B	B	B	Same
W Flagler Street (WB)	Interstate 95	Biscayne Boulevard	B	B	B	Same
SW 8th Street (Tamiami Trail)	SR 826/Palmetto Expressway	SW 67th Avenue	E+50	F	E+50	Vehicle
SW 8th Street (Tamiami Trail)	SW 67th Avenue	SW 57th Avenue	E+20	E	E	PT
SW 8th Street (Tamiami Trail)	SW 57th Avenue	SW 42nd Avenue	F	F	F	Same
SW 8th Street (Tamiami Trail)	SW 42nd Avenue	SW 37th Avenue	F	F	F	Same
SW 8th Street (Tamiami Trail)	SW 37th Avenue	SW 27th Avenue	F	F	F	Same
SW 8th Street (Tamiami Trail) (EB)	SW 27th Avenue	SW 17th Avenue	B	B	B	Same
SW 7th Street (Tamiami Trail) (WB)	SW 27th Avenue	SW 17th Avenue	B	B	B	Same
SW 8th Street (Tamiami Trail) (EB)	SW 17th Avenue	SW 12th Avenue	B	B	B	Same
SW 7th Street (Tamiami Trail) (WB)	SW 17th Avenue	SW 12th Avenue	B	B	B	Same
SW 8th Street (Tamiami Trail) (EB)	SW 12th Avenue	Interstate 95	B	B	B	Same
SW 7th Street (Tamiami Trail) (WB)	SW 12th Avenue	Interstate 95	B	B	B	Same
SW 22nd Street (Coral Way)	SW 37th Avenue	SW 27th Avenue	E+50	F	E+50	Vehicle
SW 22nd Street (Coral Way)	SW 27th Avenue	SW 17th Avenue	E+50	F	E+50	Vehicle
SW 22nd Street (Coral Way)	SW 17th Avenue	SW 12th Avenue	E	B	B	PT
SW 3rd Avenue (Coral Way)	SW 12th Avenue	SW 13th Street	E	B	B	PT
SW 13th Street (Coral Way)	SW 3rd Avenue	Brickell Avenue	D	B	B	PT
Rickenbacker Causeway	East of Brickell Avenue		E	D	D	PT
SW 40th Street (Bird Road)	Ponce DeLeon Boulevard	SW 37th Avenue	F	C	C	PT
SW 40th Street (Bird Road)	SW 37th Avenue	South Dixie Highway	E+20	B	B	PT
SW 40th Street (Bird Road)	South Dixie Highway	SW 27th Avenue	F	B	B	PT
Biscayne Boulevard (US 1)	NE 6th Avenue	NE 79th Street	E	F	E	Vehicle
Biscayne Boulevard (US 1)	NE 79th Street	NE 62nd Street	E	F	E	Vehicle
Biscayne Boulevard (US 1)	NE 62nd Street	NE 54th Street	C	C	C	Same
Biscayne Boulevard (US 1)	NE 54th Street	NE 36th Street	D	D	D	Same
Biscayne Boulevard (US 1)	NE 36th Street	Venetian Causeway	C	B	B	PT
Biscayne Boulevard (US 1)	Venetian Causeway	Interstate 395	B	B	B	Same

TE-8; Combined LOS
Methodology Results

Roadway	From	To	Vehicle LOS	PT-LOS	Optimum Results	Selected Method
			1	2	3	4
Biscayne Boulevard (US 1)	Interstate 395	Port Boulevard	E	F	E	Vehicle
Biscayne Boulevard (US 1)	Port Boulevard	E Flagler Street	B	B	B	Same
SE 2nd Street (WB)	E Flager Street	SW 8th Avenue	B	B	B	Same
SE 4th Street (EB)	E Flager Street	SW 8th Avenue	B	D	B	Vehicle
Brickell Avenue (US 1)	SE 2nd Street	SE 8th Street	B	B	B	Same
Brickell Avenue (US 1)	SE 8th Street	SE 13th Street	D	B	B	PT
Brickell Avenue (US 1)	SE 13th Street	Rickenbacker Causeway	B	D	B	Vehicle
South Dixie Highway (US 1)	Interstate 95	SW 17th Avenue	E+50	D	D	PT
South Dixie Highway (US 1)	SW 17th Avenue	SW 22nd Avenue	E	C	C	PT
South Dixie Highway (US 1)	SW 22nd Avenue	SW 27th Avenue	E	C	C	PT
South Dixie Highway (US 1)	SW 27th Avenue	SW 37th Avenue	E+50	C	C	PT
South Dixie Highway (US 1)	SW 37th Avenue	SW 42nd Avenue	E	C	C	PT
NE 2nd Avenue	North of NE 79th Street	NE 79th Street	D	C	C	PT
NE 2nd Avenue	NE 79th Street	NE 62nd Street	E	C	C	PT
NE 2nd Avenue	NE 62nd Street	NE 54th Street	D	C	C	PT
NE 2nd Avenue	NE 54th Street	NE 36th Street	C	B	B	PT
NE 2nd Avenue	NE 36th Street	NE 15th Street	E+20	D	D	PT
NE 2nd Avenue	NE 15th Street	Interstate 395	F	E	E	PT
N Miami Avenue	North of NE 79th Street	NE 79th Street	D	D	D	Same
N Miami Avenue	NE 79th Street	NE 62nd Street	D	E	D	Vehicle
N Miami Avenue	NE 62nd Street	NE 54th Street	D	E	D	Vehicle
N Miami Avenue	NE 54th Street	NE 36th Street	D	E	D	Vehicle
N Miami Avenue	NE 36th Street	NE 15th Street	E	E	E	Same
Interstate 95	NW 79th Street	NW 62nd Street	B	B	B	Same
Interstate 95	NW 62nd Street	Interstate 195	B	B	B	Same
Interstate 95	Interstate 195	Interstate 395	B	B	B	Same
Interstate 95	Interstate 395	W Flagler Street	B	B	B	Same
Interstate 95	W Flagler Street	SW 8th Street	B	B	B	Same
Interstate 95	SW 8th Street	South Dixie Highway	B	B	B	Same

TE-8; Combined LOS
Methodology Results

Roadway	From	To	Vehicle LOS	PT-LOS	Optimum Results	Selected Method
			1	2	3	4
NW 7th Avenue	NW 79th Street	NW 62nd Street	C	D	C	Vehicle
NW 7th Avenue	NW 62nd Street	NW 54th Street	B	D	B	Vehicle
NW 7th Avenue	NW 54th Street	NW 36th Street	C	E	C	Vehicle
NW 7th Avenue	NW 36th Street	W Flagler Street	C	B	B	PT
SW 8th Avenue	W Flagler Street	SW 8th Street	B	B	B	Same
NW 12th Avenue	North of NW 36th Street		E	E	E	Same
NW 12th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	F	F	F	Same
NW 12th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20	F	E+20	Vehicle
SW 12th Avenue	W Flagler Street	SW 8th Street	E+20	F	E+20	Vehicle
SW 12th Avenue	SW 8th Street	SW 3rd Avenue (Coral Way)	E	E	E	Same
NW 17th Avenue	North of NW 62nd Street	NW 62nd Street	D	C	C	PT
NW 17th Avenue	NW 62nd Street	NW 54th Street	D	D	D	Same
NW 17th Avenue	NW 54th Street	NW 36th Street	E	D	D	PT
NW 17th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	E	D	D	PT
NW 17th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20	F	E+20	Vehicle
SW 17th Avenue	W Flagler Street	SW 8th Street	F	F	F	Same
SW 17th Avenue	SW 8th Street	SW 22nd Street	E+20	F	E+20	Vehicle
SW 17th Avenue	SW 22nd Street	South Dixie Highway	F	F	F	Same
SW 17th Avenue	South Dixie Highway	S Bayshore Avenue	F	F	F	Same
NW 27th Avenue	North of NW 36th Street	NW 36th Street	B	D	B	Vehicle
NW 27th Avenue	NW 36th Street	SR 836 (Dolphin Expressway)	D	D	D	Same
NW 27th Avenue	SR 836 (Dolphin Expressway)	W Flagler Street	E+20	F	E+20	Vehicle
SW 27th Avenue	W Flagler Street	SW 8th Street	D	D	D	Same
SW 27th Avenue	SW 8th Street	SW 22nd Street	E+20	F	E+20	Vehicle
SW 27th Avenue	SW 22nd Street	South Dixie Highway	E	E	E	Same
SW 27th Avenue	South Dixie Highway	S Bayshore Avenue	F	F	F	Same
NW 37th Avenue (Douglas Road)	North of SR 836 (Dolphin Expressway)	SR 836 (Dolphin Expressway)	F	B	B	PT
NW 37th Avenue (Douglas Road)	SR 836 (Dolphin Expressway)	W Flagler Street	F	F	F	Same
SW 37th Avenue (Douglas Road)	W Flagler Street	SW 8th Street	F	D	D	PT
SW 37th Avenue (Douglas Road)	SW 8th Street	SW 22nd Street	F	F	F	Same

TE-8; Combined LOS
Methodology Results

Roadway	From	To	Vehicle LOS [1]	PT-LOS [2]	Optimum Results [3]	Selected Method [4]
SW 37th Avenue (Douglas Road)	SW 22nd Street	South Dixie Highway	F	E	E	PT
SW 37th Avenue (Douglas Road)	South Dixie Highway	Main Highway	F	D	D	PT
SW 37th Avenue (Douglas Road)	South of Main Highway		F	F	F	Same
NW 42nd Avenue (LeJeune Road)	North of SR 836 (Dolphin Expressway)		E+50	F	E+50	Vehicle
NW 42nd Avenue (LeJeune Road)	SR 836 (Dolphin Expressway)	W Flagler Street	E+20	F	E+20	Vehicle
SW 42nd Avenue (LeJeune Road)	W Flagler Street	SW 8th Street	F	F	F	Same
SW 42nd Avenue (LeJeune Road)	South Dixie Highway	Main Highway	F	F	F	Same
SW 42nd Avenue (LeJeune Road)	South of Main Highway		F	F	F	Same
NW 57th Avenue (Red Road)	SR 836 (Dolphin Expressway)	W Flagler Street	F	F	F	Same
SW 57th Avenue (Red Road)	W Flagler Street	SW 8th Street	F	F	F	Same
S Bayshore Avenue	SW 27th Avenue	SW 22nd Avenue	F	F	F	Same
S Bayshore Avenue	SW 22nd Avenue	SW 17th Avenue	F	F	F	Same
S Bayshore Avenue	SW 17th Avenue	Rickenbacker Causeway	E	E	E	Same

Notes:

1 LOS from Table: TE-4

2 PT-LOS from Table: TE-7

3 LOS of methodology that yielded best results.

4 Methodology corresponding to optimum results.

Highlighted results denotes LOS F condition.

STATISTICAL RESULTS			
Same	*PT*	*Vehicle*	*Total*
93	39	30	162
57.41%	24.07%	18.52%	100.00%
Cumulative	81.48%	75.93%	
PT Improvement	5.56%		

Projected Traffic Conditions. The MUATS model run for the Year 2025 Minimum Revenue Plan represents the land use scenario described above. The resulting peak hour traffic vehicle volumes and associated vehicle levels of service are summarized in Table TR-8. The peak hour person trip traffic volumes and associated person trip levels of service are summarized in Table TE-7.

Based on the MUATS 2025 Model, the majority of the major roadway facilities within the City of Miami are projected to operate below the current level of service standards under both the vehicle trip and person trip methodologies. Officials in Miami will have to consider policy decisions and/or target capital improvements to address some of these deficiencies.

The City is moving towards a person trip capacity methodology for all streets within the City. The Miami Intermodal Transportation Plan (MITP) is anticipated to provide the methodology and data required to perform the person trip capacity analysis for every street in the City as part of the City's concurrency management process. This effort will require cooperation and coordination with Miami-Dade Transit. The ultimate result for the City is a more accurate representation of the City's entire transportation system including all modes of transportation.

Simply changing the way the City measures its transportation system will not solve the congestion challenges that Miami will continue to face. As stated earlier, the LOS measurements are similar in both the Person Trip Traditionally, congestion issues are addressed with either supply-side or demand-side strategies. Supply-side strategies may include tactics such as building more roads to increase capacity. Demand-side strategies may include tactics such as encouraging more ride-sharing among commuters. Potential strategies that Miami is considering or already utilizing to manage traffic congestion are summarized below:

Transportation Concurrency Exception Area

Officials are working to establish a Transportation Concurrency Exception Area (TCEA) for the entire City of Miami (excluding Virginia Key, Watson Island, and the uninhabited islands of Biscayne Bay that have a land use classification of conservation consistent with Rule 9J-5.005(6) of the Florida Administrative Code, as a means to reduce the adverse impact transportation concurrency may have on potential urban infill development and redevelopment within the city. The designation of the City's TCEA is consistent with Southeast Florida's "Eastward Ho!" initiative, which is intended to concentrate future development and redevelopment within the existing urban core. Miami (except Virginia Key, Watson Island, and the uninhabited islands of Biscayne Bay) also lies entirely within Miami-Dade County's designated Urban Infill Area (UIA).

Under the City's initiative, there would be no traffic concurrency requirements for development applications within the TCEA boundaries. In return, officials would actively pursue transportation strategies aimed at creating a sustainable development pattern within the City supportive of transit and other non-motorized travel modes

(i.e. bicycle and pedestrian linkages). The boundaries for the proposed TCEA are illustrated in Map TR-15.

Community Transportation Plan

The *Peoples Transportation Plan* was introduced in 2002 and targeted improvements identified within the Plan will be implemented throughout the County with funding from the half-cent sales tax referendum approved by Miami-Dade County voters. Transit improvements identified in the Plan to be implemented before 2025 include:

- Adding mid-day, Saturday and Sunday services within 30 days of approval of a dedicated funding source using existing buses
- Providing 15-minute or better bus service during rush hour, 30-minute service or better during other periods and 24-hour service in certain major corridors
- Expanding the bus shelter program
- Enhancement and expansion of transit bus stop signage and incorporation of information technology at bus stops and rail stations.
- East-West Corridor rapid transit line through Miami and to the Port of Miami, Potential station locations include Miami Intermodal Center, Orange Bowl, Government Center, and the Port of Miami.

The City of Miami will actively work with members of Miami-Dade Transit (MDT) and the Citizens' Independent Transportation Trust to implement public transportation improvements within city limits.

FEC Corridor

The Florida East Coast (FEC) rail corridor west of Biscayne Boulevard has been identified by Miami-Dade Transit and the Miami-Dade County MPO as a potential future premium transit corridor linking Downtown Miami with Broward County. In 2004, the local MPO awarded a contract to perform an *Alternatives Analysis/Major Investment Study* for the corridor. The location of the rail corridor and mix of land uses/intensities associated with the Downtown Development of Regional Impact Increment II and the Regional Activity Center support studying the location of potential multi-modal transit nodes along the corridor, particularly at NE 36th Street as it pertains to the RAC. To this end, the City of Miami is committed to actively work with members of Miami-Dade Transit and the MPO to explore the feasibility of linking the mix of transit supportive land uses proposed in the Downtown DRI and the RAC with the possible dedicated transit corridor.

Downtown Miami Transportation Management Initiative

South Florida Commuter Services (SFCS) is a regional commuter assistance program funded by the Florida Department of Transportation (FDOT) providing assistance to commuters, businesses, and municipalities in Miami-Dade, Broward, and Palm Beach Counties. This program was established to increase the use of alternative modes of transportation by offering South Florida employers and their employee's alternatives

to driving to work alone. SFCS provides free Transportation Demand Management, (TDM) assistance and consulting services to employers in the tri-county area through a Transportation Management Initiative (TMI). TMI's are currently in place in Downtown Miami, and Miami Airport West. The Downtown Miami TMI currently has 1,006 business participants with 230 new members.

Some of the services include:

- *Work Place Needs Assessments And Program Development* – SFCS Outreach Coordinators assist employers with conducting on-site analysis of the work-site and employee commuting habits and behaviors to establish tailored strategies to meet the needs of the employer and employees.
- *Carpooling Programs* – SFCS creates a Zip Code Analysis identifying clusters of possible carpools. The ride matching software can match employees' commuting patterns with those people who live and work near by and commute at the same time.
- *Vanpooling Programs* – A vanpool is a group of 5-15 individuals sharing the ride and commuting costs to get to work. SFCS provides a fully insured van, offers employees a flexible month-to-month lease, and provides a subsidy toward the operating expenses of the van, at no cost to employers.
- *Emergency Ride Home (ERH)* – Commuters who, carpool, vanpool, bike, use transit, or walk, are eligible for a free taxi ride in the event of an emergency or unscheduled overtime. Registered users receive up to six FREE taxi rides per year.
- *Transit* – SFCS provides employees with Trip Planning services for bus or train on MDT or Tri-Rail and provides information on any employer discount programs available.
- *Employer Tax Benefits Assistance* – SFCS provides information on commuter and employer tax benefit programs and assistance in implementing the programs at the worksite.

Miami Intermodal Transportation Plan

Upon completion of the 2005 Evaluation and Appraisal Report (EAR), the Miami Intermodal Transportation (MIT) Plan will identify, describe, measure, and evaluate the multimodal transportation corridors, facilities, and terminals in the City of Miami. The MIT Plan will recommend measures to enhance vehicular and mass transit operations, provide for greater pedestrian access and amenity, and offer incentives for use of alternative transportation modes. The Plan will pay particular attention to the differing characteristics of Miami's neighborhoods such as land use, population density, economic activity, housing and business type and quality, and neighborhood plans, and will develop detailed standards for transportation facilities and services that will complement neighborhood development, redevelopment, and conservation. Miami's downtown will be the subject of special attention, to ensure that its new residential development will enjoy the benefits of an improved multimodal transportation system as described in the Downtown Transportation Master Plan. The City's current Transportation Corridors plan will be replaced by the MIT Plan.

Miami Downtown Transportation Master Plan (MDTMP)

The MDTMP was undertaken to establish a framework for transportation system improvements through the year 2020. The target area is bounded by I-95 to the west, Biscayne Bay to the east, I-195 to the north and SE 26th Road to the south. The Master Plan was developed through the Downtown Task Force (DTF) with over 40 members from the transportation and business community including elected officials from the City and Miami-Dade County. The members of the DTF made up other specialized subcommittees including the Technical Committee, the Land Use Committee, and the Evaluation Criteria Committee. Public involvement included three public forums coordinated by FDOT and smaller group presentations hosted by local organizations such as the Downtown Miami Partnership, the Brickell Home Owners Association, and the Greater Miami Chamber of Commerce.

Three tiers of transportation improvements were evaluated:

Tier 1 – improvements based upon suggestions made or problems identified by the public. For example, a public comment that "the streets are confusing and I always get lost" supported converting one-way streets to two-way streets.

Tier 2 – improvements proposed in previous studies for Downtown Miami like the removal of the I-95 distributor ramps and the creation of a grand boulevard entrance for the downtown area.

Tier 3 – improvements determined by the Technical Advisory Committee like Intelligent Transportation Systems to warn motorists of Brickell Bridge openings.

Each transportation system improvement was evaluated against the study goals and objectives and its expected benefits. The Evaluation Criteria Committee determined weighted scores for each transportation system improvement based on six goals, which included transportation, social, economic, environmental, growth and development, and transportation investment benefits.

The Technical Evaluation Committee estimated an implementation schedule for each improvement:
Phase I – through 2010,
Phase II – 2011 through 2025, and
Phase III – 2016 through 2020

The Miami Downtown Transportation Master Plan was separated into three improvement areas:

1. Brickell Area (B)
2. Central Business District (CBD)
3. Omni/Overtown/Park West (OPW)

The Master Plan's recommended improvements included a wide range of projects for each area. Some of the Phase I and II recommendations include:

- Create a transit free-far zone
- Convert one-way streets to two-way streets
- Improve transit amenities
- Develop pedestrian corridors
- Provide a transit greenway
- Provide a water taxi between various islands
- Improve bicycle routes/facilities
- Implement Intelligent Transportation Systems
- Depress I-95 and I-395 and create grand boulevards

Impacts of Land Use Alternatives on Public Transit. Automobile travel continues to be the easiest and most convenient mode of travel for residents within the City of Miami. However, increasing congestion and limited right-of-way along area roadways, coupled with public transportation improvements targeted by Miami-Dade Transit, have induced higher public transportation usage for Miami residents as compared to the rest of Southeast Florida. Assuming this trend continues, the degrees of freedom and speed of travel found in the automobile may lower over the long range planning horizon and therefore make public transportation more attractive to other residents in Miami for travel to-and-from-work.

The mix of land uses proposed in the Downtown Development of Regional Impact (DRI) Increment II and the Buena Vista Yards Regional Activity Center (RAC) and proximity to quality public transit service will make public transit an integral component of any development program proposed with those two areas. The linkage between transit-oriented land uses and public transit systems already in place, or under development, will provide infrastructure that could help relieve roadway congestion anticipated in the area. Congestion benefits would extend beyond the proposed DRI and RAC as fewer people would commute to the general area of the two redevelopment initiatives from outlying areas by automobile.

Relationship Between Land Use Alternatives and FLUM. The land use scenario described above reflects the land use designations within the current Future Land Use Map including the proposed changes for the Regional Activity Center. The Downtown Development of Regional Impact Increment II does not propose to change the underlying land use categories within the boundaries of the DRI; instead, it seeks to allow enhanced Development of Regional Impact (DRI) thresholds allowed under Chapter 380 of the Florida Statues for the two redevelopment initiatives. The Buena Vista Yards Regional Activity Center changed the underlying land use for the RAC area to Restricted Commercial limiting the future development to the development thresholds provided in the Future Land Use Element and the amended FLUM, specifically for the RAC.

Existing and Projected Integrated Transportation System. The City of Miami is served by a major thoroughfare system including Interstate 95, Interstate I95 (SR

112), Interstate 395 (SR 836), SR 41, SR 9, and Biscayne Boulevard (US 1/SR 5). In addition, Metrorail, Metromover, and 49 Metrobus routes serve the area connecting residents with intermodal facilities at the 163rd Street Mall, Downtown Bus Terminal, Golden Glades interchange, and Metrorail stations. The excellent pedestrian facilities within the City provide connections between home and potential higher order travel modes, such as transit. Dedicated bicycle facilities within the City are currently lacking within the City of Miami.

Several commercial and institutional nodes within the City are favorable for promoting pedestrian travel between land uses built at higher densities, which ultimately may lead to potential for increases in transit ridership and several have been identified in the Miami Downtown Transportation Master Plan. Over the projected planning horizon to the Year 2025, development within Miami is anticipated to significantly intensify in specifically designated areas, including the Downtown DRI and Buena Vista RAC areas.

Concurrency Management. The City of Miami designated a citywide Urban Infill Area (UIA) on November 16, 1999, by adopting policy LU-1.1.11 into its Future Land Use Element (amended September 14, 2000, to exclude Virginia Key, Watson Island, and the uninhabited islands of Biscayne Bay that have a land use and zoning designation of Conservation) pursuant to Miami-Dade County's designation of an Urban Infill Area lying generally east of the Palmetto Expressway and including all of the City of Miami. The City of Miami recognizes the Miami-Dade Service Concurrency Management Program for evaluating the traffic impacts to State and County roads that are associated with development petitions inside City limits. The adopted level of service within the UIA is LOS E (100% of capacity). Where public transit service exists in the UIA operating with headways of 20 minutes or less, roadways located less than one-half mile of the service may operate at 120% of their capacity. Furthermore, on roadways parallel to exceptional transit service (i.e. commuter rail/express bus), the acceptable level of service is 150% of their capacity. For certain City streets, Miami utilizes a person trip methodology on specified transportation corridors, described below, to determine level of service for all transportation modes. The currently adopted level of service standard for all other transportation modes under the City's jurisdiction is Level of Service E, unless otherwise modified.

Multimodal Recommendations. The following multimodal recommendations were developed for the City of Miami based upon the implementation plans for State, Regional and County projects as. The City of Miami supports the plans of other entities and agencies and is focused on the provision of a multimodal transportation system to meet the needs of deficient corridors. The City pledges coordination with other implementing bodies as warranted.

Florida Department of Transportation Projects and Miami-Dade County MPO Transportation Improvement Program (FY '04 to '09). Several projects within the City of Miami are included in the FDOT Adopted Transportation Improvement Program (TIP) and the Miami-Dade County MPO TIP. The majority of the projects

are for general maintenance of pavement and bridges. Notable projects are listed below:

- SR 112/I-195 (From NW 2nd Avenue to Miami Avenue) – Widen/Resurface existing lanes
- SR 953/Lejeune Road (From SW 8th Street to NW 7th Street) – Access improvement, median modification, signalization, widening, milling
- SR 9A/I-95 Port Ramp (From NE/NW 5th Street to SR 836/I-95/I-395 Int.) – Interchange (Major)

Metropolitan Planning Organization (MPO) Long-Range Transportation Projects.
Six projects within the City of Miami are currently included in the Miami-Dade Transportation Plan for the Year 2030. These projects are listed below:

DRAFT 2030 LRTP Projects (Needs Plan)

Project Name	From	To	Project Description
Seaport Tunnel	I-395	Seaport	4-lane Tunnel Connecting Seaport to I-395
SR 836/I-395	East of I-95	McArthur Causeway	Replace Existing Facility and interchange –add C-D lanes
ICS SR 836	Entire Corridor		Intelligent Corridor System
Metromover Omni and Brickell Loop Closure			
SW 1st Avenue	SW 8th St	SW 1st St	4-lane Tunnel under River
New Metrorail station at New Baseball Stadium			
Northeast Corridor	Downtown Miami	Broward County Line	Premium Transit
City of Miami Streetcar	Downtown Miami	Design District	Streetcar
SR 836/I-395	NW 17th Ave	I-95	Corridor Improvements C-D Roads
East-West Corridor	Seaport	HEFT	Premium Transit
Flagler Marketplace Pedestrian Area	Downtown Miami		
I-95	South of I-395	Golden Glades	Add reversible managed lanes
Bay Link	Downtown Miami	Miami Beach	LRT
SR 112/ Interconnector	NW 18th St	NW 27th Ave	New Expressway connecting SR 836 to SR 112
SR 836	LeJeune	NW 37th Ave	Construct wb ramp

NW 42nd Ave	SR 836	NW 18th St	Construct CD road for Interconnector
South Miami Avenue	SW 25th Rd	SW 15th Rd	Traffic Calming, Sidewalks
SW 27th Avenue	US 1	Bayshore Dr	Widen 2 to 3 lanes
Earlington Heights Connector	Earlington Hgts Metro Station	MIC	Metrorail Extension
ICS – SR 112	Entire Corridor		Intelligent Corridor System
Douglas Rd Corridor	Douglas Rd. Metro station	MIC	Premium Transit
NW 62nd Street	NW 37th Ave	I-95	Traffic operational improvements
NW 7th St	NW 72 Ave	NW 37th Ave	Traffic operational improvements
SR 836	NW 14th Ave	NW 27th Ave	Construct CD Roads
US 441/NW 17th	US 1	Broward County Line	ITS Corridor
NE/NW 36th St	SR 826	US 1	ITS Corridor
SE 1st Ave	SE 8th St	SE 5th St	Extend SE 1st Ave
Metromover			Extend to Wynwood
I-395			Depress to create Grand Boulevard

Miami Downtown Transportation Master Plan (MDTMP)

The MDTMP was undertaken to establish a framework for transportation system improvements through the year 2020. The target area is bounded by I-95 to the west, Biscayne Bay to the east, I-195 to the north and SE 26th Road to the south. The Master Plan was developed through the Downtown Task Force (DTF) with over 40 members from the transportation and business community including elected officials from the City and Miami-Dade County. The members of the DTF made up other specialized subcommittees including the Technical Committee, the Land Use Committee, and the Evaluation Criteria Committee. Public involvement included three public forums coordinated by FDOT and smaller group presentations hosted by local organizations such as the Downtown Miami Partnership, the Brickell Home Owners Association, and the Greater Miami Chamber of Commerce.

Brickell Area Improvements

Recommended Improvement	Phase
	1
Implement Intelligent Transportation Systems (ITS) alternatives to help with	1
Improve transit amenities	1
Connect Brickell to other neighborhoods with transit	1
Develop pedestrian corridors	1
Implement Miami River Greenway Action Plan for the south side of the	1
Convert one-way streets to two-way streets	1
Connect Brickell Shuttle to Flagler Shuttle	1
Construct a new tunnel under the Miami River at SW 1 Avenue	2
Extend SE 1 Avenue from SE 8 Street to SE 5 Street	2
Complete Downtown DDA Downtown signage plan	1
Loop Metromover through the Brickell Financial District	3
Improve bicycle routes/facilities	1
Provide shuttle system for the Brickell residential areas	1
Implement traffic calming alternatives through Brickell residential areas	1
Extend the Metromover to SE 26 Road	3
Provide a water taxi from Brickell Key to the Riverwalk Metromover station	1
Depress I-95 and create a Grand Boulevard	3

CBD Area Improvements

Recommended Improvement	Phase
Create a Transit Free-Fare Zone	1
Provide pedestrian connections from Bayside to AA Arena	1
Extend Miami Beach light rail (Baylink) into downtown	2
Convert one-way streets to two-way streets	1
Improve transit amenities	1
Connect CBD to other neighborhoods with transit	1
Complete the Flagler Street Corridor improvements	1
Develop pedestrian corridors	1
Implement Miami River Greenway Action Plan for the north	1
Re-align Metromover and add new station at DuPont Plaza	1
Implement Intelligent Transportation System (ITS) for	1
Complete Biscayne Boulevard improvements	1
Construct a new tunnel under the Miami River at SW 1	2
Complete DDA Downtown signage plan	1
Extend W 1 Avenue Corridor (Arena Boulevard)	2
Improve bicycle routes/facilities	1
Extend fixed guideway to AA Arena and Seaport	3
Remove Distributor Ramps and provide a Grand Boulevard	2
Implement Flagler Shuttle	1
Provide Port Boulevard U-turn	1
Implement shuttle system from Watson Island	1
Provide a Transit Greenway	3
Provide a I-95 NB on-ramp at NW 6 St to provide access to WB SR 836 & Improve N 5 & 6 Streets for truck traffic	2
Provide Commuter Rail to Broward County	3
Provide a water taxi from Watson Island	1
Depress I-95 and create a Grand Boulevard	3

Omni/Overtown/Park West Area Improvements

Recommended Improvement	Phase
Create a Transit Free-Fare Zone	1
Extend Miami Beach light rail (Baylink	2
Connect O/OT/PW with other neighborhoods with transit	1
Develop pedestrian corridors	1
Convert one-way streets to two-way streets	1
Implement Intelligent Transportation System (ITS) for special events	1
Provide a pedestrian walkway along the Bay from Pace Park to Bayside	1
Complete Biscayne Boulevard improvements	1
Improve pedestrian connections to Bicentennial Park	1
Provide tunnel from Seaport to Watson Island	3
Extend W 1 Avenue Corridor Extension	2
Implement DDA Downtown signage plan	1
Improve bicycle routes/ facilities	1
Provide a shuttle system into Wynwood	1
Depress I-395 to provide Grand Boulevard	3
Extend Metromover into Wynwood	3
Improve N 14 St from I-95 to Biscayne Blvd	1
Provide Commuter Rail to Broward County	3
Provide a new partial I-95 Interchange at NW 29 St	1
Provide a new I-95/NW 14 St Interchange	2
Depress I-95 and create a Grand Boulevard	3

TDP Improvements scheduled in the City of Miami (2004-2009)

I. Joint Developments

- **Coconut Grove Metrorail Station** – Design of the Coconut Grove Transit Village consists of a market rate rental apartment tower and retail space.

- **Overtown / Arena Metrorail Station** – Design of the Overtown Transit Village consist of a 17-story, 341,000 sq. ft. office building, and an 8-story parking garage with 4,000 sq. ft. of ground floor retail space.

- **Santa Clara Metrorail Station** – The 17-story Santa Clara Apartments II provide an additional 204 units of affordable housing, and a 9-story parking structure.

- **Allapattah Metrorail Station** – The Allapattah Garden Apartments consists of 128 affordable housing units.

	Construction Start Date	**Construction Finish Date**
Coconut Grove Station	Currently in Final Design	Currently in Final Design
Overtown / Arena Station	May 2004	November 2005
Santa Clara Station	Summer 2004	Summer 2005
Allapattah Station	October 2002	March 2004

II. Park & Rides

- **Douglas Road (Douglas Station) –** An addition of 400 transit parking spaces are to be constructed. This will approximately double the lot capacity at the station.

III. Committed Transit

- **East – West Corridor –** Rail extension from the Palmetto Expressway east to the MIC and the Port of Miami. Estimated completion date is 2017.

- **Northeast Transit Corridor –** An Alternative Analysis / Major Investment Study is scheduled from 2004-2006. The boundaries of the project are from Downtown Miami to the Broward County Line.

- **Bay Link** – Project consists of a premium high capacity transit service connection the Government Center and Miami Beach's Convention Center.

IV. New Bus Routes

- **Airport West Connection –** A new route from the Allapattah Metrorail station to the proposed West Dade Terminal and Dolphin Mall with 15 minute peak headways.

- **Beach MAX –** This route would provide limited-stop service along Collins Avenue between Aventura and Downtown with 15 minute peak headways.

V. Transit Hubs

- **Flagler Marketplace –** Existing bus terminal will be expanded one block to the north as part of the Flagler Street Marketplace project. Additional upgrades are needed for necessary passenger amenities.

- **Miami Intermodal Center (MIC) –** Phase I includes the bus terminal facilities and infrastructure to coordinate with other modes.

- **NW 7th Avenue and 62 Street –** This Multimodal Passenger Activity Center will promote accessible public transportation and economic development throughout the City of Miami's Transportation Corridor, and it will promote the Park-and-Ride and Kiss-and-Ride services. It will also provide much needed parking relief, and access to privately operated taxi and jitney services.

VI. Service Improvements

- **Route 2 –** Improve weekday headways north of NW 84 Street from 60 to 30 minutes; Re-align northern terminus to future Golden Glades Intermodal Terminal, and add all night service, every 60 minutes, seven days a week. Serves the Overtown Station
- **Route 3 -** Added all night service, every 60 minutes, seven days a week Serves the Government Center station; Improve weekly headways from 20 to 15 minutes
- **Route 6 –** Introduced weekend service at 60 minute headways; Improved peak headways from 60 to 30 minutes; Improve midday headways from 60 to 30 minutes; Improve weekend headways from 60 to 30 minutes; Extend route to serve the Miami Intermodal Center, and improve peak headways from 30 to 15 minutes
- **Route 7 –** Improve daily headways from 40 to 30 minutes on each branch or 15 minutes on main line, and weekend headways from 40/60 to 30 minutes
- **Route 8 –** Extend service westward to SW 137 Avenue; Extend Westchester short trips to FIU Terminal, and add all night service, every 60 minutes, seven days a week. Serves the Government Center station
- **Route 9 –** Added an extra trip in the early afternoon peak; Improved weekend headways from 40/60 to 30 minutes; Improve peak headways from 15 to 12 minutes

- **Route 10 –** Improved midday, and weekend headways from 40 to 30 minutes; Improve peak headways from 30 to 15 minutes
- **Route 11 -** Added all night service, every 60 minutes, seven days a week Serves the Government Center station; Extend Mall of Americas led to FIU
- **Route 12 –** Improved weekend headways from 60 to 30 minutes, and added all night service, every 60 minutes, seven days a week. Serves the Government Center station; Improve peak headways from 30 to 15 minutes
- **Route 16 –** Improve peak headways from 20 to 12 minutes
- **Route 17 –** Improved weekend headways from 60 to 30 minutes
- **Route 21 –** Improved weekend headways from 60 to 30 minutes; Improve peak headways from 30 to 15 minutes, and daily headways from 60 to 30 minutes north of the Northside Metrorail station; Extend route from Bunche Park to the future Golden Glades Intermodal Terminal
- **Route 22 –** Introduced Sunday service to Civic Center area, and improved Sunday headways to 30 minutes north of NW 20 Street; Improve peak headways north from 20 to 15 minutes along mainline and 30 minutes on Civic Center and coconut Grove branches; All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove stations
- **Route 24 –** Extend service westward to SW 147 Avenue; All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center stations
- **Route 27 –** Extended all trips to the Coconut Grove Metrorail Station; Added all night service, every 60 minutes, seven days a week Serves the Coconut Grove and Dr. Martin Luther King, Jr. stations
- **Route 27 Avenue MAX –** Improve peak headways from 15 to 10 minutes
- **Route 32 –** Improve peak headways from 20 to 15 minutes, Saturday headways from 40 to 30 minutes, and Sunday headways from 60 to 30 minutes
- **Route 36 –** Improve peak headways from 20 to 15 minutes; Extend route south to serve Miami International Mall
- **Route 42 –** Improved peak, midday, and weekend headways from 60 to 30 minutes; Improve peak headways from 30 to 15 minutes
- **Route 48 –** Improved peak headways from 60 to 30 minutes; Improve midday headways from 60 to 30 minutes; Improve peak headways from 30 to 15 minutes
- **Route 62 –** Improved weekend headways from 30 to 20 minutes**;** All night service, every 60 minutes, seven days a week. Serves the Okeechobee station
- **Route 65 –** Improved peak headways from 60 to 30 minutes
- **Route 65 –** Improve peak headways from 30 to 15 minutes
- **Route 77 –** Improved peak headways from 10 to 8 minutes; Added all night service, every 60 minutes, seven days a week serves the Government Center station; Improved peak headways from 8 to $7^{1/2}$ minutes, and Saturday headways from 20 to 15 minutes

- **Route A –** Extend route south in Miami Beach to South Pointe Drive, and improve weekend headway from 40 to 30 minutes; Improve peak headway from 20 to 15 minutes
- **Route Airport West Connection –** New route operating seven days a week. Peak period service would be at 30-minute headways with off-peak and weekends at 60-minute; Improve midday and weekend headways from 60 to 30 minutes; Improve peak headways from 30 to 15 minutes.
- **Route B –** Extended evening service until 12:00am; Realigned route in the Brickell Rail/Mover station area, and improved weekend headway from 40 to 30 minutes
- **Route Beach MAX –** New limited-stop route created by adjusting the Route T. Weekday peak periods would run every 15 minutes with off-peak and weekends at 30 minutes
- **Route Biscayne MAX –** Expanded afternoon peak to 2:00; Added later evening service; Introduce midday service at 30-minute headway
- **Route C –** Improve peak headways from 20 to 15 minutes; All night service, every 60 minutes, seven days a week. Serves the Government Center station
- **Route Coconut Grove Circulator –** New seven day feeder route operating 15 minute service
- **Route Coral Way MAX –** New limited-stop weekday route operating during the morning and evening peak periods at 20 minute headways
- **Route Flagler MAX –** Introduced midday service with 30-minute headways
- **Route J –** Improved Sunday headways from 60 minutes to 30 minutes; All night service, every 60 minutes, seven days a week. Serves the Douglas Road and Allapattah stations
- **Route K –** Improve peak headways from 20 to 15 minutes; Improve daily headways north of Haulover from 40 to 30 minutes
- **Route Little Haiti Connection –** New route operating seven days a week. Peak period service would be at 30-minute headways with off-peak and weekends at 30-minute; Improve peak periods from 30 to 15 minutes
- **Route Little Havana Circulator –** New route operating seven days a week every 20 minutes; Improved peak headways from 20 to 15 minutes
- **Route M –** Improve peak headways from 30 to 15 minutes, and weekend headways from 60 to 30 minutes
- **Route Night Owl –** Realigned to NW 17th Street
- **Route Riverside Center Shuttle –** Discontinued route
- **Route S –** Added all night service, every 60 minutes, seven days a week Serves the Government Center station; Improved daily headways from 12 to 10 minutes
- **Route T –** Extend to Aventura Mall; modify into Beach MAX (limited stop) route.

Adopted Levels of Service Standards for State and County Roads. Policy makers set the level of service standards for specific roadways as a means of maintaining a level of comfort and convenience for the public. The South Florida Regional Planning Council and the FDOT recommend maintaining LOS D as the standard for roadways within the urbanized area of South Florida. However, the Metro-Miami-Dade Service Concurrency Management Program establishes different adopted level of service standards for portions of the County. The section of Miami-Dade County located east of SR 826 (Palmetto Expressway) and NW/SW 77th Avenue, excluding the area north of SR 826 and west of Interstate 95, is defined as an Urban Infill Area (UIA). All of Miami, except Virginia Key, Watson Island, and the uninhabited islands of Biscayne Bay that have a land use classification of Conservation, lies within this area. The adopted level of service within the UIA is LOS E (100% of capacity). Where public transit service exists in the UIA operating with headways of 20 minutes or less, roadways located less than one-half mile of the service may operate at 120% of their capacity. Furthermore, on roadways parallel to exceptional transit service (i.e. commuter rail/express bus) the acceptable level of service is 150% of their capacity.

The City of Miami recognizes the County's program described above for evaluating the traffic impacts to State and County roads that are associated with development petitions inside City limits. The adopted level of service is applied to the City's person trip level of service methodology.

Internal Consistency within the Comprehensive Plan. This element was developed in concert with the other elements of the Miami Comprehensive Plan, particularly the Future Land Use Element. As noted throughout this document, the analysis of the future transportation system for Miami was based upon the vision of the City as expressed within the Goals, Objectives and Policies of the Comprehensive Plan and reflected on the Future Land Use Map (FLUM).