

Kimley-Horn

Kimley-Horn and Associates, Inc.

*HOV
Conceptual
Design Study*

INTERIM REPORT #1

**South Dade, Palmetto and
East-West Expressways**

DADE COUNTY, FLORIDA

Prepared for:

**FLORIDA DEPARTMENT OF
TRANSPORTATION**

INFO SECRETARIAT
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CHAPTER I - INTRODUCTION

BACKGROUND

The Florida Department of Transportation (FDOT) has taken an active role over the past ten years in the planning, development and implementation of High Occupancy Vehicle (HOV) Operations. One of the Department's recent accomplishments was the preparation of a Statewide HOV Study which identified ten new corridors in Florida with high potential for HOV operations. A need exists, therefore, to prepare a conceptual design for feasible HOV preferential treatments for each of the corridors. The South Dade, Palmetto and East-West Expressway corridor is one of the ten identified as potentially feasible.

PURPOSE OF STUDY

The purpose of the project is to prepare a conceptual design for feasible HOV preferential treatments for the South Dade, Palmetto and East-West Expressway corridor that can best meet the following objectives:

- o Reduce corridor congestion
- o Decrease travel time
- o Increase corridor passenger capacity through increased vehicle occupancy in automobiles, vans and public transit buses
- o Conserve energy
- o Improve air quality
- o Improve safety

The overall objective of this project is to produce a conceptual design for feasible HOV preferential treatments in the Dade County Expressway HOV Study corridor. The conceptual design will be sufficiently detailed to allow subsequent design of feasible HOV improvements by the FDOT.

CHAPTER II - EXISTING CONDITIONS

SOCIO-ECONOMIC CONDITIONS

Summary of Planning Data

For analysis purposes, the study area is divided into four distinct subareas. The approximate boundaries of these subareas are:

Subarea A - U.S. 27 on the north and east, the East-West Expressway on the south, and the Dade County line on the west.

Subarea B - I-95 on the east, U.S. 1 on the south, Ludlam Road on the west, and the East-West Expressway on the north.

Subarea C - The East-West Expressway on the north, Ludlam Road on the east, and North Kendall Drive on the south.

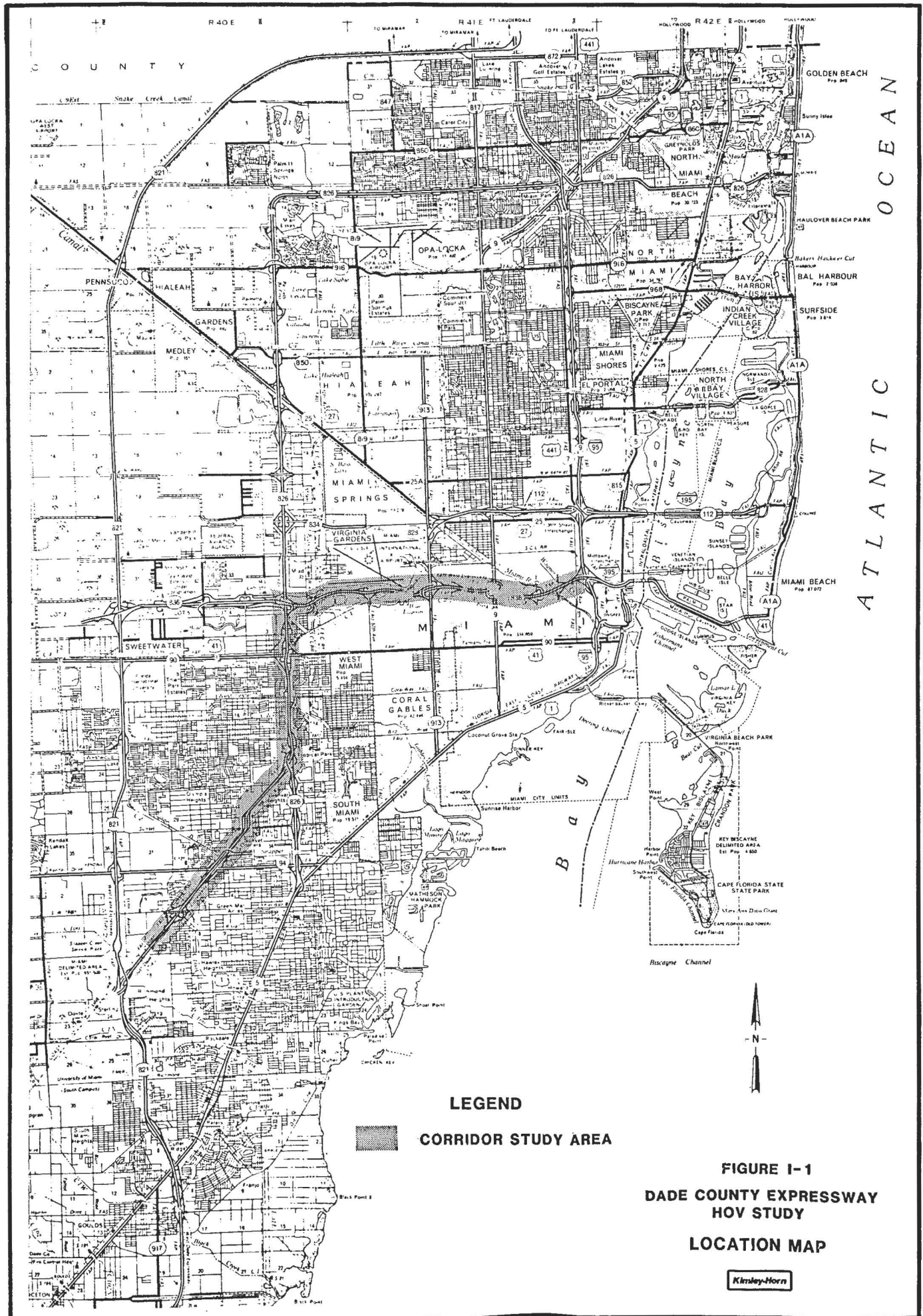
Subarea D - North Kendall Drive on the north, U.S. 1 on the east and south, and the Dade County line on the west.

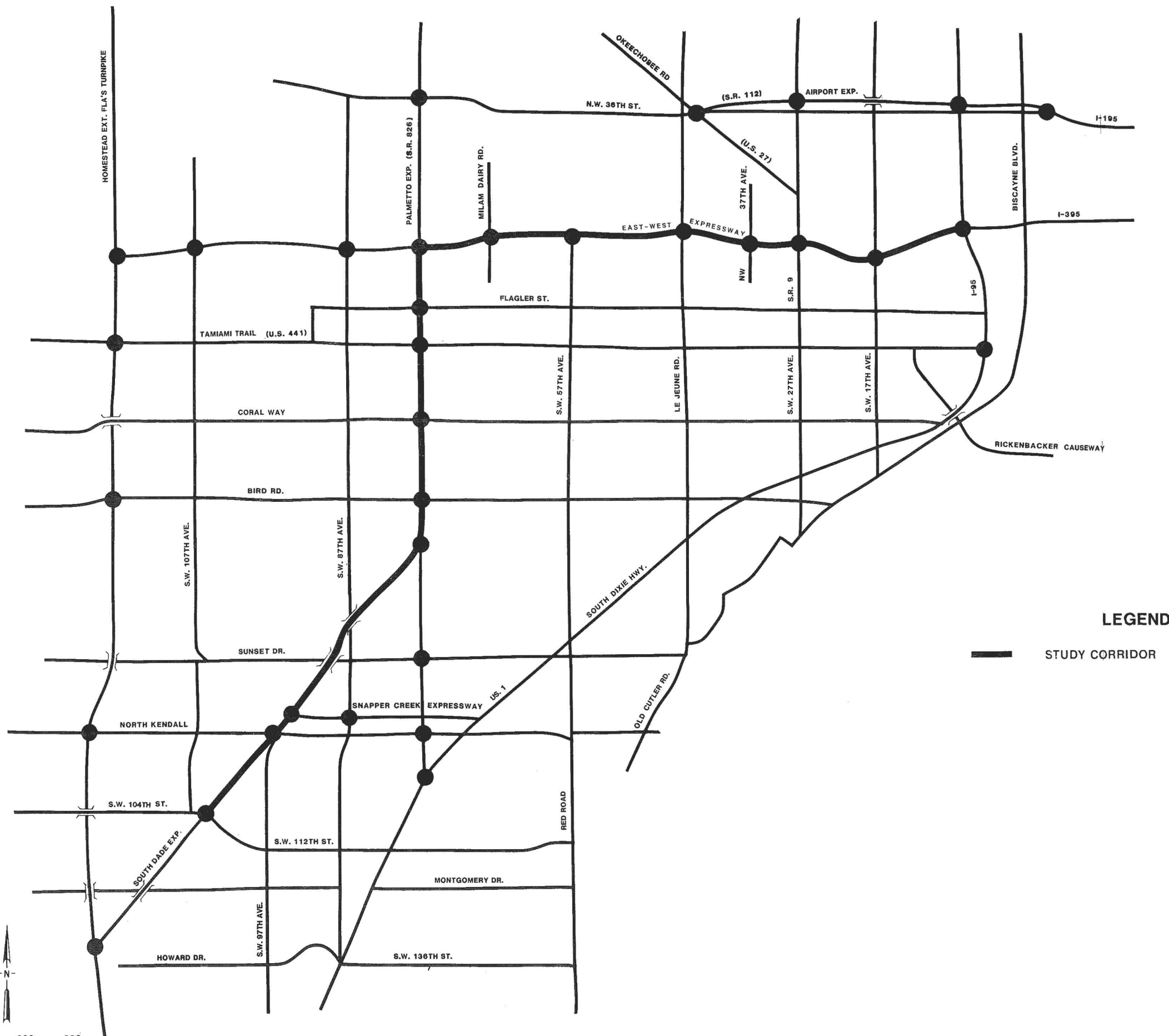
Subarea boundaries for the study area were selected based on their potential use of the corridor. Subarea A is located to the north of State Road 836 and will utilize State Road 836, but will seldom utilize State Road 826 and State Road 874. Subarea B, located south of State Road 836 and east of Ludlam Road (SW 67th Avenue) has little impact on traffic along the study corridor. The majority of this traffic will move easterly, and not utilize facilities on the study corridor to the north and west. Subarea C is located to the west of State Road 826 and trips generated in this area

STUDY AREA

The Dade County Expressway HOV study corridor is approximately 17 miles in length, running northeast and southwest along State Road 874 from the State Road 874/SW 104th Street interchange to the State Road 874/State Road 826 interchange, north and south on State Road 826 to the State Road 826/State Road 836 interchange, and east and west along State Road 836 to the I-95/I-395 interchange (see Figures I-1 and I-2). The corridor boundaries, for data collection purposes, include NW 36th Street and Okeechobee Road on the north, U.S. 1 on the south, the Dade County line on the west, and the Miami commercial business district on the east.

This corridor consists of divided, multiple-lane, limited access highway with a minimum of two lanes to a maximum of five lanes in each direction. Right-of-way for the corridor, outside of interchange areas, ranges from 140 to 270 feet. One toll booth is located within the corridor on State Road 836 between SW 27th Avenue and SW 17th Avenue. Nine lanes are used for toll collection. Tolls are collected in the eastbound direction only. A second toll booth, with collection lanes in both directions, is located just south of the study corridor on State Road 874.





LEGEND

— STUDY CORRIDOR

FIGURE I-2
DADE COUNTY EXPRESSWAY
HOV STUDY

STUDY CORRIDOR MAP

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APPROX. SCALE FEET

GOALS AND OBJECTIVES

The goals and objectives of this study are:

(1) **Provide Efficient, Economical Transportation**

Objectives: Minimize Travel Time
Minimize Travel Costs

(2) **Provide a Safe System**

Objectives: Minimize Accidents
Enhance Enforcement Capability

(3) **Improve Corridor Person-Trip Capacity**

Objectives: Maximize Ridesharing Opportunities
Maximize Transit Service and Opportunities
Improve and/or Control Traffic Flow Conditions
Increase Roadway Laneage

(4) **Enhance Environmental Considerations**

Objectives: Minimize Air Pollution
Minimize Adverse Travel
Improve Travel Times
Minimize Noise Impacts
Reduce Corridor Congestion

(5) **Enhance Employment Opportunities**

Objectives: Improve Accessibility to CBD
Increase Transit Coverage

(6) **Minimize Transportation Costs**

Objectives: Minimize Systemwide Capital Costs
Minimize Systemwide Operating Costs
Minimize Maintenance Costs

METHODOLOGY

An overview of the study methodology is given in Figure I-3. A detailed outline of specific tasks and study time table is provided in Figure I-4.

STUDY OUTLINE

The following study outline is listed by tasks:

PHASE I

- Task 1 Organization of Study and Refinement of Study Methodology
- Task 2 Collection of required planning, roadway, traffic, and transit data from on-site visits and field surveys to establish a data base for the conceptual design.
- Task 3 Critique of existing traffic, transit, ridesharing, and roadway conditions in the corridor to identify opportunities and constraints for HOV preferential treatment improvements.
- Task 4 Identification of HOV preferential treatments that have sufficient opportunity to enhance automobile occupancy.
- Task 5 Evaluation of the benefits and costs of feasible HOV preferential treatments and recommendation of an optimized system of HOV preferential treatments for implementation.

PHASE II

- Task 6 Development of conceptual design details for HOV preferential treatments including traffic, lane use, signalization, transit, ridesharing, and Park-and-Ride requirements along with estimates of capital and operating costs.
- Task 7 Preparation of a draft and final conceptual design study report.

**DEVELOP DETAILED CPM
ANALYSIS PROCEDURES AND
COORDINATION PLAN**

**REVIEW WITH FDOT
AND REVISE
AS NEEDED**

**REVIEW WITH
PROJECT ADVISORY GROUP (PAG)
AND REVISED AS NEEDED**

**DEVELOP GOALS,
OBJECTIVES
EVALUATION CRITERIA**

**DEVELOP
CONCEPTUAL
ALTERNATIVES**

**REVIEW WITH PAG
AND REVISE
AS NEEDED**

**EVALUATE ALTERNATIVES
AND REVIEW WITH
FDOT AND PAG**

**DOCUMENTATION
REVIEWS WITH
PAG AND FDOT**

FIGURE I-3 - METHODOLOGIES/PROCEDURES

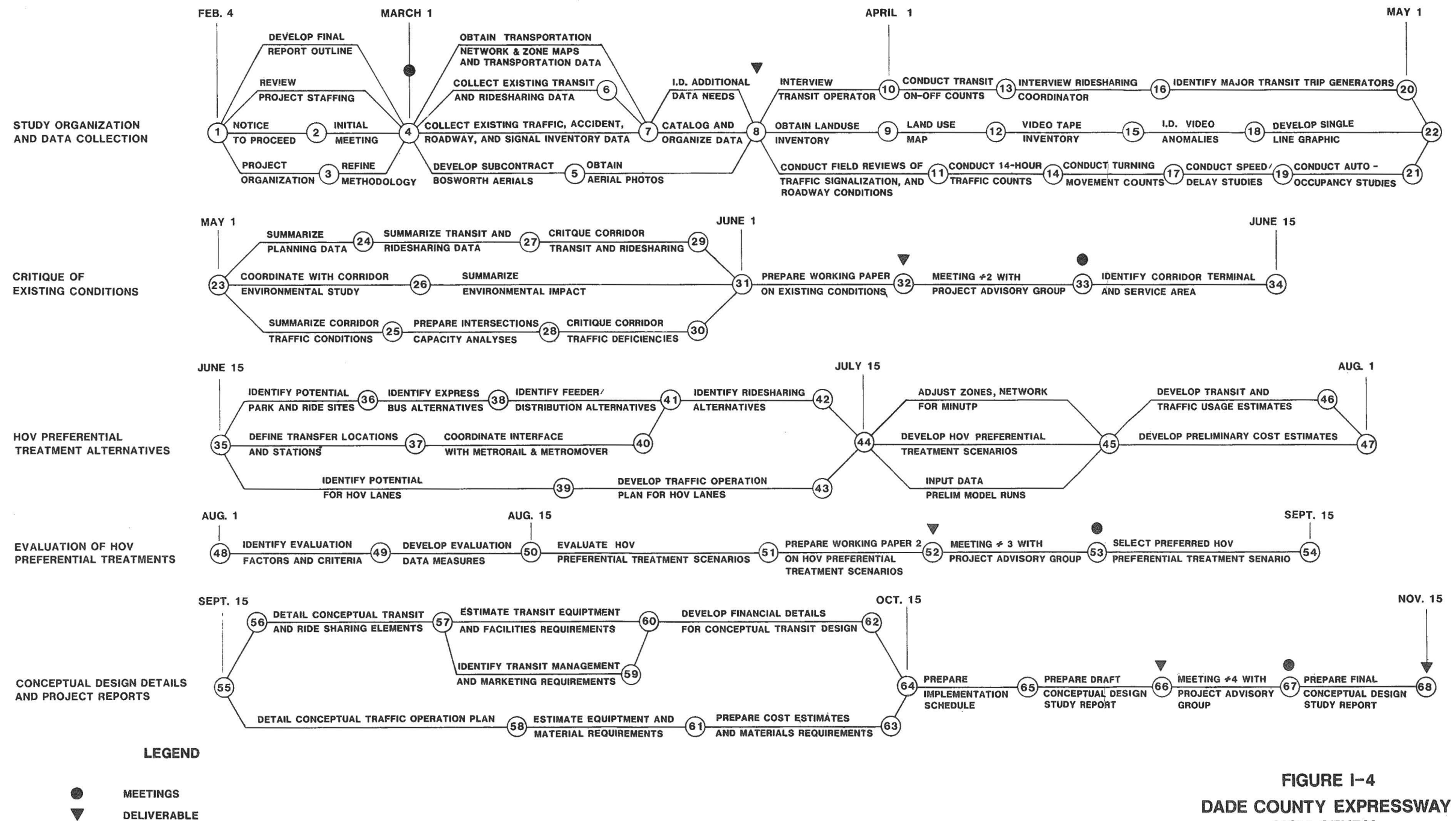


FIGURE I-4
DADE COUNTY EXPRESSWAY
HOV STUDY
WORK ACTIVITY
FLOW CHART

EVALUATION CRITERIA

Listed below are the evaluation criteria to be used in this study:

Impact on Corridor

- traffic operations and control
- total person throughput
- total person travel time
- impact on parallel facilities
- impact on general traffic
- auto occupancy level
- speed/flow relationships on existing HOV system
- volumes/diversions
- HOV priority index (HOVPI)

Impact on User

- travel time
- travel cost
- passenger movement index (PMI)

Impact on Non-User

- travel time
- travel cost
- trip diversions
- enforceability

Impact on Community

- public officials attitudes
- public acceptance/attitudes
- parking availability
- vehicle circulation
- residents
- business/retail sales
- relocations/displacements
- compatibility with long-range transportation plan
- motorist comprehension
- public facilities

Impact on Environment

- wetlands
- energy consumption
- air quality
- noise level
- sensitive sites, parks, etc.

Impact on safety

- accident rate
- accident type
- accident severity
- enforceability

Impact on HOV Operations

- travel time
- bus ridership
- load factors - bus
- schedule reliability
- park-ride utilization

Impact on Costs

- operating cost
- maintenance cost
- enforcement cost
- assembly/disassembly cost
- sunk cost
- cost effectiveness

Impact on Implementation Schedule

- right-of-way requirements
- public acceptance
- legal and jurisdictional arrangements
- procurement requirements

Accessibility Measures

- number of access points
- market areas served
- Metrorail access
- Metromover access

will be attracted to State Road 826 and State Road 836. Subarea D will impact the entire corridor, since many trips originating in the southwest will travel via State Road 874/826/836 to destinations such as the airport, Civic Center area, Omni area and the downtown area (see Figure II-1).

Demographic Characteristics

Based on data provided by the Metro-Dade County Planning Department, the demographic characteristics of the four subareas are summarized below.

Subarea A

As expected from the predominant non-residential land uses, Subarea A was the least populated in the study area (1.86 percent of the total County population) in 1980 and is projected to remain the least populated. Also as expected, Subarea A had the most employees (12.74 percent of the County total) in 1980. This dominance is projected to continue through 1990 (see Table II-1). The mean 1980 income for residents was 6.6 percent above the County mean income of \$20,736 (see Table II-2). Of the four study subareas, residents of Subarea A had the most autos available (one auto per 1.5 persons versus the County average of one auto per 1.96 persons). As indicated in Table II-3, this ratio is projected to decrease in 1990 to one auto per 1.72 persons and to rise again by 2005 to one auto per 1.56 persons.

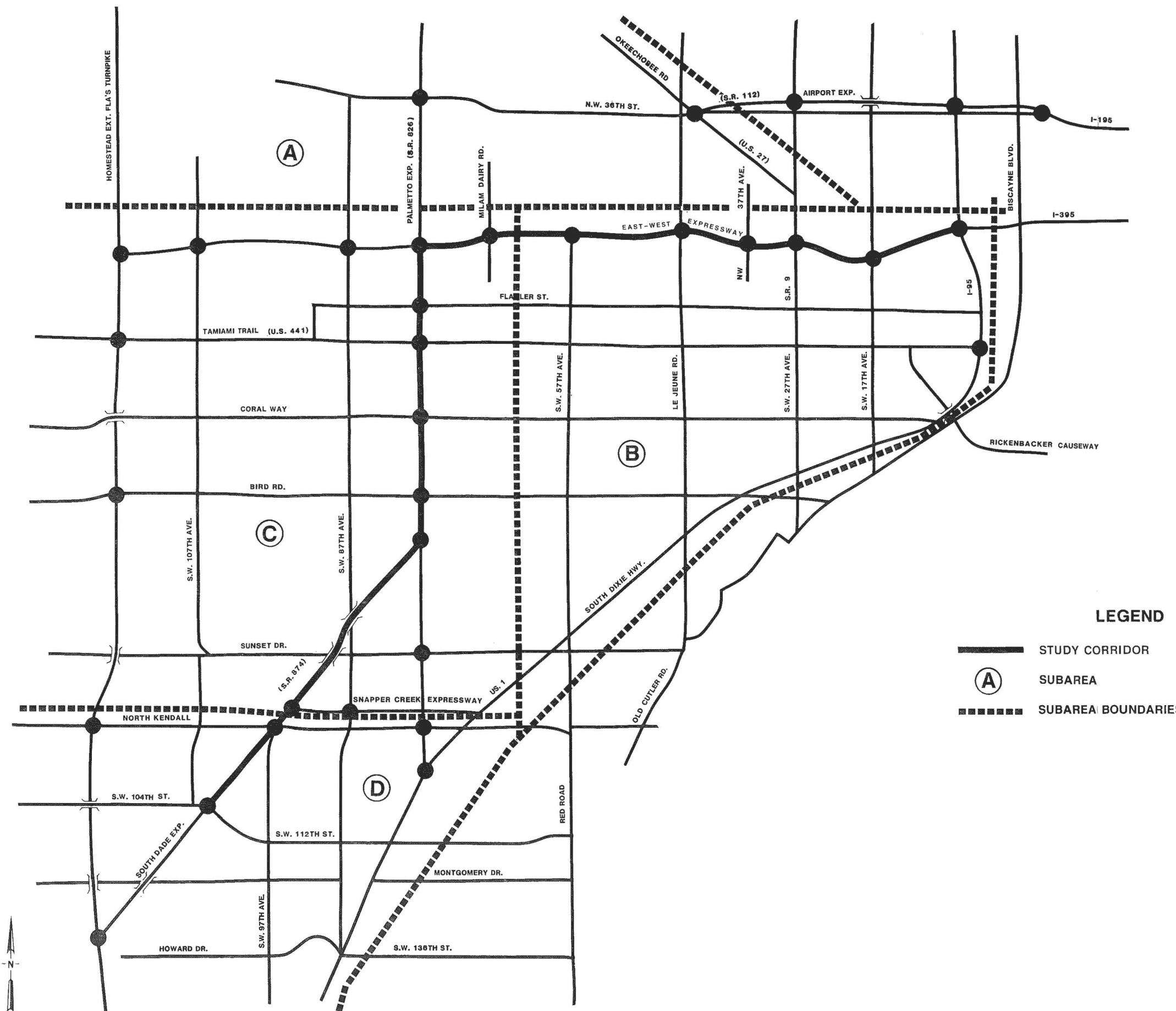


FIGURE II-1
DADE COUNTY EXPRESSWAY
HOV STUDY

STUDY SUBAREAS

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TABLE II-1
POPULATION AND EMPLOYMENT PROJECTIONS*

	<u>Subarea A</u>	<u>Subarea B</u>	<u>Subarea C</u>	<u>Subarea D</u>	<u>Study Area</u>
1980 Census					
Population	30,204	220,821	217,119	154,358	622,502
Employment	91,316	87,226	48,534	41,135	268,211
1990 Projection					
Population	35,329 (+17.0%)	243,613 (+10.3%)	287,764 (+32.5%)	224,176 (+45.2%)	790,882 (+27.0%)
Employment	120,870 (+32.4%)	93,205 (+6.9%)	67,690 (+39.5%)	63,155 (+53.5%)	344,920 (+28.6%)
2005 Projection					
Population	50,850(+68.4%)	248,370 (+12.5%)	343,982 (+58.4%)	281,273 (+82.2%)	924,475(+48.5%)
Employment	107,725 (+18.0%)	115,785 (+32.7%)	79,475 (+63.8%)	82,400 (+100.0%)	385,385 (+43.7%)

*Source: Metropolitan Dade County Planning Department

() = Change since 1980.

TABLE II-2
STUDY AREA MEAN INCOME AND MEDIAN AGE*
BY 1980 CENSUS TRACT

	<u>Mean Income</u>	<u>Median Age (Years)</u>
Subarea A	\$ 22,109	34.7
Subarea B	19,796	42.8
Subarea C	25,840	31.9
Subarea D	23,806	27.4
Dade County	20,736	

*Source: Metropolitan Dade County Planning Department

TABLE II-3
AUTOMOBILES PER PERSON*

	<u>1980 Census</u>	<u>1990 Projection</u>	<u>2005 Projection</u>
Subarea A	1/1.51	1/1.72	1/1.56
Subarea B	1/2.00	1/2.20	1/2.20
Subarea C	1/1.78	1/1.63	1/1.50
Subarea D	1/1.81	1/1.78	1/1.75
Dade County	1/1.96	1/1.95	1/1.91

*Source: Metropolitan Dade County Planning Department

Subarea B

Subarea B was the most populated subarea in the study corridor in 1980, with 13.59 percent of the County's population. This percentage is projected to decrease through 2005, however. Similarly, the percentage of employees in Subarea B is projected to decrease (see Table II-1). While 12.17 percent of the County's employees worked in the area (see Table II-1), the mean income was 4.7 percent below the County mean income (see Table II-2). This occurrence might be explained by the high median age in relation to the other subareas (see Table II-2). Residents had approximately the same ratio of automobiles per person as the County average (see Table II-3). This ratio, however, is expected to increase, with one automobile projected for each 2.2 persons in 2005.

Subarea C

The population of Subarea C, 13.36 percent of the County total in 1980, is projected to increase slightly through 2005, making Subarea C the most heavily populated (see Table II-1). The percentage of Subarea C employees to the total number of County employees is projected to remain relatively stable through 2005. Residents enjoyed the highest mean income in the study, 24.6 percent above the County mean income (see Table II-2) and also had more automobiles available than the County average; the number of automobiles is projected to increase through 2005 (see Table II-3).

Subarea D

Residents of Subarea D were the youngest in the study area in 1980 and had a mean income 14.8 percent above the County mean (see Table II-1). The population and the number of employees are both projected to increase through 2005, with relatively small percentage increases based on County population and employment (see Table II-2). The number of automobiles per person is projected to increase through 2005, remaining higher than the County average (see Table II-3).

Figures II-2 through II-6 show county-wide population and employment density for the years 1980 and 2005 and show employment change patterns for the County. Figures II-2, II-3, II-4 and II-5 were taken from the Metro Transit Expansion Study by the Metro Dade Transportation Administration. Figure II-6 was taken from the Metro-Dade Transportation Plan by the Metropolitan Planning Organization of Dade County.

Existing Land Use

With the exception of Subarea A, which includes Miami International Airport and related industries as the major land uses, the majority of the study area is composed of residential developments of varying densities. Concentrated commercial and office centers are located along the Palmetto and East-West Expressways to serve the needs of nearby residents. The areas surrounding Florida International University and the University of Miami are distinct examples of non-residential land uses.

Major Trip Generators

Based on a field study, reviews of aerial photography, the West Dade Task Force Report, and the Adopted Land Use Plan, major trip generators in the study area have been identified. As indicated on Figure II-7, generators are concentrated along State Road 836 in the vicinity of Miami International Airport, and in the Miami Central Business District. A tabular summary of these generators is included in Table II-4.

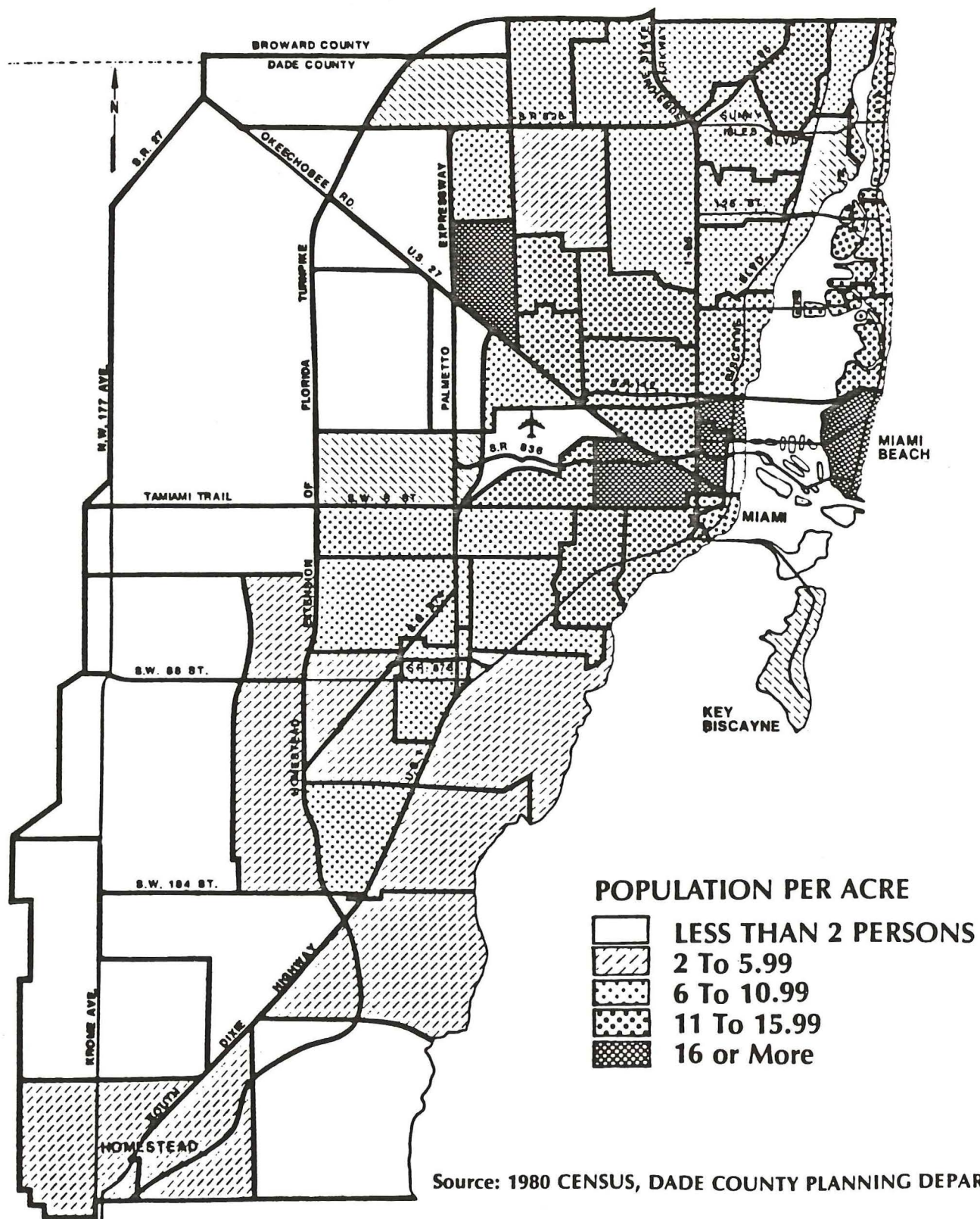


FIGURE II-2

1980 Population Densities for Dade County

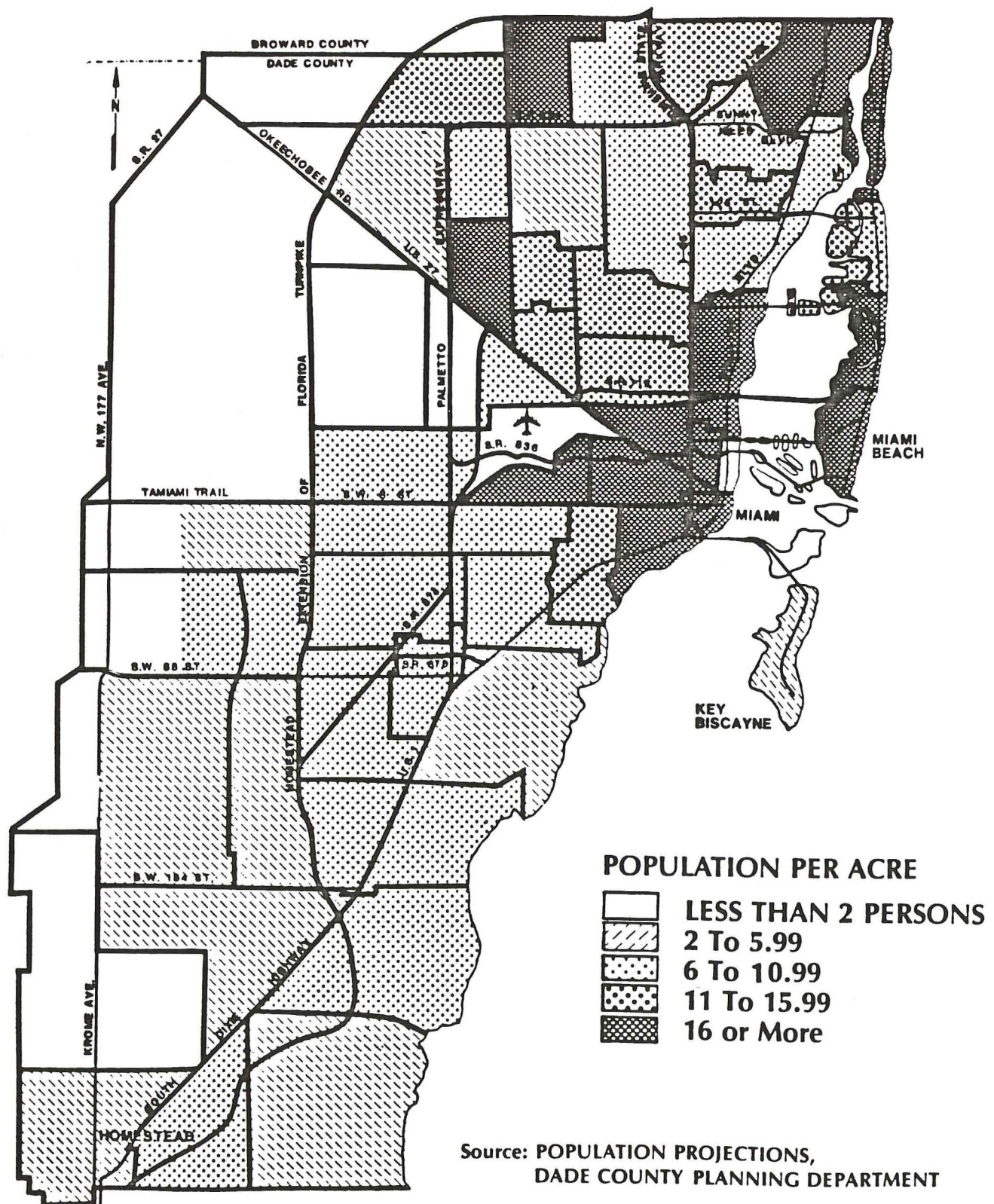


FIGURE II-3

2005 Population Densities for Dade County

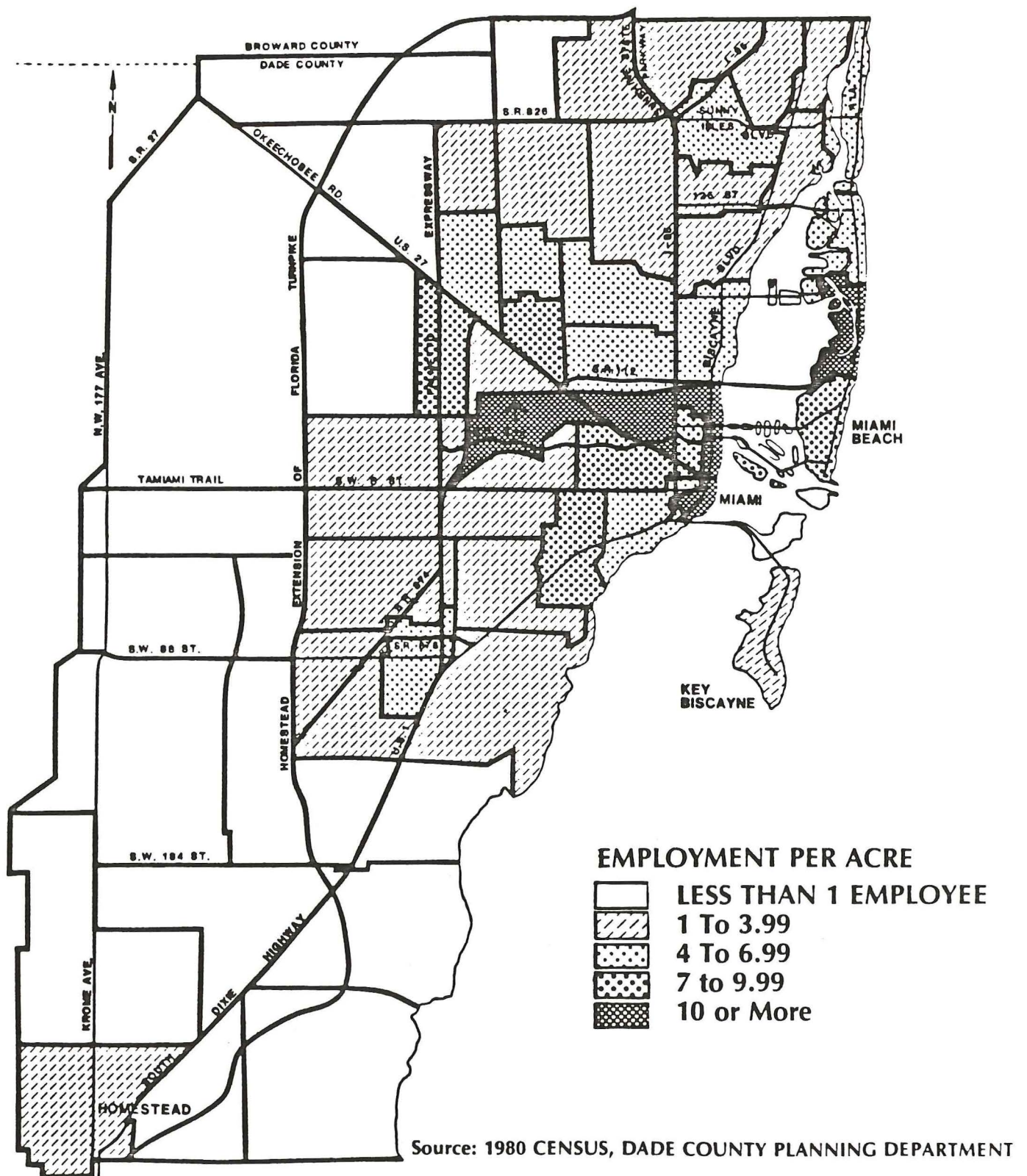


FIGURE II-4

1980 Employment Densities for Dade County

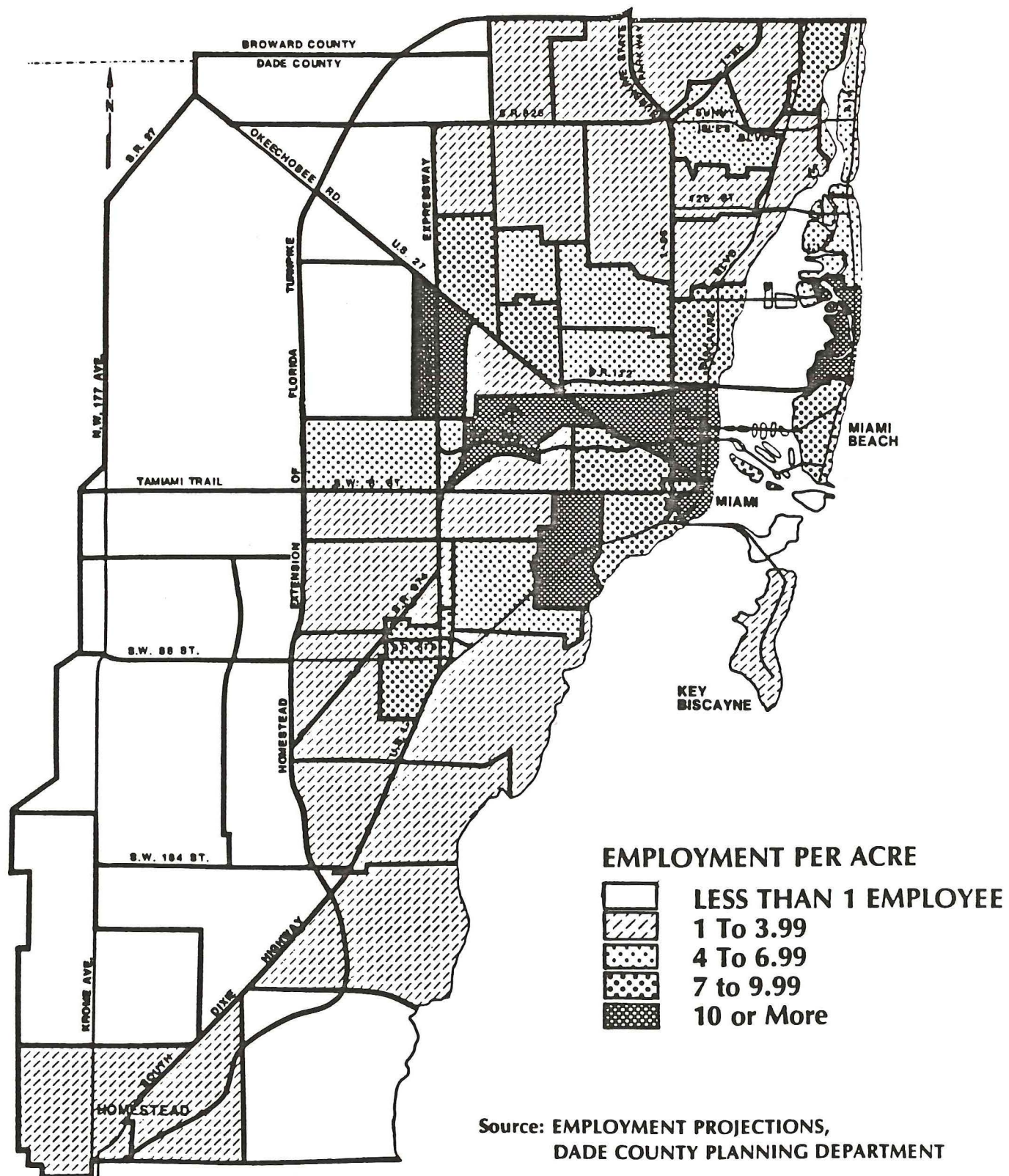
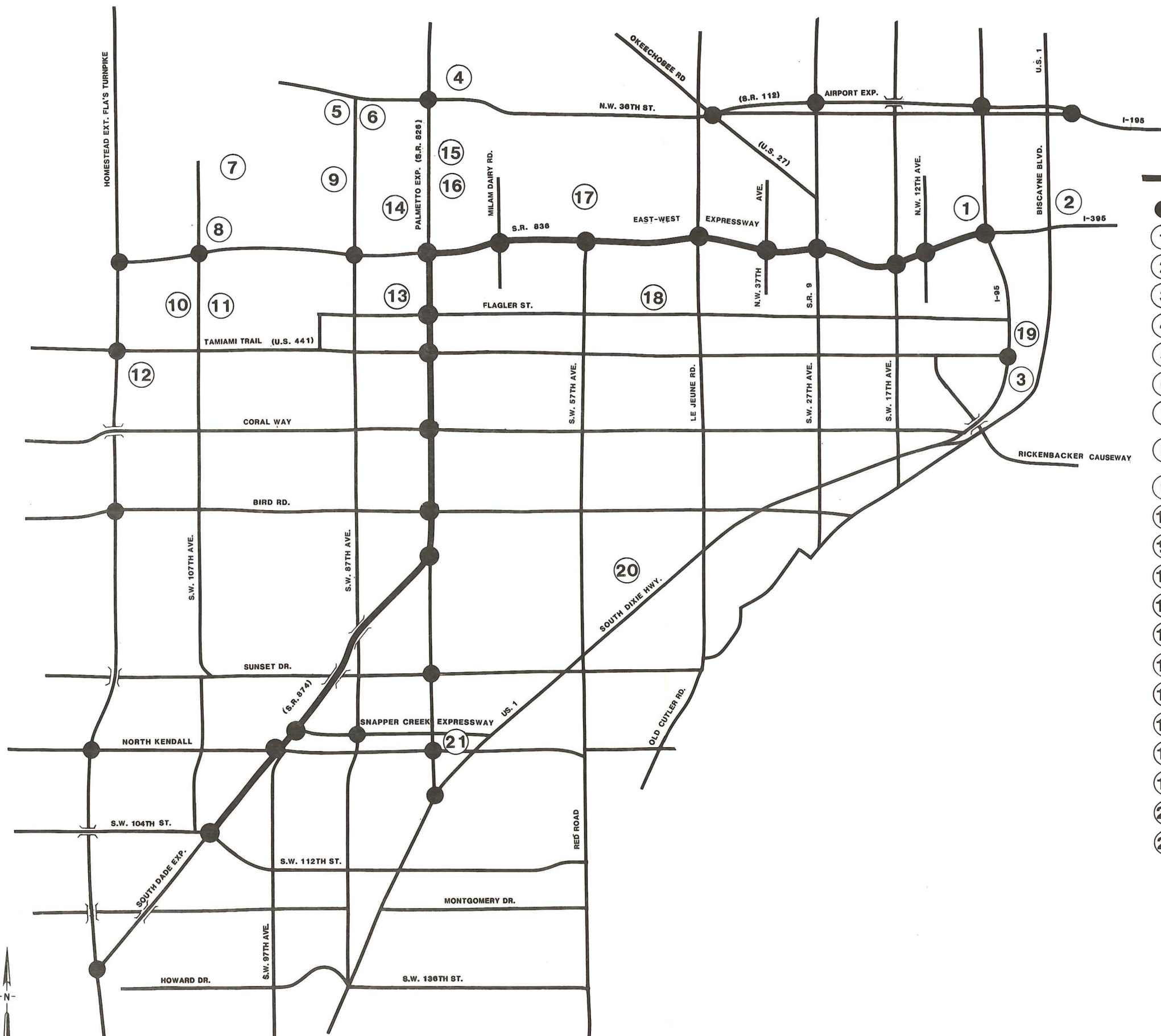


FIGURE II-5

2005 Employment Densities for Dade County



LEGEND

- STUDY CORRIDOR
- INTERCHANGE
- ① CIVIC CENTER/HOSPITAL COMPLEX
- ② OMNI MALL/HOTEL COMPLEX
- ③ BRICKELL AVENUE OFFICE CORRIDOR
- ④ FRANKLIN SQUARE
- ⑤ DORAL CORPORATE CENTER
- ⑥ FLAGSHIP BANK
- ⑦ FREE TRADE ZONE INDUSTRIAL PARK
- ⑧ MIAMI INTERNATIONAL MALL AND PERIPHERAL DEVELOPMENT
- ⑨ AMERICA'S GATEWAY PARK
- ⑩ LENNAR EXECUTIVE CENTER
- ⑪ FONTAINEBLEAU WEST
- ⑫ FLORIDA INTERNATIONAL UNIVERSITY
- ⑬ MIDWAY MALL
- ⑭ MIAMI INTERNATIONAL COMMERCE CENTER
- ⑮ PALMETTO INDUSTRIAL PARK
- ⑯ AIRPORT CORPORATE CENTER
- ⑰ MIAMI INTERNATIONAL AIRPORT
- ⑱ LE JEUNE CENTER
- ⑲ MIAMI CBD
- ⑳ UNIVERSITY OF MIAMI
- ㉑ DADELAND MALL

FIGURE II-7
DADE COUNTY EXPRESSWAY
HOV STUDY

MAJOR TRIP GENERATORS

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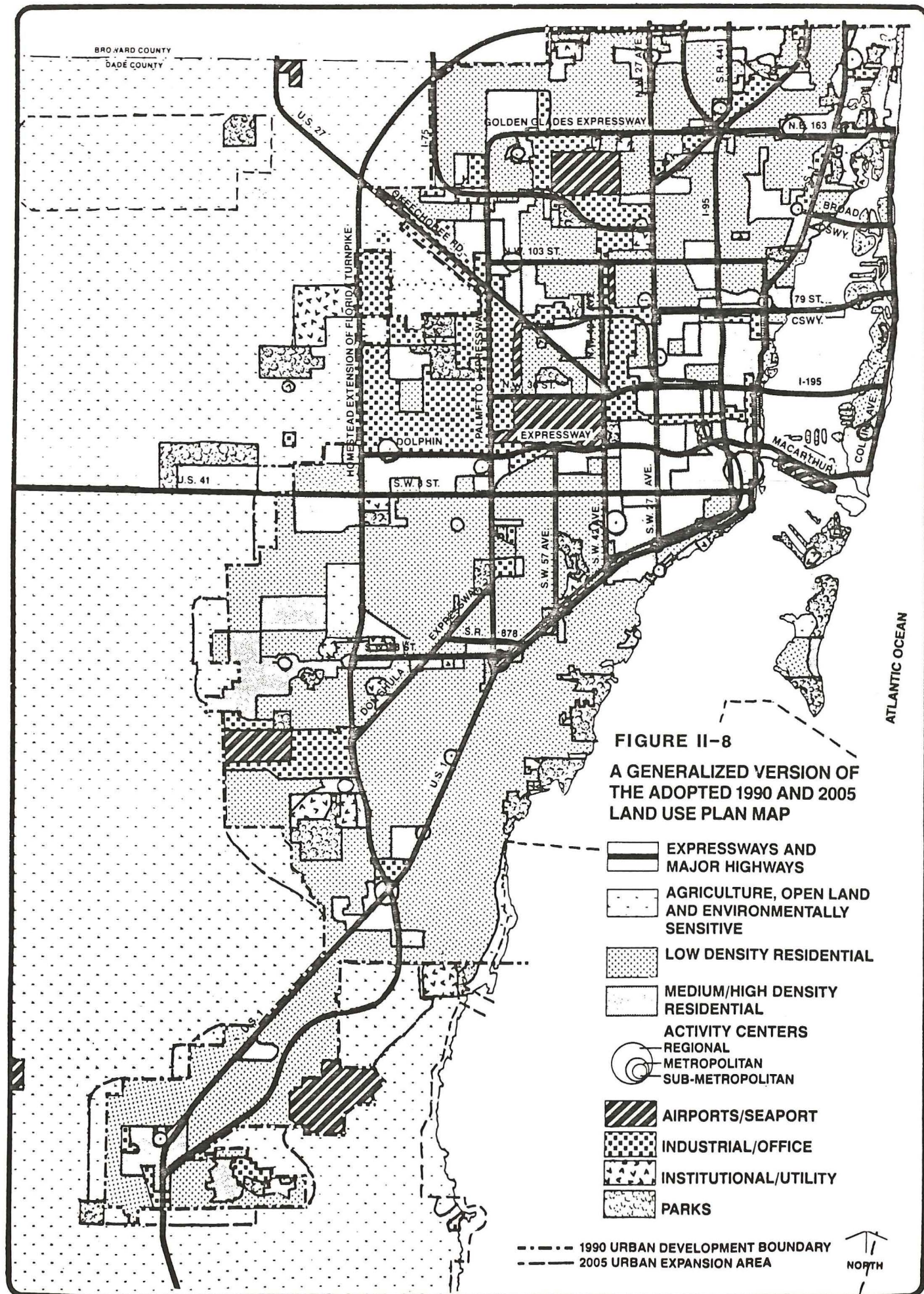
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Future Land Use

The Adopted Land Use Plan of the Comprehensive Development Master Plan for Metro-Dade County provides a generalized depiction of future land uses throughout the County. Based on a review of the Adopted land Use Plan and its accompanying text, the major land uses in the study area are expected to be similar to existing land uses. A number of Activity Centers, defined as "main hubs for future urban development", which will provide a mixture of commercial, office and residential uses, are located throughout the study area, generally near intersections of major arterials. The activity centers in the area are expected to be of sub-metropolitan impact, except for those activity centers located at the U.S. 1/Homestead Turnpike Extension interchange, U.S. 1/North Kendall Drive, Coral Way/SW 37th Avenue and NW 107th Avenue/East-West Expressway intersections, which are expected to have a greater influence on the metropolitan area.

Figure II-8 (taken from the Metro-Dade Transportation Plan, Metropolitan Planning Organization) shows land use for 1990 and 2005 for the County.



ENVIRONMENTAL CONDITIONS

Due to the urbanized nature of the study corridors and the fact that proposed alternatives are expected to be contained within existing right-of-way, it is anticipated that few environmental parameters will be impacted. Those impacted may include:

Air Quality - The most recent air quality data available for the corridor area indicates that in 1982 incidents exceeding the Carbon Monoxide Standard occurred at Monitoring Stations 41 (2201 SW 4th Street) and 42 (NE 1st Avenue/Flagler Street). In addition, the monitored lead level at Station 44 (State Road 826/SW 4th Street) equaled the standard.

Noise - The major source of noise in the corridor is vehicular traffic on State Road 826, 836, and 874, major arterials in the area, and the Miami International Airport.

Water Quality - Impacts on the Miami River, Glide Angle Lake and the Snapper Creek Canal in the Study area result mainly from pollutants carried in stormwater runoff.

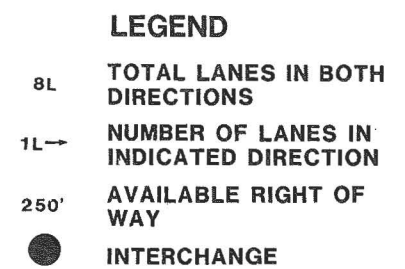
PHYSICAL CONDITIONS

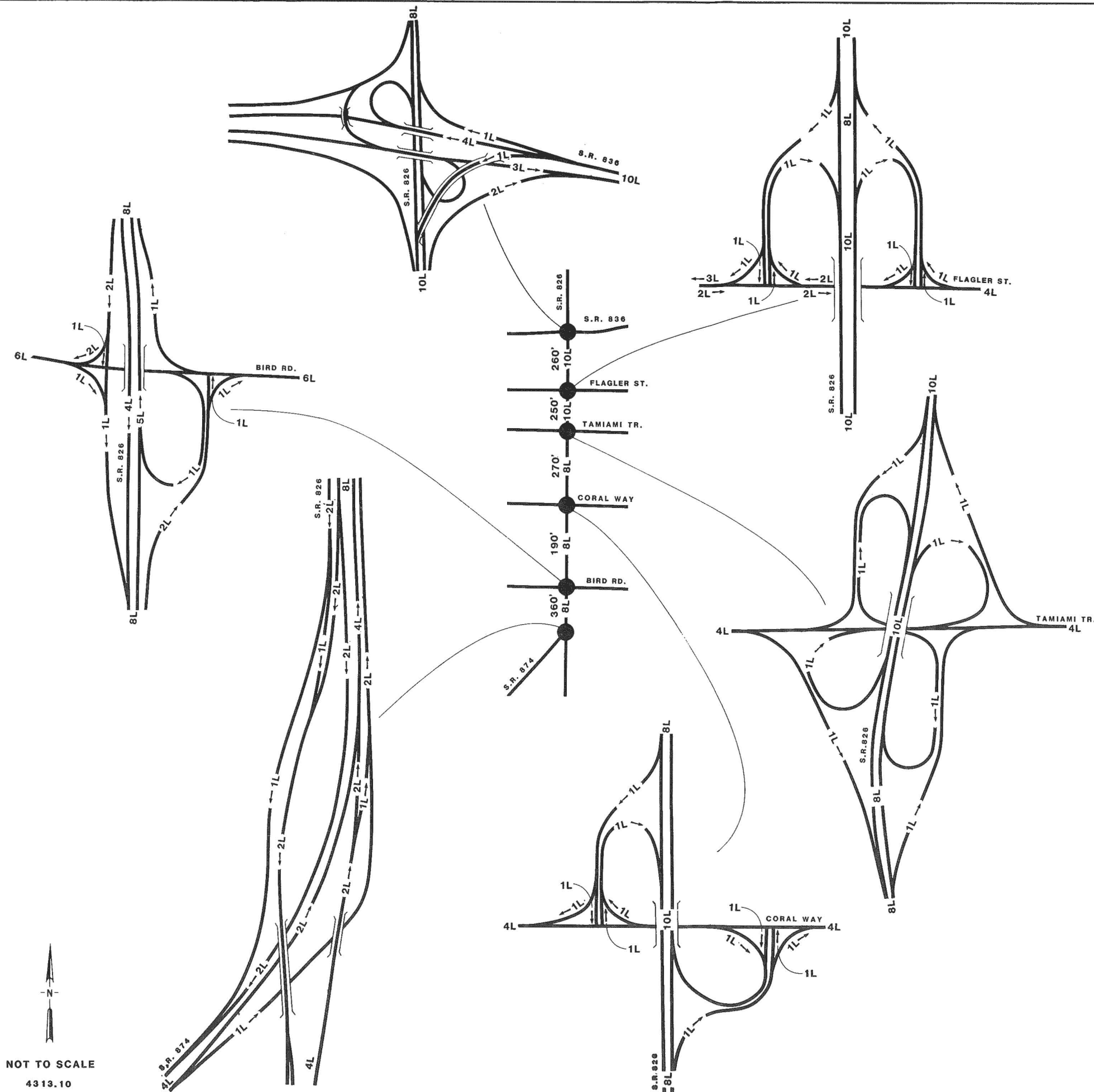
The study corridor consists of the South Dade Expressway (State Road 874), the Palmetto Expressway (State Road 826) and the East-West Expressway (State Road 836) from SW 104th Street in southwest Dade County to I-95 on the east. The existing number of lanes on a graphic illustration of the entire corridor is shown on Figures II-9A, II-9B and II-9C.

South Dade Expressway (State Road 874)

The South Dade Expressway at SW 104th Street is an 8-lane divided highway with a 40-foot median and 250 feet of right-of-way. South of the interchange with SW 104th Street, State Road 874 is 4-lane divided highway with a 70-foot median and 250 feet of right-of-way. At the interchange with SW 104th Street, the expressway widens into the median by one lane and adds a lane from the northbound on-ramp from SW 104th Street. The interchange is a combination cloverleaf and diamond design. The interchange utilizes two separate off-ramps for southbound traffic. The first exit is for northbound SW 107th Avenue only and the second is for eastbound or westbound SW 104th Street. These ramps meet at the intersection of SW 104th Street and SW 107th Avenue, but are physically separated.

The 8-lane divided section continues with a 40-foot median and 250 feet of right-of-way to the interchange with North Kendall Drive. Exits to Kendall Drive can be made only from the northbound direction. Southbound traffic on State Road 874 is unable to exit onto North Kendall Drive at this location. The FDOT is presently developing plans to provide an exit for North Kendall Drive along the existing exit from the Snapper Creek Expressway (State Road 878). Preliminary plans were furnished by FDOT for input into the study. Entries onto State Road 874 from North Kendall Drive can be made only in the southbound direction.

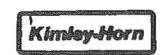
**Kimley-Horn**

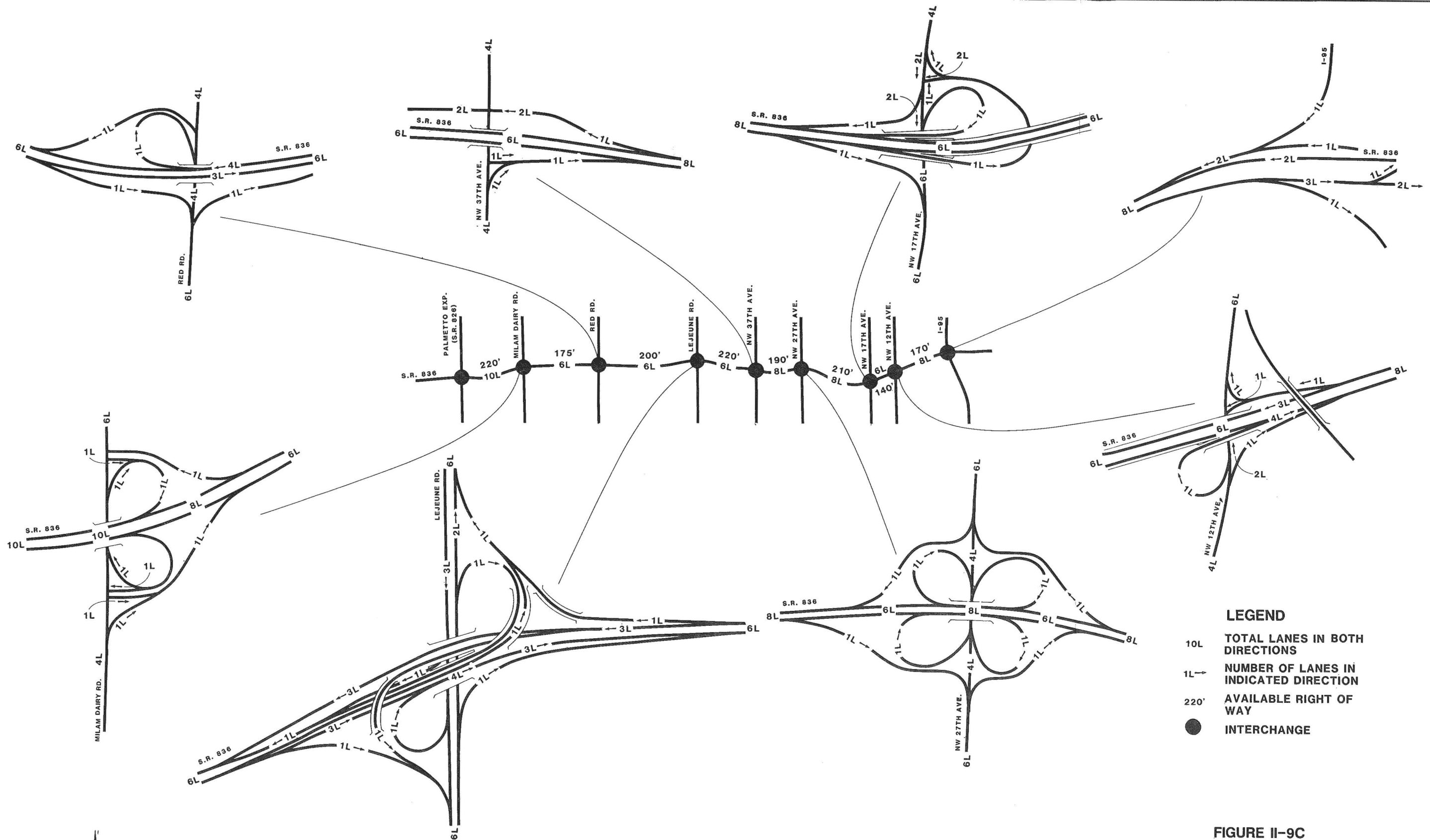


- LEGEND**
- 10L TOTAL LANES IN BOTH DIRECTIONS
 - 1L → NUMBER OF LANES IN INDICATED DIRECTION
 - 260' AVAILABLE RIGHT OF WAY
 - INTERCHANGE

NOT TO SCALE
4313.10

FIGURE II-9B
DADE COUNTY EXPRESSWAY
HOV STUDY
S.R. 826
EXISTING CONDITIONS





NOT TO SCALE
4313.10

FIGURE II-9C
DADE COUNTY EXPRESSWAY
HOV STUDY
S.R. 836
EXISTING CONDITIONS

Bus turn-outs are located on each side of the interchange south of North Kendall Drive. These turn-outs allow buses to drop off or pick up passengers without having to exit State Road 874.

The eight-lane divided section continues to the Snapper Creek Expressway, where two lanes are dropped from both sides as off-ramps to Snapper Creek. The interchange with Snapper Creek Expressway consists of a two-lane off-ramp from northbound State Road 874 and a two-lane on-ramp to southbound State Road 872. A four-lane divided section continues northbound with a 50-foot median and 220 feet of right-of-way.

State Road 874 does not have an interchange with Sunset Drive. Directly north of the overpass are bus turn-outs for each side. State Road 874 begins to lose median approximately 3,800 feet south of the overpass for Miller Drive, turning State Road 874 into a 4-lane roadway with a "New Jersey" type barrier used for directional separation.

Palmetto Expressway (State Road 826)

The next interchange is State Road 874 and Palmetto Expressway. State Road 826 and State Road 874 are grade separated allowing direct connections between the two. State Road 826 is an 8-lane roadway in this area with a "New Jersey" type barrier used for directional separation. The right-of-way is 360 feet from State Road 874 to Bird Road.

At the next interchange at Bird Road, there are five lanes northbound and four lanes southbound. The interchange is a combination cloverleaf and diamond design with full access to and from State Road 826 and Bird Road. The 8-lane section continues north to the next interchange with Coral Way, which is also a combination clover leaf and diamond design with full access. The right-of-way between Bird Road and

Coral Way is 190 feet. At the interchange with Coral Way the section is widened to ten lanes to accommodate the ramps, but is again reduced to an eight-lane section out of the interchange.

The next interchange is Tamiami Trail which is a full cloverleaf. The right-of-way from Coral Way to Tamiami Trail is 290 feet. At the interchange there are five lanes in each direction and State Road 826 remains a 10-lane section to the north.

Flagler Street is the next interchange. The 10-lane section is reduced to an eight-lane section at the interchange but is immediately picked back up to a 10-lane section to the north. The right-of-way between Tamiami Trail and Flagler Street is 250 feet.

East-West Expressway (State Road 836)

The final interchange along State Road 826 in the corridor is with the East-West Expressway. State Road 826 is reduced to a 6-lane roadway at the interchange, but is increased to an 8-lane section to the north. Traffic on northbound State Road 826 is allowed to go only eastbound on State Road 836; no connection is provided for State Road 836 westbound. The eastbound traffic has a 2-lane ramp. Westbound traffic on State Road 836 has ramps for both north and southbound State Road 826. Traffic on westbound State Road 836 has an option of using either of two separate ramps for the southbound movement. The first ramp is a single "direct-connect" left exit from State Road 836, which enters into the median of State Road 826 and merges to the right. The second ramp is an auxiliary ramp for exits to Flagler Street and Tamiami Trail, located a short distance from the interchange with desirable weaving distance involved. This ramp originally served all southbound movements from westbound State Road 836, but the direct "fly-over" ramp was added later to improve capacity and safety. Exits to Flagler Street and Tamiami Trail are prohibited on the first ramp by a "New Jersey" type barrier. The right-of-way between Flagler Street and State Road 836 is 260 feet.

From the interchange of State Road 826 and State Road 836, the section remains ten lanes to Milam Dairy Road with 220 feet of right-of-way and a "New Jersey" type barrier for directional separation. At the interchange, the 10-lane section is reduced to an 8-lane section, and approximately 1,200 feet from Milam Dairy Road is reduced to a 6-lane section at the Seaboard Coastline Railroad crossing. A median of 30 feet is provided east of Milam Dairy Road for 2,000 feet and is then separated by a "New Jersey" type barrier.

The interchange with Milam Dairy Road is a combination cloverleaf and diamond design with exits both eastbound and westbound. The 6-lane section remains through the next interchange, with Red Road.

The Red Road interchange is a combination cloverleaf and diamond design with limited access to and from State Road 836. Eastbound and westbound traffic on State Road 836 can exit only southbound on Red Road, while northbound traffic on Red Road can enter only westbound on State Road 836. Southbound traffic on Red Road is unable to access State Road 836. The right-of-way between Milam Dairy Road and Red Road is 175 feet. A 6-lane section remains from Red Road to Le Jeune Road, but widens to an 8-lane section approximately 200 feet west of Le Jeune Road.

Le Jeune Road has direct connect ramps for eastbound State Road 836 to northbound Le Jeune Road, and from northbound Le Jeune Road to westbound State Road 836. These two movements are made via a two-way ramp separated by a "New Jersey" type barrier. Southbound traffic on Le Jeune Road accesses westbound State Road 836 on a slip ramp to the left-hand lane of State Road 836. The right-of-way between Red Road and Le Jeune is 200 feet. The 6-lane section continues to NW 37th Avenue.

NW 37th Avenue has a partial diamond interchange with limited access. No eastbound exit (or access) from State Road 836 to NW 37th Avenue is provided. The

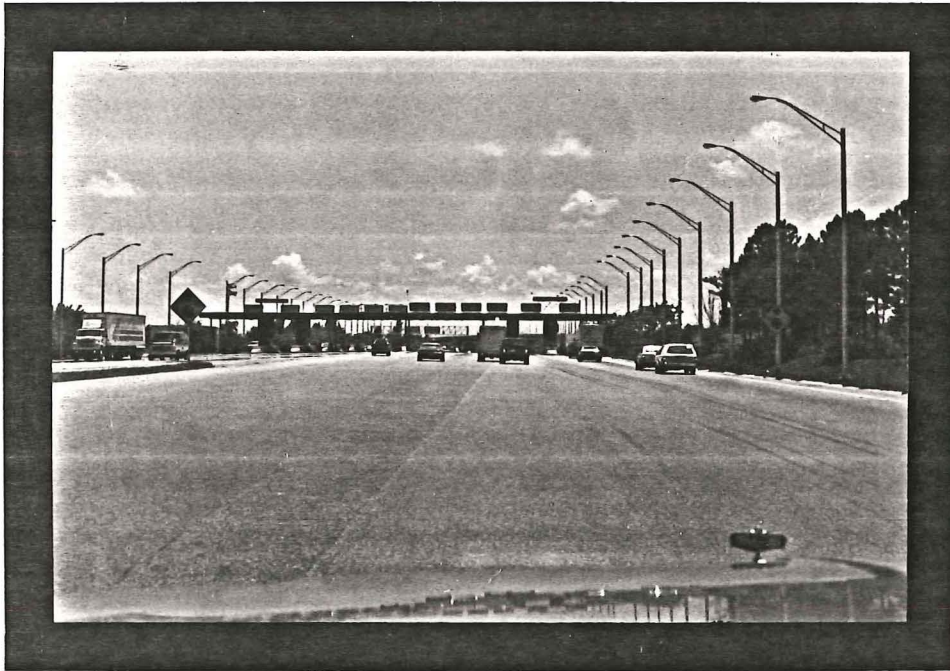
right-of-way between Le Jeune Road and NW 37th Avenue is 220 feet. The section widens from a 6-lane to an 8-lane roadway east of NW 37th Avenue to NW 27th Avenue. The interchange with NW 27th Avenue is a full cloverleaf. The right-of-way between NW 37th and NW 27th is 190 feet.

The next interchange, 17th Avenue, is a combination cloverleaf and diamond design with full access. The 8-lane section is reduced to six lanes at the interchange. The right-of-way from NW 27th Avenue to NW 17th Avenue is 210 feet. Between NW 27th Avenue and NW 17th Avenue is the eastbound toll plaza. The toll plaza widens into nine gates. The 6-lane section continues to the interchange with NW 12th Avenue.

The NW 12th Avenue interchange is a combination cloverleaf and diamond design with limited access to and from State Road 836. Eastbound State Road 836 cannot exit and there is no on-ramp from NW 12th Avenue to westbound State Road 836. The right-of-way between NW 17th Avenue and NW 12th Avenue is 140 feet. The 6-lane section widens to an 8-lane section east of NW 12th Avenue.

The final interchange along the corridor on State Road 836 is with I-95. At the interchange with I-95, eastbound State Road 836 is separated into a 2-lane ramp for southbound I-95, a single ramp for northbound I-95, and two through lanes for I-395. For westbound State Road 836, a one-lane ramp from southbound I-95 and a 1-lane ramp from northbound I-95 connect to form a two-lane ramp from I-95; with two lanes from I-395, the total four lanes are formed. The right-of-way from NW 12th Avenue to I-95 is 170 feet.

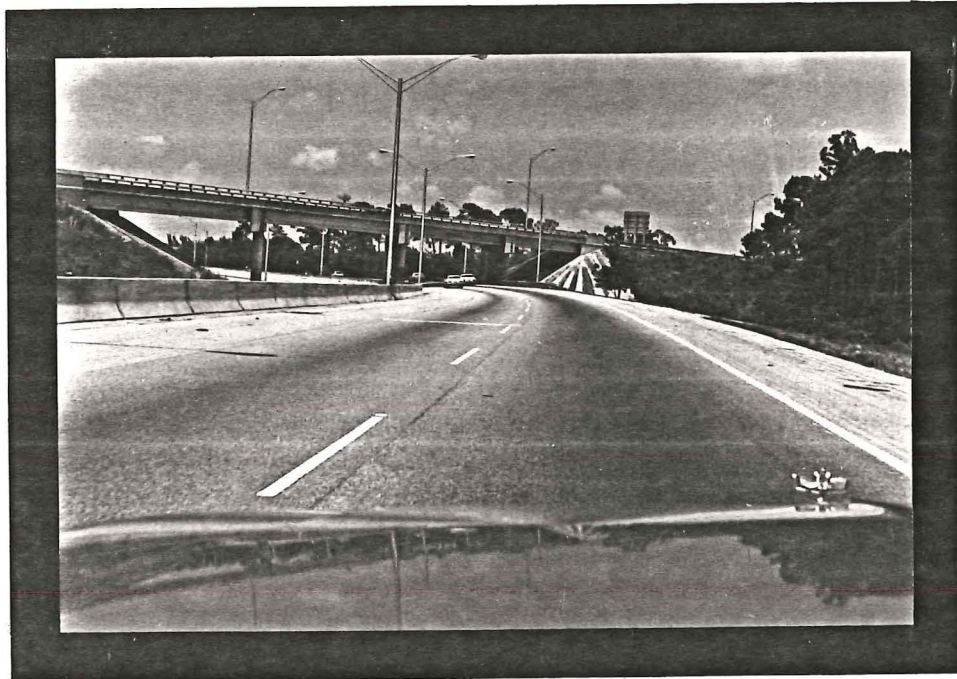
A photolog of the corridor follows.



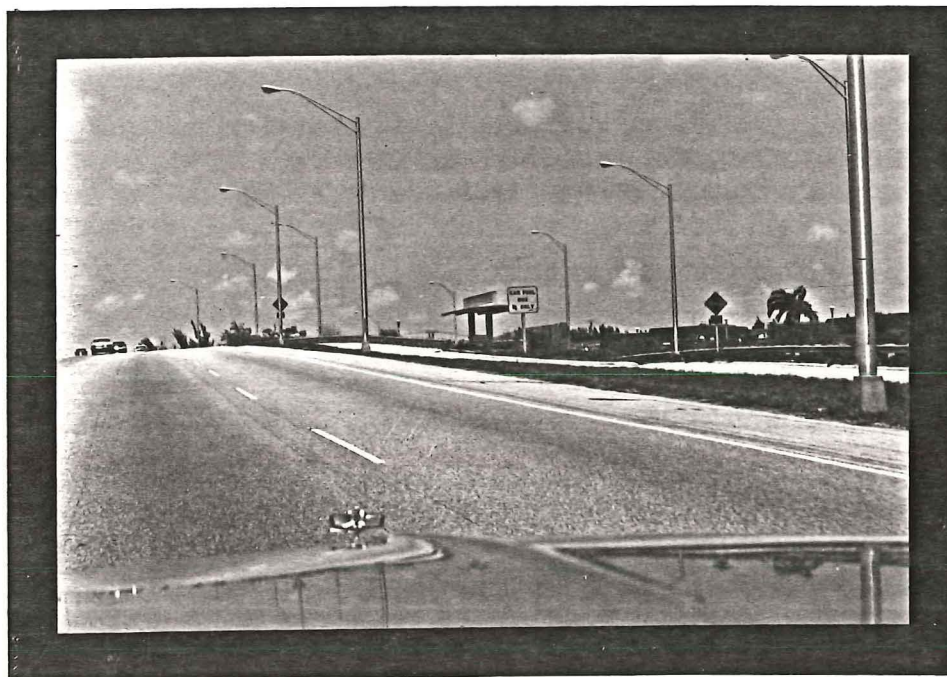
SR 874 TOLL PLAZA AREA



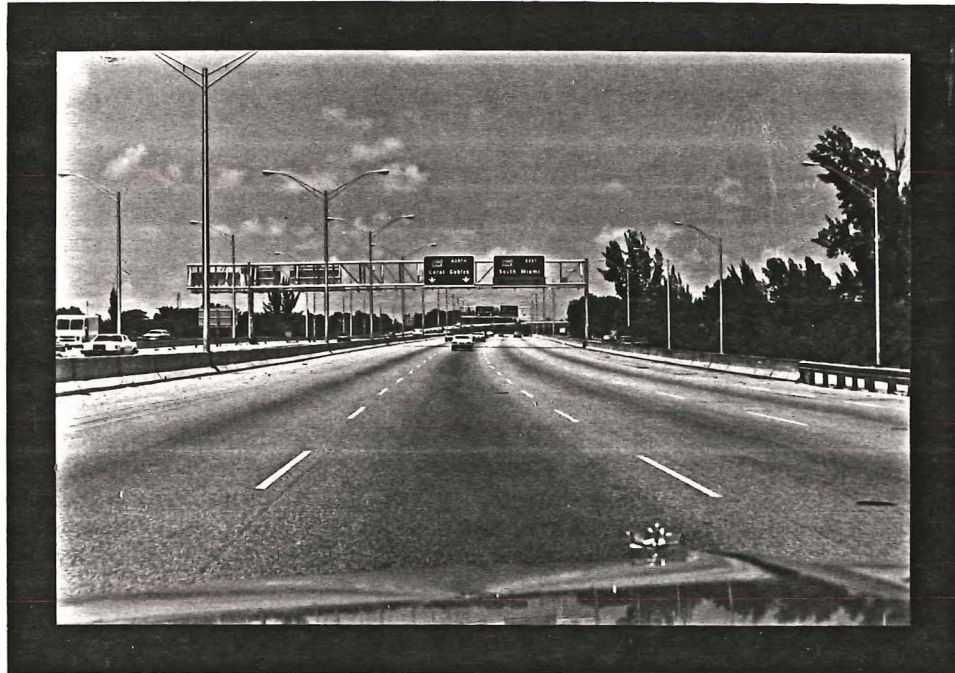
SR 874 BRIDGE SHOWING WIDE BRIDGE SHOULDER
FOR FUTURE ADDITIONAL LANE



SR 874 AT SR 878 OVERPASS



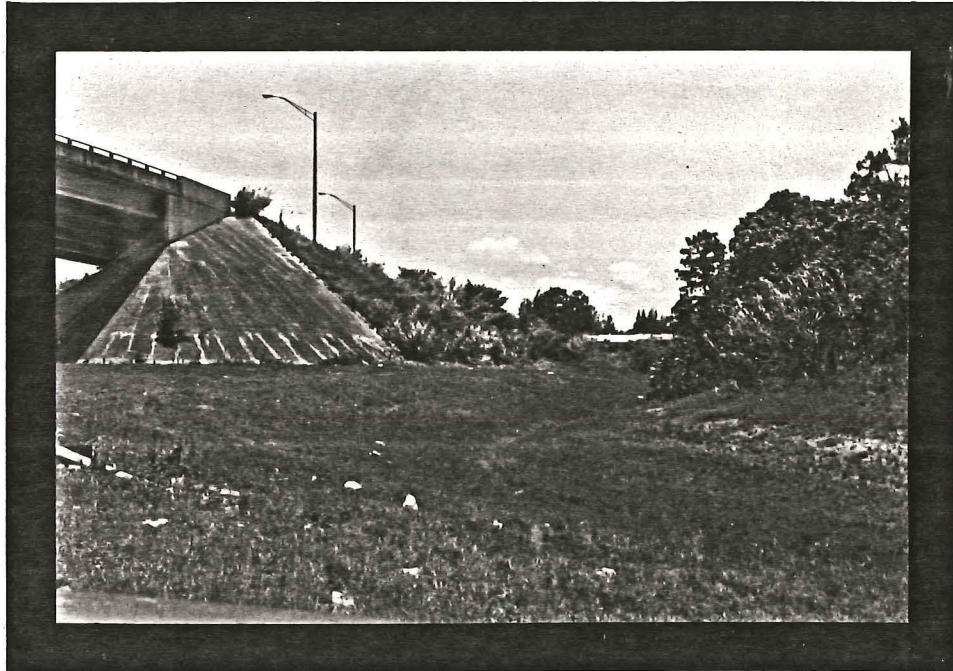
EXISTING OFF-LINE BUS/CARPOOL
PASSENGER LOADING FACILITY ON SR 874



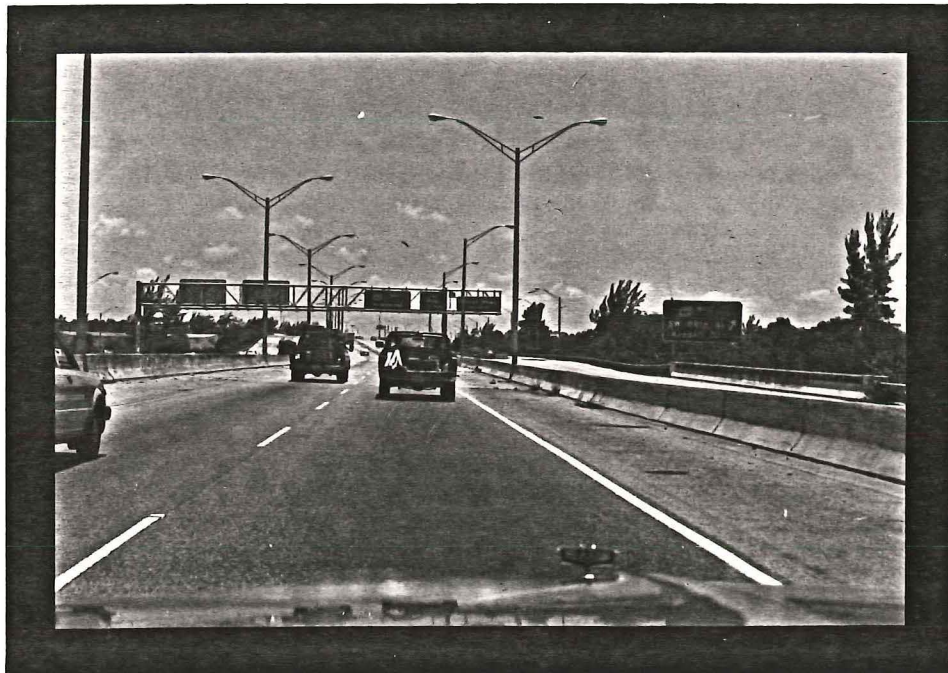
SR 874 NORTHBOUND, APPROACHING SR 878 EXIT
8-LANE SECTION WITH 6-8 FOOT SHOULDERS



SR 874 AT SR 878 SHOWING 2-LANE LANE-DROP



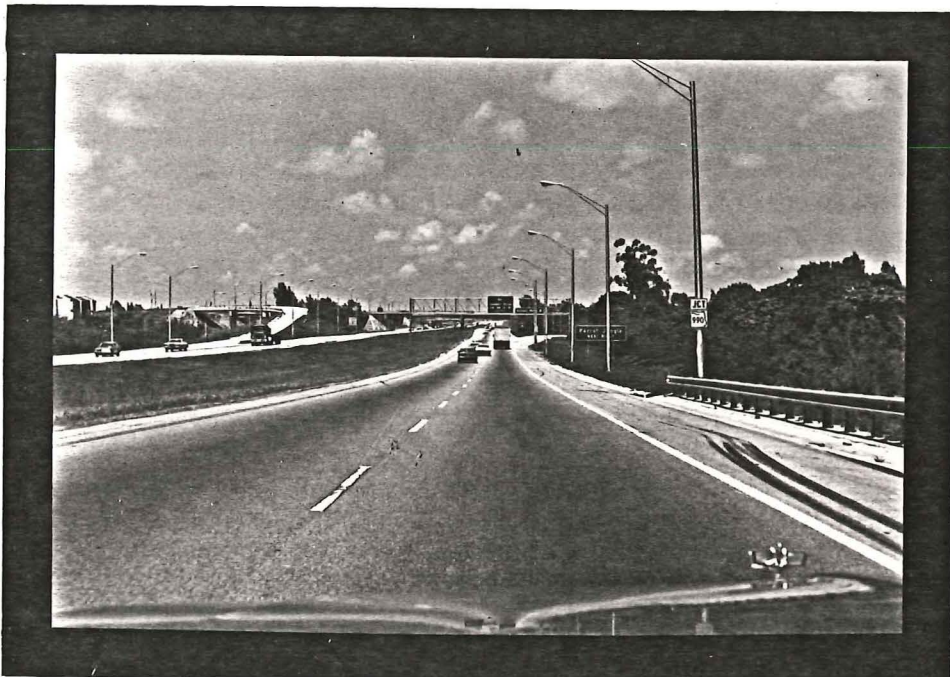
**DADE COUNTY PUBLIC WORKS DEPARTMENT
PROPOSED LOCATION FOR SR 874 EXIT RAMP
TO KENDALL DRIVE TO REDUCE CONGESTION ON
SW 107 AVENUE EXIT
(SR 874 SOUTHBOUND AT SR 878 OVERPASS)**



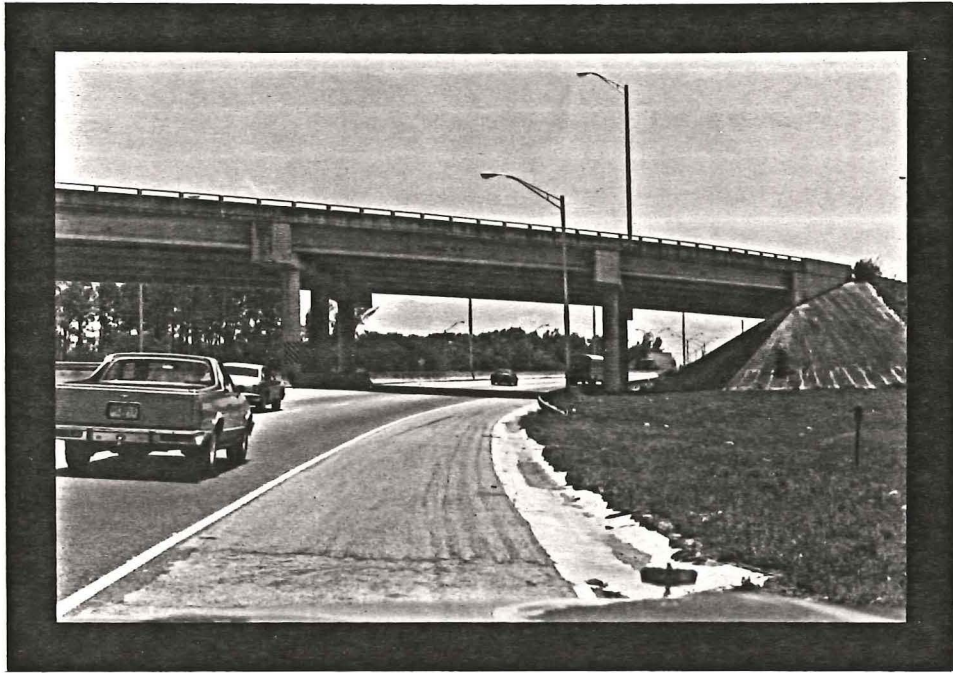
**SR 878 ON-RAMP TO SR 874 NEAR KENDALL DRIVE
SHOWING PROHIBITION OF KENDALL OFF-RAMP**



SR 874 8-LANE SECTION WITH GRASS MEDIAN



SR 874 4-LANE SECTION WITH GRASS MEDIAN



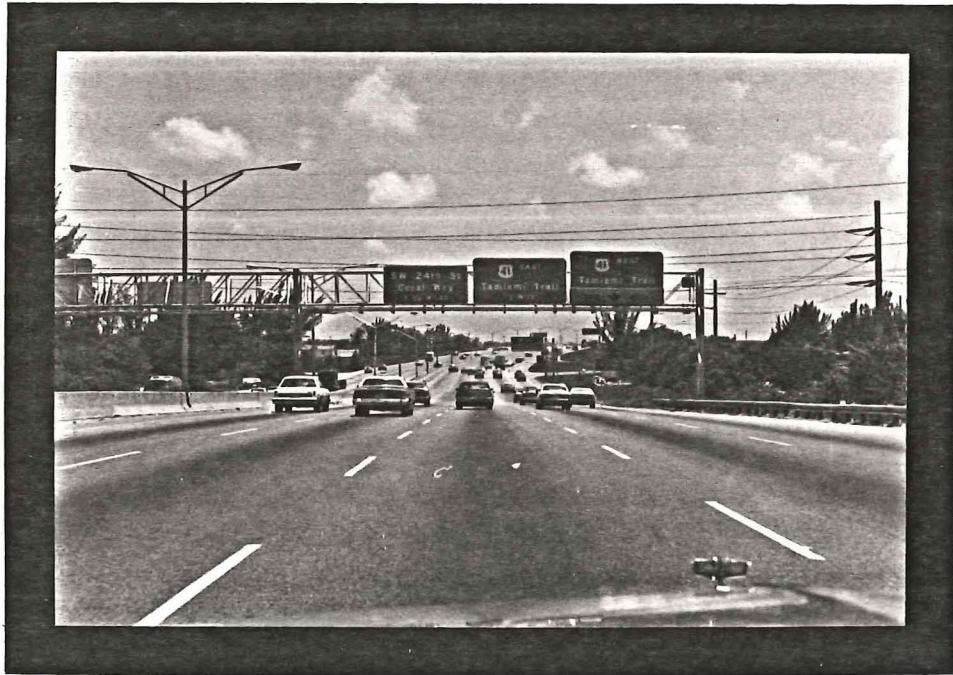
SR 878 OVERPASS OVER SR 874 SOUTHBOUND



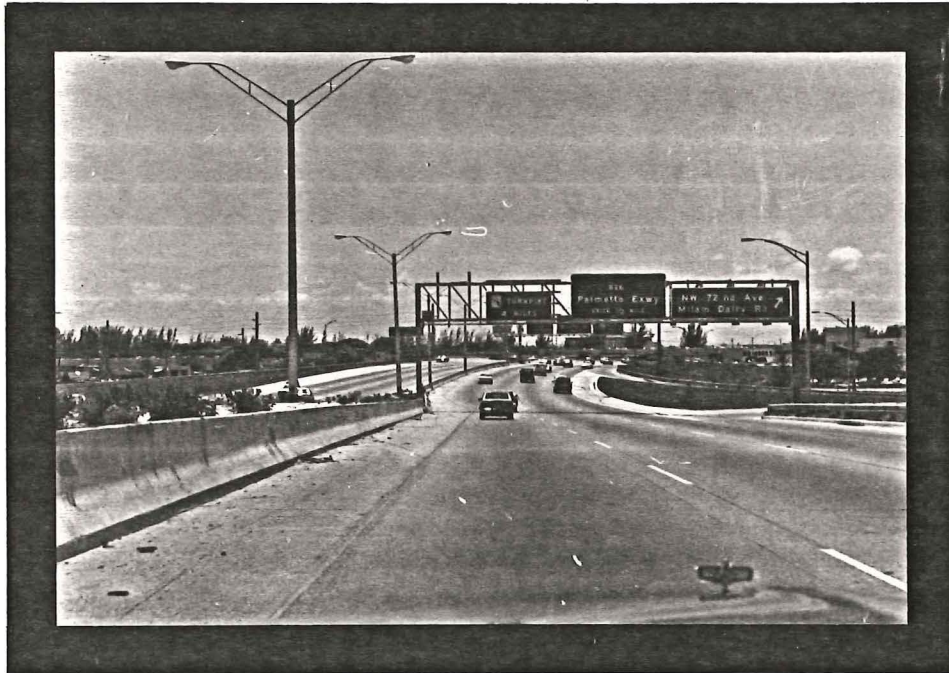
SR 874 EXIT FROM SR 826



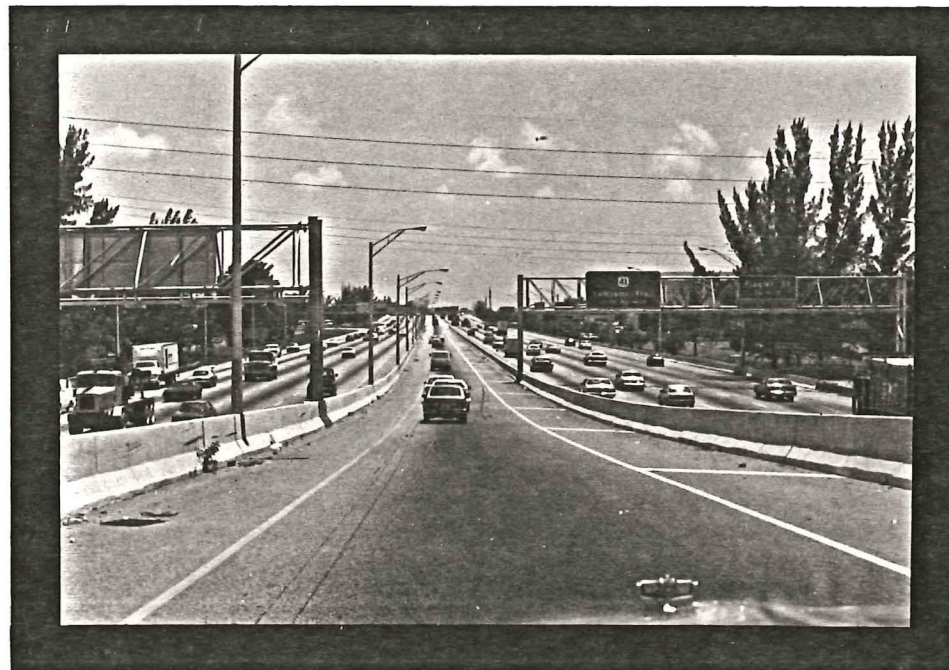
SR 826 8-LANE SECTION NEAR BIRD ROAD



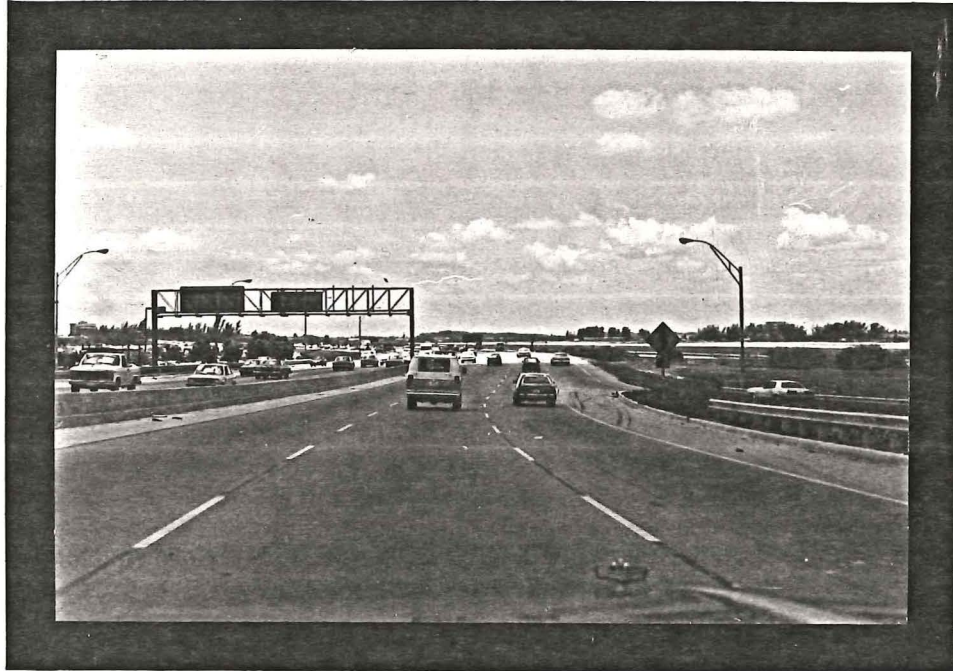
**SR 826 8-LANE SECTION WITH AUXILIARY LANE
NEAR CORAL WAY**



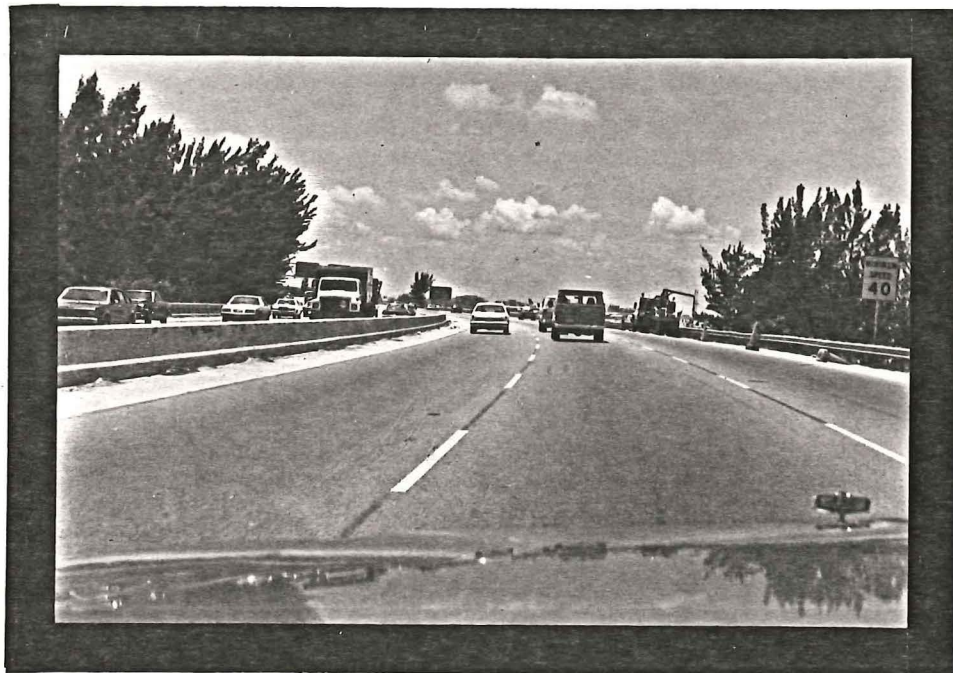
**EAST-WEST EXPRESSWAY TRANSITION SECTION
FROM 6 to 8 LANES NEAR SR 826/SR 836 INTERCHANGE**



**WIDE WB TO SB RAMP CONNECTOR
IN SR 836/SR 826 INTERCHANGE**



EAST-WEST EXPRESSWAY 6-LANE SECTION NEAR AIRPORT



SR 836 EAST-WEST EXPRESSWAY
SHOWING NARROW SHOULDERS



SR 874 SHOWING 4-LANE SECTION MEDIAN TRANSITION



SR 836 SHOWING NARROW INSIDE SHOULDER

OPERATIONAL CONDITIONS

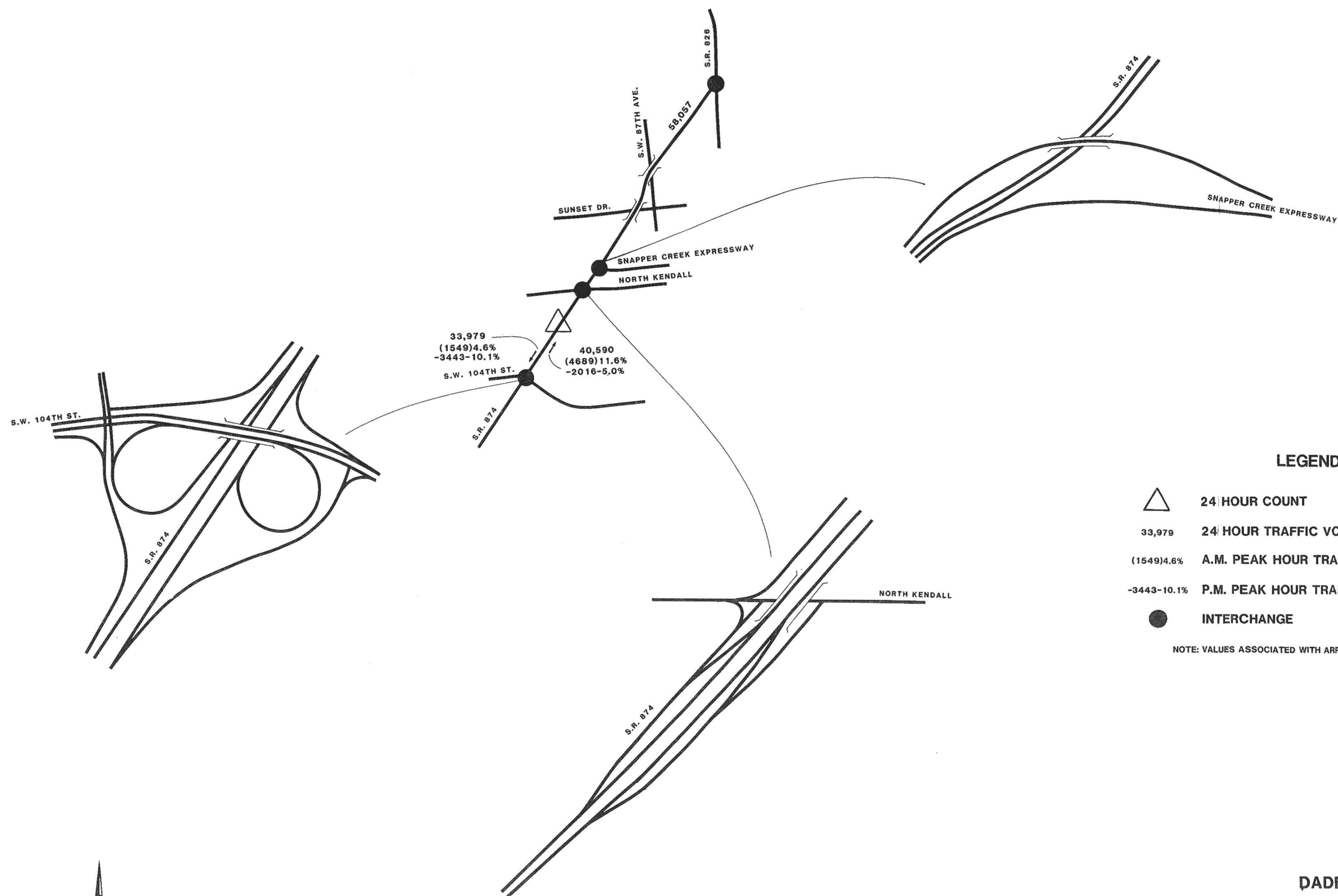
To determine current operational conditions along the study corridor, several studies were undertaken by Kimley-Horn and Associates, Inc. Specifically, these studies include: speed and delay runs along the corridor for both the A.M. and P.M. peak periods, 24-hour traffic volume counts at selected locations along the corridor, peak period turning movement counts at selected corridor intersections, a review of the entire corridor recorded on video tape during both A.M. and P.M. peak hours, collection of auto occupancy counts at selected locations, collection of existing historical volume counts along the corridor, and collection of observations of corridor operating conditions by Kimley-Horn personnel.

24-Hour Traffic Volume Counts

On Thursday, May 23, 1985, 24-hour directional machine traffic counts were made at three locations:

- o Le Jeune Road and State Road 836
- o State Road 836 between Le Jeune Road and Red Road
- o State Road 874 south of Kendall Drive

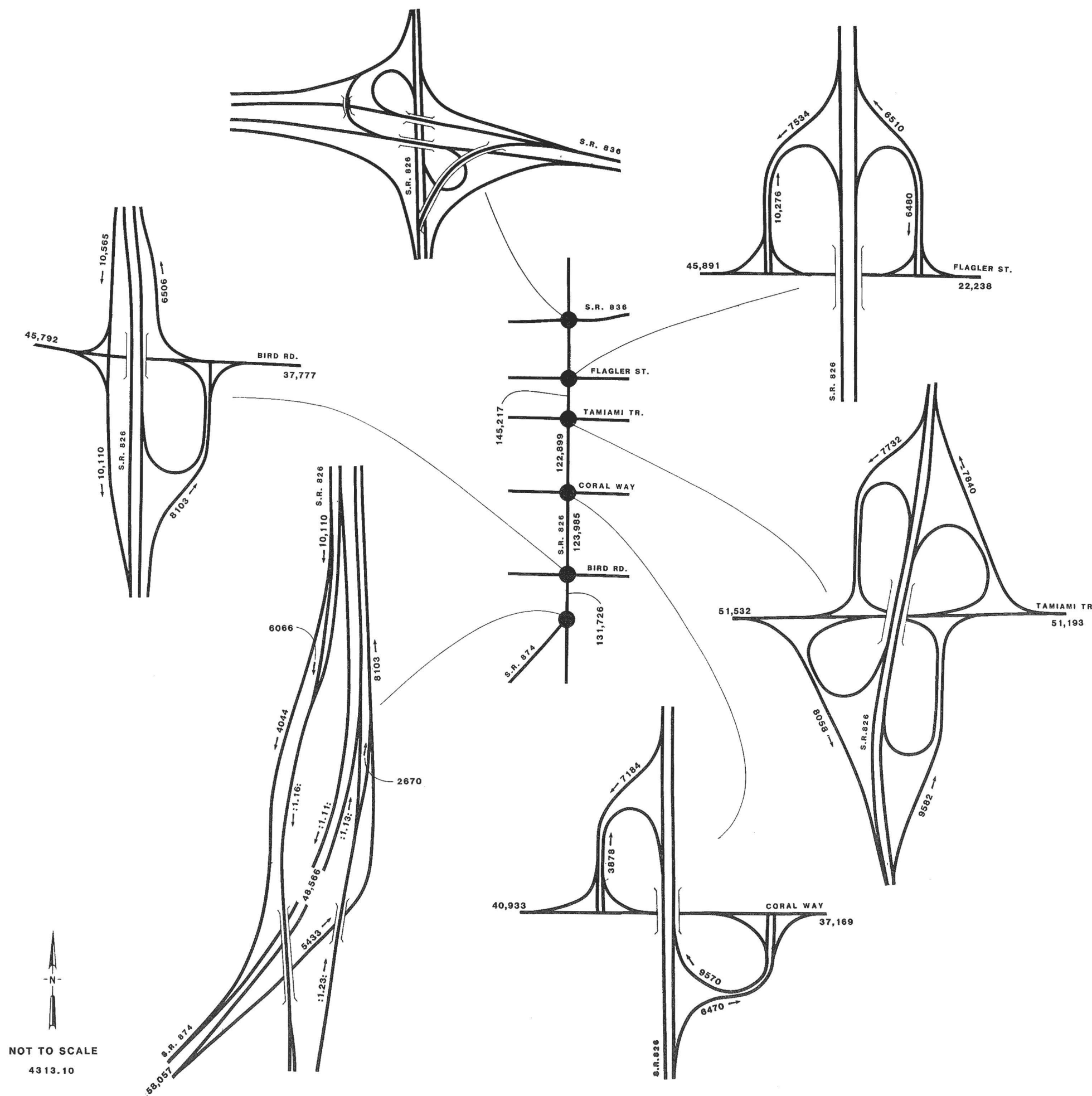
Historical average annual daily traffic (AADT) for the corridor varies by section ranging from a low of 58,057 to a high of 145,217 vehicles per day. A summary of both collected and historical AADT's is shown in Figures II-10A, II-10B and II-10C. Historically, directional splits along the corridor are nominally 50 percent - 50 percent; thus a 50 percent - 50 percent split was used for volume/capacity ratio calculation. From counts taken by Kimley-Horn, peak hour percentages were found to be 6 to 7 percent for State Road 836 and 10 to 12 percent for State Road 874. Count locations are identified and summarized in Figures II-10A, II-10B and II-10C. A tabulation of count results is given in Appendix A.



NOT TO SCALE
4313.10

FIGURE II-10A
DADE COUNTY EXPRESSWAY
HOV STUDY
**S.R. 874 EXISTING VOLUMES
AND AUTO OCCUPANCY**

Kimley-Horn

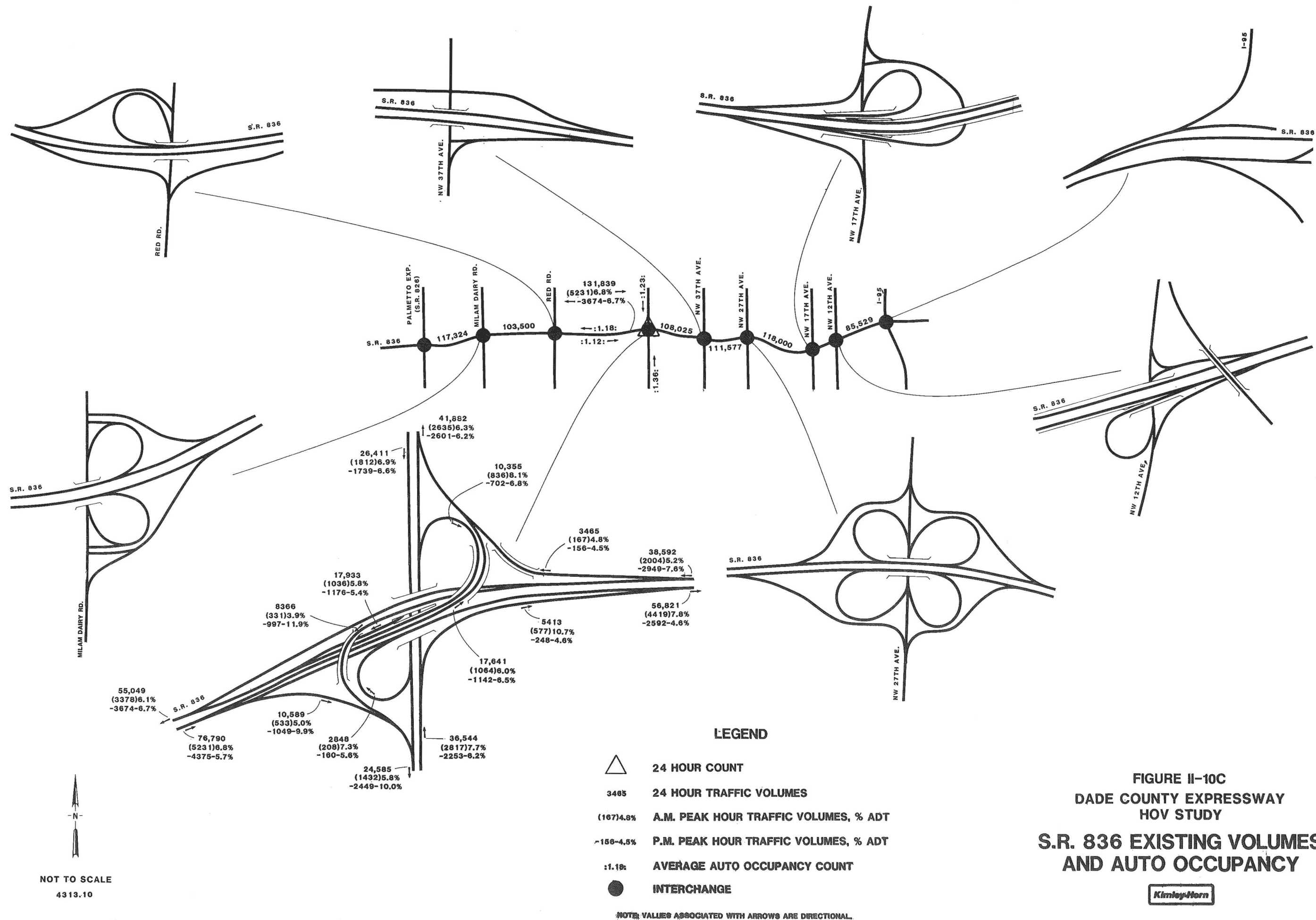


LEGEND

- 5433 24 HOUR TRAFFIC VOLUMES
- :1.23: AVERAGE AUTO OCCUPANCY COUNT
- INTERCHANGE
- NOTE: VALUES ASSOCIATED WITH ARROWS ARE DIRECTIONAL

FIGURE II-10B
DADE COUNTY EXPRESSWAY
HOV STUDY
S.R. 826 EXISTING VOLUMES
AND AUTO OCCUPANCY

Kimley-Horn



Peak Period Turning Movement Counts

On May 21, 1985, peak period turning movement counts were made at the following major intersections in the corridor:

- o SW 10th Street and SW 107th Avenue
- o Tamiami Trail and SW 87th Avenue
- o I-395 westbound on-ramp and NE 1st Avenue
- o I-395 eastbound off-ramp and NE 2nd Avenue

These count locations are identified on Figures II-10A, 10B and 10C. The summaries of peak hour turning movements for each of the aforementioned intersections is exhibited in Appendix B. The summaries contain the volumes for each movement as well as peak period analysis.

Critical Movement Analyses

Critical movement analyses (CMA) were performed, and all CMA's are contained in Appendix C. An example analysis is shown on Figure II-11.

A critical movement analysis was done for all intersections. The intersections were operating at Level of Service "D" or "E", with one exception. The Palmetto-Flagler west leg was operating at Level of Service "B".

Intersection saturation ranged from 65 percent to 153 percent. The saturation percentage represents the ratio of volume to capacity. The capacity values show the number of vehicles the intersection was designed to handle at an acceptable level of service. At the intersection on the west leg of the Palmetto and Bird Road, the saturation percentage is 153 percent. The design capacity used is 1,650 vehicles per hour. Since the critical sum reaches 2,526 vehicles per hour, the operating conditions are inferior to the level of service for which the intersection was designed and results in Level of Service "E".

FILE:

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-FLAGLER WEST LEG

DATE AM PEAK HOUR

LEVEL OF SERVICE B

SATURATION 65%

CRITICAL N/S VOL 320

CRITICAL E/W VOL 748

CRITICAL SUM 1068

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT	0		257		212		20	
THRU	0		0		766		809	
RIGHT	0		0		0		0	

TRUCKS (%)

LOCAL BUSES (#/HR)

PEAK HOUR FACTOR

NORTHBOUND	5	0	1
SOUTHBOUND	5	0	.76
EASTBOUND	5	0	.82
WESTBOUND	5	0	.87

PHASING

N/S :2. HEAVIEST TURN PROTECTED

E/W :2. HEAVIEST TURN PROTECTED

PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)

CYCLE LENGTH : 100 SECONDS

LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT	0		0		514		512	
LEFT	0		320		236		0	

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME	0		257		212		20	
ADJUSTED VOL	0		320		236		0	
CAPACITY	320		0		2		234	
MOVEMENT	OK		N/A		N/A		OK	

FIGURE II-11

Corridor Speed and Delay Studies

On April 24, 1985, A.M. and P.M. peak speed and delay runs were performed for the corridor. The "floating car" technique was utilized. The distance, time, delay, number of stops, average speed, and running speed for each checkpoint along the corridor are shown in Figures II-12A and II-12B. A "key" for Figures II-12A and II-12B is shown in Figure II-12C. Results are also shown in Figures II-13A and II 13B.

For the A.M. peak, total travel time through the corridor was 23.6 minutes, giving an average speed of 43.4 miles per hour. Four stops, with a total of 24.0 seconds of delay, were made by the study vehicle. It should be noted that one stop and two seconds of delay occurred at the toll booth on State Road 836.

The level of service along the corridor ranged from "B" to "F". Serious flow breakdown occurred on two segments, both around the State Road 836/State Road 826 interchange. The segments are those from Flagler Street to the State Road 836/State Road 826 interchange, and from the State Road 836/State Road 826 interchange to Milam Dairy Road.

Average speed for the segments was 16.0 MPH and 15.8 MPH respectively. The level of service for both segments is "F".

Total travel time for the P.M. corridor run was 28.3 minutes, with an average speed of 35.9 MPH. A total of seven stops resulting in 54 seconds of delay were made by the study vehicle. The level of service provided by the corridor ranged from "B" to "F"; however, areas of substandard service were much more extensive than those for the A.M. peak.

KIMLEY-HORN AND ASSOCIATES, INC.
TRAFFIC SYSTEM PERFORMANCE EVALUATION

PROJECT :HOV STUDY
STATUS :BEFORE
ROUTE NO. I-95
DIRECTION :NORTHBOUND
PERIOD LENTH :1.5
TOTAL RUNS :2

ROUTE NAME :INTERSTATE 95
PERIOD :AM PEAK
TRAFFIC VOLUME :1000
TOTAL LINKS :17

FROM	TO	DIST	TIME	DELAY	STOPS	SPEED	
						AVERAGE	RUNNING
A	B	6327.0	88.0	1.0	.0	48.8	49.4
B	C	7345.0	89.0	.0	.0	56.1	56.1
C	D	4098.0	51.0	.0	.0	54.6	54.6
D	E	12522.0	153.0	.0	.0	55.6	55.6
E	F	9405.0	112.0	.0	.0	57.1	57.1
F	G	5233.0	65.0	.0	.0	54.7	54.7
G	H	2836.0	37.0	.0	.0	52.1	52.1
H	I	2768.0	117.0	21.0	3.0	16.0	19.6
I	J	3057.0	131.0	.0	.0	15.8	15.8
J	K	8279.0	157.0	.0	.0	35.8	35.8
K	L	8367.0	111.0	.0	.0	51.2	51.2
L	M	2746.0	36.0	.0	.0	51.8	51.8
M	N	5469.0	74.0	.0	.0	50.2	50.2
N	O	3819.0	70.0	1.0	1.0	37.0	37.6
O	P	1964.0	37.0	1.0	.0	36.0	37.0
P	Q	2383.0	34.0	.0	.0	47.6	47.6
Q	R	3731.0	53.0	.0	.0	47.8	47.8
TOTAL ...		90349.0	1415.0	24.0	4.0	43.4	44.1

ROUTE TRAVEL TIME STD.DEV. WAS 0 SECONDS
AVERAGE FUEL CONSUMPTION WAS .75 GALLONS PER VEHICLE-TRIP
FUEL CONSUMPTION RATE WAS 22.81 MPG

=====

ANNUAL OPERATING COST

=====

			\$/UNIT		\$-TOTAL
DELAY:	2500	VEH-HRS AT	4		10000
STOPS:	1500000	STOPS AT	*		21000
FUEL:	281250	GALLONS AT	1.246		350437
TOTAL:					381437

FIGURE II-12A

KIMLEY-HORN AND ASSOCIATES, INC.
 TRAFFIC SYSTEM PERFORMANCE EVALUATION

PROJECT :HOV STUDY

STATUS :BEFORE

ROUTE NO. I-95

DIRECTION :SOUTHBOUND

PERIOD LENTH :1.5

TOTAL RUNS :2

ROUTE NAME :I-95

PERIOD :PM PEAK

TRAFFIC VOLUME :1000

TOTAL LINKS :18

=====							
FROM	TO	DIST	TIME	DELAY	STOPS	SPEED AVERAGE	SPEED RUNNING

A	B	2272.0	29.0	.0	.0	53.2	53.2
B	C	2870.0	37.0	.0	.0	52.7	52.7
C	D	5754.0	138.0	6.0	1.0	28.3	29.6
D	E	5457.0	230.0	4.0	2.0	16.1	16.4
E	F	2713.0	124.0	26.0	2.0	14.8	18.8
F	G	8444.0	253.0	18.0	2.0	22.6	24.4
G	H	8265.0	150.0	.0	.0	37.4	37.4
H	I	1360.0	18.0	.0	.0	51.3	51.3
I	J	4943.0	67.0	.0	.0	50.1	50.1
J	K	2786.0	36.0	.0	.0	52.6	52.6
K	L	5190.0	81.0	.0	.0	43.5	43.5
L	M	5519.0	78.0	.0	.0	38.2	38.2
M	N	1600.0	32.0	.0	.0	33.9	34.0
N	O	2229.0	30.0	.0	.0	50.5	50.5
O	P	12599.0	145.0	.0	.0	59.0	59.0
P	Q	4092.0	48.0	.0	.0	57.9	57.9
Q	R	7328.0	89.0	.0	.0	55.9	55.9
R	S	6307.0	93.0	.0	.0	46.1	46.1

TOTAL ...		89728.0	1698.0	54.0	7.0	35.9	37.1
=====							

ROUTE TRAVEL TIME STD.DEV. WAS 0 SECONDS

AVERAGE FUEL CONSUMPTION WAS .769 GALLONS PER VEHICLE-TRIP

FUEL CONSUMPTION RATE WAS 22.09 MPG

=====

ANNUAL OPERATING COST

=====

			\$/UNIT	\$-TOTAL
DELAY:	5625	VEH-HRS AT	4	22500
STOPS:	2625000	STOPS AT	*	36750
FUEL:	288375	GALLONS AT	1.246	359315
TOTAL:				418565

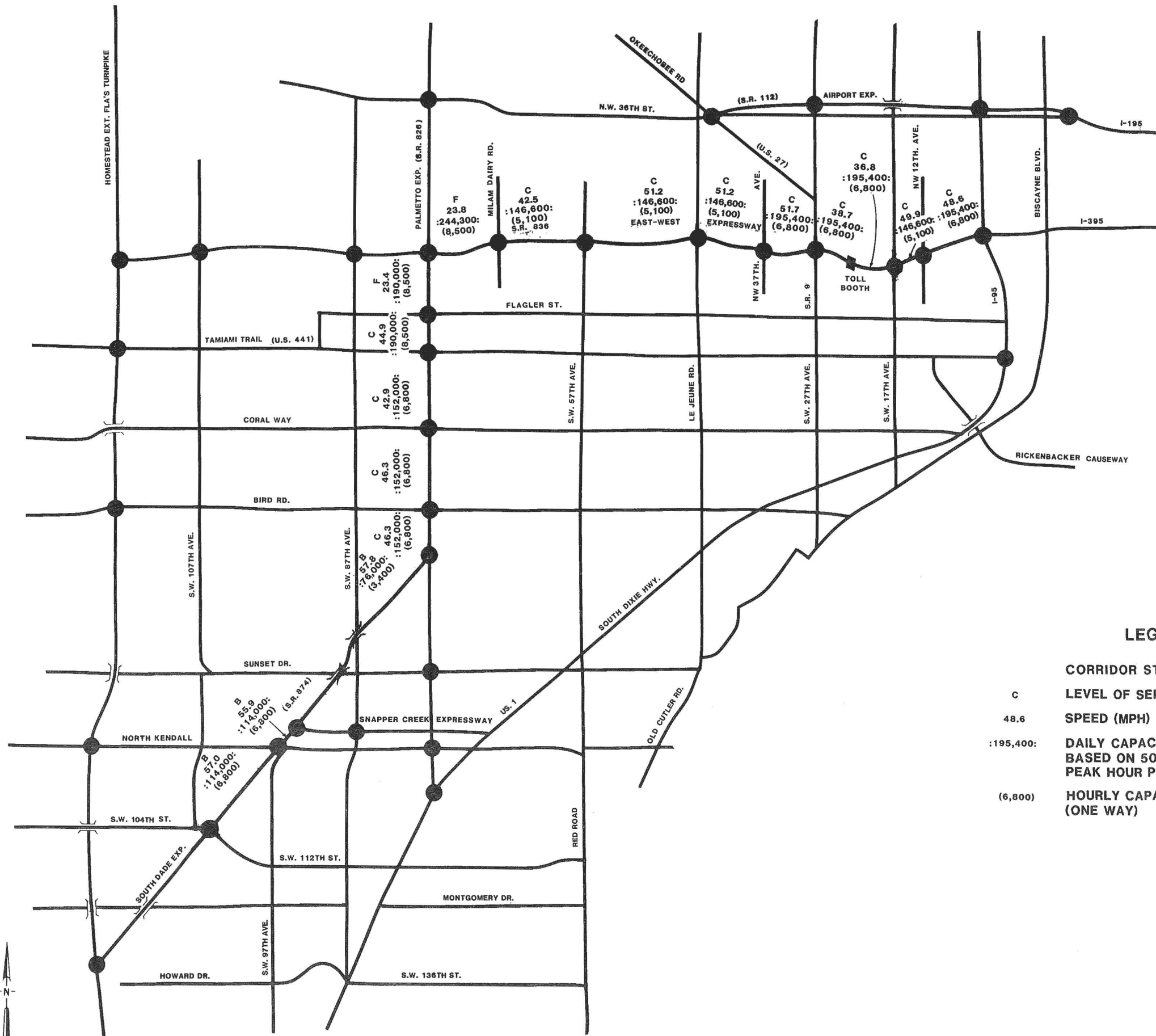
FIGURE II-12C
KEY TO SPEED & DELAY
(For Figures II-12A and II-12B)

A.M.

- A. Toll Plaza on SR 874
- B. Killian Parkway - SW 104th
- C. North Kendall Drive
- D. Snapper Creek Expressway
- E. Palmetto Expressway/SR 826
- F. Coral Way
- G. Tamiami Trail
- H. Flagler Street
- I. Interchange SR 836
- J. Milam Dairy Road
- K. Red Road
- L. Le Jeune Road
- M. NW 37th Avenue
- N. NW 27th Avenue
- O. Toll Plaza on SR 826
- P. NW 17th Avenue
- Q. NW 12th Avenue
- R. I-95

P.M.

- A. I-95
- B. NW 12th Avenue
- C. NW 17th Avenue
- D. NW 27th Avenue
- E. NW 37th Avenue
- F. Le Jeune Road
- G. Red Road
- H. Milam Dairy Road
- I. SR 826/836
- J. Flagler Street
- K. Tamiami Trail
- L. Coral Way
- M. Bird Road
- N. SR 874/826
- O. Snapper Creek Expressway
- P. Kendall Drive
- Q. SW 107th Avenue
- R. SW 104th Avenue
- S. Toll Plaza on SR 874

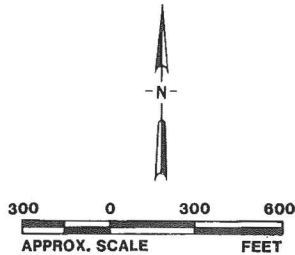


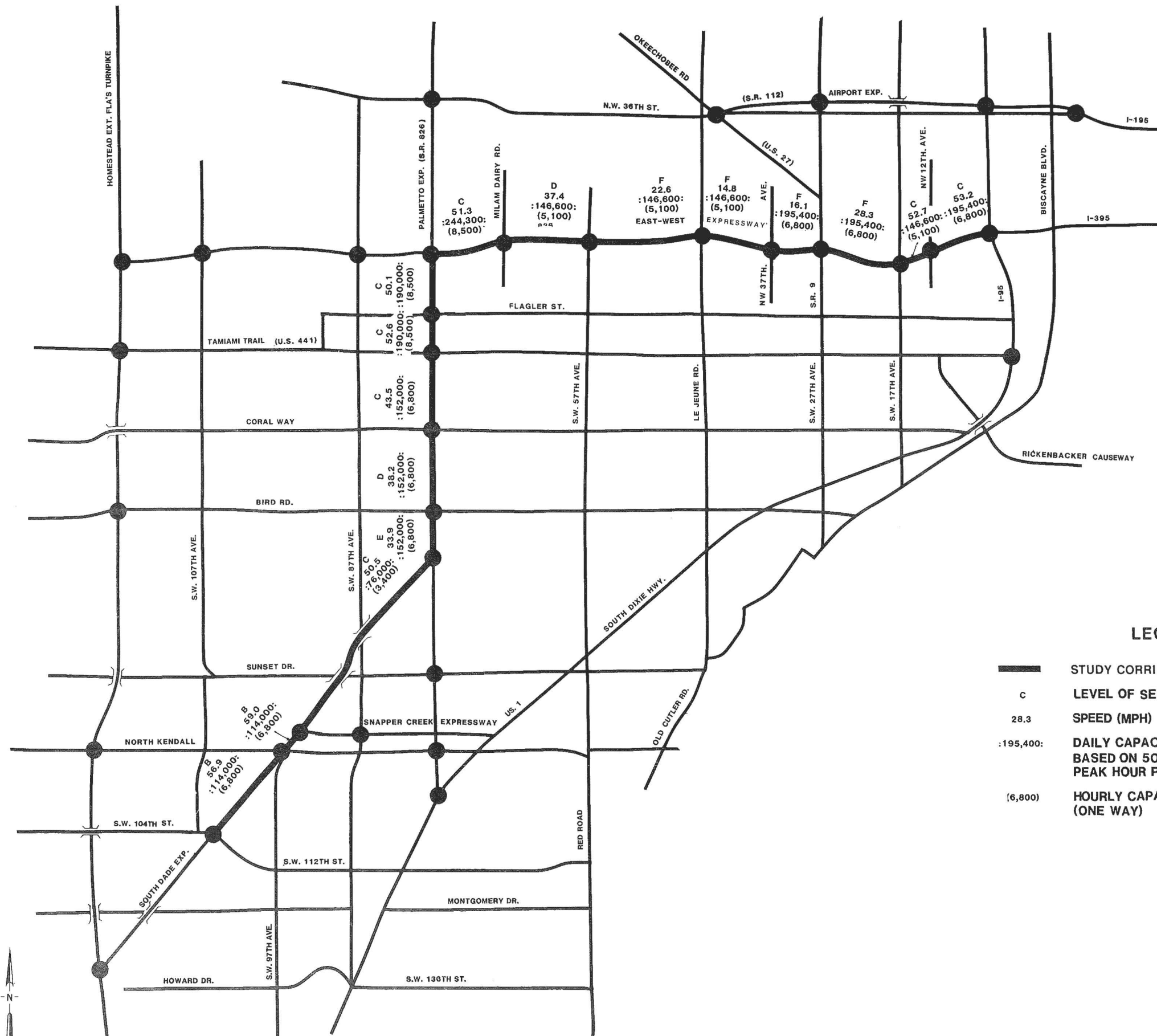
LEGEND

- CORRIDOR STUDY AREA
 - LEVEL OF SERVICE
 - 48.6
 - 195,400
 - (6,800)
- DAILY CAPACITY FOR LEVEL OF SERVICE D
BASED ON 50% DIRECTIONAL SPLIT AND ASSUMED
PEAK HOUR PERCENTAGES
- HOURLY CAPACITY FOR LEVEL OF SERVICE D
(ONE WAY)

FIGURE II-13A
DADE COUNTY EXPRESSWAY
HOV STUDY
AVERAGE SPEEDS,
LEVELS OF SERVICE
AND CAPACITY-A.M. PEAK

Kimley-Horn



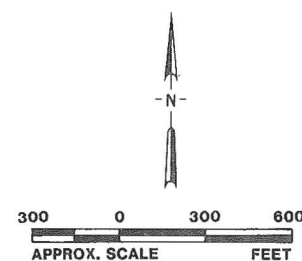


LEGEND

- STUDY CORRIDOR
- C LEVEL OF SERVICE
- 28.3 SPEED (MPH)
- :195,400: DAILY CAPACITY FOR LEVEL OF SERVICE D BASED ON 50% DIRECTIONAL SPLIT AND ASSUMED PEAK HOUR PERCENTAGES
- (6,800) HOURLY CAPACITY FOR LEVEL OF SERVICE D (ONE WAY)

FIGURE II-13B
DADE COUNTY EXPRESSWAY
HOV STUDY
AVERAGE SPEEDS,
LEVELS OF SERVICE
AND CAPACITY- P.M. PEAK

Kimley-Horn



The major problem area was in the vicinity of Le Jeune road. At the time of the study, the queue in the area of Le Jeune Road extended from east of SW 27th Avenue to just east of 57th Avenue.

A minor problem area was also noted at the State Road 826/State Road 874 interchange, due to friction with traffic continuing on State Road 826. The situation was aggravated by a car stalled on State Road 826 at the time the study was made. Figure II-14 shows the county-wide congestion pattern, which was taken from the Metro-Dade Transportation Plan.

Auto-Occupancy Studies

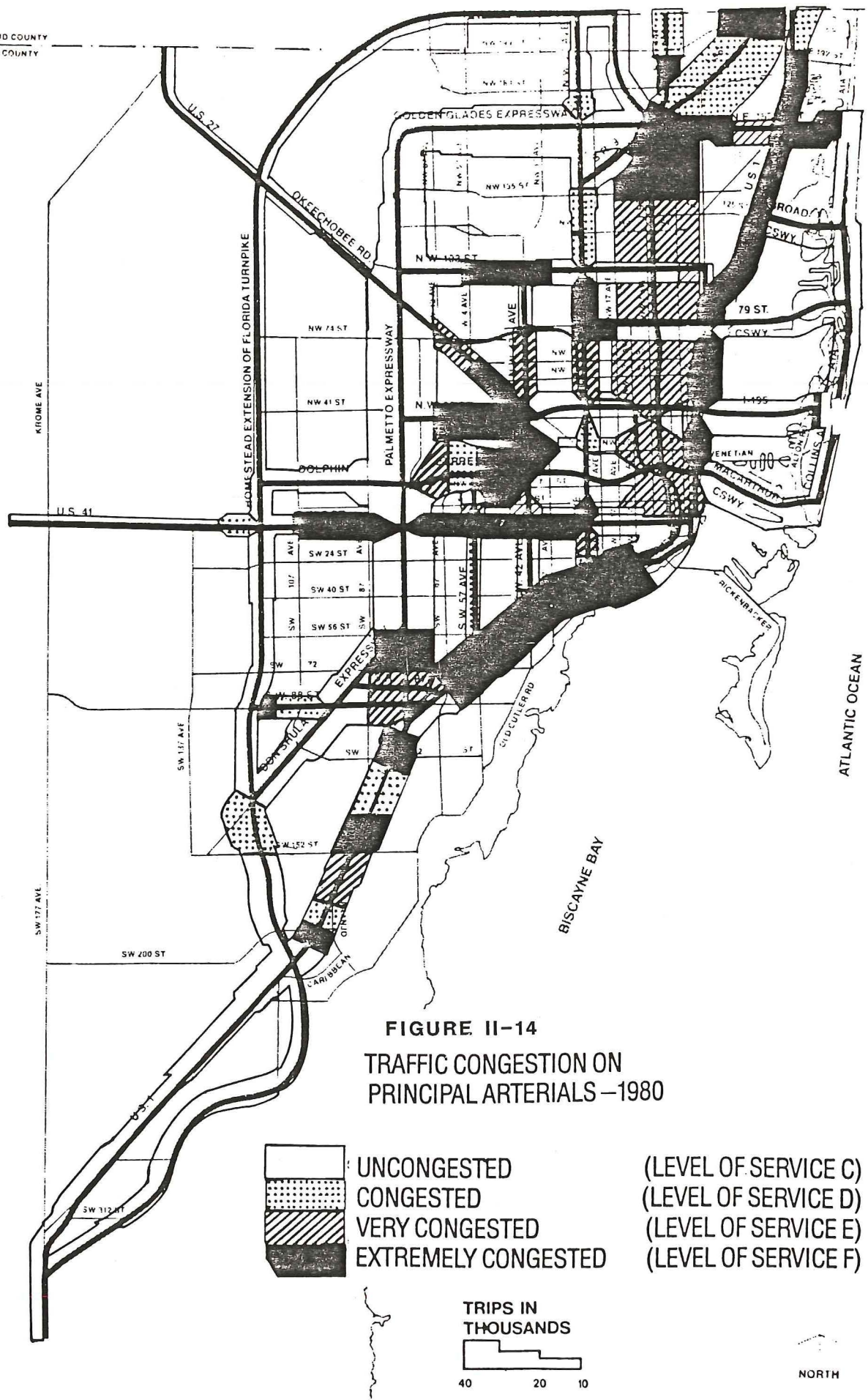
Auto-occupancy surveys were conducted on May 22, 1985, to identify the extent of HOV automobile travel. Each survey includes two samples of corridor and cross-street components.

The surveys were conducted on the inbound lanes during the morning peak 7 - 9 A.M. For the evening peak, 4 - 6 P.M., the surveys were conducted on the outbound lanes.

The study area consisted of the following locations:

- o State Road 826 south of Bird Road
- o State Road 874 south of Bird Road
- o Bird Road at 826
- o State Road 836 between Le Jeune Road and Red Road
- o Le Jeune Road at State Road 836

These locations are identified on Figures II-10A, II-10B and II-10C, along with the corresponding average auto-occupancy. Actual data collected appears in Appendix D.



On Wednesday, May 29, 1985, the study corridor was driven by Kimley-Horn personnel during the A.M. peak to gather information on corridor operation. A summary of those observations follows:

Traffic on State Road 874, the South Dade Expressway, was very light. There was approximately a 60/40 split estimated for traffic on the South Dade/Snapper Creek Expressways with the major portion of the traffic continuing northeast on State Road 874. Traffic continued to be light along this route until it approached the State Road 826 off-ramp. At this point traffic exiting to Bird Road was queued all the way back to the State Road 874 expressway along with the traffic trying to enter Bird Road exiting from Palmetto Expressway. Traffic northbound on the Palmetto Expressway was practically at a standstill and continued in a stop-and-go mode up to the East/West Expressway (State Road 836). There was a decidedly heavier traffic volume northbound than southbound so that during the A.M. peak condition, the directional distribution is heavily in favor of northbound traffic. Traffic southbound for the off-ramp at Bird Road was queuing back into the expressway creating a hazardous condition for southbound through traffic on the Palmetto Expressway. Traffic congestion in the interchange of State Road 836 and 826 was very heavy during the A.M. peak as the traffic eastbound on the East/West Expressway and traffic moving from north to east tried to merge into the eastbound lanes of State Road 836. This traffic continued heavy for approximately one mile east of the interchange and then thinned out considerably as traffic flows began to reach equilibrium.

Traffic continued flowing at a reasonable rate, estimated at Level of Service "D", on the East/West Expressway until the approach to the toll booths east of 17th Avenue. At this point traffic was substantially queued and it took several minutes to get through the toll booth. After this point, traffic flowed smoothly as it opened up going into the downtown area, toward Miami Beach, and north on I-95.

There were some traffic queues for the two off-ramps from I-395 leading into NE 2nd Avenue and Biscayne Boulevard area. However, these were short and delays were relatively minor. A return trip and second view of the corridor indicated that traffic flows were decreasing substantially after 8:30 and that flows on the South Dade Expressway were up to Level of Service "B/C". However, traffic exiting from the Palmetto Expressway southbound at Bird Road continued to queue into the expressway in the left lane of the dual off-ramp. This creates a hazardous condition and continued throughout the morning peak period of 2 to 2½ hours.

In summary, the problem areas in the morning appear to be the interchange of State Road 874 and State Road 826, the Bird Road interchange at the Palmetto (both the northbound and southbound ramps were queued into the expressway), the East/West Expressway and Palmetto Expressway interchange, and the problems experienced at the toll booths.

TRANSIT SERVICES

Transit On - Off Counts

Passenger on-off activity was surveyed on the six express routes located along or near the study area. The routes were 13, 41, 45, 46, 47 and 48. The counts were performed on a typical day (Tuesday, Wednesday, or Thursday). After discussions with the Metro-Dade Transportation Administration and the FDOT, and after viewing historical data, it was found that the ridership would be reversed in the afternoon outbound runs from the morning inbound runs. For that reason, only the morning inbound runs were surveyed except for the two routes on State Road 836 (Routes 46 and 48). The on-off counts by route are located in Appendix E. A summary of the counts by route, including the percentage of seats filled, is found in Table II-13.

The express routes run "closed door" on the expressways (State Roads 826, 836 and 874), but do stop along arterial streets. The following is a description of the transit counts:

Route 13 has two runs in the morning, starting at 5:57 A.M. and 7:02 A.M., at the South Dade Government Center in southwest Dade County. The route proceeds north to U.S. 1 and the Palmetto Expressway (State 826). From State Road 826, the route turns east on NW 36th Street. The 5:57 A.M. run ends at the Eastern Airline Office at 6:45 A.M. The 7:02 A.M. run ends at the Miami International Airport at 8:00 A.M. The maximum number of passengers observed during the morning run was 33 (Table II-5). The afternoon runs, in reverse flow from the morning runs, start at 3:40 P.M. and 5:05 P.M., and respectively end at 4:25 P.M. and 6:20 P.M.

Route 41 has a single morning run starting at 5:30 A.M. at the South Dade Government Center. The route proceeds north to U.S. 1 and to the Blue-Dash Parking Lot at SW 72nd Avenue and SW 80th Street. From that point, the route heads north on the Palmetto Expressway (State Road 826) and turns east on NW 36th Street. The route ends at the Miami International Airport at 6:23 A.M. The maximum number of passengers observed during the morning run was 24 (Table II-6). The afternoon run, opposite of the morning run, starts at 3:17 P.M. and ends at 4:41 P.M.

Route 45 consists of two runs in the morning, starting at 5:53 A.M. and 6:53 A.M., at SW 132nd Avenue and SW 88th Street (Kendall Drive) in southwest Dade County. The route continues east on Kendall Drive to SW 72nd Avenue. From this point, the route turns north to the Blue-Dash Parking Lot at SW 80th Street. The route proceeds north on the Palmetto Expressway (State Road 826), and then turns east on NW 36th Street. The 5:53 A.M. run ends at NW 36th Street and Leed Street at 6:37 A.M., while the 6:53 A.M. run ends at the Miami International Airport at 7:50 A.M. The maximum number of passengers observed at one time on the morning run was 15 (Table II-7). The afternoon routes are the reverse of the morning runs and start at 3:40 P.M. and 5:05 P.M., and end respectively at 4:32 P.M. and 6:02 P.M.

Route 46 has a single morning and afternoon run; both runs were observed. The morning run begins at 6:55 A.M. at SW 112th Avenue and SW 40th Street (Bird Road) in southwest Dade County. The route heads east on Bird Road to SW 82nd Avenue; from there it turns north to SW 24th Street (Coral Way). At Coral Way, the route proceeds north on the Palmetto Expressway, and turns east on the East-West Expressway (State Road 836). The route exits to the north at NW 17th Avenue to end at NW 12th Avenue and NW 16th Street at 7:45 A.M. The maximum number of passengers observed at one time on the morning run was 23

(Table II-8). The afternoon route is the reverse of the morning run, starting at 5:15 P.M. and ending at 6:05 P.M. The maximum number of passengers observed at one time on the afternoon run was 11 (Table II-9).

Route 47 has a single morning run starting at 5:28 A.M. at SW 112th Avenue and SW 40th Street (Bird Road) in southwest Dade County. The route proceeds east on Bird Road to SW 87th Avenue; from there it turns north to SW 24th Street (Coral Way). At Coral Way, the route proceeds north on the Palmetto Expressway (State Road 826) and turns east on NW 36th Street. The route ends at Sheridan Street near the Miami International Airport at 6:45 A.M. The maximum number of passengers observed at one time on the morning run was 18 (Table II-10). The afternoon route is the reverse of the morning run, starting at 3:40 P.M. and ending at 4:18 P.M.

Route 48 has four runs in the morning, starting at 6:35 A.M., 7:05 A.M., 7:35 A.M., and 8:05 A.M. at Tropical Park on Bird Road. All of the morning runs were observed. The route proceeds north and east to Red Road. From Red Road, the route heads east on the East-West Expressway (State Road 836) to Downtown Miami. Ending times, respectively, are 7:15 A.M., 7:45 A.M., 8:15 A.M., and 8:45 A.M. The maximum number of passengers observed at one time on the morning runs was 22 (Table II-11). The afternoon runs are reversed, starting at 4:13 P.M., 4:43 P.M., 5:13 P.M., and 5:43 P.M. Respective ending times are 4:50 P.M., 5:20 P.M., 5:50 P.M., and 6:20 P.M. The maximum number of passengers observed at one time on the afternoon runs was 30 (Table II-12).

County-wide Transit Service from The Metro Expansion Study is shown in Appendix F.

TABLE II-5
ROUTE 13
AIRPORT EXPRESS COUNT DATA

<u>Location of Stop*</u>	<u>ON</u>	<u>OFF</u>	<u>% Seats Filled (48)</u>
Coral Way Garage	0	0	0%
--	5	0	10%
South Dade Government Center	4	0	19%
Perrine	15	0	50%
--	3	0	56%
36th Street	9	3	69%
--	0	17	33%
Eastern Airlines	<u>0</u>	<u>16</u>	<u>0%</u>
Total	36	36	75%

*-- Indicates location between points.

TABLE II-6
ROUTE 41
AIRPORT EXPRESS COUNT DATA

<u>Location of Stop</u>	<u>ON</u>	<u>OFF</u>	<u>% Seats Filled (45)</u>
Coral Way Garage	0	0	0%
South Dade Government Center	0	0	0%
Cutler Ridge	2	0	4%
Perrine	5	0	16%
Dadeland South	9	0	36%
Parking Lot	8	0	53%
Eastern Airlines	0	7	38%
Pan American	0	13	9%
Miami International Airport	<u>--</u>	<u>4</u>	<u>0%</u>
Total	24	24	53%

TABLE II-7
ROUTE 45
AIRPORT EXPRESS COUNT DATA

<u>Location of Stop</u>	<u>ON</u>	<u>OFF</u>	<u>% Seats Filled (45)</u>
132nd Avenue at 88th Street	0	0	0%
142nd Street at 72nd Street	2	0	4%
--	5	0	16%
Parking Lot	4	0	24%
36th Street at South Drive	4	0	33%
36th Street at Lee Drive	0	7	18%
--	4	0	27%
Miami International Airport	0	12	0%
Central Garage	<u>0</u>	<u>0</u>	<u>0%</u>
Total	19	19	42%

TABLE II-8
ROUTE 46
AIRPORT EXPRESS (AM) COUNT DATA

<u>Location of Stop</u>	<u>ON</u>	<u>OFF</u>	<u>% Seats Filled (45)</u>
Coral Way Garage	0	0	0%
112th at Bird Road	6	0	13%
--	7	0	28%
Tropical	10	0	49%
12th Avenue at 16th Street	<u>0</u>	<u>23</u>	<u>0%</u>
Total	23	23	49

TABLE II-9
ROUTE 46
AIRPORT EXPRESS (PM) COUNT DATA

<u>Location of Stop</u>	<u>ON</u>	<u>OFF</u>	<u>% Seats Filled (45)</u>
NW 16th Street at V.A. Hospital	7	0	15%
--	1	0	17%
NW 14th Avenue at 13th Terrace	3	0	23%
NW 17th Avenue at SR 836	0	0	23%
SW 24th Street at 82nd Avenue	0	2	19%
SW 40th Street at 79th Avenue	--	--	19%
SW 40th Street at 87th Avenue	0	2	15%
--	0	2	11%
SW 40th Street at 97th Avenue	0	0	11%
-	0	1	9%
SW 40th Street at 107th	0	0	9%
SW 40th Street at 112th	<u>0</u>	<u>4</u>	<u>0%</u>
Total	11	11	23

TABLE II-10
ROUTE 47
AIRPORT EXPRESS COUNT DATA

<u>Location of Stop</u>	<u>ON</u>	<u>OFF</u>	<u>% Seats Filled (45)</u>
Central Dispatch	0	0	0%
Bird Road at SW 112th Avenue	8	0	17%
Bird Road at SW 107th Avenue	1	0	19%
Bird Road at SW 102nd Avenue	2	0	23%
Bird Road at SW 92nd Avenue	2	0	28%
Bird Road at SW 87th Place	1	0	30%
87th at 23th Street	4	0	38%
36th Street at East Drive	0	8	21%
36th Street at Lee Drive	0	6	9%
36th Street at Sheridan Drive	<u>0</u>	<u>4</u>	<u>0%</u>
Total	18	28	38%

TABLE II-11
ROUTE 48
EXPRESS (AM) COUNT DATA

<u>Location of Stop</u>	<u>ON</u>	<u>OFF</u>	<u>% Seats Filled (47)</u>
SW 40th Street at 79th Avenue	0	0	0%
SW 40th Street at 82nd Avenue	1	0	2%
--	2	0	6%
SW 82nd Avenue at 24th Street	1	0	9%
SW 24th Street at 87th Avenue	2	0	13%
--	2	0	17%
SW 87th Avenue at 16th Street	1	0	19%
SW 16th Street at 82nd Avenue	0	0	19%
--	1	0	21%
SW 82nd Avenue at 8th Street	0	0	21%
SW 8th Street at Tamiami	1	0	23%
--	1	0	26%
SW 71st at Flagler	1	0	28%
SW Flagler Street at 67th Avenue	1	0	30%
--	1	0	32%
SW Flagler at 62nd Court	1	0	34%
--	2	0	38%
SW Flagler at 57th Avenue	1	0	40%
--	1	0	43%
NW 57th Avenue at SR 836	1	3	38%
Miami at SE 4th Street	0	4	30%
SE 1st Avenue at 1st Street	0	8	13%
NE 1st Avenue at 2nd Street	0	6	0%
NE 1st Avenue at 4th Street (MDCC)	<u>0</u>	<u>0</u>	<u>0%</u>
Total	21	21	45%

TABLE II-12
ROUTE 48
EXPRESS (PM) COUNT DATA

<u>Location of Stop</u>	<u>ON</u>	<u>OFF</u>	<u>% Seats Filled (49)</u>
North Miami Avenue at NW 5th	5	0	10%
West Flagler at Miami Court	6	0	22%
SW 1st at Miami Avenue	6	0	37%
NW 57th Avenue at 7th Street	0	1	35%
NW 57th Avenue at Flagler	0	2	31%
Flagler at 62nd Avenue	0	1	29%
Flagler at 67th Avenue	0	1	27%
Flagler at 71st Avenue	0	1	24%
Tamiami at SW 8th Street	0	0	24%
SW 8th Street at 82nd Avenue	0	1	22%
SW 82nd Avenue at 16th Street	0	4	14%
SW 16th Street at 87th Avenue	0	1	12%
87th Avenue at 24th Street	0	2	6%
24th Street at 82nd Avenue	0	2	2%
82 Avenue at 40th Street	<u>0</u>	<u>1</u>	<u>0%</u>
Total	17	27	35%

TABLE II-13
SUMMARY OF BUS DATA BY ROUTE

<u>Route</u>	<u>TOTAL SEATS</u>		<u>TOTAL PATRONS</u>		<u>% OCCUPANCY</u>	
	<u>AM</u>	<u>PM*</u>	<u>AM</u>	<u>PM*</u>	<u>AM</u>	<u>PM*</u>
13	48		36		75	
41	45		24		53	
45	45		19		42	
46	47	47	23	11	49	23
47	47		18		38	
48 (4)	185	196	66	69	36	35

*PM runs assumed to show characteristics similar to AM runs unless otherwise noted.

Present Corridor Transit Services

The HOV corridor boundaries consist of NW 36th Street and Okeechobee Road on the north, U.S. 1 on the south, the Dade County line on the west, and the Miami central business district on the east. The transit service needs vary for particular areas within the corridor.

The area bounded by SR 836, the Palmetto Expressway, Coral Way, and downtown Miami generates numerous short internal trips. The majority of these trips are work trips. Currently, this area seems to be adequately served by local buses. The major transit trip generators in this corridor are the Miami International Airport and the central business district area of downtown Miami.

The trips from the southwest, Kendall, and West Bird Road areas are primarily destined for the airport or the downtown area. The express runs tend to adequately serve the needs of riders in this area, specifically those employees enroute to jobs at the airport. The area north of Bird Road to SR 836 and west of SR 826 is not as well served by Express Transit Service. The northwest area of the county is not served by express bus service to destinations in the HOV corridor.

Capital Equipment Availability

Dade County makes maximum use of the buses currently available; there is an insufficient number of buses during the peak hour. The equipment is now getting old and has very high mileage. The County has had to eliminate a substantial number of buses from service over the recent months. Any new express service would require additional new buses to provide that service.

Capital and Operating Costs

The County has no recent or up-to-date data on bus costs as no new buses have been purchased by the MDTA since 1980. Typically, a \$1.25 per mile plus \$20.82 per hour overall operating cost is used for estimating operating costs. This would be an overall system-wide average for the whole day. It was determined that peak hour service, including the express runs, has substantial "dead-heading" mileage and operates at slightly higher hourly costs. The average number of passengers per total mile operating, including revenue and "dead-head" mileage, is 2.6 passengers per mile. The express bus service is probably slightly less in terms of the number of passengers per total mile operated.

Funding

Funding for the existing system comes from several sources. The farebox revenue provides about 40 percent of the operating costs for the bus system in Dade County. In the future, no federal operating assistance and no operating funds from the State of Florida are anticipated. The FDOT provides no operating support, but in the past typically provided 10 percent of the capital costs, or in some cases one half of the local share, which could be 12.5%, when UMTA provided only 75%. The remaining operating costs are currently paid from the general fund. For the future, Dade County is looking for a dedicated source of funding for operating expenses; most likely coming from a one percent sales tax for transit.

Current Marketing Activities

There is no current marketing program that specifically addresses express bus service and park-and-ride lots. Marketing is done on the basis of an overall transit marketing plus specific marketing for Metrorail.

Downtown Transit Service

Downtown service is provided by two shuttle routes, the first from the downtown to the Brickell area to the south, and the second from the CBD area up to the Omni on Biscayne Boulevard. The shuttle route providing service from the government center to the Omni through the CBD serves a substantial number of riders. However, ridership is low on the other shuttle routes. Construction and development continues for the Metromover in the downtown area, with plans continuing for an extension north to the Omni and south to the Brickell area.

Fare Structures

The initial cost to ride the bus is \$.75. The cost on rail is \$1.00. Train to bus transfers are 25 cents. All shuttle transfers from the downtown area are 10 cents. Bus to bus transfers are 25 cents, except in the CBD area, where bus to bus transfers are 10 cents.

Park-and-ride Facilities

A need may develop for a park-and-ride transit terminal and transfer facilities in the downtown area, preferably to the north, perhaps in the area northeast of the

Overtown Metrorail Station near the proposed Park West development. Ramps from State Road 836 and I-95 southbound are to be constructed at NW 8th Street as per the 1984 Transportation Improvement Program provide more direct access into the north CBD area and to the Port of Miami. These could be useful in providing a terminus for HOV, buses, and general traffic into this area. The Miami Parking Authority will be contacted concerning the available parking lots in this area or potential locations for the parking terminal transfer facility in the Park West area.

RIDESHARING PROGRAMS

Efforts to promote ridesharing in Dade County began in 1979 through the combined work of a local commercial television station, the Dade County Transportation Administration, and the Chamber of Commerce. The "Commuter Club" was formed as a public service effort of the television station at a time when gasoline was in relatively short supply. Contacts with major employers and telephone inquiries resulted in the establishment of a data bank of carpool-related data for potential carpool users.

The initial government grant that was received to promote Dade County ridesharing activities came from the State of Florida Governor's Energy Office in 1979. The Share-A-Ride project continued the activities of the earlier program under the new program name. The number of data bank entries increased through continued major employer contacts and through voluntary participation in the program.

Federal Highway Administration (FHWA) grants were received for ridesharing activities in the County from 1981 until 1984 in the form of demonstration grants. Three of the four FHWA grants received were used to continue the Share-A-Ride and major employer contact programs. An estimated 65 percent of those entered in the data bank from November, 1979 to April, 1981, received a match list for other potential carpoolers who lived and worked in the same general area.

An innovative program, based at the condominium level rather than at the destination was established by the fourth FHWA grant. Participants were to leave pertinent information (name, address, phone number, work location and work hours) in a display posted in a visible, common use area of the condominium complex. Although this program was supported by the condominium associations, it was not successful for two reasons: first, even when the display was located in a secured area, residents were hesitant to leave the required information in a public place; second, condominium residents found that they received commuter match lists from the telephone line more quickly than from the display board.

The current grant program, funded by state and local sources, provides a transportation assessment for interested employers. The assessment provides an estimate of the funds used to provide free or subsidized parking and an indication of the benefits that would result from using some of those funds to subsidize a carpool/vanpool program.

Ridesharing Usage

A summary of the estimated number of match lists generated by the various ridesharing programs is included in Table II-14. Share-a-ride records indicate that the percentage of those carpooling who received a match list had declined from 40% in 1981 to 25% in 1984. However, a 1982-83 survey of share-a-ride participants indicated that, of those surveyed, 38% carpooled to work after receiving a match list compared to 23% carpooling prior to receiving a match list. This information indicates that, despite the decline, share-a-ride programs continue to have some positive effect on increasing carpooling. Two obstacles to increasing interest in carpooling have been identified.

- (1) The data base established for the Share-A-Ride program has not been maintained and, therefore, is presently not a useful mechanism to continue to match theoretically compatible carpool users. The County Ridesharing Coordinator is currently seeking funding to purge the data base of outdated information in order to re-establish a useful carpool matching data file.
- (2) Carpooling is an attractive alternative to private vehicle transportation if gasoline prices are high and parking supply is limited. However, the average price of gasoline has not increased at the same rate as in the late 1970's. In addition, the supply of public parking has increased.

TABLE II-14
DADE COUNTY RIDESHARING PARTICIPANTS

<u>Time Period</u>	<u>Match Lists Generated</u>
November 1979 - January 1982	13,317
January 1982 - July 1983*	2,430
March 1983 - October 1984*	747

*Dates overlap due to timing of ridesharing grant programs.

Source: Ridesharing Status Report (November 1, 1979-April 30, 1981) to Governor's Energy Office and various Share-a-Ride progress reports to the Florida Department of Transportation.

Ridesharing Incentives

Physical carpool incentives, such as the HOV lane on I-95 from Golden Glades north, have not served as major incentives to carpooling due to the lack of enforcement of the two-passengers-per-vehicle minimum; virtually any vehicle can use the lane, regardless of the posted minimum number of passengers per vehicle.

In addition, travel times need to be significantly lower for the HOV lanes than for the non-HOV lanes in order to attract users. In general, this time differential is a critical inducement for travelers to use ridesharing programs and to use the physical incentive.

Summary

Efforts to promote ridesharing have been on-going since 1979, when the privately-sponsored Commuter Club was formed.

The estimated number of persons involved in ridesharing has increased slightly. The number of carpools is relatively small, due to the relatively stable price of gasoline and the increased supply of parking.

PARK-AND-RIDE FACILITIES

Only three park-and-ride facilities were identified in or near the study corridor. Of those three lots, only one lot was in use. Table II-15 is a table, by parking lot, of marked spaces versus number of parked cars.

TABLE II-15
CORRIDOR PARK-AND-RIDE LOTS

	<u>Marked Spaces</u>	<u>No. of Vehicles</u>
LOT #1 (SW 88th Street and SW 97th Street)	24	0
LOT #2 (SW 72nd Avenue and SW 80th Street) *	270	285
LOT #3 (SW 72nd Avenue and SW 88th Street)	77	2

* The lot at SW 72nd Avenue and SW 80th Street is a "blue-dash" lot which also serves as a satellite parking lot for Dadeland North Metrorail Station. This lot is being used to maximum capacity. Express Routes 41 and 45 stop at the "blue-dash" lot on their way to the airport. The remaining two lots are not being used. Park-and-ride lot locations taken from Metro Transit Expansion Study are shown on Figure II-15.

BROWARD COUNTY
DADE COUNTY

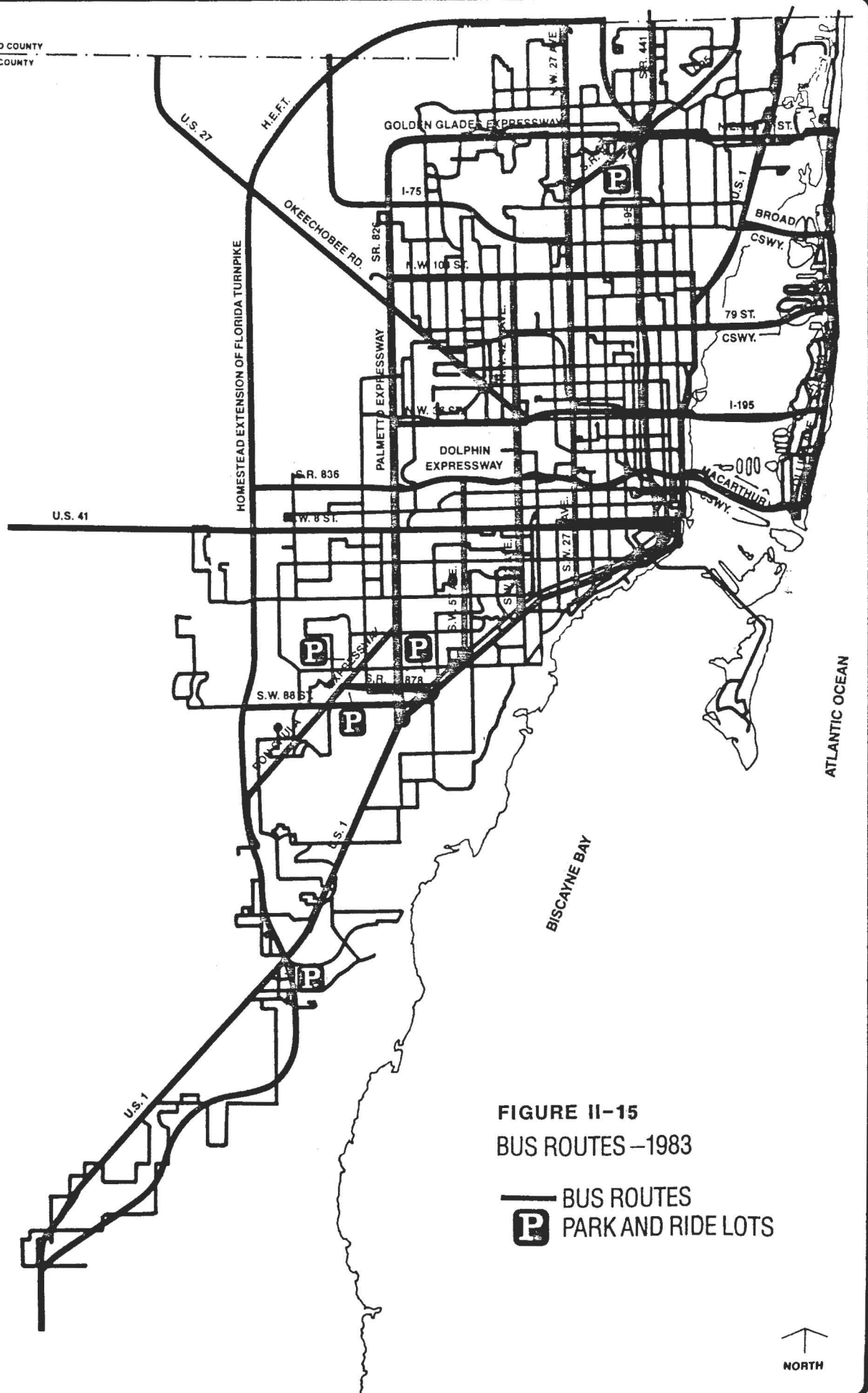


FIGURE II-15
BUS ROUTES—1983

CHAPTER III - CRITIQUE OF EXISTING SYSTEMS

SYSTEM DEFICIENCIES AND CONSTRAINTS

Traffic and Highway

As discussed in the operations section, during the A.M. peak, serious congestion occurs on two segments of the corridor, both around the State Road 836/826 interchange. The segments are those from the State Road 836/826 interchange to Flagler Street and from the State Road 836/826 interchange to Milam Dairy Road.

Several factors contribute to this congested area; the main congestion stems from the reduction from five eastbound lanes to three eastbound lanes in the immediate vicinity of Milam Dairy Road. As flow again reaches an acceptable level of service, fairly rapidly after the final lane drop, the problem is due more to driver merging to accommodate the lane drops, than to a capacity problem on the three-lane segment. Other factors involved in the congestion are the turbulence normally generated by the convergence of two large flows such as exists at the State Road 826/836 interchange, and the turbulence created in this area by drivers attempting to exit onto Milam Dairy Road from State Road 836.

During the P.M. peak rush, the major problem area is in the vicinity of Le Jeune Road. At the time of the study, the queue in the area of Le Jeune Road extended from east of SW 27th Avenue to just east of 57th Avenue. The problem is generated by high entering volumes at Le Jeune Road and convergence of three westbound lanes into two lanes just west of Le Jeune Road. Entry from both the left and right of the traffic flow greatly increases turbulence in the interchange. Compounding the problem is a right-hand lane drop, forcing all drivers entering the interchange in the right lane to make a lane change to pass through the interchange. Even though

this area is one of the busiest within the corridor, a Level of Service "C" could be maintained were it not for the congestion in the Le Jeune interchange. However, due to the turbulence created at this interchange, a satisfactory level of service is not re-established until the roadway widens to five lanes in each direction at Milam Dairy Road.

Transit

Transit service provided in the HOV study corridor was reviewed in the areas of ridership, on-off data, operations, headways, level of service, coverage, and directness of service. Local routes were reviewed informally, while the express routes review included data collection efforts and an evaluation of transit operations information contained in Dade County's files. Reviews of the files concerning routes indicate an orientation to the Coral Gables terminal for many of the local routes in the west central portion of the corridor, whereas local routes along the section between Coral Way and State Road 836 mostly orient to the downtown area traversing through the Little Havana section of SW 8th Street, Flagler Street, and Tamiami Trail. These latter local routes provide a substantial volume of service and carry a number of patrons who make relatively short trips within the local area.

The express routes primarily serve the southwest area from Bird Road south and west along State Road 874 including runs into Perrine and Homestead. There are two primary destinations of these express runs: the airport area and downtown Miami area. It would appear from the on-off counts and the patronage data that some of the express routes are currently operating with relatively low load factors and transit patronage.

Ridesharing and Park-Ride

Ridesharing activities in Dade County have been hampered by several factors.

The computer data base that was established in the early 1980's has not been kept current. Initial entries have been found to contain inaccurate information such as incorrect addresses, telephone numbers and work places.

Enforcement of the two-passenger-per-vehicle minimum on the I-95 HOV lane has not been consistent. As a result, there is the perception that there is no difference in travel times between using the HOV and non-HOV facilities.

The supply of parking in downtown Miami has continued to increase due to the efforts of the City of Miami Department of Off-street Parking in response to the continuing increase in demand. There are no monetary incentives provided to carpools, such as reduced rates for those who carpool on a regular basis.

There does not appear to be a perception of any tangible benefits, either in a substantial reduction in travel time or in lower direct out-of-pocket expenses for transportation that results from ridesharing. This is due, in part, to the relative stability of the price of gasoline, as well as to employer-subsidized parking.

SYSTEM OPPORTUNITIES

Traffic and Highway

Various opportunities exist for improvements to highway operation within the corridor. As described in previous sections, the study corridor is experiencing breakdowns in traffic flow on certain segments. Opportunities exist for increasing levels of service on these segments through lane additions, redesign of merging areas, and extension of lanes prior to their being dropped, thus providing drivers with additional time to complete merges. Additionally, traffic with the worst P.M. congestion in the corridor, the interchange with Le Jeune Road, could be improved by making minor modifications to the Red Road interchange, enabling it to handle eastbound arrivals to Miami International Airport and westbound departures from the Airport via Perimeter Road. However, these potential modifications would require coordination with Dade County Aviation Department staff so that airport operations would not be hindered. Modifications to the Milam Dairy Road interchange for the same purpose could also be considered. Planned capacity improvements from the Metro Dade Transportation Plan are shown in Figure III-1.

High Occupancy Vehicles

Various types of opportunities for HOV systems are shown in Table III-1. As shown, all alternatives for HOV operation were retained with few exceptions. Toll bypass is valid only for areas with toll booths (State Road 836 east of Le Jeune Road). Concurrent flow take-a-lane was discarded for any segment where congestion already exists. In concurrent take-a-lane operation, one lane, in the direction of normal traffic flow, is designated by signage and lane markings, for exclusive use of high occupancy vehicles. Either an inside or an outside lane may be used. In areas with existing congestion, the reduction in capacity for non-HOV vehicles has in the past led to violations of the lane by non-HOV traffic to an unenforceable extent.

[illegible]

NUMBER OF LANES

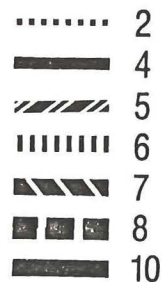


TABLE III-1
HOV OPPORTUNITIES

HOV Strategies	SR 836		SR 826	SR 874	
	East of Le Jeune Rd	West of Le Jeune Rd		4-Lane	8-Lane
<u>Concurrent Flow</u>					
Take-a-lane (Inside or outside)	NO	NO	NO	NO	YES
Add-a-lane (inside or outside)	YES	YES	YES	YES	YES
<u>Contra-Flow</u>					
Take-a-lane	YES	YES	NO	NO	YES
Add-a-lane	YES	YES	YES	YES	YES
<u>Queue Jump</u>					
Ramp-metering Bypass	YES	YES	YES	YES	YES
Exclusive Ramp	YES	YES	YES	YES	YES
Reversible Lane	YES	YES	YES	YES	YES
Exit Expressway	YES	YES	YES	YES	YES
Add lane	YES	YES	YES	YES	YES
<u>Toll Bypass</u>	YES	NO	NO	NO	NO
<u>Exclusive HOV Way</u>					
1-lane reversible	YES	YES	YES	YES	YES
2-lane reversible (or 2-way)	YES	YES	YES	YES	YES

Contra-flow take-a-lane involves moving HOV traffic across the median barrier, through median cuts, and onto the lane which is normally the inside lane for traffic moving in the opposite direction. The contra-flow traffic is normally separated from opposing traffic by some type of moveable barrier, such as plastic pylons set into a base or socket in the pavement. Placing the contra-flow lane into operation, or taking the lane out of operation requires the placing/removal of these pylons by a road crew. For safety reasons, contra-flow lanes should only be used by buses operated by professional drivers. Contra-flow take-a-lane strategies were eliminated as alternatives in areas where flow in the peak direction was not at least two-thirds of total peak period flow. Take-a-lane, either concurrent flow or contra-flow, was eliminated on any segment where only one lane would remain for non-HOV traffic. The above conclusions were reached based upon research by the Federal Highway Administration, particularly, Report No. FHWA-RD-79-15, Enforcement Requirements for High-Occupancy Vehicle Facilities, and Report No. FHWA-RD-79-59, Safety Evaluation of Priority Techniques for High-Occupancy Vehicles.

In particular, the area along the Palmetto Expressway from approximately Bird Road north, and along State Road 836, particularly into Le Jeune Road, seem to have good potential for an HOV lane type of facility to provide express bus service through this corridor. It was further determined that the corridor of State Road 836 to the west, the new International Mall, and the currently rapidly developing area west of the airport and north of State Road 836 could potentially make this an HOV corridor also.

Transit

There are potentially some areas that could use additional transit service, and some opportunities for operational improvements. With the thought in mind that major changes are shortly forthcoming in the transit route structure for Dade County, it would still appear appropriate to suggest a review with the possible expiration of certain opportunities.

Additional express transit service in the western corridor, generally between Bird Road and State Road 836 west of the Palmetto Expressway, which includes the Florida International University and Sweetwater areas, may be valuable. To support this service, park-and-ride opportunities should be afforded in the general area of Florida International University or University Lakes areas with express service along Coral Way and/or Tamiami Trail to the Palmetto area and continuing to the downtown area, with some runs accessing employment centers at the airport and the major industrial development and employment centers just immediately west of the airport. Alternatives in this area will be tested and evaluated.

Another potential improvement that will be evaluated is a review of the bus route operations to determine if the local operations portion of the route should be shortened and the express runs or closed door segment of the route lengthened, thereby giving additional savings in time, and making the routes more attractive for the choice rider. "On-off" counts and patronage data will be reviewed to determine if this is a viable recommendation. In addition, origin-destination data for those traffic zones in the study corridor will be reviewed to determine if additional transit service could potentially provide an alternative means of serving those trips.

Opportunity for additional park-and-ride facilities also exist in the corridor. A park-and-ride facility located west of State Road 826 and south of State Road 836 near Tamiami Trail would serve both the HOV corridor and the western edge of current transit service. A multi-modal terminal facility northeast of the Overtown Metrorail Station, combining rail, bus, metromover, and park-and-ride (HOV) services would promote transit usage into the commercial business district. Ridesharing along the HOV corridor would also be enhanced as a rideshare group could leave a common residential neighborhood and then use the park-and-ride facility to move to various destinations in the commercial business district. A facility such as this might be considered in conjunction with the Park West Development in that area.

APPENDIX A

TABULATION OF 24-HOUR COUNTS

STATE ROAD 836
BETWEEN LEJEUNE & RED ROAD
EASTBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 192 VEHICLES A DASH MEANS HOUR VOLUME < 96
12 AM	421	409	394	378	1602	*****
1 AM	212	173	188	152	725	*****
2 AM	120	78	92	55	345	**
3 AM	54	64	65	70	253	*
4 AM	63	71	87	116	337	**
5 AM	130	159	281	371	941	*****
6 AM	514	803	1213	1255	3785	*****
7 AM	1323	1169	1274	1316	5082	*****
8 AM	1301	1340	1418	1325	5384	*****
9 AM	1291	1238	1298	1234	5061	*****
10 AM	1170	1178	1113	1229	4690	*****
11 AM	1193	1226	1240	1194	4853	*****
12 PM	1180	1138	1121	1112	4551	*****
1 PM	1101	1150	1155	1193	4599	*****
2 PM	1117	1163	1075	881	4236	*****
3 PM	830	949	1170	1085	4034	*****
4 PM	1165	1067	1042	1014	4288	*****
5 PM	1136	1183	1038	989	4346	*****
6 PM	909	951	929	844	3633	*****
7 PM	948	932	918	857	3655	*****
8 PM	869	727	754	723	3073	*****
9 PM	773	789	701	685	2948	*****
10 PM	593	615	552	542	2302	*****
11 PM	535	570	546	416	2067	*****

TOTAL VOLUME IS 76,790 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 5,384 BEGINS AT 8:00 AM (7%) 5231 6.8
EVENING PEAK HOUR VOLUME OF 4,628 BEGINS AT 1:30 PM (6%) 4375 5.7

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

STATE ROAD 836
BETWEEN LEJEUNE & RED ROAD
WESTBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 136 VEHICLES A DASH MEANS HOUR VOLUME < 68
12 AM	250	145	119	172	686	*****
1 AM	156	165	135	110	566	*****
2 AM	119	108	86	76	389	***
3 AM	80	63	61	46	250	**
4 AM	58	55	74	62	249	**
5 AM	70	82	139	179	470	***
6 AM	263	486	640	600	1989	*****
7 AM	627	695	882	854	3058	*****
8 AM	828	814	766	715	3123	*****
9 AM	656	714	777	673	2820	*****
10 AM	696	740	736	708	2880	*****
11 AM	736	829	823	854	3242	*****
12 PM	914	894	953	845	3606	*****
1 PM	872	863	948	1032	3715	*****
2 PM	926	861	806	646	3239	*****
3 PM	481	482	780	701	2444	*****
4 PM	834	937	878	940	3589	*****
5 PM	855	1001	930	888	3674	*****
6 PM	979	940	906	860	3685	*****
7 PM	831	794	723	712	3060	*****
8 PM	663	598	559	560	2380	*****
9 PM	634	526	525	535	2220	*****
10 PM	535	440	446	480	1901	*****
11 PM	460	488	461	405	1814	*****

TOTAL VOLUME IS 55,049 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 3,378 BEGINS AT 7:30 AM (6%) 3378 6.1%
EVENING PEAK HOUR VOLUME OF 3,798 BEGINS AT 5:15 PM (6%) 3674 6.7%

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE ROAD
STATE ROAD 836
NORTHBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 105 VEHICLES A DASH MEANS HOUR VOLUME < 53
12 AM	199	160	179	123	661	*****
1 AM	98	71	56	32	257	**
2 AM	45	47	46	35	173	**
3 AM	37	41	42	32	152	*
4 AM	35	51	30	65	181	**
5 AM	53	90	95	132	370	****
6 AM	175	245	401	581	1402	*****
7 AM	452	547	585	723	2307	*****
8 AM	771	738	700	685	2894	*****
9 AM	561	489	439	486	1975	*****
10 AM	474	435	478	485	1872	*****
11 AM	539	530	565	554	2188	*****
12 PM	614	517	563	516	2210	*****
1 PM	537	513	583	556	2189	*****
2 PM	527	565	567	554	2213	*****
3 PM	544	561	550	507	2162	*****
4 PM	550	537	556	570	2213	*****
5 PM	531	596	560	544	2231	*****
6 PM	580	575	484	480	2119	*****
7 PM	437	462	390	397	1686	*****
8 PM	395	354	346	329	1424	*****
9 PM	355	411	364	286	1416	*****
10 PM	319	382	314	274	1289	*****
11 PM	259	275	196	230	960	*****

TOTAL VOLUME IS 36,544 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 2,932 BEGINS AT 7:45 AM (8%) 2817 1.1
EVENING PEAK HOUR VOLUME OF 2,280 BEGINS AT 5:15 PM (6%) 2253 4.2

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
SOUTHBOUND ON LEJEUNE RD
SOUTHBOUND

HOUR OF DAY	1ST	2ND	3RD	4TH	TOTAL	EACH * REPRESENTS 66 VEHICLES A DASH MEANS HOUR VOLUME < 33
12 AM	125	114	104	112	455	*****
1 AM	109	98	89	56	352	*****
2 AM	33	37	29	39	138	**
3 AM	55	46	25	50	176	***
4 AM	27	49	56	30	162	**
5 AM	39	45	53	82	219	***
6 AM	94	149	199	267	709	*****
7 AM	350	319	420	459	1548	*****
8 AM	478	455	457	424	1814	*****
9 AM	339	346	336	324	1345	*****
10 AM	307	321	351	329	1308	*****
11 AM	366	365	392	406	1529	*****
12 PM	420	418	421	425	1684	*****
1 PM	389	388	346	429	1552	*****
2 PM	422	367	384	380	1553	*****
3 PM	422	429	461	431	1743	*****
4 PM	463	408	493	452	1816	*****
5 PM	428	366	366	472	1632	*****
6 PM	519	372	374	347	1612	*****
7 PM	355	324	324	270	1273	*****
8 PM	262	260	278	250	1050	*****
9 PM	287	235	283	243	1048	*****
10 PM	319	248	199	212	978	*****
11 PM	206	196	168	145	715	*****

TOTAL VOLUME IS 26,411 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 1,849 BEGINS AT 7:45 AM (7%) 1812 6.9
EVENING PEAK HOUR VOLUME OF 1,816 BEGINS AT 4:00 PM (6%) 1739 6.6

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
SBD RIGHT TURN TO SR 836 EAST
EASTBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 9 VEHICLES A DASH MEANS HOUR VOLUME < 5
12 AM	12	9	7	5	33	*****
1 AM	4	9	6	4	23	***
2 AM	3	5	2	3	13	*
3 AM	2	4	5	4	15	**
4 AM	1	3	5	2	11	*
5 AM	4	0	5	7	16	**
6 AM	8	14	25	11	58	*****
7 AM	32	34	41	59	166	*****
8 AM	58	50	44	41	193	*****
9 AM	30	38	45	23	136	*****
10 AM	35	37	39	44	155	*****
11 AM	40	37	51	61	189	*****
12 PM	42	59	60	59	220	*****
1 PM	58	52	60	73	243	*****
2 PM	53	50	51	51	205	*****
3 PM	67	50	55	38	210	*****
4 PM	46	31	51	42	170	*****
5 PM	36	31	29	27	123	*****
6 PM	48	21	46	36	151	*****
7 PM	37	28	38	28	131	*****
8 PM	17	25	24	24	90	*****
9 PM	27	21	31	19	98	*****
10 PM	43	32	25	21	121	*****
11 PM	23	26	16	13	78	*****

TOTAL VOLUME IS 2,848 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 211 BEGINS AT 7:45 AM (7%) 208 7.3
EVENING PEAK HOUR VOLUME OF 243 BEGINS AT 1:00 PM (8%) 160 5.6

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
SOUTHBOUND RIGHT TURN TO SR836 WEST
WESTBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 42 VEHICLES A DASH MEANS HOUR VOLUME < 21
12 AM	145	136	129	134	544	*****
1 AM	98	78	69	56	301	*****
2 AM	46	37	27	24	134	***
3 AM	25	20	17	37	99	**
4 AM	29	26	37	32	124	***
5 AM	19	44	42	74	179	*****
6 AM	72	129	161	207	569	*****
7 AM	230	215	268	272	985	*****
8 AM	258	238	221	190	907	*****
9 AM	191	179	174	141	685	*****
10 AM	166	176	180	189	711	*****
11 AM	172	218	217	277	884	*****
12 PM	275	314	302	260	1151	*****
1 PM	272	238	306	298	1114	*****
2 PM	307	248	295	288	1138	*****
3 PM	287	286	315	233	1121	*****
4 PM	288	267	317	226	1098	*****
5 PM	192	240	271	271	974	*****
6 PM	277	250	289	281	1097	*****
7 PM	250	239	255	227	971	*****
8 PM	215	212	205	185	817	*****
9 PM	181	192	199	220	792	*****
10 PM	234	208	169	192	803	*****
11 PM	201	189	165	180	735	*****

TOTAL VOLUME IS 17,933 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 1,036 BEGINS AT 7:30 AM (5%) 5.8
EVENING PEAK HOUR VOLUME OF 1,176 BEGINS AT 2:45 PM (6%) 975 5.4

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
NBD RIGHT TURN TO SR 836 WEST
WESTBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 30 VEHICLES A DASH MEANS HOUR VOLUME < 15
12 AM	59	46	39	31	175	*****
1 AM	29	21	24	17	91	***
2 AM	14	11	12	11	48	**
3 AM	11	5	9	7	32	*
4 AM	15	8	12	7	42	*
5 AM	16	18	29	31	94	***
6 AM	51	89	140	107	387	*****
7 AM	134	142	196	227	699	*****
8 AM	221	192	181	148	742	*****
9 AM	114	122	147	133	516	*****
10 AM	130	122	112	159	523	*****
11 AM	132	170	152	141	595	*****
12 PM	140	155	158	149	602	*****
1 PM	164	189	187	184	724	*****
2 PM	155	185	184	175	699	*****
3 PM	198	161	165	139	663	*****
4 PM	158	138	205	148	649	*****
5 PM	185	164	131	151	631	*****
6 PM	159	140	143	150	592	*****
7 PM	154	139	122	148	563	*****
8 PM	106	97	99	98	400	*****
9 PM	111	100	79	85	375	*****
10 PM	102	79	67	71	319	*****
11 PM	67	39	43	45	194	*****

TOTAL VOLUME IS 10,355 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 836 BEGINS AT 7:30 AM (8%) 8.1

EVENING PEAK HOUR VOLUME OF 742 BEGINS AT 2:15 PM (7%) 702 68

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
NBD RIGHT TURN TO SR 836 EAST
EASTBOUND

HOUR OF DAY	-- QUARTER 1ST	2ND	HOUR -- 3RD	4TH	HOUR TOTAL	EACH * REPRESENTS 21 VEHICLES A DASH MEANS HOUR VOLUME < 11
12 AM	13	8	5	8	34	**
1 AM	7	9	4	5	25	*
2 AM	3	10	5	3	21	*
3 AM	3	10	5	7	25	*
4 AM	4	4	9	15	32	**
5 AM	8	12	16	26	62	***
6 AM	40	37	69	67	213	*****
7 AM	86	107	168	143	504	*****
8 AM	140	126	133	95	494	*****
9 AM	98	102	90	77	367	*****
10 AM	70	67	83	86	306	*****
11 AM	85	95	95	114	389	*****
12 PM	96	75	83	113	367	*****
1 PM	109	100	85	77	371	*****
2 PM	88	87	83	67	325	*****
3 PM	101	72	92	85	350	*****
4 PM	91	71	91	54	307	*****
5 PM	44	59	49	58	210	*****
6 PM	63	67	52	49	234	*****
7 PM	60	37	37	33	167	*****
8 PM	37	41	30	49	157	*****
9 PM	46	43	36	46	171	*****
10 PM	61	29	46	32	168	*****
11 PM	39	24	33	18	114	*****

TOTAL VOLUME IS 5,413 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 577 BEGINS AT 7:30 AM (10%) 10.57

EVENING PEAK HOUR VOLUME OF 407 BEGINS AT 12:45 PM (7%) 248 4.6

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
WESTBOUND OFF RAMP TO GO NORTHBOUND
NORTHBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 11 VEHICLES A DASH MEANS HOUR VOLUME < 6
12 AM	13	11	9	8	41	****
1 AM	6	8	2	3	19	**
2 AM	9	6	0	2	17	**
3 AM	5	1	2	5	13	*
4 AM	4	3	4	4	15	*
5 AM	3	7	10	18	38	***
6 AM	21	28	30	28	107	*****
7 AM	43	30	38	41	152	*****
8 AM	41	47	33	47	168	*****
9 AM	34	30	44	41	149	*****
10 AM	54	43	56	61	214	*****
11 AM	78	73	86	67	304	*****
12 PM	86	75	73	82	316	*****
1 PM	69	52	61	55	237	*****
2 PM	62	56	55	81	254	*****
3 PM	59	67	73	85	284	*****
4 PM	76	78	46	63	263	*****
5 PM	22	25	26	36	109	*****
6 PM	66	38	51	37	192	*****
7 PM	36	38	46	32	152	*****
8 PM	26	26	35	38	125	*****
9 PM	29	34	33	22	118	*****
10 PM	37	24	27	22	110	*****
11 PM	19	14	16	19	68	*****

TOTAL VOLUME IS 3,465 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 304 BEGINS AT 11:00 AM (8%) /67 4.8
EVENING PEAK HOUR VOLUME OF 316 BEGINS AT 12:00 PM (9%) /56 4.5

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
WESTBOUND OFF RAMP TO GO SOUTHBOUND
SOUTHBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 36 VEHICLES A DASH MEANS HOUR VOLUME < 18
12 AM	20	17	19	22	78	**
1 AM	14	16	11	12	53	*
2 AM	8	6	5	9	28	*
3 AM	5	2	4	9	20	*
4 AM	5	4	5	4	18	*
5 AM	4	6	10	14	34	*
6 AM	24	30	35	49	138	*****
7 AM	69	52	75	71	267	*****
8 AM	87	98	100	84	369	*****
9 AM	112	79	87	102	380	*****
10 AM	105	117	112	114	448	*****
11 AM	112	114	113	131	470	*****
12 PM	118	135	136	142	531	*****
1 PM	126	110	138	139	513	*****
2 PM	116	125	132	114	487	*****
3 PM	140	165	153	171	629	*****
4 PM	229	229	235	301	994	*****
5 PM	233	228	223	193	877	*****
6 PM	230	139	126	118	613	*****
7 PM	113	89	105	88	395	*****
8 PM	81	80	81	72	314	*****
9 PM	69	78	81	79	307	*****
10 PM	60	62	61	49	232	*****
11 PM	55	46	45	25	171	*****

TOTAL VOLUME IS 8,366 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 470 BEGINS AT 11:00 AM (5%) 331 3.9
EVENING PEAK HOUR VOLUME OF 998 BEGINS AT 4:15 PM (11%) 897 11.9

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
EASTBOUND OFF RAMP TO GO NORTHBOUND
NORTHBOUND

HOUR OF DAY	-- QUARTER 1ST	2ND	HOUR -- 3RD	4TH	HOUR TOTAL	EACH * REPRESENTS 53 VEHICLES A DASH MEANS HOUR VOLUME < 27
12 AM	98	91	89	67	345	*****
1 AM	56	61	49	43	209	*****
2 AM	33	24	21	14	92	**
3 AM	24	12	21	17	74	*
4 AM	15	16	15	35	81	**
5 AM	35	71	103	117	326	*****
6 AM	182	304	379	391	1256	*****
7 AM	378	325	250	262	1215	*****
8 AM	290	262	241	248	1041	*****
9 AM	228	264	207	202	901	*****
10 AM	200	216	223	253	892	*****
11 AM	250	285	253	310	1098	*****
12 PM	265	259	226	248	998	*****
1 PM	215	232	244	228	919	*****
2 PM	222	226	265	269	982	*****
3 PM	283	284	327	298	1192	*****
4 PM	318	320	303	292	1233	*****
5 PM	277	270	195	198	940	*****
6 PM	220	187	182	211	800	*****
7 PM	200	187	191	173	751	*****
8 PM	168	168	176	175	687	*****
9 PM	188	139	144	157	628	*****
10 PM	154	155	132	115	556	*****
11 PM	107	112	105	101	425	*****

TOTAL VOLUME IS 17,641 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 1,473 BEGINS AT 6:30 AM (8%)

EVENING PEAK HOUR VOLUME OF 1,263 BEGINS AT 3:30 PM (7%)

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

LEJEUNE RD & SR 836
EASTBOUND OFF RAMP TO GO SOUTHBOUND
SOUTHBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 38 VEHICLES A DASH MEANS HOUR VOLUME < 19
12 AM	24	27	16	13	80	**
1 AM	12	9	7	5	33	*
2 AM	5	7	10	12	34	*
3 AM	2	5	4	7	18	-
4 AM	2	8	4	6	20	*
5 AM	10	14	21	18	63	**
6 AM	36	46	56	87	225	*****
7 AM	90	111	107	119	427	*****
8 AM	134	173	140	136	583	*****
9 AM	161	180	182	177	700	*****
10 AM	184	177	158	172	691	*****
11 AM	153	171	181	194	699	*****
12 PM	194	158	193	187	732	*****
1 PM	166	162	175	174	677	*****
2 PM	164	145	178	178	665	*****
3 PM	182	179	203	197	761	*****
4 PM	210	207	224	236	877	*****
5 PM	305	284	234	151	974	*****
6 PM	160	155	152	130	597	*****
7 PM	125	120	107	119	471	*****
8 PM	97	110	92	117	416	*****
9 PM	107	106	77	83	373	*****
10 PM	76	80	59	73	288	*****
11 PM	52	53	47	33	185	*****

TOTAL VOLUME IS 10,589 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 723 BEGINS AT 9:15 AM (6%) 733 50

EVENING PEAK HOUR VOLUME OF 1,059 BEGINS AT 4:45 PM (10%) 1049 9.9

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

STATE ROAD 874
SOUTH OF KENDALL ROAD
NORTHBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 173 VEHICLES A DASH MEANS HOUR VOLUME < 87
12 AM	104	94	77	66	341	**
1 AM	51	61	47	32	191	*
2 AM	37	44	24	31	136	*
3 AM	24	27	39	38	128	*
4 AM	41	40	55	66	202	*
5 AM	68	151	200	281	700	*****
6 AM	492	704	885	947	3028	*****
7 AM	1060	1258	1280	1169	4767	*****
8 AM	1146	1094	1035	871	4146	*****
9 AM	713	671	642	593	2619	*****
10 AM	569	547	503	514	2133	*****
11 AM	502	517	504	500	2023	*****
12 PM	446	474	484	474	1878	*****
1 PM	501	482	514	513	2010	*****
2 PM	537	576	583	510	2206	*****
3 PM	556	546	555	505	2162	*****
4 PM	486	489	509	535	2019	*****
5 PM	475	497	472	461	1905	*****
6 PM	446	440	456	458	1800	*****
7 PM	462	451	400	411	1724	*****
8 PM	364	340	367	311	1382	*****
9 PM	345	309	311	288	1253	*****
10 PM	297	259	275	201	1032	*****
11 PM	236	221	183	165	805	*****

TOTAL VOLUME IS 40,590 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 4,853 BEGINS AT 7:15 AM (12%)
EVENING PEAK HOUR VOLUME OF 2,225 BEGINS AT 2:15 PM (5%)

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

STATE ROAD 874
SOUTH OF KENDALL ROAD
SOUTHBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 131 VEHICLES A DASH MEANS HOUR VOLUME < 66
12 AM	200	157	102	105	564	****
1 AM	91	81	73	50	295	**
2 AM	65	54	29	41	189	*
3 AM	47	54	49	42	192	*
4 AM	42	22	50	47	161	*
5 AM	43	41	57	97	238	**
6 AM	124	201	242	258	825	*****
7 AM	293	349	401	376	1419	*****
8 AM	365	407	330	336	1438	*****
9 AM	294	285	339	313	1231	*****
10 AM	311	311	330	312	1264	*****
11 AM	338	391	360	404	1493	*****
12 PM	408	433	447	406	1694	*****
1 PM	413	376	413	465	1667	*****
2 PM	470	541	521	479	2011	*****
3 PM	572	599	665	699	2535	*****
4 PM	731	759	806	766	3062	*****
5 PM	910	961	956	847	3674	*****
6 PM	825	705	661	550	2741	*****
7 PM	559	519	476	436	1990	*****
8 PM	459	400	375	372	1606	*****
9 PM	386	355	329	305	1375	*****
10 PM	340	289	238	270	1137	*****
11 PM	315	309	286	268	1178	*****

TOTAL VOLUME IS 33,979 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 1,549 BEGINS AT 7:30 AM (4%)
EVENING PEAK HOUR VOLUME OF 3,674 BEGINS AT 5:00 PM (10%)

DATA COLLECTION BEGAN AT 12 AM ON THURSDAY, MAY 23, 1985.

APPENDIX B

PEAK PERIOD TURNING MOVEMENT COUNTS AND ANALYSIS

KIMLEY-HORN AND ASSOCIATES

TURNING MOVEMENT COUNT

SW 104 ST & SW 107

COUNTERS NAME: SL
COUNT DAY: TUESDAY

COUNTER NO. 0
COUNT DATE: 05/21/85

PE. END	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	LT	THRU LT	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
7:15	0	110	4	88	1	13	13	307	8	13	58	17	632
7:30	0	136	4	105	2	9	17	310	4	15	57	22	681
7:45	0	139	6	98	4	16	28	312	10	15	62	31	721
8:00	0	125	21	94	5	25	26	290	14	8	80	32	720
8:15	0	144	18	143	4	18	28	282	14	11	57	47	766
8:30	0	166	19	98	4	35	57	272	11	11	46	76	795
8:45	0	204	23	131	16	45	58	290	25	8	46	87	933
9:00	0	141	24	116	9	42	53	234	16	3	56	56	750
9:15													
9:30													
9:45													
10:00													
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15:45													
16:00													
16:15	0	265	69	84	11	57	41	172	17	3	76	47	842
16:30	0	291	75	79	14	62	45	119	18	5	76	50	834
16:45	0	246	108	124	24	81	44	126	13	14	73	44	897
17:00	0	258	117	141	20	67	58	161	7	9	87	64	989
17:15	0	298	103	107	21	66	40	192	11	18	108	49	1013
17:30	0	339	102	91	13	69	35	164	7	6	98	47	971
17:45	0	307	103	104	14	69	54	139	10	12	55	62	929
18:00	0	313	116	88	5	67	32	157	5	9	90	42	924
TOTAL	0	3482	912	1691	167	741	629	3527	190	160	1125	773	13397

KIMLEY-HORN AND ASSOCIATES

PEAK PERIOD ANALYSIS

SW 104 ST & SW 107

COUNTERS NAME: SL
COUNT DAY: TUESDAY

COUNTER NO. 0
COUNT DATE: 05/21/85

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
AM PEAK 8:00-9:00												
VDLS	0	655	84	488	33	140	196	1078	66	33	205	266
TOTAL		739			661			1340			504	
%TURN	0		11	74		21	15		5	7		53
PHF		.81			.86			.9			.89	

PM PEAK 16:45-17:45												
VDLS	0	1202	425	443	68	271	187	656	35	45	348	222
TOTAL		1627			782			878			615	
%TURN	0		26	57		35	21		4	7		36
PHF		.92			.86			.9			.88	

KEY

! LEFT	THRU	RIGHT !
! VOLUME	VOLUME	VOLUME !
!	TOTAL	!
!	VOLUME	!
! %		% !
! LEFT		RIGHT !
!	P.H.F.	!

SR 874 RIGHT TURN RAMP TO SW 107AVE
SW 107 AVE
NORTHBOUND

HOUR OF DAY	- - 1ST	QUARTER 2ND	HOUR 3RD	- - 4TH	HOUR TOTAL	EACH * REPRESENTS 23 VEHICLES A DASH MEANS HOUR VOLUME < 12
12 AM	0	0	0	0	0	-
1 AM	0	2	5	1	8	-
2 AM	4	5	4	2	15	*
3 AM	2	6	4	6	18	*
4 AM	3	0	1	3	7	-
5 AM	0	1	6	8	15	*
6 AM	1	9	9	11	30	*
7 AM	19	22	28	40	109	*****
8 AM	47	44	44	27	162	*****
9 AM	33	24	36	40	133	*****
10 AM	26	35	31	32	124	*****
11 AM	33	38	33	41	145	*****
12 PM	61	45	45	52	203	*****
1 PM	36	41	54	51	182	*****
2 PM	52	66	52	47	217	*****
3 PM	45	72	53	67	237	*****
4 PM	87	73	101	88	349	*****
5 PM	112	188	182	152	634	*****
6 PM	120	73	89	66	348	*****
7 PM	56	48	46	38	188	*****
8 PM	33	35	22	34	124	*****
9 PM	27	28	21	22	98	****
10 PM	28	20	17	28	93	****
11 PM	21	16	24	13	74	***

TOTAL VOLUME IS 3,513 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 175 BEGINS AT 7:45 AM (5%)
EVENING PEAK HOUR VOLUME OF 642 BEGINS AT 5:15 PM (18%)

DATA COLLECTION BEGAN AT 12AM ON TUESDAY, MAY 21, 1985.

KIMLEY-HORN AND ASSOCIATES

TURNING MOVEMENT COUNT

TAMIAMA TR & SW 87

COUNTERS NAME: SL
COUNT DAY: TUESDAY

COUNTER NO. 0
COUNT DATE: 05/21/85

PE. END	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
7:15	14	192	18	13	108	21	19	380	13	11	187	23	999
7:30	15	280	27	10	100	19	19	372	11	13	242	27	1135
7:45	18	288	33	12	119	23	18	411	12	15	267	28	1244
8:00	12	306	28	15	125	21	18	342	10	15	265	22	1179
8:15	15	316	31	14	104	35	19	366	13	17	247	25	1202
8:30	10	279	39	10	117	26	23	345	12	21	245	27	1154
8:45	13	292	39	16	116	28	15	379	17	25	196	23	1159
9:00	17	243	43	12	86	21	18	315	14	23	215	21	1028
9:15													
9:30													
9:45													
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15:45													
16:00													
16:15	19	148	15	21	241	12	28	294	14	32	445	17	1286
16:30	18	185	17	19	245	13	27	261	13	34	453	16	1301
16:45	20	176	13	17	260	15	29	340	12	31	392	15	1320
17:00	15	141	19	19	280	17	31	266	13	39	445	12	1297
17:15	19	185	18	21	239	19	33	310	10	28	502	10	1394
17:30	25	149	15	23	271	21	27	245	15	35	467	13	1306
17:45	28	160	21	19	222	28	31	246	17	37	464	19	1292
18:00	29	119	23	21	248	18	29	205	14	29	451	17	1203
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
TOTAL	287	3459	399	262	2881	337	384	5077	210	405	5483	315	19499

KIMLEY-HORN AND ASSOCIATES
PEAK PERIOD ANALYSIS

TAMIAMA TR & SW B7

COUNTERS NAME: SL
COUNT DAY: TUESDAY

COUNTER NO. 0
COUNT DATE: 05/21/85

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
AM PEAK 7:30-8:30												
VOLS	55	1189	131	51	465	105	78	1464	47	68	1024	102
TOTAL		1375			621			1589			1194	
%TURN	4		10	8		17	5		3	6		9
PHF		.95			.96			.9			.96	
PM PEAK 16:30-17:30												
VOLS	79	651	65	80	1050	72	120	1161	50	133	1806	50
TOTAL		795			1202			1331			1989	
%TURN	10		8	7		6	9		4	7		3
PHF		.9			.95			.87			.92	

KEY

!	LEFT	THRU	RIGHT	!
!	VOLUME	VOLUME	VOLUME	!
!		TOTAL		!
!		VOLUME		!
!	%		%	!
!	LEFT		RIGHT	!
!		P.H.F.		!

County Dade

TURNING MOVEMENT SUMMARY

LOCATION I 395 Westbound on ramp + NE 1st AVE.

DAY Thursday DATE 5-23-85 WEATHER Clear

NE 1st AVE

North Ramp

South Ramp

TIME INTERVAL	Northbound				N-S TOTAL				Westbound				Eastbound				E-W TOTAL			
	←	↑	→	TOTAL	←	↑	→	TOTAL	←	↑	→	TOTAL	←	↑	→	TOTAL	←	↑	→	TOTAL
7:15		45								89			34	61						
7:30		30								96			42	47						
7:45		54								134			36	65						
8:00		67								154			51	85						
TOTAL		196								473			163	258						
8:15		60								133			67	102						
8:30		55								102			72	80						
8:45		87								110			82	88						
9:00		95								113			91	95						
TOTAL		297								458			312	365						
TOTAL																				
4:15		155								126			256	188						
4:30		147								133			235	189						
4:45		191								135			454	235						
5:00		156								118			444	215						
TOTAL		649								512			1389	827						
5:15		192								150			476	243						
5:30		161								132			366	199						
5:45		151								109			354	177						
6:00		136								87			339	190						
TOTAL		640								478			1535	809						
TOTAL																				

TURNING MOVEMENT SUMMARY

LOCATION I 395 Eastbound off-ramp + N 2nd Ave.

DAY Thursday DATE 5-23-85 WEATHER Clear

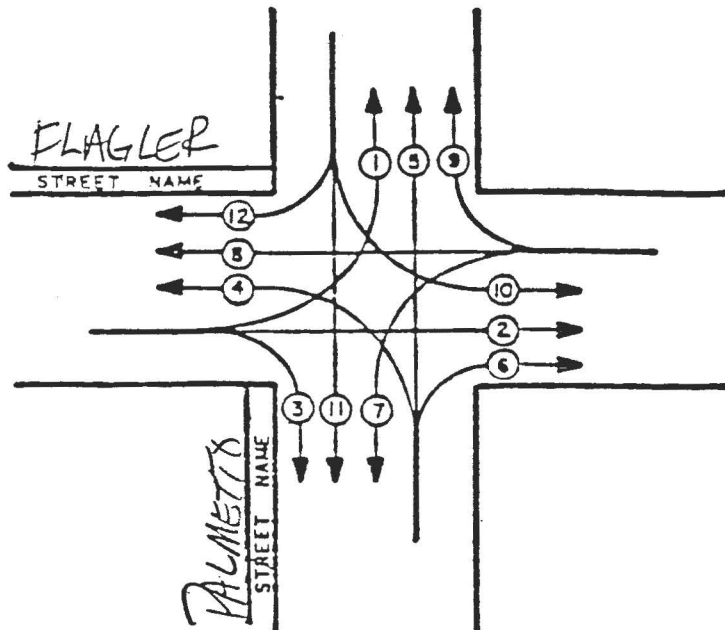
17 E 2nd AVE.

North Ramp

South Ramp

TIME INTERVAL	N-S				Southbound				N-S TOTAL	Eastbound				Eastbound				E-W TOTAL
	←	↑	→	TOTAL	←	↑	→	TOTAL		←	↑	→	TOTAL	←	↑	→	TOTAL	
7:15						200					43	83			102	130		
7:30						249					36	100			120	198		
7:45						311					44	120			158	274		
8:00						334					47	122			169	321		
TOTAL						1094					170	425			549	923		
8:15						319					40	139			171	221		
8:30						329					27	149			193	261		
8:45						270					39	152			180	193		
9:00						286					45	163			182	175		
TOTAL						1204					151	603			726	850		
TOTAL																		
4:15						35					26	84			101	31		
4:30						98					13	75			91	114		
4:45						69					13	73			107	100		
5:00						53					10	109			112	59		
TOTAL						255					62	341			411	304		
5:15						61					18	78			77	69		
5:30						55					11	69			104	60		
5:45						43					19	68			73	46		
6:00						42					15	73			75	47		
TOTAL						201					63	288			329	222		
TOTAL																		

74



LOCATION PALMETTO / FLAGLER

DATE
TIME

1/23/85

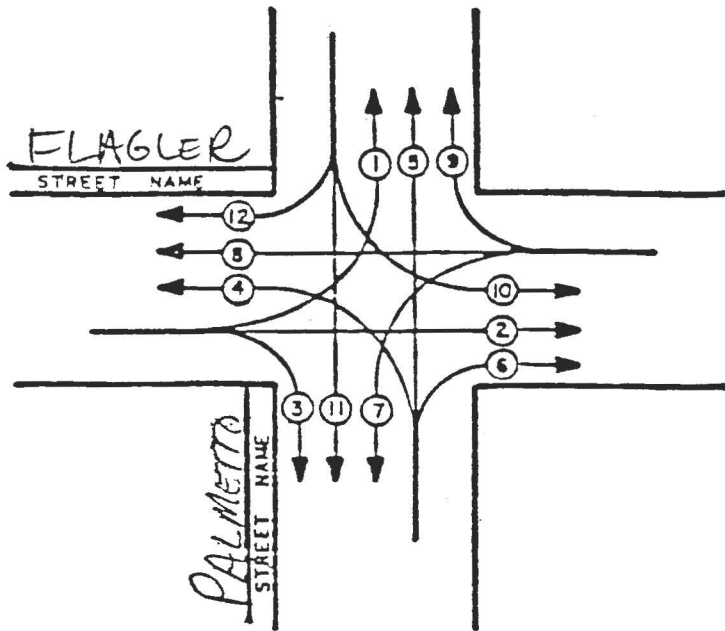
7:00 A TO 11:00 A SIGNUP'S

TAPE 9² = TOT 4, 5, 6
TAPE H⁴ = TOT 10, 11, 12

Draw sketch of intersection above

[illegible]

SUMMARY SHEET



LOCATION:

DELMETT / FLAGLER

DATE _____

TIME

1/23/85

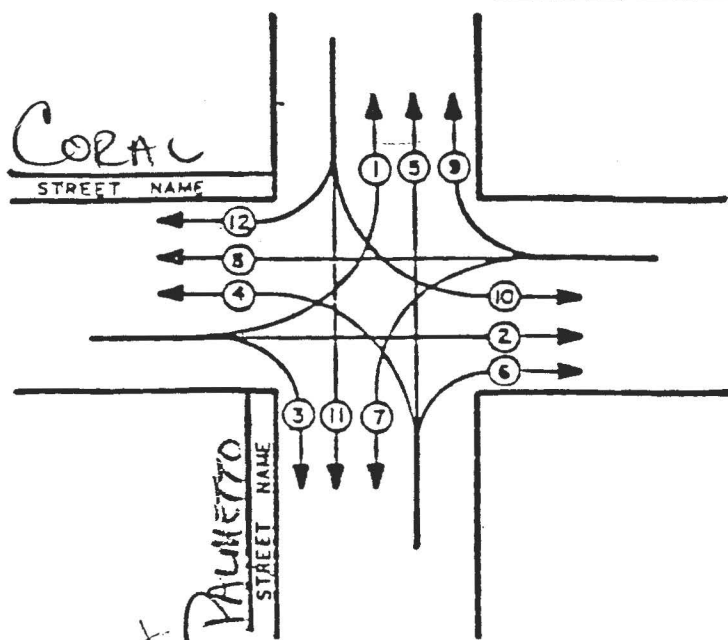
2:00 p to 6:00 p Singing's



Draw sketch of intersection above

[illegible]

SUMMARY SHEET



LOCATION: PALMETTO/CORAL WAY

DATE
TIME

1/22/85

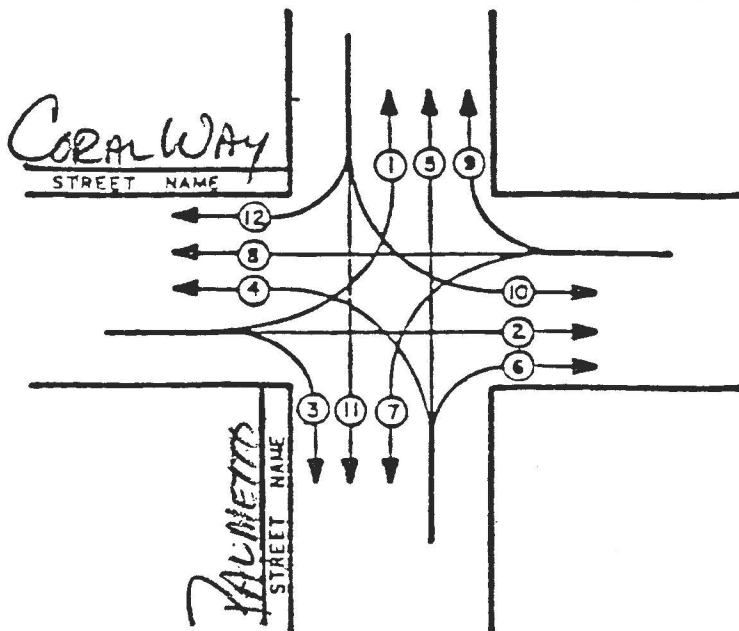
7:00 A TO 11:00 A SHIFTS

TAPE $F^3 = \text{TOT } 10, 11, 12$
TAPE $E^2 = \text{TOT } 4, 5, 6$

Draw sketch of intersection above

[illegible]

()



LOCATION

PALMETTO / CORAL WAY

DATE
TIME

1/22/85

21000 TO 61000 SHIRTS

TAPE $F^3 = \text{TOT } 10, 11, 12$
TAPE $= \text{TOT } 4, 5, 6$

Draw sketch of intersection above

[illegible]

[illegible]

APPENDIX C

**CRITICAL MOVEMENT ANALYSIS
FOR SELECTED CORRIDOR INTERSECTIONS**

FILE: TAMIAMIAM .CMA
TAMIAMI.PM.CMA

CRITICAL MOVEMENT ANALYSIS

REPORT TAMIAMI AND SW 87 AVE
DATE PM PEAK HOUR

LEVEL OF SERVICE E
SATURATION 112%
CRITICAL N/S VOL 641
CRITICAL E/W VOL 1188
CRITICAL SUM 1849

LANE GEOMETRY

LANE	NORTHBOUND MOV WIDTH	SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1	R.. 12.0	T.. 12.0	R.. 12.0	R.. 12.0
2	T.. 12.0	T.. 12.0	T.. 12.0	T.. 12.0
3	T.. 12.0	L.. 12.0	T.. 12.0	T.. 12.0
4	L.. 12.0	... ..	L.. 12.0	L.. 12.0
5	... ..	... ..	... ..	... ..
6	... ..	... ..	... ..	... ..

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	79	80	120	133
THRU	651	1050	1161	1806
RIGHT	0	0	0	0

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	.9
SOUTHBOUND	5	0	.95
EASTBOUND	5	0	.87
WESTBOUND	5	0	.92

PHASING N/S :4. BOTH TURNS PROTECTED (WITH OVERLAP)
E/W :4. BOTH TURNS PROTECTED (WITH OVERLAP)
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 100 SECONDS
LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	398	609	735	1082
LEFT	52	51	106	116

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	79	80	120	133
ADJUSTED VOL	52	51	106	116
CAPACITY	0	0	0	0
MOVEMENT	N/A	N/A	N/A	N/A

CRITICAL MOVEMENT ANALYSIS

REPORT SW 107 AND SW 104

DATE HOV AM PEAK

LEVEL OF SERVICE D

SATURATION 79%

CRITICAL N/S VOL 628

CRITICAL E/W VOL 670

CRITICAL SUM 1298

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	R..	12.0	T..	12.0	RT.	12.0
2	L..	12.0	RT.	12.0	T..	12.0	T..	12.0
3	...	....	L..	12.0	L..	12.0	L..	12.0
4	...	....	...	....	...	....	...	....
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT		574		433		103		9
THRU		0		17		1156		245
RIGHT		0		0		0		186

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	.86
SOUTHBOUND	5	0	.76
EASTBOUND	5	0	.75
WESTBOUND	5	0	.89

PHASING N/S :4. BOTH TURNS PROTECTED (WITH OVERLAP)
 E/W :2. HEAVIEST TURN PROTECTED

PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)

CYCLE LENGTH : 100 SECONDS

LEFTS/CYCLE : 0

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT		0		11		670		261
LEFT		385		628		119		61

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME		574		433		103		9
ADJUSTED VOL		735		628		119		61
CAPACITY		0		0		470		0
MOVEMENT		N/A		N/A		N/A		NO

CRITICAL MOVEMENT ANALYSIS

REPORT SW 107 AND SW 104

DATE HOV-PM PEAK

LEVEL OF SERVICE E
 SATURATION 90%
 CRITICAL N/S VOL 917
 CRITICAL E/W VOL 571
 CRITICAL SUM 1488

LANE GEOMETRY

LANE	NORTHBOUND MOV WIDTH	SOUTHBOUND MOV WIDTH	EASTBOUND MOV WIDTH	WESTBOUND MOV WIDTH
1	L.. 12.0	R.. 12.0	T.. 12.0	RT. 12.0
2	L.. 12.0	RT. 12.0	T.. 12.0	T.. 12.0
3	... ..	L.. 12.0	L.. 12.0	L.. 12.0
4	... ..	... ..	... ..	... ..
5	... ..	... ..	... ..	... ..
6	... ..	... ..	... ..	... ..

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	1141	463	14	47
THRU	0	78	643	366
RIGHT	0	142	0	0

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	.84
SOUTHBOUND	5	0	.9
EASTBOUND	5	0	.69
WESTBOUND	5	0	.88

PHASING N/S : 4. BOTH TURNS PROTECTED (WITH OVERLAP)
 E/W : 4. BOTH TURNS PROTECTED (WITH OVERLAP)
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 0

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	0	132	513	229
LEFT	785	567	22	58

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	1141	463	14	47
ADJUSTED VOL	1497	567	22	58
CAPACITY	0	0	0	0
MOVEMENT	N/A	N/A	N/A	N/A

FILE:

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-FLAGLER WEST LEG

DATE AM PEAK HOUR

LEVEL OF SERVICE B

SATURATION 65%

CRITICAL N/S VOL 320

CRITICAL E/W VOL 748

CRITICAL SUM 1068

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT		0		257		212		0
THRU		0		0		766		809
RIGHT		0		0		0		0

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	1
SOUTHBOUND	5	0	.76
EASTBOUND	5	0	.82
WESTBOUND	5	0	.87

PHASING N/S :2. HEAVIEST TURN PROTECTED
E/W :2. HEAVIEST TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 100 SECONDS
LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT		0		0		514		512
LEFT		0		320		236		0

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME		0		257		212		0
ADJUSTED VOL		0		320		236		0
CAPACITY		320		0		2		234
MOVEMENT		OK		N/A		N/A		OK

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-FLAGLER WEST LEG

DATE PM PEAK HOUR

LEVEL OF SERVICE E

SATURATION 94%

CRITICAL N/S VOL 297

CRITICAL E/W VOL 1252

CRITICAL SUM 1549

LANE GEOMETRY

LANE	NORTHBOUND MOV WIDTH		SOUTHBOUND MOV WIDTH		EASTBOUND MOV WIDTH		WESTBOUND MOV WIDTH	
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT		0		265		242		0
THRU		0		0		551		1524
RIGHT		0		0		0		0

	TRUCKS (%)		LOCAL BUSES (#/HR)		PEAK HOUR FACTOR	
NORTHBOUND		5		0		1
SOUTHBOUND		5		0		.85
EASTBOUND		5		0		.82
WESTBOUND		5		0		.86

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :2. HEAVIEST TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT		0		0		370		976
LEFT		0		297		276		0

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME		0		265		242		0
ADJUSTED VOL		0		297		276		0
CAPACITY		297		0		0		882
MOVEMENT		OK		N/A		N/A		OK

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-FLAGLER EAST LEG

DATE AM PEAK HOUR

LEVEL OF SERVICE D

SATURATION 83%

CRITICAL N/S VOL 440

CRITICAL E/W VOL 923

CRITICAL SUM 1363

LANE GEOMETRY

LANE	NORTHBOUND MOV WIDTH		SOUTHBOUND MOV WIDTH		EASTBOUND MOV WIDTH		WESTBOUND MOV WIDTH	
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT	0		316		326		0	
THRU	0		0		811		635	
RIGHT	0		0		0		0	

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	1
SOUTHBOUND	5	0	.7
EASTBOUND	5	0	.65
WESTBOUND	5	0	.81

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :2. HEAVIEST TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT	0		0		687		432	
LEFT	0		440		491		0	

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME	0		316		326		0	
ADJUSTED VOL	0		440		491		0	
CAPACITY	440		0		255		236	
MOVEMENT	OK		N/A		N/A		OK	

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-FLAGLER EAST LEG

DATE PM PEAK HOUR

LEVEL OF SERVICE E

SATURATION 94%

CRITICAL N/S VOL 170

CRITICAL E/W VOL 1385

CRITICAL SUM 1555

LANE GEOMETRY

LANE	NORTHBOUND MOV WIDTH		SOUTHBOUND MOV WIDTH		EASTBOUND MOV WIDTH		WESTBOUND MOV WIDTH	
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT	0		163		423		0	
THRU	0		0		566		1375	
RIGHT	0		0		0		0	

	TRUCKS (%)		LOCAL BUSES (#/HR)		PEAK HOUR FACTOR	
NORTHBOUND	5		0		1	
SOUTHBOUND	5		0		.82	
EASTBOUND	5		0		.83	
WESTBOUND	5		0		.87	

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :2. HEAVIEST TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT	0		0		375		871	
LEFT	0		170		514		0	

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME	0		163		423		0	
ADJUSTED VOL	0		170		514		0	
CAPACITY	170		0		0		1010	
MOVEMENT	OK		N/A		N/A		OK	

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-CORAL WAY EAST LEG

DATE AM PEAK HOUR

LEVEL OF SERVICE E

SATURATION 112%

CRITICAL N/S VOL 153

CRITICAL E/W VOL 1695

CRITICAL SUM 1848

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	...	....	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT		149		0		0		193
THRU		0		0		1882		673
RIGHT		0		0		0		0

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	.81
SOUTHBOUND	5	0	1
EASTBOUND	5	0	.7
WESTBOUND	5	0	.81

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :2. HEAVIEST TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT		0		0		1482		458
LEFT		153		0		0		213

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME		149		0		0		193
ADJUSTED VOL		153		0		0		213
CAPACITY		0		153		1237		0
MOVEMENT		N/A		OK		OK		N/A

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-CORAL WAY EASTLEG

DATE PM PEAK HOUR

LEVEL OF SERVICE D

SATURATION 78%

CRITICAL N/S VOL 255

CRITICAL E/W VOL 1027

CRITICAL SUM 1282

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	...	....	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT		231		0		0		191
THRU		0		0		705		1565
RIGHT		0		0		0		0

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	.84
SOUTHBOUND	5	0	1
EASTBOUND	5	0	.72
WESTBOUND	5	0	.84

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :2. HEAVIEST TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT		0		0		539		1027
LEFT		255		0		0		203

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME		231		0		0		191
ADJUSTED VOL		255		0		0		203
CAPACITY		0		255		0		488
MOVEMENT		N/A		OK		OK		N/A

FILE: CORALPME .CMA

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-CORAL WAY

DATE WEST AM PEAK HOUR

LEVEL OF SERVICE E

SATURATION 116%

CRITICAL N/S VOL 287

CRITICAL E/W VOL 1622

CRITICAL SUM 1909

LANE	LANE GEOMETRY							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0	...	....
4
5
6

		TRAFFIC VOLUMES							
		NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT		0		268		117		0	
THRU		0		0		2207		616	
RIGHT		0		0		0		0	

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	1
SOUTHBOUND	5	0	.89
EASTBOUND	5	0	.75
WESTBOUND	5	0	.86

PHASING N/S :2. HEAVIEST TURN PROTECTED
E/W :2. HEAVIEST TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 100 SECONDS
LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	0	0	1622	394
LEFT	0	287	119	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	0	268	117	0
ADJUSTED VOL	0	287	119	0
CAPACITY	287	0	1228	0
MOVEMENT	OK	N/A	N/A	OK

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-CORAL WAY WEST LEG

DATE PM PEAK HOUR

LEVEL OF SERVICE E

SATURATION 104%

CRITICAL N/S VOL 381

CRITICAL E/W VOL 1328

CRITICAL SUM 1709

LANE GEOMETRY

LANE	NORTHBOUND MOV WIDTH		SOUTHBOUND MOV WIDTH		EASTBOUND MOV WIDTH		WESTBOUND MOV WIDTH	
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	L..	12.0	...	....
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT	0		344		179		0	
THRU	0		0		710		1605	
RIGHT	0		0		0		0	

	TRUCKS (%)		LOCAL BUSES (#/HR)		PEAK HOUR FACTOR	
NORTHBOUND	5		0		1	
SOUTHBOUND	5		0		.89	
EASTBOUND	5		0		.81	
WESTBOUND	5		0		.78	

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :2. HEAVIEST TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT	0		0		483		1134	
LEFT	0		381		194		0	

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME	0		344		179		0	
ADJUSTED VOL	0		381		194		0	
CAPACITY	381		0		0		845	
MOVEMENT	OK		N/A		N/A		OK	

CRITICAL MOVEMENT ANALYSIS

REPORT TAMIAMI AND SW 87 AVE
DATE AM PEAK

LEVEL OF SERVICE E
SATURATION 99%
CRITICAL N/S VOL 706
CRITICAL E/W VOL 932
CRITICAL SUM 1638

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	R..	12.0	T..	12.0	R..	12.0	R..	12.0
2	T..	12.0	T..	12.0	T..	12.0	T..	12.0
3	T..	12.0	L..	12.0	T..	12.0	T..	12.0
4	L..	12.0	...	....	L..	12.0	L..	12.0
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT	55		51		78		68	
THRU	1189		465		1464		1024	
RIGHT	63		27		0		51	

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	.25
SOUTHBOUND	5	0	.96
EASTBOUND	5	0	.9
WESTBOUND	5	0	.96

PHASING N/S :4. BOTH TURNS PROTECTED (WITH OVERLAP)
E/W :4. BOTH TURNS PROTECTED (WITH OVERLAP)
PEDESTRIAN ACTIVITY : 1. 0 - 29 (#PEDS/HR)
CYCLE LENGTH : 100 SECONDS
LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT	689		267		896		587	
LEFT	22		17		51		36	

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME	55		51		78		68	
ADJUSTED VOL	22		17		51		36	
CAPACITY	0		0		0		0	
MOVEMENT	N/A		N/A		N/A		N/A	

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-BIRD ROAD WEST LEG

DATE AM PEAK HOUR

LEVEL OF SERVICE E

SATURATION 115%

CRITICAL N/S VOL 535

CRITICAL E/W VOL 1368

CRITICAL SUM 1903

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV WIDTH		MOV WIDTH		MOV WIDTH		MOV WIDTH	
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	T..	12.0	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT	0		434		0		273	
THRU	0		0		2545		1170	
RIGHT	0		0		0		0	

	TRUCKS (%)		LOCAL BUSES (#/HR)		PEAK HOUR FACTOR	
NORTHBOUND	5		0		1	
SOUTHBOUND	5		0		.82	
EASTBOUND	5		0		.94	
WESTBOUND	5		0		.8	

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :2. HEAVIEST TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 79 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT	0		0		1042		806	
LEFT	0		535		0		326	

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME	0		434		0		273	
ADJUSTED VOL	0		535		0		326	
CAPACITY	535		0		562		0	
MOVEMENT	OK		N/A		OK		N/A	

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-BIRD ROAD

DATE WEST LEG PM-PEAK HOUR

LEVEL OF SERVICE E

SATURATION 153%

CRITICAL N/S VOL 623

CRITICAL E/W VOL 1903

CRITICAL SUM 2526

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	T..	12.0	T..	12.0
2	T..	12.0	T..	12.0
3	T..	12.0	L..	12.0
4
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT		0		562		0		744
THRU		0		0		1170		2866
RIGHT		0		0		0		0

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	1
SOUTHBOUND	5	0	.93
EASTBOUND	5	0	.91
WESTBOUND	5	0	.83

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :2. HEAVIEST TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 29 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT		0		0		495		1903
LEFT		0		623		0		940

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME		0		562		0		744
ADJUSTED VOL		0		623		0		940
CAPACITY		623		0		0		1408
MOVEMENT		OK		N/A		OK		N/A

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-BIRD ROAD EAST LEG

DATE AM PEAK HOUR

LEVEL OF SERVICE D

SATURATION 81%

CRITICAL N/S VOL 351

CRITICAL E/W VOL 1042

CRITICAL SUM 1393

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	...	....	T..	12.0	R..	12.0
2	T..	12.0	T..	12.0
3	T..	12.0	T..	12.0
4	T..	12.0
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT	320		0		0		0	
THRU	0		0		2545		1108	
RIGHT	0		0		0		212	

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	.89
SOUTHBOUND	5	0	1
EASTBOUND	5	0	.74
WESTBOUND	5	0	.89

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :1. NEITHER TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT	0		0		1042		479	
LEFT	351		0		0		0	

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
INPUT VOLUME	320		0		0		0	
ADJUSTED VOL	351		0		0		0	
CAPACITY	0		351		563		0	
MOVEMENT	N/A		OK		OK		OK	

FILE: BIRDAME .CMA

CRITICAL MOVEMENT ANALYSIS

REPORT PALMETTO-BIRD ROADEAST LEG

DATE PM PEAK HOUR

LEVEL OF SERVICE E

SATURATION 96%

CRITICAL N/S VOL 322

CRITICAL E/W VOL 1328

CRITICAL SUM 1650

LANE GEOMETRY

LANE	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH	MOV	WIDTH
1	L..	12.0	...	....	T..	12.0	R..	12.0
2	T..	12.0	T..	12.0
3	T..	12.0	T..	12.0
4	T..	12.0
5
6

TRAFFIC VOLUMES

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
LEFT		267		0		0		0
THRU		0		0		1108		3072
RIGHT		0		0		0		473

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	5	0	.79
SOUTHBOUND	5	0	1
EASTBOUND	5	0	.85
WESTBOUND	5	0	.89

PHASING N/S :2. HEAVIEST TURN PROTECTED
 E/W :1. NEITHER TURN PROTECTED
 PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
 CYCLE LENGTH : 100 SECONDS
 LEFTS/CYCLE : 1

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
THRU -RIGHT		0		0		501		1328
LEFT		322		0		0		0

LEFT TURN CHECK

	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
PUT VOLUME		267		0		0		0
ADJUSTED VOL		322		0		0		0
CAPACITY		0		322		0		827
MOVEMENT		N/A		OK		OK		OK

APPENDIX D

AUTO OCCUPANCY DATA

Vehicle Occupancy Count

SR 826 south of Bird Rd at Y intersection

Time	Vehicles	Occupants	Average
7:15	351	432	1.23
7:30	276	339	1.23
7:45	240	294	1.23
8:00	282	348	1.23
Total	1149	1413	1.23
8:15	354	435	1.22
8:30	299	364	1.23
8:45	318	390	1.23
9:00	276	339	1.23
Total	1247	1528	1.23
4:15	591	716	1.20
4:30	467	538	1.15
4:45	573	656	1.14
5:00	564	642	1.14
Total	2195	2546	1.16
5:15	585	679	1.16
5:30	627	724	1.15
5:45	704	818	1.14
6:00	768	877	1.16
Total	2684	3098	1.15

2396

2941

1.23

4879

5699

1.16

Vehicle Occupancy Count

SR 874 south of Bird Rd at Y intersection

Time	Vehicle	Occupants	Average
7:15	324	366	1.13
7:30	675	762	1.13
7:45	660	747	1.13
8:00	630	711	1.13
Total	2289	2586	1.13
8:15	693	783	1.13
8:30	651	735	1.13
8:45	963	1089	1.13
9:00	717	810	1.13
Total	3024 ⁵³¹³	3417 ⁶⁰⁰³	1.13 ^{1.13}
4:15	868	1015	1.17
4:30	707	801	1.13
4:45	725	794	1.10
5:00	688	730	1.06
Total	2988	3340	1.12
5:15	713	764	1.07
5:30	704	768	1.10
5:45	522	590	1.13
6:00	303	358	1.18
Total	2242 ⁵²³⁰	2480 ⁵⁸²⁰	1.11 ^{1.11}

Vehicle Occupancy Count

Bird Rd at 826

Time	Vehicle	Occupants	Average
7:15	607	778	1.28
7:30	495	640	1.29
7:45	860	1106	1.29
8:00	1037	1329	1.28
Total	2999	3853	1.28
8:15	1039	1326	1.28
8:30	1007	1274	1.27
8:45	857	1077	1.26
9:00	1209	1515	1.25
Tals	4112 ⁷¹¹¹	5192 ⁹⁰⁴⁵	1.26 ^{1.27}
4:15	468	597	1.28
4:30	546	714	1.30
4:45	419	535	1.28
5:00	402	529	1.32
Total	1835	2375	1.29
5:15	427	566	1.33
5:30	461	590	1.28
5:45	407	551	1.35
6:00	343	465	1.36
	1638 ³⁴⁷³	2172 ⁴⁵⁴⁷	1.33 ^{1.31}

Vehicle Occupancy

SR 836 - Between W. Tenne Rd + Red Rd.

Time	Vehicles	Occupants	Average
7:15	1140	1310	1.15
7:30	991	1151	1.16
7:45	1205	1364	1.13
8:00	1003	1137	1.13
Total	4339	4962	1.14
8:15	1149	1294	1.13
8:30	1057	1186	1.12
8:45	1136	1237	1.08
9:00	1071	1166	1.09
Totals	4413 ⁸⁷⁵²	4883 ⁹⁸⁴⁵	1.10 ^{1.12}
4:15	1064	1291	1.21
4:30	936	1137	1.21
4:45	839	1029	1.23
5:00	842	1035	1.23
Total	3681	4492	1.22
5:15	940	1108	1.18
5:30	856	965	1.13
5:45	907	1041	1.15
6:00	850	959	1.13
	3553 ¹⁷²³⁹	4073 ⁸⁵⁰⁵	1.15 ^{1.18}

Vehicle Occupancy Count

LE JEUNE Rd AT SR 836

Time	Vehicle	Occupants	Average
7:15	558	688	1.23
7:30	519	631	1.22
7:45	606	736	1.20
8:00	569	684	1.20
Totals	2252	2733	1.21
8:15	713	902	1.27
8:30	597	743	1.24
8:45	647	783	1.21
9:00	686	841	1.23
Totals	2643 ⁴⁸⁹⁵	3269 ⁶⁰⁰²	1.24 ^{1.23}
4:15	370	519	1.40
4:30	324	461	1.42
4:45	341	464	1.36
5:00	320	442	1.38
Totals	1355	1886	1.39
5:15	399	546	1.37
5:30	325	422	1.30
5:45	415	530	1.28
6:00	339	463	1.37
Totals	1478 ²⁸³³	1961 ³⁸⁴⁷	1.33 ^{1.36}

SR 836

	1	2	3	4	5	6	TOTAL
7:15	980	150	10	0	0	0	1310
7:30	847	139	2	5	0	0	1151
7:45	1057	142	5	2	0	0	1364
8:00	899	100	10	2	0	0	1137
8:15	989	107	8	4	0	1	1249
8:30	948	101	6	3	0	1	1186
8:45	1048	83	3	2	0	1	1237
9:00	994	66	8	1	0	2	1166
4:15	857	200	3	5	1	0	1291
4:30	770	141	15	6	2	1	1137
4:45	648	144	16	10	1	0	1029
5:00	677	159	10	0	2	0	1035
5:15	790	136	10	4	0	0	1108
5:30	754	93	7	1	0	0	965
5:45	786	112	6	2	1	0	1041
6:00	749	94	6	1	0	0	959

Bird Rd

	1	2	3	4	5	6	TOTAL
7:15	459	130	15	2	6	1	778
7:30	365	118	9	3	0	0	640
7:45	641	196	19	4	0	0	1106
8:00	743	242	22	5	2	1	1329
8:15	783	232	19	4	0	1	1326
8:30	771	215	15	3	2	1	1274
8:45	660	180	12	4	1	0	1077
9:00	941	237	25	5	1	0	1515
4:15	344	120	3	1	0	0	597
4:30	390	148	5	2	1	0	714
4:45	325	95	3	0	1	1	535
5:00	289	105	4	3	0	1	529
5:15	313	111	6	2	1	0	566
5:30	350	99	8	3	0	1	590
5:45	282	114	5	4	2	0	551
6:00	227	111	4	1	0	0	465

SR. 874

	1	2	3	4	5	6	TOTAL
7:15	291	32	2	0	1	0	366
7:30	605	64	5	2	0	1	762
7:45	589	60	7	3	1	0	747
8:00	562	59	6	2	1	0	711
8:15	601	70	8	3	0	1	783
8:30	584	54	10	2	1	0	735
8:45	868	71	18	5	1	0	1089
9:00	647	54	11	4	0	1	810
4:15	744	105	15	4	0	0	1015
4:30	629	70	5	3	1	0	801
4:45	653	67	1	1	0	0	794
5:00	646	42	0	0	0	0	730
5:15	663	49	1	0	0	0	764
5:30	644	59	2	0	0	0	768
5:45	458	60	4	0	0	0	590
6:00	251	49	3	0	0	0	358

SR 826

	1	2	3	4	5	6	TOTAL
7:15	290	46	11	3	1	0	432
7:30	225	41	8	2	0	0	339
7:45	181	46	7	0	0	0	294
8:00	232	37	11	1	1	0	348
8:15	296	41	13	3	0	1	435
8:30	252	33	11	2	1	0	364
8:45	263	44	9	3	0	0	390
9:00	227	37	10	2	0	0	339
4:15	497	88	7	4	0	1	716
4:30	407	53	4	2	1	0	538
4:45	501	64	5	3	0	0	656
5:00	498	59	3	3	1	0	642
5:15	499	80	4	2	0	0	679
5:30	548	69	5	3	1	1	724
5:45	604	90	6	4	0	0	818
6:00	673	86	5	3	1	0	877

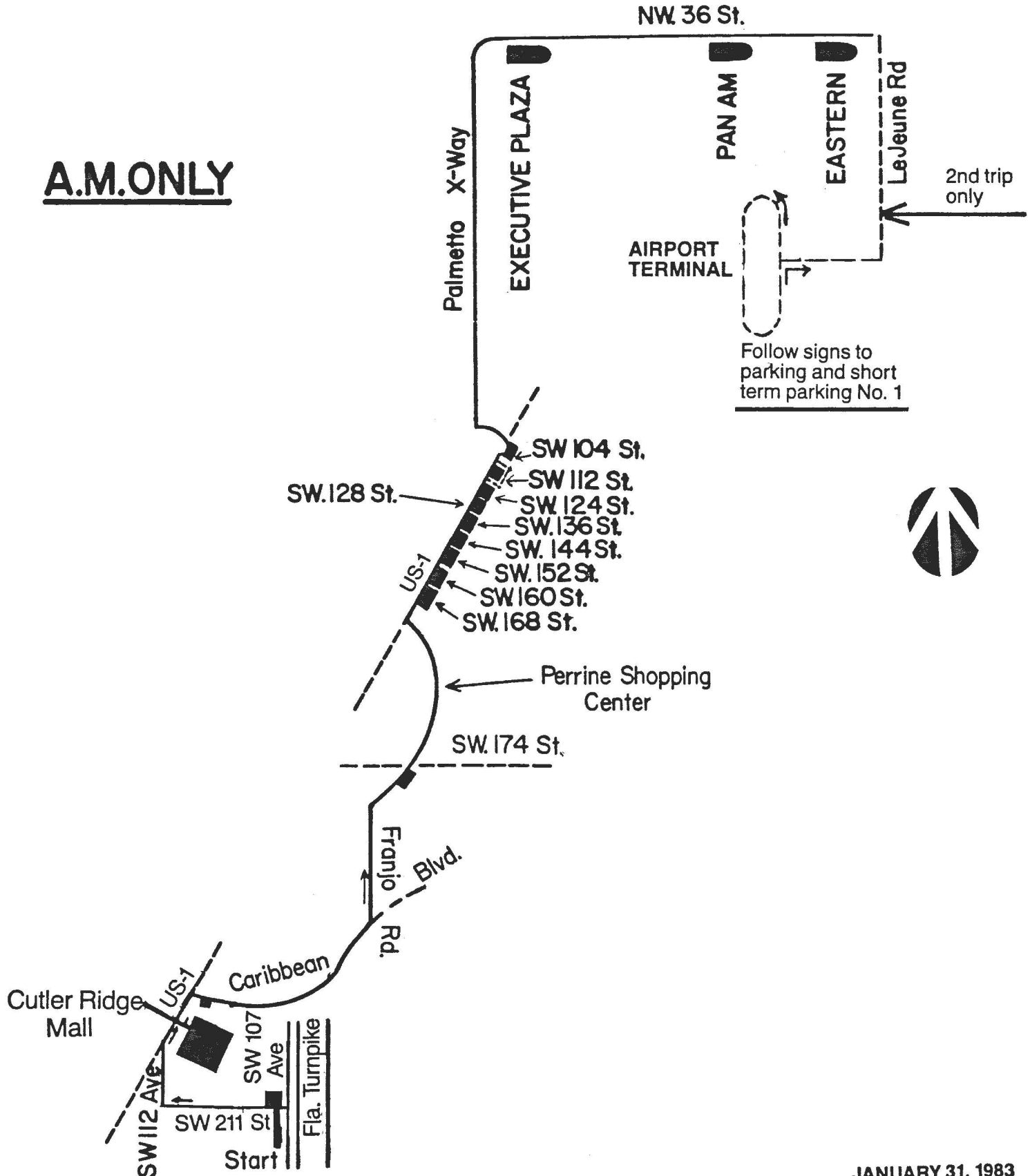
DE JENNE Rd.

	1	2	3	4	5	6	TOTAL
7:15	523	60	11	3	0	0	688
7:30	436	71	11	5	0	0	631
7:45	509	88	11	3	0	0	730
8:00	459	78	15	6	0	0	684
8:15	577	120	14	7	3	0	902
8:30	476	100	17	4	0	0	743
8:45	548	87	15	4	0	0	783
9:00	554	117	16	0	1	0	841
4:15	256	99	11	8	0	0	519
4:30	210	102	9	5	0	0	461
4:45	241	81	15	4	0	0	464
5:00	230	72	13	6	1	0	442
5:15	272	110	14	3	0	0	546
5:30	249	62	7	7	0	0	422
5:45	324	79	8	6	0	0	530
6:00	240	90	10	2	1	0	463

APPENDIX E

BUS ROUTES, HEADWAYS, AND ON-OFF COUNTS

A.M. ONLY



13 -- 13-XPRES
NORTHBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 1
DATE: 24MAR85

RT.13 CUTLER RIDGE AIRPORT XPRES

TIME: 5:57 AM

RUN. BLOCK-- NOTE D-H GAR-OUT SDAD PER--36ST EAST MIAM GAR-IN--D-H TRIP L-O
NO. NO. FR-LINE GVCT RINE SODR AIRL INTL FR-LINE TIME TIME

51 # CW-5:32-5:57-6:09-6:43-6:45* TO--48-# 48
55 # CW-6:37 7:02 7:14 7:48 7:50 8:00*CW-8:17 # 58

() -- OPERATOR CHANGES * -- TRIP ENDS

13 -- 13-XPRES
SOUTHBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 2
DATE: 24MAR85

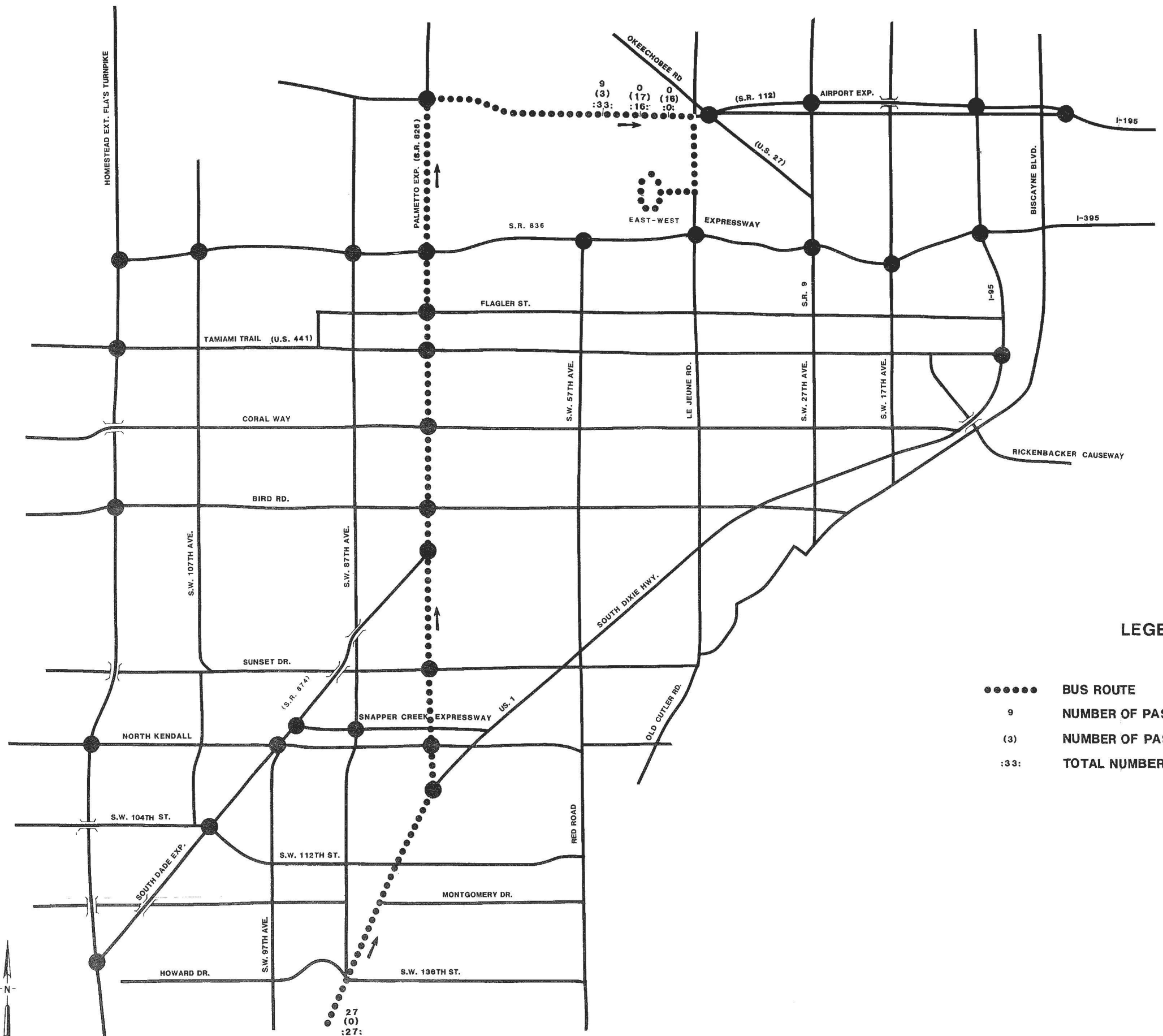
RT.13 CUTLER RIDGE AIRPORT XPRES

TIME: 3:40 PM

RUN. BLOCK NOTE D-H GAR-OUT MIAM EAST 36ST SHCT SDAD GAR-IN D-H TRIP L-O
NO. NO. FR-LINE INTL AIRL SODR PERR GVCT FR-LINE TIME TIME

62 # CW-3:15 3:40 3:43 4:19 4:25 # 45 2
62 # 5:05 5:15 5:18 6:08 6:20*CW-6:45 # 75

() -- OPERATOR CHANGES * -- TRIP ENDS

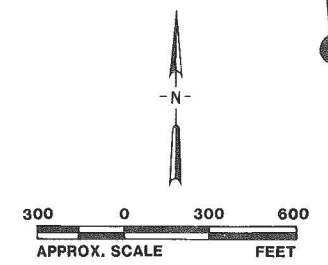


LEGEND

- BUS ROUTE
- 9 NUMBER OF PASSENGERS BOARDING
- (3) NUMBER OF PASSENGERS ALIGHTING
- :33: TOTAL NUMBER OF PASSENGERS ON BUS

DADE COUNTY EXPRESSWAY
HOV STUDY
TRANSIT SERVICES
ROUTE 13 A.M.

Kimley-Horn



PROJECT HOV MIAMI (4313.10) SHEET NO. OF
CALC. BY DATE CHECKED BY DATE REVISED BY DATE

TRANSIT PASSENGER COUNT

NAME	<u>O. JENKINS</u>
TIME ON	<u>5:35 AM</u>
TIME OFF	<u>6:45 AM</u>
WEATHER	<u>CLEAR & DRY</u>

REMARKS :

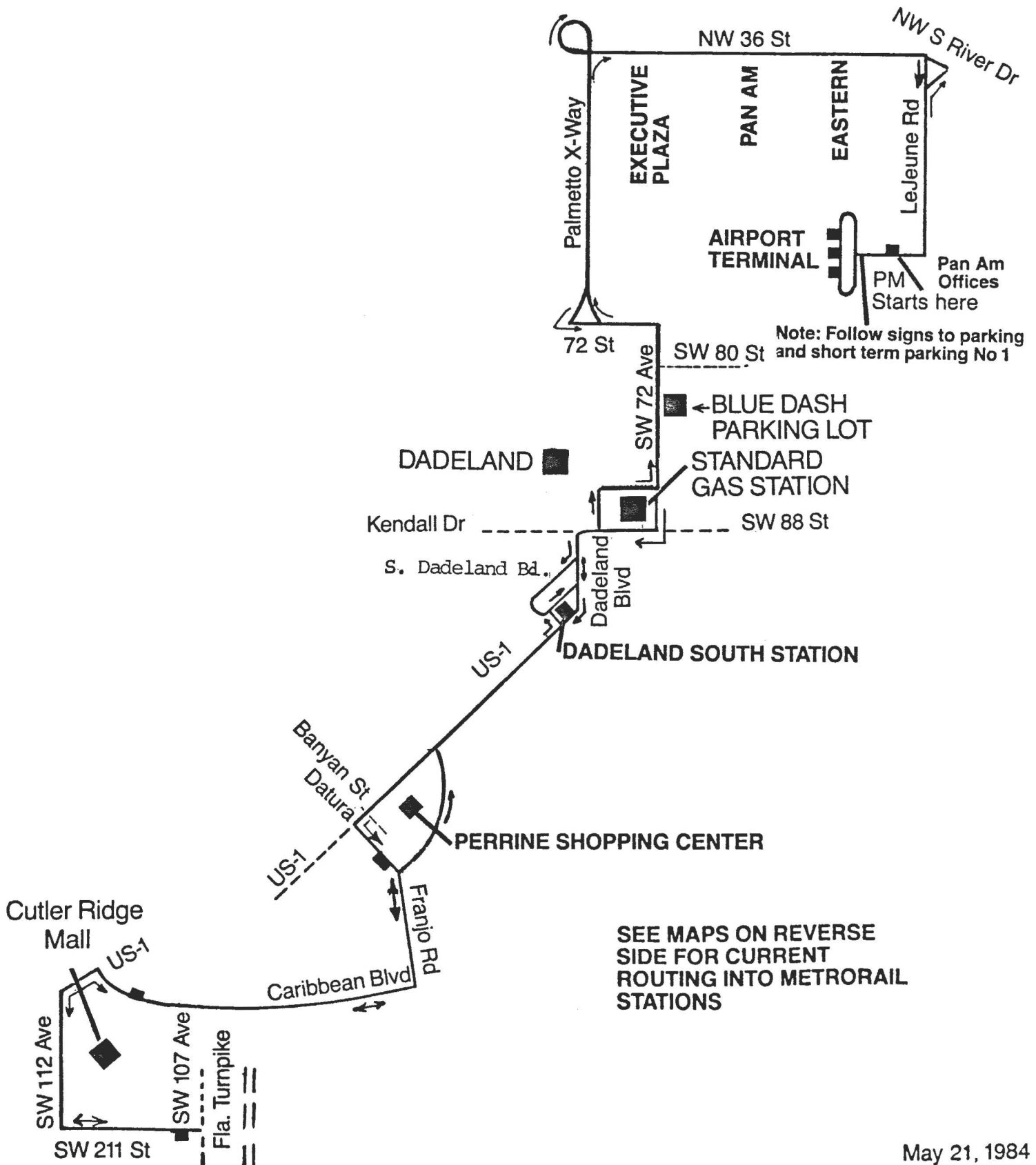
ROUTE	13
BUS NO.	<u>AIRPORT EXPRES.</u>
NO. OF SEATS	<u>47</u>
SHEET NO.	<u>48</u>
DATE	<u>1 OF 1</u>
DAY	<u>5/12/85</u>
	THURS.

[illegible]

METROBUS

Operator Guide

Route 41 Airport Express



May 21, 1984

41 -- 41-XPRES
NORTHBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 1
DATE: 24MAR85

RT.41 CUTLER RIDGE - AIRPORT

TIME: 5:33 AM

RUN. BLOCK NOTE D-H GAR-OUT SODA CTRLR PER- DADL PARK EAST PAN- MIAM GAR-IN D-H TRIP L-O
NO. NO. FR-LINE GVCT RIDG RINE SOUT LOT AIRL AMER INTL FR-LINE TIME TIME

X 57 57 # CW-5:05 5:30 5:35 5:47 5:58 6:00 6:17 6:22 6:23*TO---45 # 53

() -- OPERATOR CHANGES

* -- TRIP ENDS

41 -- 41-XPRES
SOUTHBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 2
DATE: 24MAR85

RT.41 CUTLER RIDGE - AIRPORT

TIME: 3:17 PM

RUN. BLOCK NOTE D-H GAR-OUT PAN- MIAM EAST PARK DADL SHCT CTRLR SODA GAR-IN D-H TRIP L-O
NO. NO. FR-LINE AMER INTL AIRL LOT SOUT PERR RIDG GVCT FR-LINE TIME TIME

X 68 68 # CW-3:00 3:17 3:20 3:35 4:00 4:04 4:26 4:36 4:41*CW-5:06 # 84

() -- OPERATOR CHANGES

* -- TRIP ENDS

PROJECT HOV MIAMI (4313.10) SHEET NO. OF
CALC. BY DATE CHECKED BY DATE REVISED BY DATE

TRANSIT PASSENGER COUNT

NAME	<u>JIM MATHIS</u>
TIME ON	<u>5:04 AM</u>
TIME OFF	<u>TO ROUTE 45</u>
WEATHER	<u>CLEAR & DRY</u>

REMARKS :

ROUTE 41
AIRPORT EXPRESS

BUS NO. 41

NO. OF SEATS 45

SHEET NO. 1 OF 1

DATE 5/12/85

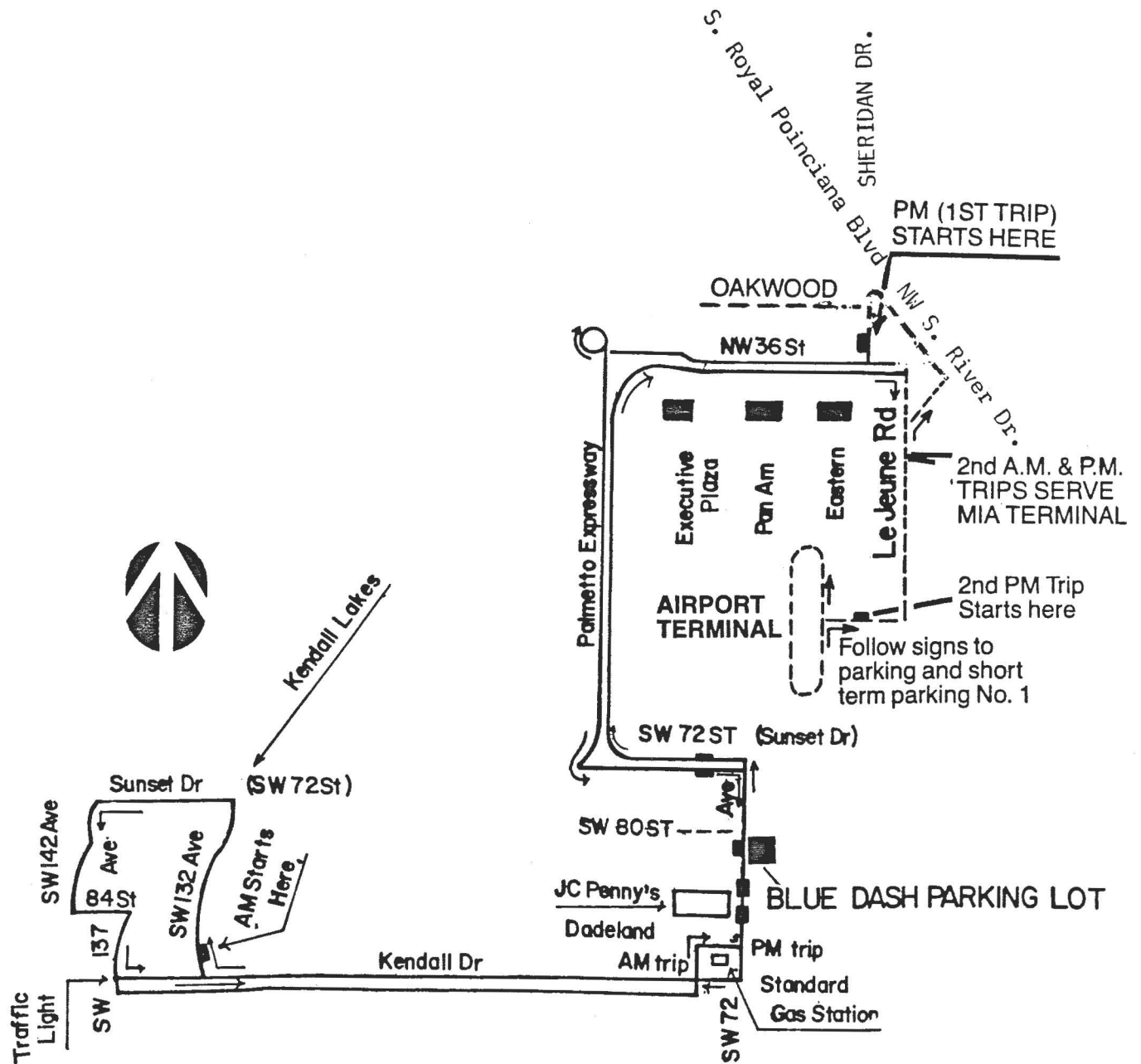
DAY THURS

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METROBUS

Operator Guide

Route 45 Airport Express



Effective: 5-15-83

45 -- 45-XPRES
NORTHBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 1
DATE: 24MAR85

RT.45 KNDL LAKES-AIRPORT

TIME: 5:53 AM

RUN. BLOCK NOTE D-H GAR-OUT 132A 142A PARK 36ST 36ST MIAM CENT GAR-IN D-H TRIP L-O
NO. NO. FR-LINE 88ST 72ST LOT SODR LEED INTL GARG FR-LINE TIME TIME

15 15 # C.-5:18 5:53 5:58 6:18 6:35 6:37* TO---50 # 44 8
57 57 MAL # FR---41 6:53 6:58 7:18 7:38 7:40 7:50 8:00*CW-8:25 # 67

() -- OPERATOR CHANGES * -- TRIP ENDS

MAL-- AT 750A FROM M.I.A.T. RUN EXPRESS TO CENTRAL GARAGE
REPORT TO DISPATCHER AND PICK UP ALL MAIL FOR CORAL
DIV. LEAVE CENTRAL GARAGE AT 805AM.

45 -- 45-XPRES
SOUTHBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 2
DATE: 24MAR85

RT.45 KNDL LAKES-AIRPORT

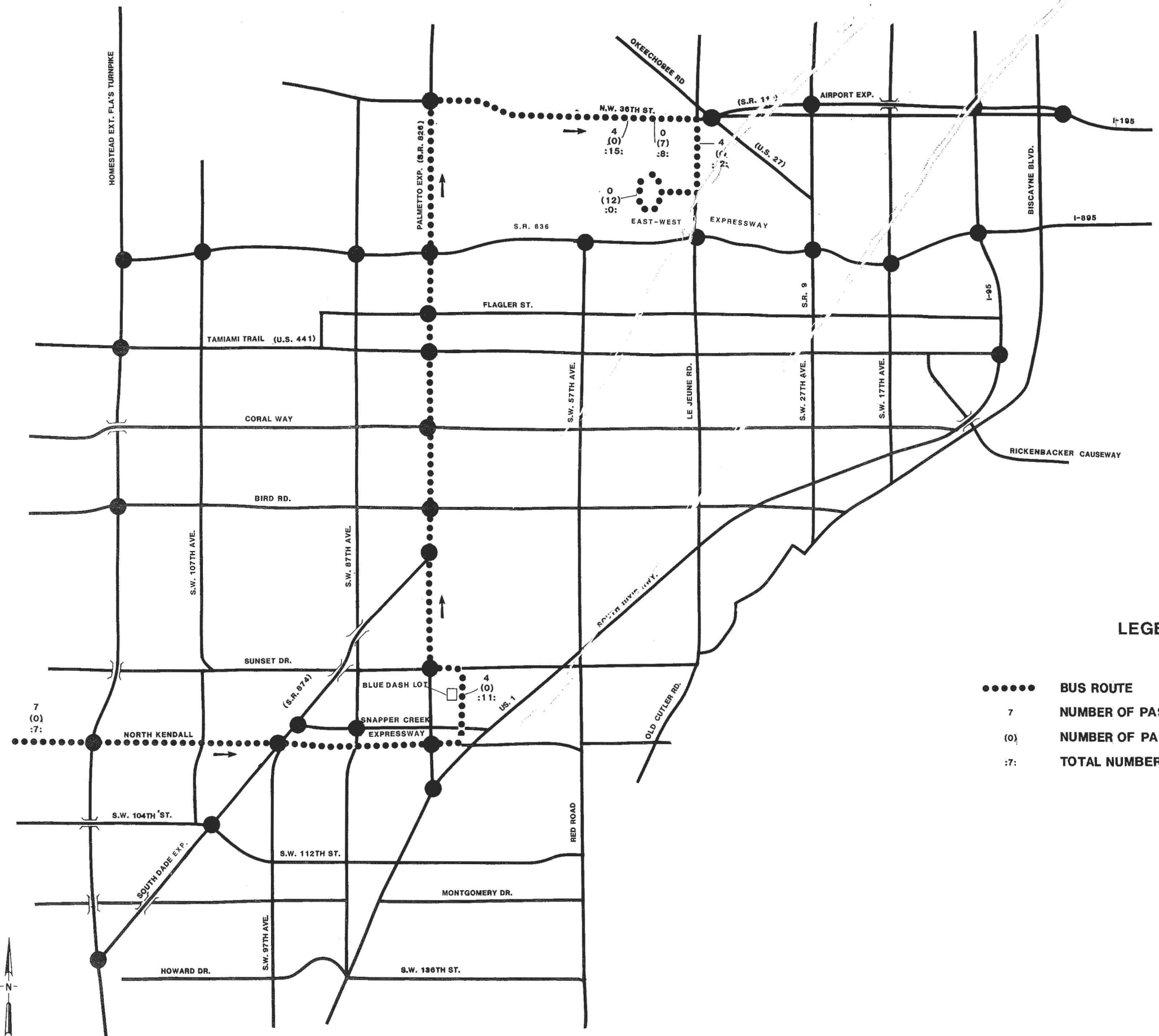
TIME: 3:40 PM

RUN. BLOCK NOTE D-H GAR-OUT CENT MIAM 36ST 36ST PARK 142A 137A GAR-IN D-H TRIP L-O
NO. NO. FR-LINE GARG INTL LEED SODR LOT 72ST 88ST FR-LINE TIME TIME

61 61 # C.-3:20 3:40 3:42 4:07 4:27 4:32*C.-5:07 # 52
67 67 MLR # CW-4:20 4:45 5:05 5:15 5:17 5:42 6:02 6:07*CW-6:28 # 82

() -- OPERATOR CHANGES * -- TRIP ENDS

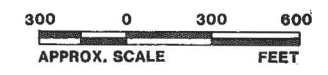
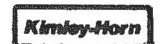
MLR-- ARRIVE AT CENTRAL GARAGE AT 440PM REPORT TO DISPATCH
AND PICK UP ALL MAIL FOR CORAL WAY DIVISION- LEAVE
CENTRAL DIVISION AT 445PM



LEGEND

- BUS ROUTE
- 7 NUMBER OF PASSENGERS BOARDING
- (0) NUMBER OF PASSENGERS ALIGHTING
- :7: TOTAL NUMBER OF PASSENGERS ON BUS

DADE COUNTY EXPRESSWAY
HOV STUDY
**TRANSIT SERVICES
ROUTE 45 A.M.**



SUBJECT HOV MIAMI (4313.10)

SHEET NO. _____ OF _____

CALC. BY _____ DATE _____ CHECKED BY _____ DATE _____ REVISED BY _____ DATE _____

TRANSIT PASSENGER COUNT

NAME JIM MATHIS

ROUTE ⁴⁵ AIRPORT EXPRES

TIME ON 6:50 AM

BUS NO. 41

TIME OFF 8:30 AM

NO. OF SEATS 45

WEATHER CLEAR

SHEET NO. 1 OF 1

REMARKS :

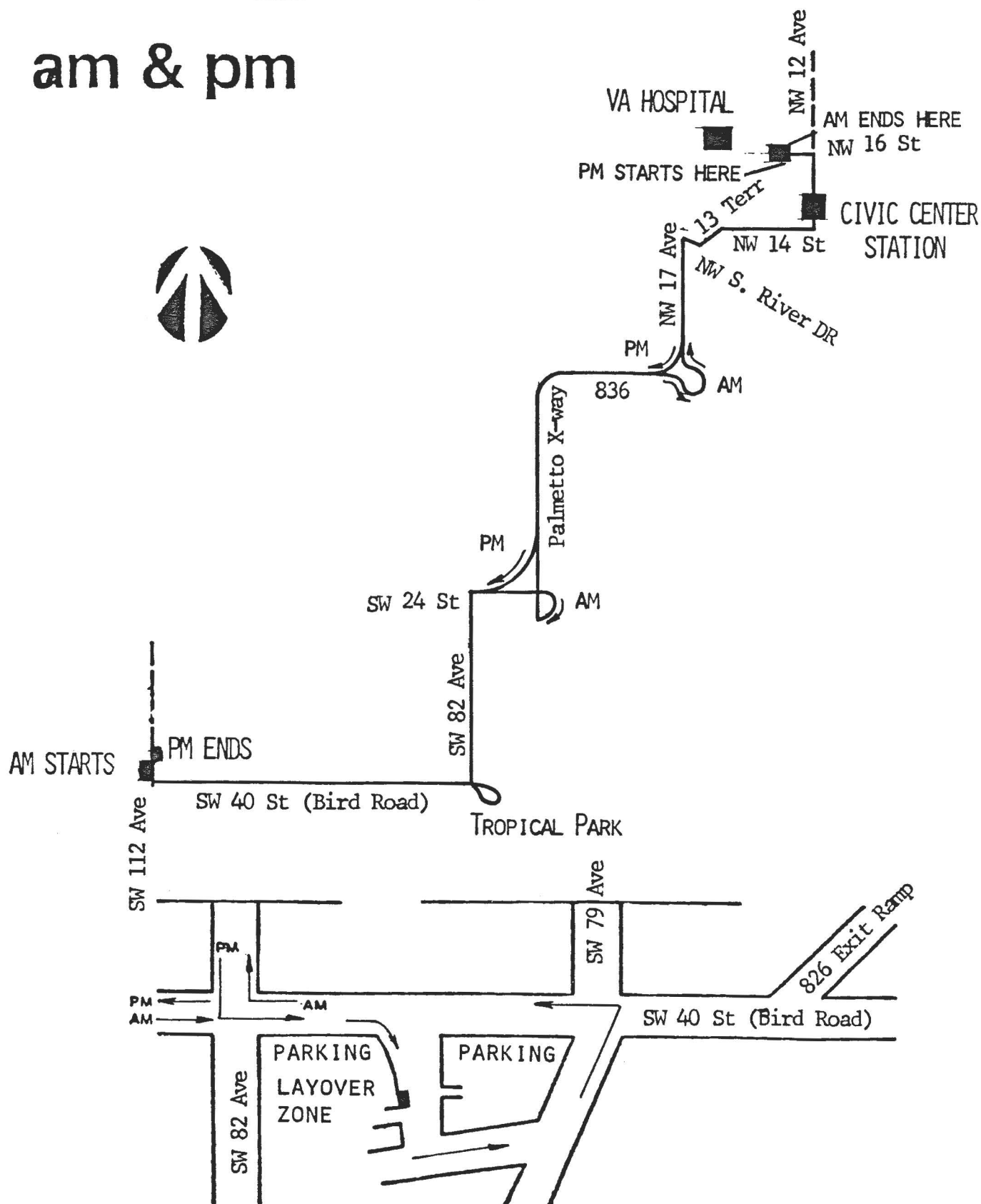
DATE 5/2/85

DAY	THURS
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31

[illegible]

Route 46 Express

am & pm



DECEMBER 17, 1984

46 -- 46-XPRES
NORTHBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 1
DATE: 24MAR85

RT.46 CONCORD SH.CT.CIVIC CTR

TIME: 6:55 AM

RUN. BLOCK NOTE D-H GAR-OUT 112A TROP 12AV GAR-IN D-H TRIP L-O
NO. NO. FR-LINE BIRD ICAL 16ST FR-LINE TIME TIME

X 56 56 # CW-6:38 6:55 7:10 7:45*CW-8:08 # 50

() -- OPERATOR CHANGES * -- TRIP ENDS

46 -- 46-XPRES
SOUTHBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 2
DATE: 24MAR85

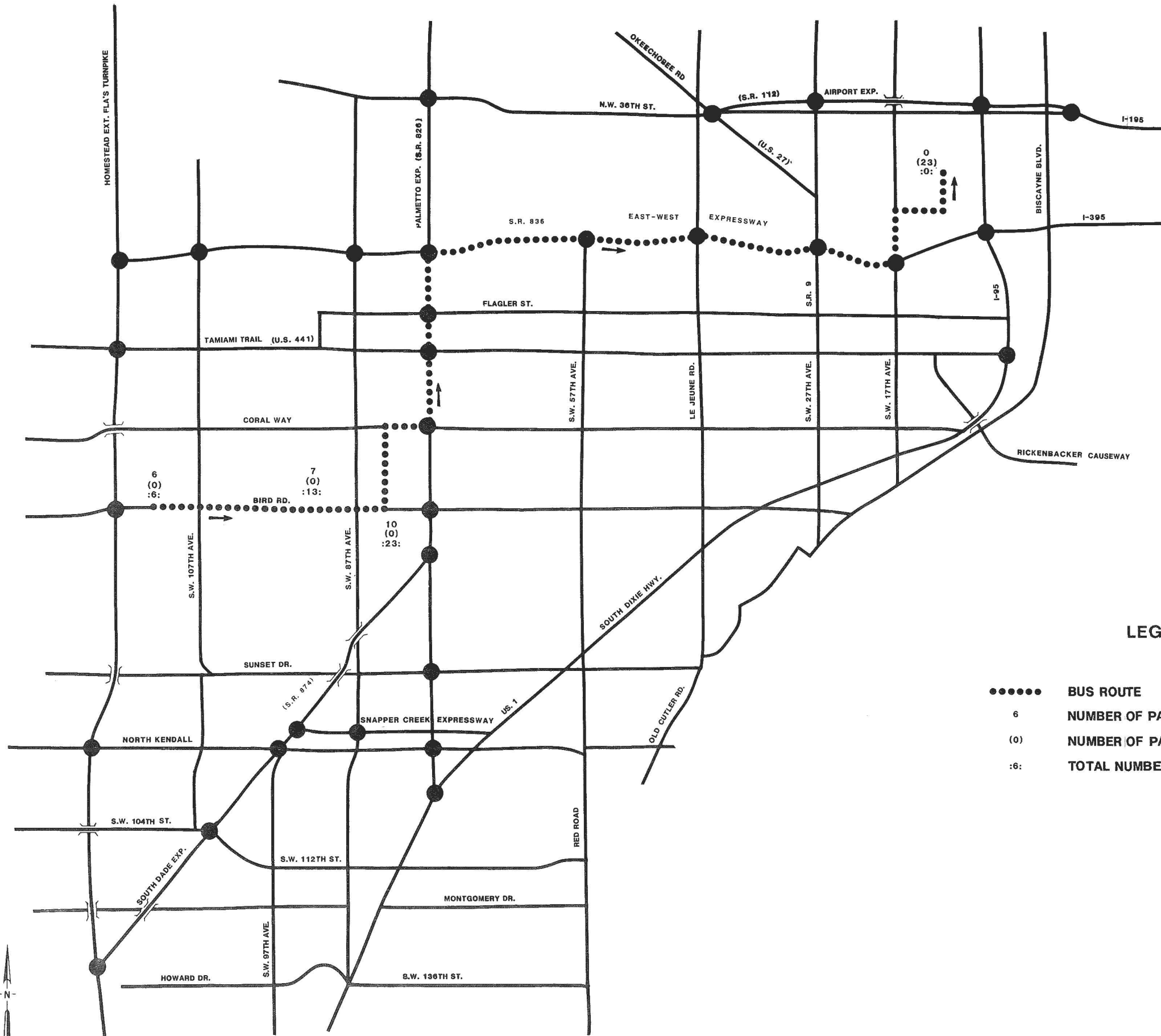
RT.46 CONCORD SH.CT.CIVIC CTR

TIME: 5:15 PM

RUN. BLOCK NOTE D-H GAR-OUT 12AV TROP 112A GAR-IN D-H TRIP L-O
NO. NO. FR-LINE 16ST ICAL BIRD FR-LINE TIME TIME

✓ X 46 60 # FR-47 5:15 5:50 6:05*C.-6:40 # 50

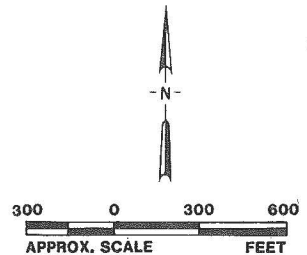
() -- OPERATOR CHANGES * -- TRIP ENDS

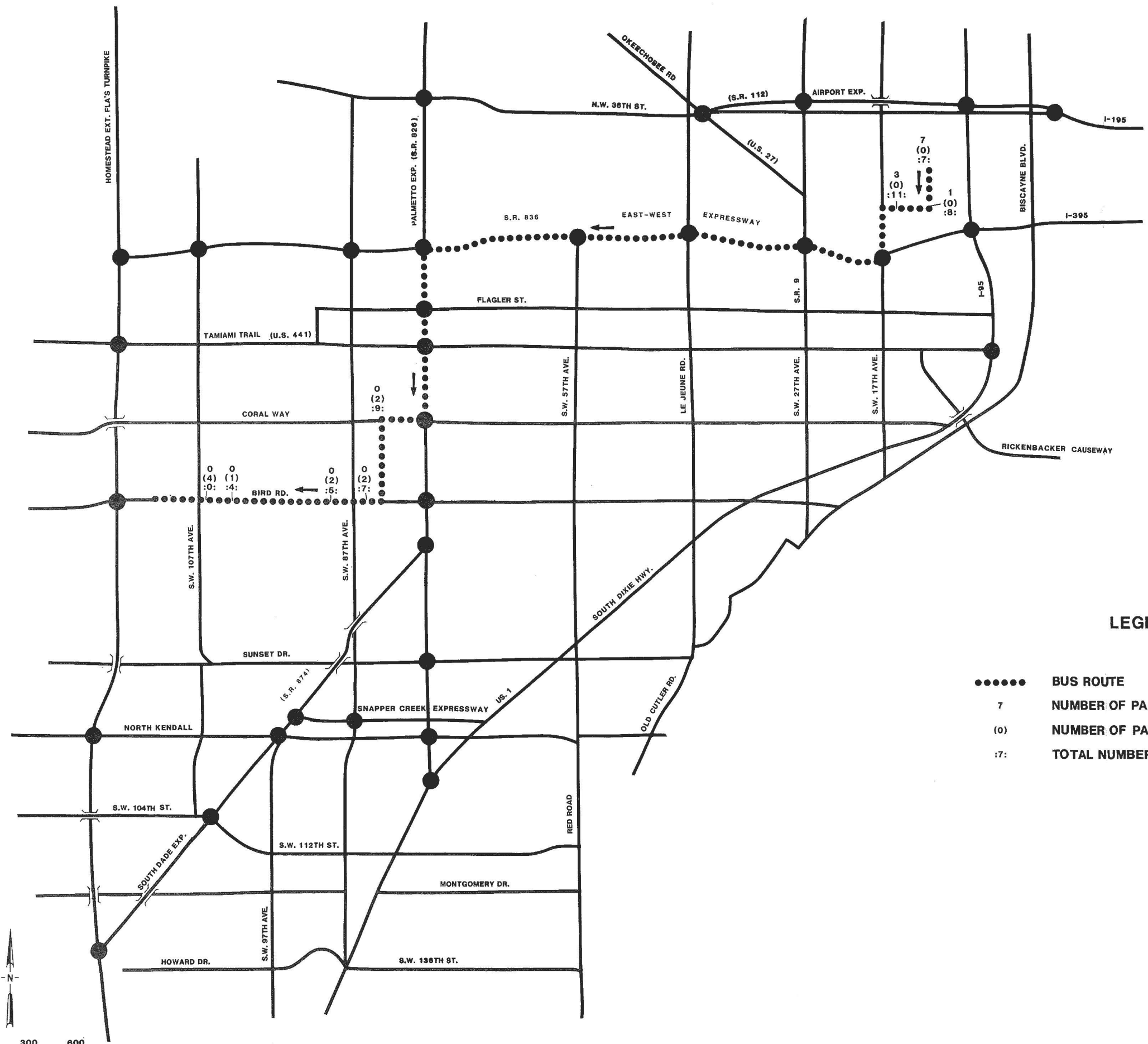


LEGEND

- BUS ROUTE
- 6 NUMBER OF PASSENGERS BOARDING
- (0) NUMBER OF PASSENGERS ALIGHTING
- :6: TOTAL NUMBER OF PASSENGERS ON BUS

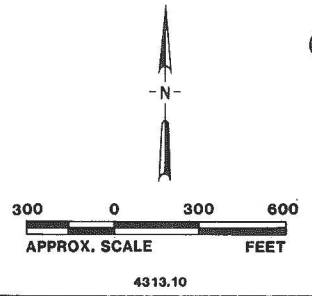
DADE COUNTY EXPRESSWAY
HOV STUDY
TRANSIT SERVICES
ROUTE 46 A.M.





LEGEND

- BUS ROUTE
- 7 NUMBER OF PASSENGERS BOARDING
- (0) NUMBER OF PASSENGERS ALIGHTING
- :7: TOTAL NUMBER OF PASSENGERS ON BUS



DADE COUNTY EXPRESSWAY
HOV STUDY
TRANSIT SERVICES
ROUTE 46 P.M.



SUBJECT HOV MIAMI (4313.10)

SHEET NO. _____ OF _____

CALC. BY _____ DATE _____ CHECKED BY _____ DATE _____ REVISED BY _____ DATE _____

TRANSIT PASSENGER COUNT

NAME CARL MORRISON

ROUTE EXPRESS

TIME ON 6:32 AM

BUS NO. 51

TIME OFF 8:23 AM

NO. OF SEATS 47

WEATHER CLEAR & DRY

SHEET NO. 1 of 1

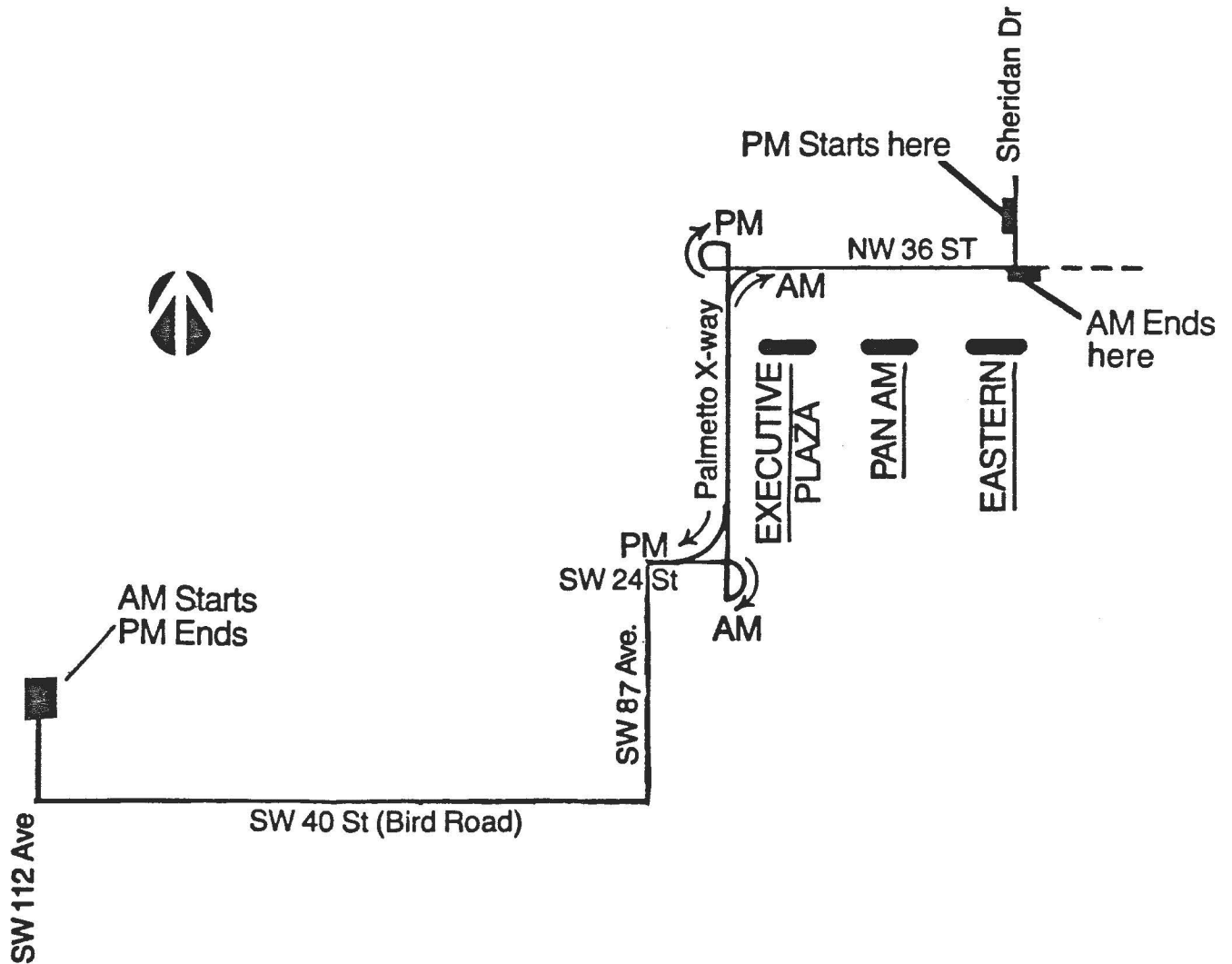
REMARKS :

DATE 5/2/85

DAY THURS

[illegible]

Route 47 Express am&pm



47 -- 47-XPRES
EASTBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 1
DATE: 24MAR85

RT.47 CONCORD SH.CT - AIRPORT

TIME: 6:08 AM

RUN. BLOCK NOTE D-H GAR-OUT CON- 87AV 36ST EAST GAR-IN D-H TRIP L-O
NO. NO. FR-LINE CORD 40ST SODR RNAL FR-LINE TIME TIME

13 13 .# C.-5:28 6:08 6:23 6:43 6:45*TD---50 # 37 25

() -- OPERATOR CHANGES * -- TRIP ENDS

47 -- 47-XPRES
WESTBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 2
DATE: 24MAR85

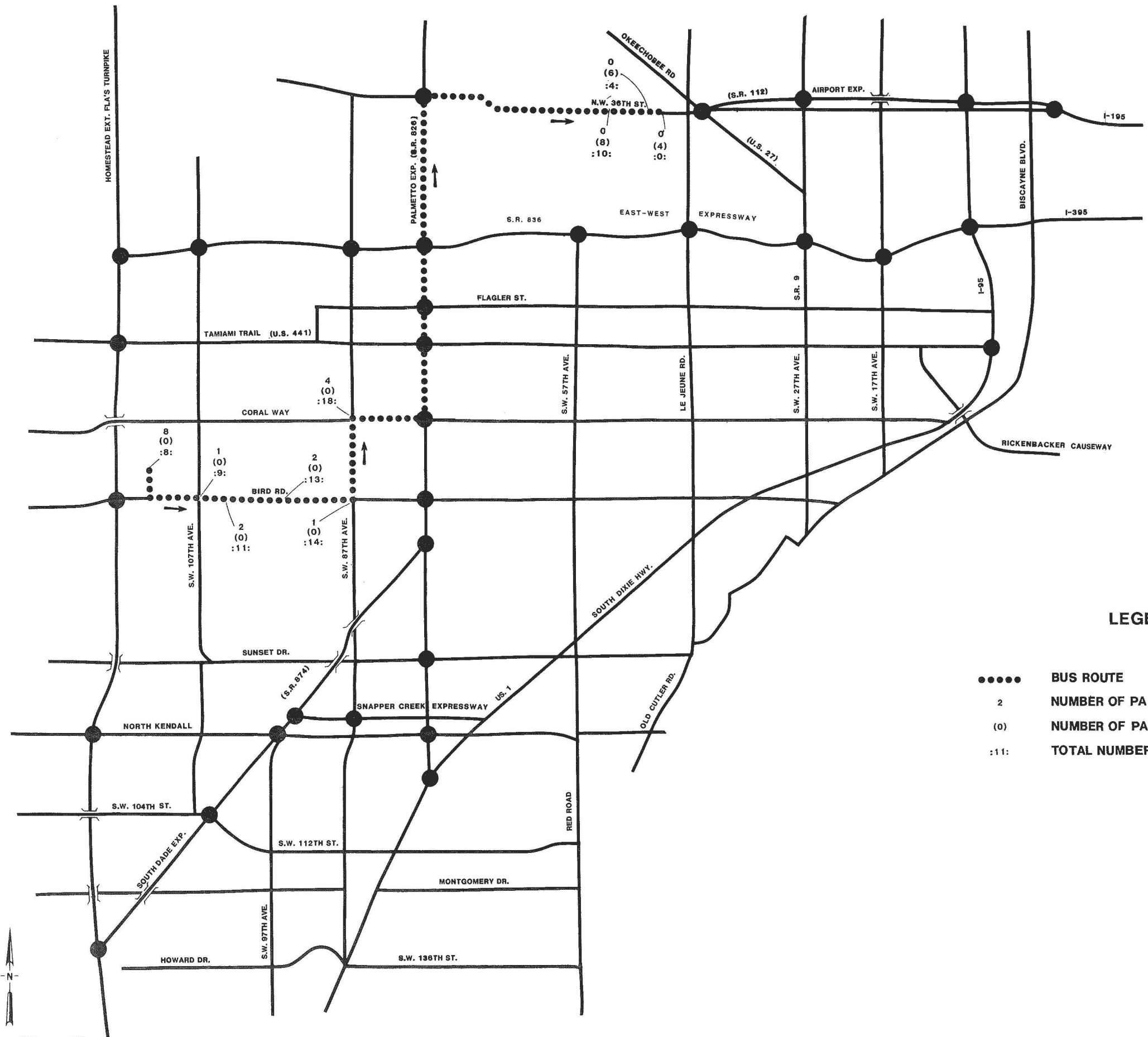
RT.47 CONCORD SH.CT - AIRPORT

TIME: 3:40 PM

RUN. BLOCK NOTE D-H GAR-OUT 36ST 36ST 87AV CON- GAR-IN D-H TRIP L-O
NO. NO. FR-LINE SHER SODR 40ST CORD FR-LINE TIME TIME

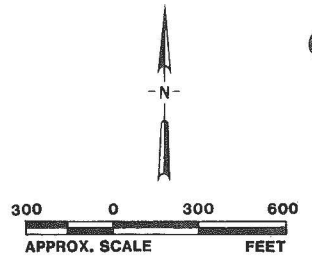
60 60 # C.-3:20 3:40 3:43 4:03 4:18*TD---46 # 38 32

() -- OPERATOR CHANGES * -- TRIP ENDS



LEGEND

- BUS ROUTE
- 2 NUMBER OF PASSENGERS BOARDING
- (0) NUMBER OF PASSENGERS ALIGHTING
- :11: TOTAL NUMBER OF PASSENGERS ON BUS

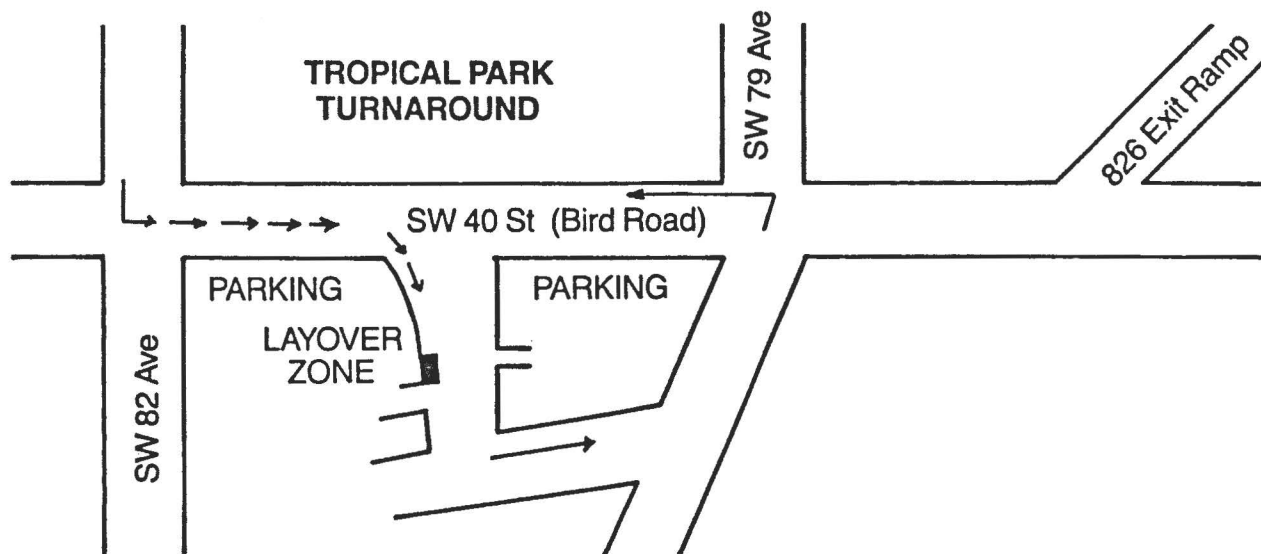
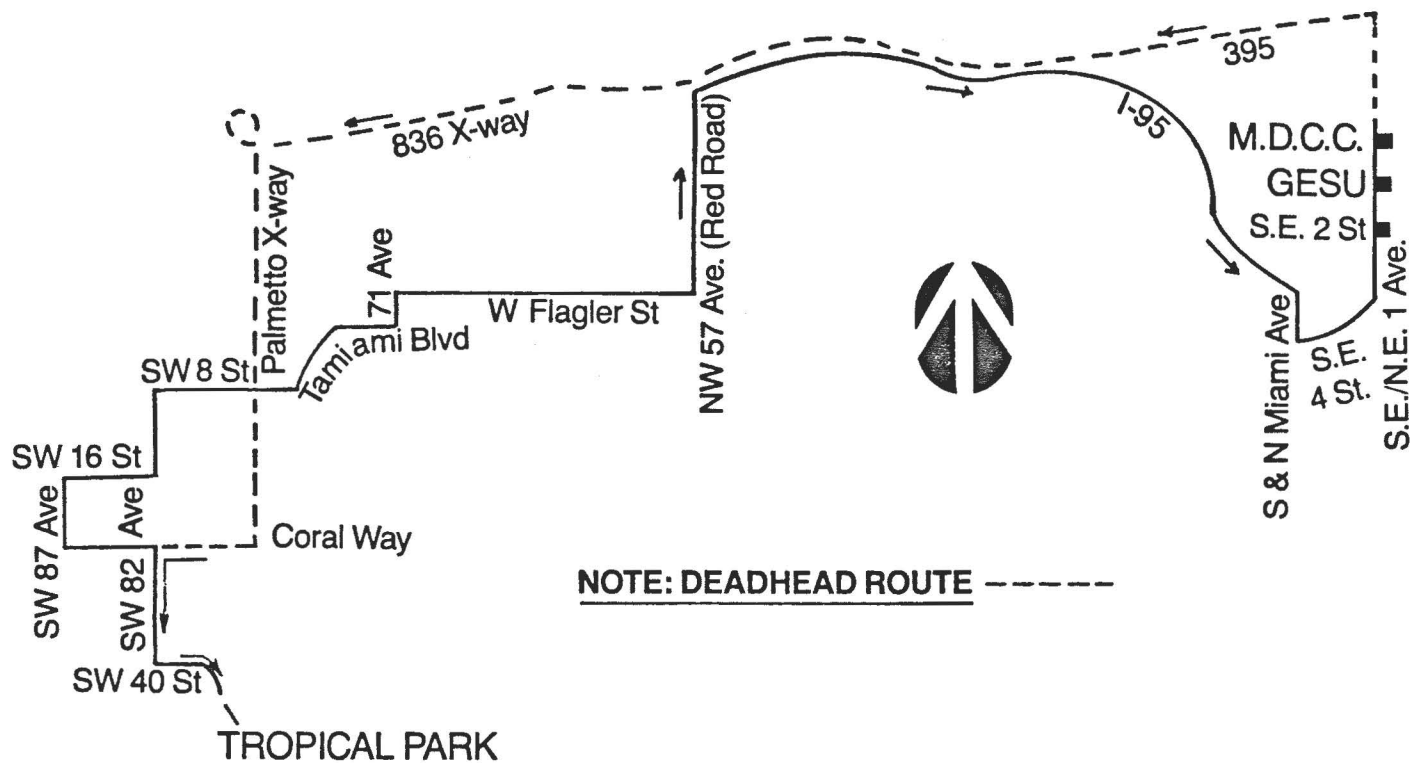


4313.10

**DADE COUNTY EXPRESSWAY
HOV STUDY
TRANSIT SERVICES
ROUTE 47 A.M.**



AM



48 -- 48-XPRES
EASTBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 1
DATE: 24MAR85

RT.48 TROPICAL - C.B.D.

TIME: 6:35 AM

RUN. BLOCK NOTE D-H GAR-OUT TROP FLAG 1AVE GAR-IN D-H TRIP L-O
NO. NO. FR-LINE ICAL 57AV NE4S FR-LINE TIME TIME

X 54	54	#	CW-6:25 6:35 6:50 7:15*TO---50 #	40	15
X 51	51	#	FR---13 7:05 7:20 7:45*CW-8:05 #	40	
X 58	58	#	FR---138 7:35 7:50 8:15*CW-8:35 #	40	
X 59	59	#	FR-35/0 8:05 8:20 8:45*CW-9:05 #	40	

() -- OPERATOR CHANGES

* -- TRIP ENDS

48 -- 48-XPRES
WESTBOUND

D.C.T.A. ROTARY
Weekday

PAGE: 2
DATE: 24MAR85

RT.48 TROPICAL - C.B.D.

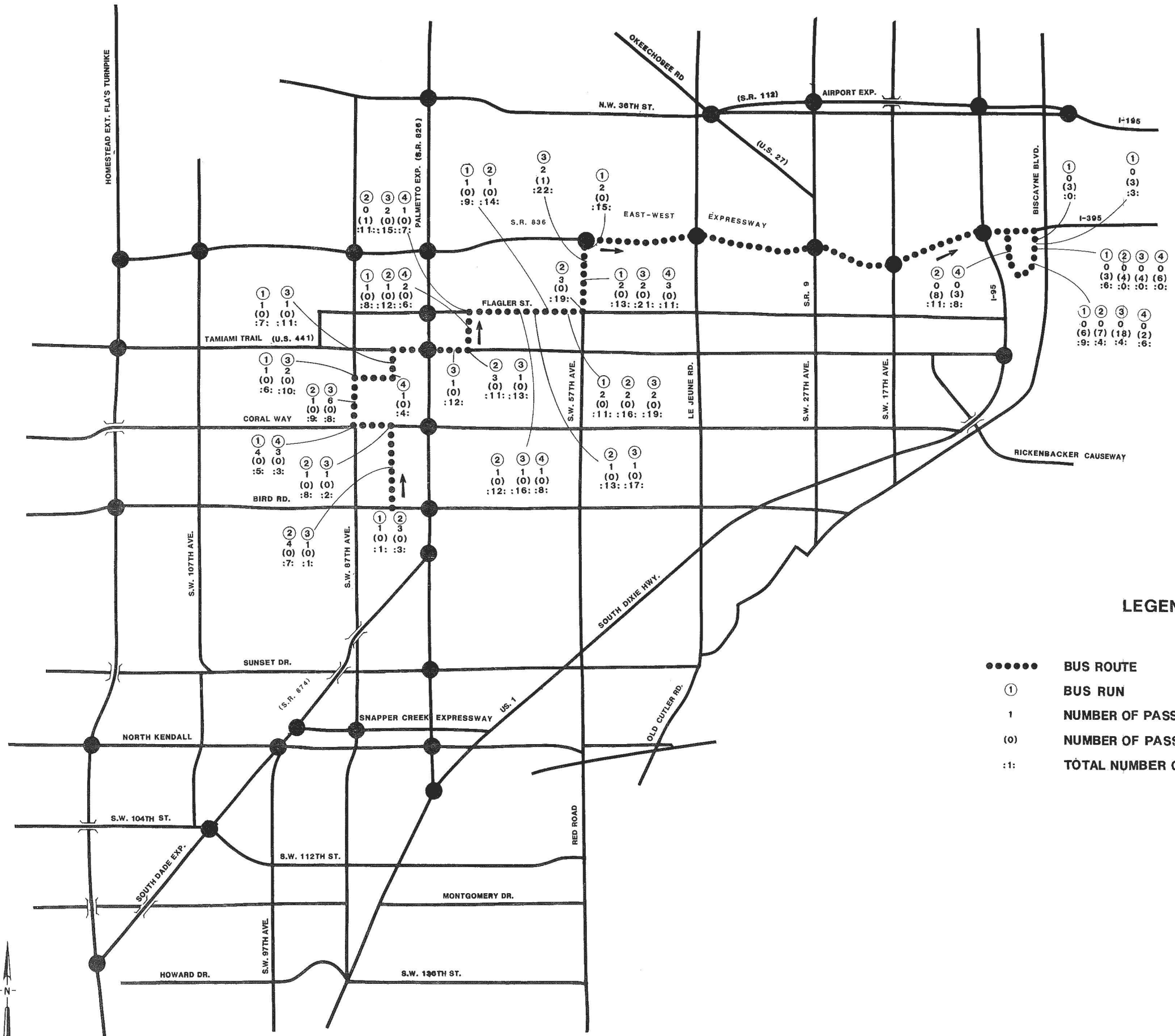
TIME: 4:13 PM

RUN. BLOCK NOTE D-H GAR-OUT MIAV CORT FLAG TROP GAR-IN D-H TRIP L-O
NO. NO. FR-LINE N5ST HOUS 57AV ICAL FR-LINE TIME TIME

X 64	64	#	CW-3:48 4:13 4:15 4:35 4:50*TO---138 #	37	38
X 66	66	#	CW-4:18 4:43 4:45 5:05 5:20*CW-5:30 #	37	
X 63	63	#	FR---50 5:13 5:15 5:35 5:50*CW-6:00 #	37	
X 65	65	#	FR---50 5:43 5:45 6:05 6:20*CW-6:30 #	37	

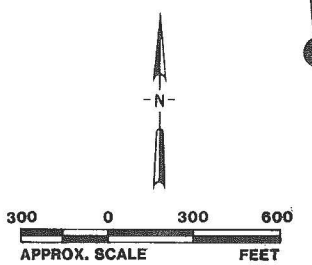
() -- OPERATOR CHANGES

* -- TRIP ENDS



LEGEND

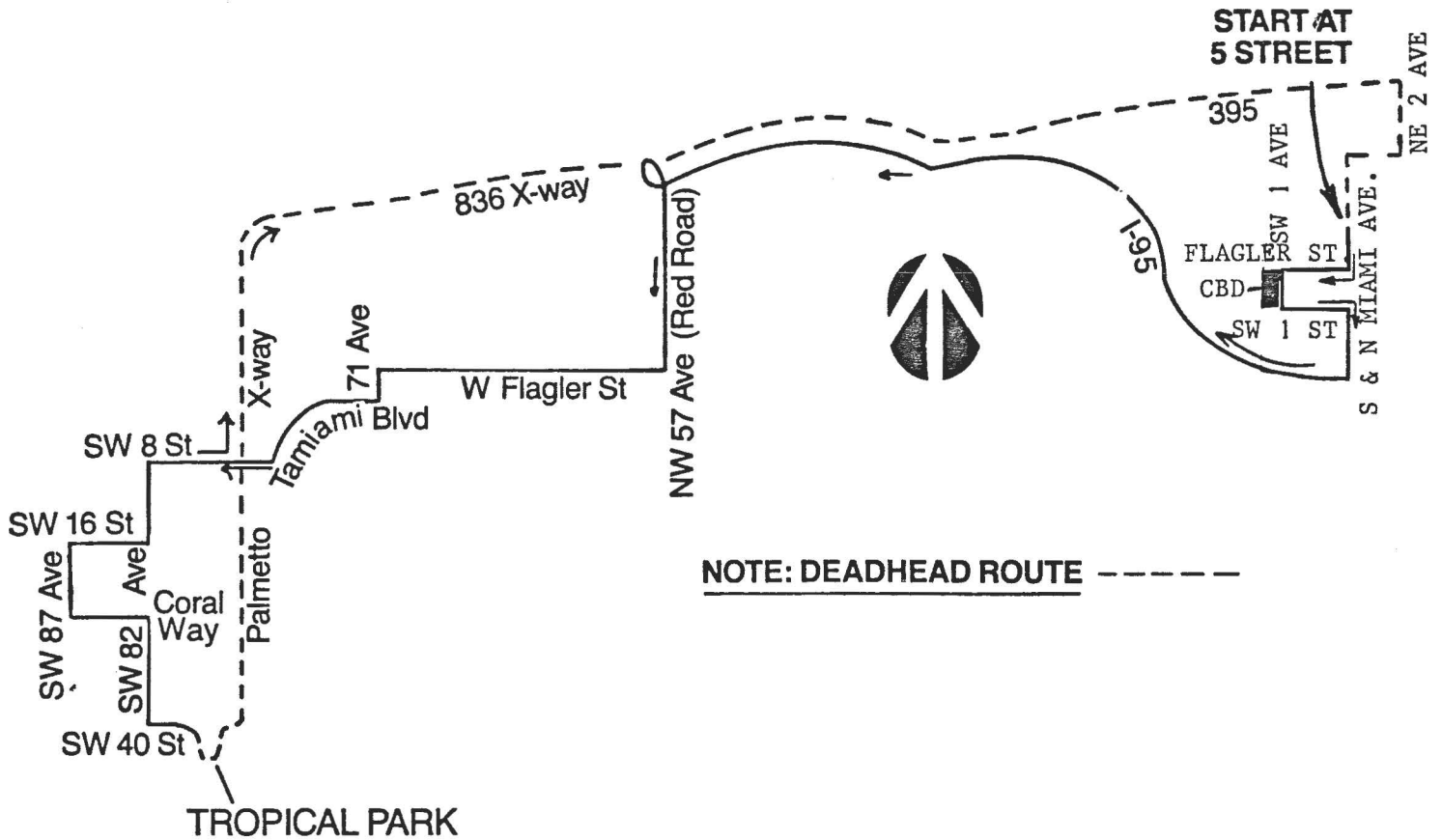
- BUS ROUTE
- ① BUS RUN
- 1 NUMBER OF PASSENGERS BOARDING
- (0) NUMBER OF PASSENGERS ALIGHTING
- :1: TOTAL NUMBER OF PASSENGERS ON BUS



DADE COUNTY EXPRESSWAY
HOV STUDY
TRANSIT SERVICES
ROUTE 48 A.M.

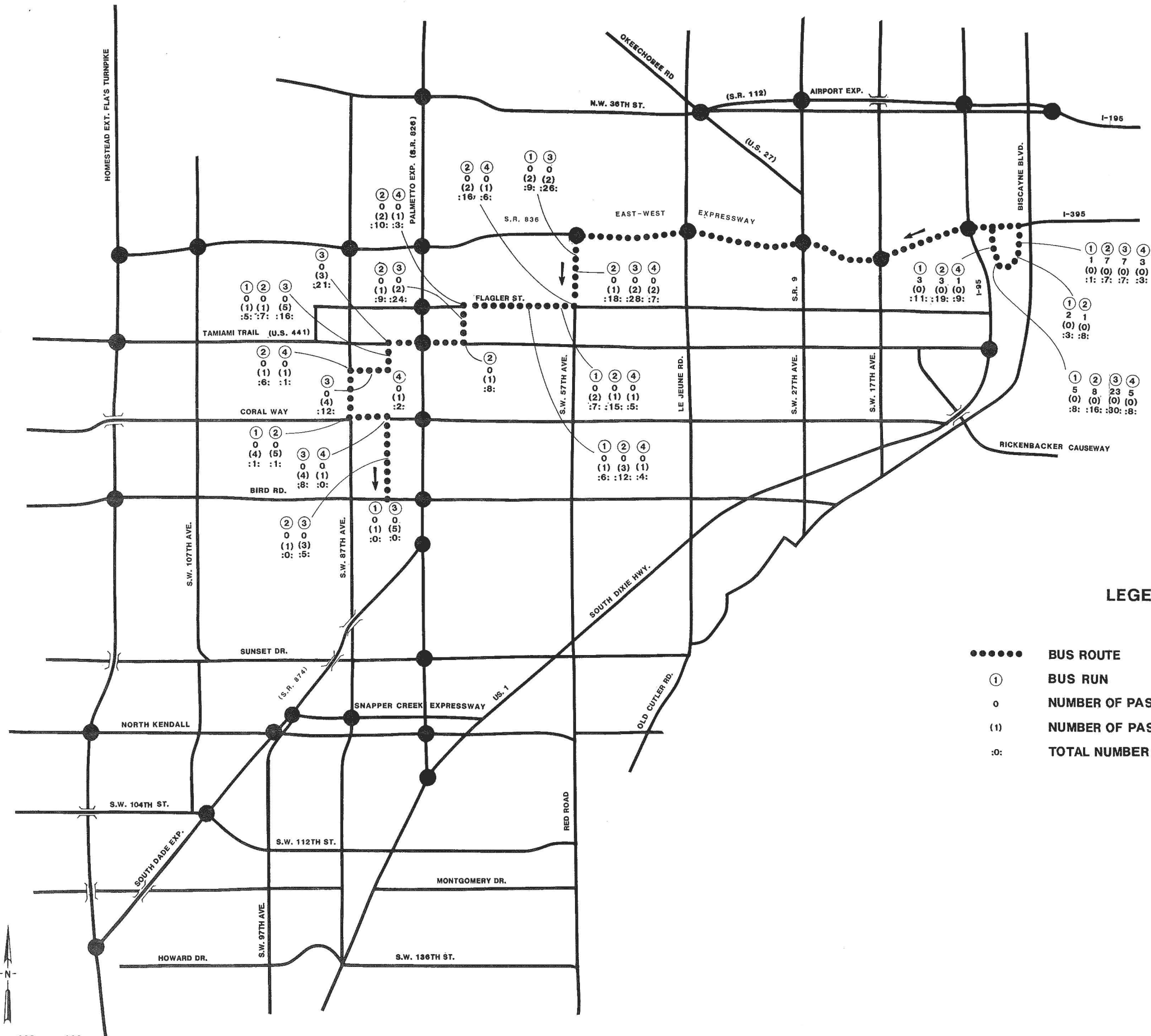


PM



CORR: 8-8-84

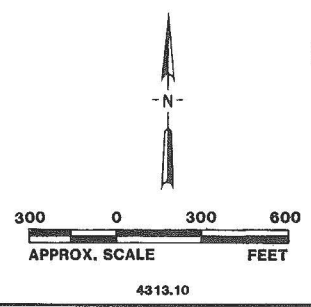
MAY 23, 1984



LEGEND

- BUS ROUTE
- ① BUS RUN
- 0 NUMBER OF PASSENGERS BOARDING
- (1) NUMBER OF PASSENGERS ALIGHTING
- :0: TOTAL NUMBER OF PASSENGERS ON BUS

DADE COUNTY EXPRESSWAY
HOV STUDY
TRANSIT SERVICES
ROUTE 48 P.M.



LOCATION A.M. TRIPS A.M.	SCHED. TIME		ACTUAL TIME		NO. OF PASSENGERS				BETWEEN POINTS	
	ARV.	LVG.	ARV.	LVG.	ARV.	OFF	ON	LVG.	OFF	ON
S.W. 40 ST. (TROPICAL PARK) Ave. +				635				1		
S.W. 40 ST + 82 AVE.				638	1			1		
S.W. 82 AVE + 24 ST 1/2 WAY				641	0			1		
S.W. 24 ST 1/2 WAY + 87 AVE				643	1		4	5		
11 87 AVE + 16 ST.				644	5		1	6		
11 16 ST + 82 AVE.				645	6			6		1
11 82 AVE + 8 ST.				647	7			7		
S.W. 8 ST. + TAMMAMI BLVD.				649	7			7		1
S.W. 71 AVE + FLAGLER ST.				650	8			8		
11 FLAGLER ST. 67 AVE				653	8			8		
11 " " 62 CT.				654	8		1	9		2
" " " 57 AVE *				656	11			11		2
N.W. 57 AVE + (836 EXPWY)				700	13		2	15		
MIAMI AVE. + SE. 4 ST.										
S.E. 1 AVE + 1 ST.				711	15	6		9	3	
N.E. 1 AVE + 2 ST 68th/CHURCH				713	6	3		3		
N.E. 1 AVE. + 4 ST. (M.D.C.C.) Ed *				714	0			0		

W. + PM

METRO-DADE TRANSPORTATION ADMINISTRATION
(ANSIT PASSENGER COUNT)

ROUTE 48-

BU NO. 612

METER NO. 51

NO. OF SEATS _____

SHEET NO. _____

NAME ED MARIN DATE 5/9/85 DAY Thurs WEATHER clear

TIME ON 7:05 AM TIME OFF 7:47 AM

IN _____ OUT _____ (N. S. E. W.)

LOCATION	SCHED. TIME		ACTUAL TIME		NO. OF PASSENGERS				BETWEEN POINTS	
	ARV.	LVG.	ARV.	LVG.	ARV.	OFF	ON	LVG.	OFF	ON
AM. TRIPS AM										
S.W. 40 ST. (TROPICAL PARK) AVE. +				7:05		0		0		
S.W. 40 ST + 82 AVE.				7:08	0		3			
S.W. 82 AVE + 24 ST 1/2 way				7:11	7		1	8		
S.W. 24 ST 1/2 way + 87 AVE				7:13	8			8		1
11 87 AVE + 16 ST.				7:16	9			9		
11 16 ST + 82 AVE.				7:17	9			9		
11 82 AVE + 8 ST.				7:19	9			9		
S. 8 ST. + TAMMAMI BLVD.				7:21	9		3	11		1
S.W. 71 AVE + FLAGLER ST.				7:24	12	1		11		
11 FLAGLER ST. 67 AVE				7:26	12		1	12		1
11 " " 62 CT.				7:28	13		1	14		2
11 " " 57 AVE *				7:31	16		3	19		
N.W. 57 AVE + (836 EXPWY)				7:33	19			19		
MIAMI AVE. + SE. 4 ST.				7:43	19	8		11		
S.E. 1 AVE + 1 ST.				7:46	11	7		4		
N.E. 1 AVE + 2 ST GESU/Church				7:47	4	4		0		
N.E. 1 AVE. + 4 ST. (M.D.C.C.) Ed *				7:48	0	0		0		

PROJECT HOV MIAMI (4313.10) SHEET NO. OF

CALC. BY DATE CHECKED BY DATE REVISED BY DATE

TRANSIT PASSENGER COUNT

NAME DEBBIE CALEVICH

ROUTE 48 EXPRESS

TIME ON 7:35 AM

BUS NO.

TIME OFF 8:40 AM

NO. OF SEATS 44

WEATHER CLEAR & DRY

SHEET NO. 1 OF 1

REMARKS :

DATE 5/19/85

DAY THURS

LOCATION	TIME		NO. OF PASSENGERS					
	ARV	LVG	ARV	OFF	ON	LVG	BETWEEN OFF	END OF RUN
BIRD RD / TROPICAL PARK	7:35	7:37	0	0	0	0		
SUI 82 & SW 32 ST	7:38	7:38	0	0	1	1		
SW 82 & SUI 35 ST	7:39	7:39	1	0	0	1		
SW 82 & SW 31 ST	7:40	7:40	1	0	0	1		
SW 82 & SW 28 ST	7:40	7:40	1	0	0	1		
SW 82 & SW 24 ST	7:41	7:41	1	0	1	2		
SW 24 ST & 87 AVE	7:43	7:43	2	0	0	2		
(87 AVE) GALLOWAY & 22 nd ST	7:44	7:44	2	0	6	8		
87 AVE & 16 th ST	7:45	7:45	8	0	2	10		
SW 16 & SW 82 AVE	7:46	7:46	10	0	0	10		
SW 82 & SW 14 th ST	7:47	7:47	10	0	1	11		
TAMIAMI & SW 6 ST	7:51	7:51	11	0	1	12		
TAMIAMI & SW 71 AVE	7:52	7:52	12	0	1	13		
W. FLAGLER & SW 71 AVE	7:54	7:54	13	0	2	15		
W. FLAGLER & 67 CT	7:56	7:56	15	0	1	16		
W. FLAGLER & NW 64 CT	7:58	7:58	16	0	1	17		
W. FLAGLER & NW 60 CT	8:00	8:00	17	0	2	19		
NW 57 AVE & NW 4 ST	8:01	8:01	19	0	2	21		
RED RD & BLUE LAGOON	8:04	8:04	21	1	2	22		
NE 1 AVE & SE 1 ST	8:16	8:16	22	18	0	4		
NE 1 AVE & NE 2 ST	8:19	8:19	4	4	0	0		

4M. + PM.

METRO-I E TRANSPORTATION ADMINISTRATION
TRANSIT PASSENGER COUNT

ROUTE 48-X59

BUS NO. 53

METER NO. 048

NO. OF SEATS 47

Mike Hall
305
683
5811
Debbie Halecki
48X - 2nd trip PM
M.C. way - 4:18 out of gar
SHEET NO. _____

NAME J. L. Wilson

DATE 5-14-85 DAY THURS

WEATHER Fair

TIME ON 0735

TIME OFF 09:25 GAR.

IN _____ OUT _____ (N. S. E. W.)

LOCATION	SCHED. TIME		ACTUAL TIME		NO. OF PASSENGERS				BETWEEN POINTS	
	ARV.	LVG.	ARV.	LVG.	ARV.	OFF	ON	LVG.	OFF	ON
AM. TRIPS AM										
S.W. 40 ST. + (TROPICAL PARK) Ave.			800	808	0	0	0	0	0	0
S.W. 40 ST + 82 AVE.			810		0	0	0	0	0	0
S.W. 82 AVE + 24 ST C/Way			817		0	0	0	0	0	0
S.W. 24 ST C/Way + 87 AVE			820		0	0	3	3	0	0
11 87 AVE + 16 ST.			821		3	0	0	3	0	0
11 16 ST + 82 AVE.			823		0	0	1	1	0	0
11 82 AVE + 8 ST.			824		1	0	0	4	0	0
S.W. 8 ST. + TAMMAMI BLVD.			828		4	0	0	4	0	0
S.W. 71 AVE + FLAGLER ST.			830		0	0	1	7	0	0
11 FLAGLER ST. 67 AVE			832		7	0	1	8	0	0
11 " " 62 CT.			833		8	0	0	8	0	0
" " " 57 AVE *			836	836	0	0	0	8	0	0
N.W. 57 AVE + (836 Expwy)			837		11	0	0	11	0	0
MIAMI AVE. + SE. 4 ST.			855		11	3	0	8	0	0
S.E. 1 AVE + 1 ST.			857		5	2	0	6	0	0
N.E. 1 AVE + 2 ST Gesu/Church			858		6	6	0	0	0	0
N.E. 1 AVE. + 4 ST. (M.D.C.C.) Ed.			859		0	0	0	0	0	0

PROJECT HOV MIAMI (4313.10) SHEET NO. OF
CALC. BY DATE CHECKED BY DATE REVISED BY DATE

TRANSIT PASSENGER COUNT

NAME MIKE HORN

TIME ON 4:12 PM

TIME OFF 5:00 PM

WEATHER CLEAR & DRY

REMARKS :

ROUTE 48
EXPRESS

BUS NO. 611

NO. OF SEATS 49

SHEET NO. 1 OF 1

DATE 5/19/85

DAY THURS.

[illegible]

MDTA Passenger Count

Route 48X -56

Date: 5/22/85 (Tuesday) ^{WEEKEND}

Location	Leave	Arrive	Passengers		Leaving	Between Pts.	
			Off	On		Off	On
N Miami Ave / 5th Street	4:43 PM	0	0	7	7	0	1
W. Flagler / Miami Ct	4:45	8	0	8	16	0	3
SW 1 St / Miami Ave	4:49	19	0	0	19	0	0
NW 57 Ave / 7 St	5:03	19	1	0	18	0	0
1 57 Ave / Flagler	5:06	18	2	0	16	0	0
Flagler / 62	5:09	16	1	0	15	0	0
Flagler / 67	5:12	15	3	0	12	0	0
Flagler / 71 Ave	5:14	12	2	0	10	1	0
Tamiami / SW 8th St	5:16	9	1	0	8	0	0
SW 8th St / 82 Ave	5:18	8	0	0	8	1	0
SW 82 Ave / 16 St	5:20	7	0	0	7	0	0
SW 16 St / 87 Ave	5:22	7	1	0	6	0	0
87 Ave / 24 St	5:23	6	5	0	1	0	0
24 St / 82 Ave	5:26	4	0	0	1	0	0
82 Ave / 40 St	5:28	1	0	0	1	1	0
JOL	5:30	0					

Metropolitan Dade County — Transit Agency

TRANSIT PASSENGER COUNT

ROUTE

BUS NO.

NO. OF SEATS

SHEET NO.

NAME

LOCATION

DAT

TIME ON

TIME OFF

WEATHER

DAY

$$---M - \rho - M.$$
IN ☐OUT ☒

(N. S. E. W)

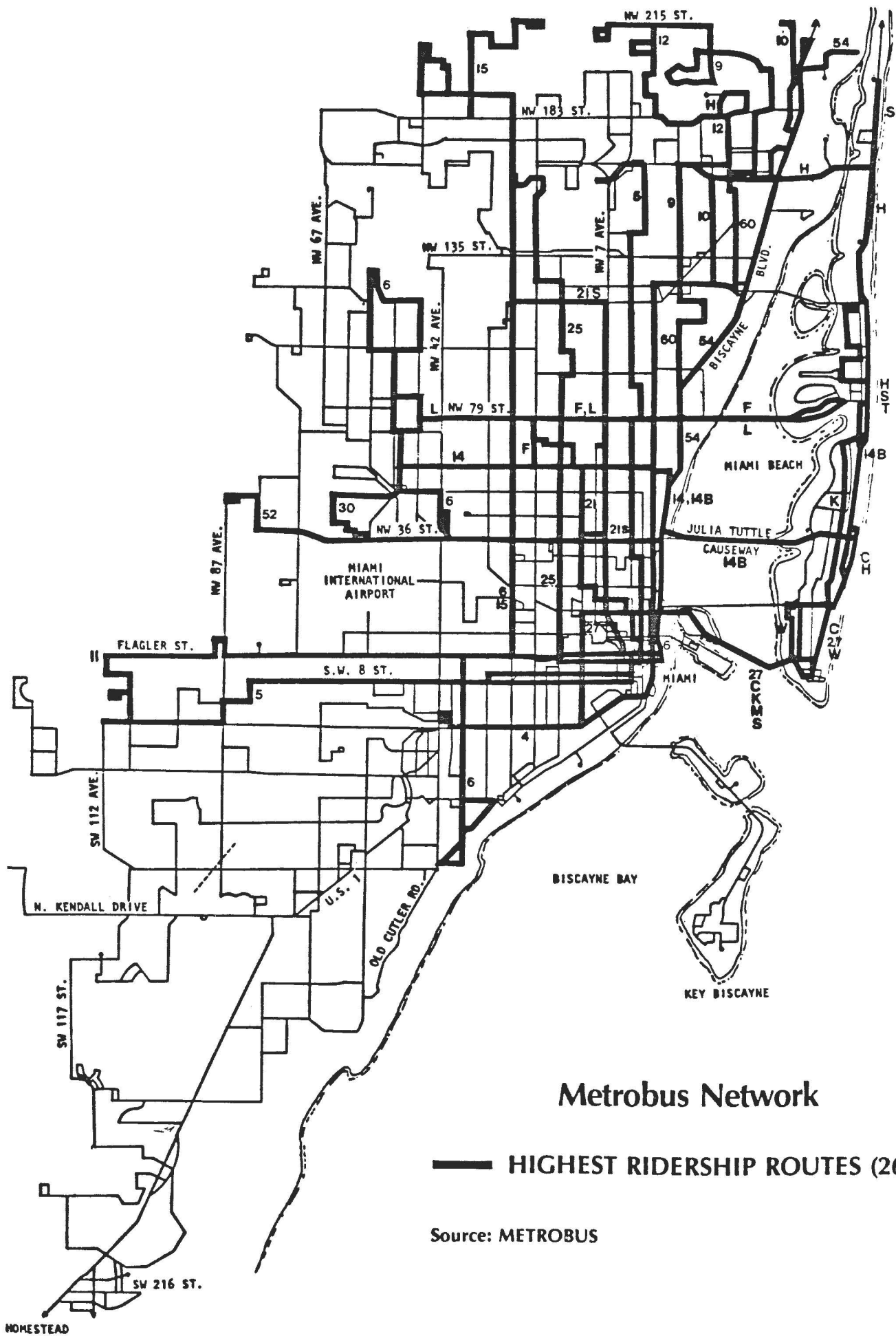
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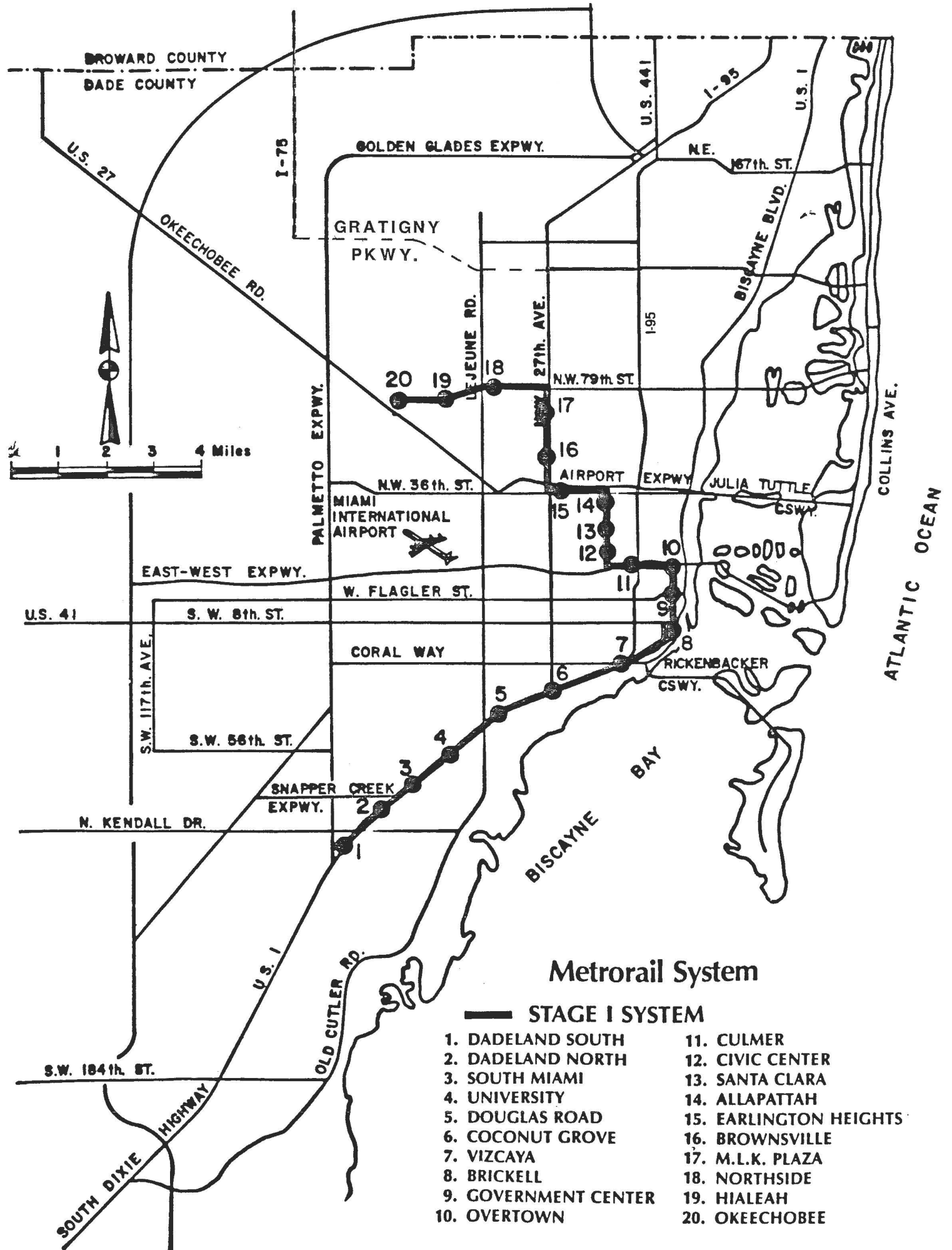
PM. TRIPS	PM.										
N. MIAMI AVE. + 5 ST.	+ 543	541			0	0	3	3	0	0	
W. FLAG. ST + MIAMI CT +		543			3	0	5	8	0	0	
SW 1 ST + MIAMI AVE		544			8	0	1	9	0	0	
N.W. 57 AVE + 7 ST		601			9	2	0	7	0	0	
11 57 AVE. + FLAGLER ST. +	605	603			7	1	0	6	0	0	
W. FLAGLER + 62 ST.		605			6	1	0	5	0	0	
W. FLAGLER ST. + 67 ST		606			5	1	0	4	0	0	
W. FLAGLER ST + 71 AVE		610			4	1	0	3	0	0	
TAMMAMI BLVD + SW 8 ST		612			3	0	0	3	0	0	
SW 8 ST. + 82 AVE.		616			3	0	0	3	0	0	
11 82 AVE + 16 ST		617			3	1	0	2	0	0	
11 16 ST + 87 AVE		619			2	1	0	1	0	0	
11 87 AVE + 24 ST 1/2 way		620			1	0	0	1	0	0	
24 ST 1/2 way + 82 AVE		622			1	1	0	0	0	0	
11 82 AVE. + 40 ST		623			0	0	0	0	0	0	
11 40 ST + TROPICAL PARK AVE. +	620	624			0	0	0	0	0	0	

REMARKS:

APPENDIX F

**COUNTY-WIDE TRANSIT SERVICES:
METROBUS, METRORAIL, METROMOVER**





BROWARD COUNTY
DADE COUNTY

