

Level 1: 1 – 250 Trips (total vehicles per hour – peak hour adjacent street)

1 Project Methodology Meeting

- To be held between the applicant and the City of Doral, to discuss the methodology, study area, requirements, format and submission date(s).

2 Data Needs

- Traffic Counts – including trucks. May include pedestrians if requested by the City.
 - Two-hour peak periods (a.m. 7:00 – 9:00 and p.m. 4:00 – 6:00 or any other time period depending on the type of development) intersection turning movement counts (TMCs) on the FOUR Intersections most impacted by the proposed development.
 - Roadway Link counts (hourly for 72 hours) shall be collected on the FOUR Links most impacted by the proposed development. Additional links counts may be necessary if the site's generated impact is 10 % or more of the link's highest existing two way peak hour traffic volumes.
All counts shall adhere to the FDOT MUTS manual and other applicable standards
- Signals Location and Timing (if applicable)
 - Traffic signals shall be identified by Miami-Dade County Asset ID. Existing Signal Phasing/Timing shall be utilized in the analysis.
- Trip Generation / Trip Distribution / Trip Assignment
 - All trip generation information should be based on the latest edition of the ITE Trip Generation Manual.
 - Trip Distribution shall begin by defining the Traffic Analysis Zone (TAZ) number for the project location. Distribute trips using the project's TAZ and related data from the current adopted Miami Dade MPO Long Range Transportation Plan.
- Committed Developments
 - All committed developments within the study area shall be quantified. This data should be collected from the City of Doral and Miami Dade County's Department of Planning and Zoning. It will include all developments that have entered the concurrency application process, yet have not been constructed, within the study area, as defined by the City Planning Department (generally within a 1 mile radius of the project.) If quantifiable data can not be reasonably obtained, an alternative method will be to apply an annual growth factor, developed according to accepted professional practice, in consultation with and approved by the City.
- Future Transportation Projects
 - To counterbalance subtractions from transportation network capacity, future transportation projects, which add capacity to the network shall be quantified. These must be represented as approved and funded projects, set for implementation within one year of project opening, within the MPO's adopted Transportation Improvement Program (TIP) and/or the City's program.
- Build Out Year
 - This represents a date in the future in which the facility/ development will be operational. It shall be used as the date for future conditions analysis.

3 Level of Service Analysis

- Capacity / LOS / operational analyses for the selected FOUR intersections and FOUR roadway link(s) for the AM & PM peak hours or any other period(s) as well as for additional intersections and/or links as may be determined by the City.
- Capacity / LOS / operational analysis on all driveways providing access to/from the site, for the same time period as above.

Level 1 continued

Using the data collected, including trucks, analyses will be undertaken to portray the existing conditions, future conditions with committed developments, and the future conditions with the project and committed developments. All analyses shall be done utilizing latest edition of the Highway Capacity Manual methodologies. Other measures such as vehicular delay, volume to capacity ratios, vehicular queue length, among others, may be required by the City. Determine site's impacts and identify improvements recommendations to mitigate impacts if applicable.

- Existing Condition
- Future Condition with Committed Developments
- Future Conditions With Project and Committed Development

If the site is to have gates to control access, then the appropriate analyses shall be performed to determine vehicular queue lengths waiting to enter the site and their impact on the adjacent roadway(s).

Level 2: 251 - 400 Trips (total vehicles per hour – peak hour adjacent street)

1 Project Methodology Meeting

- To be held between the applicant and the City of Doral to discuss the methodology, study area, requirements, format and submission date(s).

2 Data Needs

- Traffic Counts – including trucks. May include pedestrians if requested by the City
 - Two-hour peak periods (a.m. 7:00 – 9:00 and p.m. 4:00 – 6:00 or any other time period depending on the type of development) intersection turning movement counts (TMCs) on the SIX intersections most impacted by the proposed development.
 - Roadway Link counts (hourly for 72 hours) shall be collected on the SIX links most impacted by the proposed development. Additional link(s) counts may be necessary if the site's generated traffic impact is 10 % or more of the link's highest existing two way peak hour traffic volumes.
All counts shall adhere to the FDOT MUTS manual and other applicable standards
- Signals Location and Timing (if applicable)
 - Traffic signals shall be identified by Miami-Dade County Asset ID. Existing Signal Phasing/Timing shall be utilized in the analysis.
- Trip Generation / Trip Distribution / Trip Assignment
 - All trip generation information should be based on the latest edition of the ITE Trip Generation Manual.
 - Trip Distribution shall begin by defining the Traffic Analysis Zone (TAZ) number for the project location. Distribute trips using the project's TAZ and related data from the current adopted Miami Dade MPO Long Range Transportation Plan.
- Committed Developments
 - All committed developments within the study area shall be quantified. This data should be collected from the City of Doral and Miami Dade County's Department of Planning and Zoning. It will include all developments that have entered the concurrency application process, yet have not been constructed, within the study area, as defined by the City Planning Department (generally within a 1 mile radius of the project.) If quantifiable data can not be reasonably obtained, an alternative method will be to apply an annual growth factor, developed according to accepted professional practice, in consultation with and approved by the City.

- Future Transportation Projects
 - To counterbalance subtractions from transportation network capacity, future transportation projects, which add capacity to the network shall be quantified. These must be represented as approved and funded projects, set for implementation within one year of project opening, within the MPO's adopted Transportation Improvement Program (TIP) and/or the City's program.
- Build Out Year
 - This represents a date in the future in which the facility/ development will be operational. It shall be used as the date for future conditions analysis.

3 Level of Service Analysis

- Capacity / LOS / operational analyses for the selected SIX intersections and SIX roadway links for the AM & PM peak hours, or any other period(s) as well for additional intersections and/or links as may be determined by the City.
- Capacity / LOS / operational analysis on all driveways providing access to/from the site for the same time period as above.

Using the data collected, including trucks, analyses will be undertaken to portray the existing conditions, future conditions with committed developments, and the future conditions with the project and committed developments. All analyses shall be done utilizing latest edition of the Highway Capacity Manual methodologies. Other measures such as vehicular delay, volume to capacity ratios, vehicular queue length, among others, may be required by the City. Determine site's impacts and identify improvements recommendations to mitigate impacts if applicable.

- Existing Condition
- Future Condition with Committed Developments
- Future Conditions With Project and Committed Development

If the site is to have gates to control access, then the appropriate analyses shall be performed to determine vehicular queue lengths waiting to enter the site and their impact on the adjacent roadway(s).

Level 3: 401 +Trips (total vehicles per hour – peak hour adjacent street) (Below D.R.I. thresholds)
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1 Project Methodology Meeting

- To be held between the applicant and the City of Doral, to discuss the methodology, study area, requirements, format and submission date(s).

2 Data Needs

- Traffic Counts – including trucks. May include pedestrians if requested by the City
 - Two-hour peak periods (a.m. 7:00 – 9:00 and p.m. 4:00 – 6:00 or any other time period depending on the type of development) intersection turning movement counts (TMCs) on the EIGHT intersections most impacted by the proposed development.
 - Roadway Link counts (hourly for 72 hours) shall be collected on the EIGHT links most impacted by the proposed development. Additional link(s) counts may be necessary if the site's generated traffic impact is 10 % or more of the link's highest existing two way peak hour traffic volumes.
All counts shall adhere to the FDOT MUTS manual and other applicable standards

Doral Traffic Impact Analysis Methodology

Level 3 continued

- Signals Location and Timing (if applicable)

- Traffic signals shall be identified by Miami-Dade County Asset ID. Existing Signal Phasing/Timing shall be utilized in the analysis.
- Trip Generation / Trip Distribution / Trip Assignment
 - All trip generation information should be based on the latest edition of the ITE Trip Generation Manual.
 - Trip Distribution shall begin by defining the Traffic Analysis Zone (TAZ) number for the project location. Distribute trips using the project's TAZ and related data from the current adopted Miami Dade MPO Long Range Transportation Plan.
- Committed Developments
 - All committed developments within the study area shall be quantified. This data should be collected from the City of Doral and Miami Dade County's Department of Planning and Zoning. It will include all developments that have entered the concurrency application process, yet have not been constructed, within the study area, as defined by the City Planning Department (generally within a 1 mile radius of the project.) If quantifiable data can not be reasonably obtained, an alternative method will be to apply an annual growth factor, developed according to accepted professional practice, in consultation with and approved by the City.
- Future Transportation Projects
 - To counterbalance subtractions from transportation network capacity, future transportation projects, which add capacity to the network shall be quantified. These must be represented as approved and funded projects, set for implementation within one year of project opening, within the MPO's adopted Transportation Improvement Program (TIP) and/or the City's program.
- Build Out Year
 - This represents a date in the future in which the facility/ development will be operational. It shall be used as the date for future conditions analysis.

3 Level of Service Analysis

- Capacity / LOS / operational analyses for the selected **EIGHT intersections and EIGHT roadway links** for the AM & PM peak hours, or any other period(s) as well for additional intersections and/or links as may be determined by the City.
- Capacity / LOS / operational analysis on all driveways providing access to/from the site for the same time period as above.

Using the data collected, including trucks, analyses will be undertaken to portray the existing conditions, future conditions with committed developments, and the future conditions with the project and committed developments. All analyses shall be done utilizing latest edition of the Highway Capacity Manual methodologies. Other measures such as vehicular delay, volume to capacity ratios, vehicular queue length, among others, may be required by the City. Determine site's impacts and identify improvements recommendations to mitigate impacts if applicable.

- Existing Condition
- Future Condition with Committed Developments
- Future Conditions With Project and Committed Development

If the site is to have gates to control access, then the appropriate analyses shall be performed to determine vehicular queue lengths waiting to enter the site and their impact on the adjacent roadway(s).

LEVEL I, II, & III Intersection/link capacity /LOS analyses are to be based on The Highway Capacity Manual (HCM 2000) methodology (or latest acceptable HCM methodology). FDOT Art-Plan or Q/LOS methodology is acceptable. Other analysis software may be used subject to approval by the City.

Parking

The need and requirements for a parking analysis will be determined by the City in the initial project methodology meeting. Parking required for the facility will depend upon project programming, taking into account the number of units, and the square footage of the retail and commercial space. Parking analysis shall consist of determining if planned parking for the development meets or exceeds the city's requirements.

Additions, Deletions, or Changes to Existing Land Uses

If the resulting additional generated two-way hourly traffic volume (highest peak hour of adjacent street) is 10% or less of the total site's generated traffic, then there is no need to assess traffic impact, unless the additional generated traffic will cause the adjacent roadway(s) to exceed Concurrency thresholds. This shall be documented and submitted by the applicant or his/her designee.

In cases where the resulting new generated traffic will be less than the existing, it shall then be documented and submitted by the applicant or his/her designee.