

1052 Ocean Drive
c/o Adrienne Grandolfo Noto, Esq.
1601 Washington Avenue, Suite 300
Miami Beach, Florida 33139

September 10, 2020

**Re: Transportation Demand Management (TDM) for
1052 Ocean Drive - Miami Beach**

Dear Adrienne:

Puruant to your request, Traf Tech Engineering, Inc. prepared an updated Transportation Demand Management (TDM) plan for the existing restaurant/bar space located at 1052 Ocean Drive in the City of Miami Beach in Miami-Dade County, Florida. Since the approval of the Conditional Use Permit in 2018, Palace Bar LLC has become the tenant of the adjacent restaurant space known as Suite B and has become the operator of the rooftop at the subject site. Figure 1 on the following Page shows the location of the subject property. Moreover, this venue used to have entertainment in the past. The following is a summary of our findings.

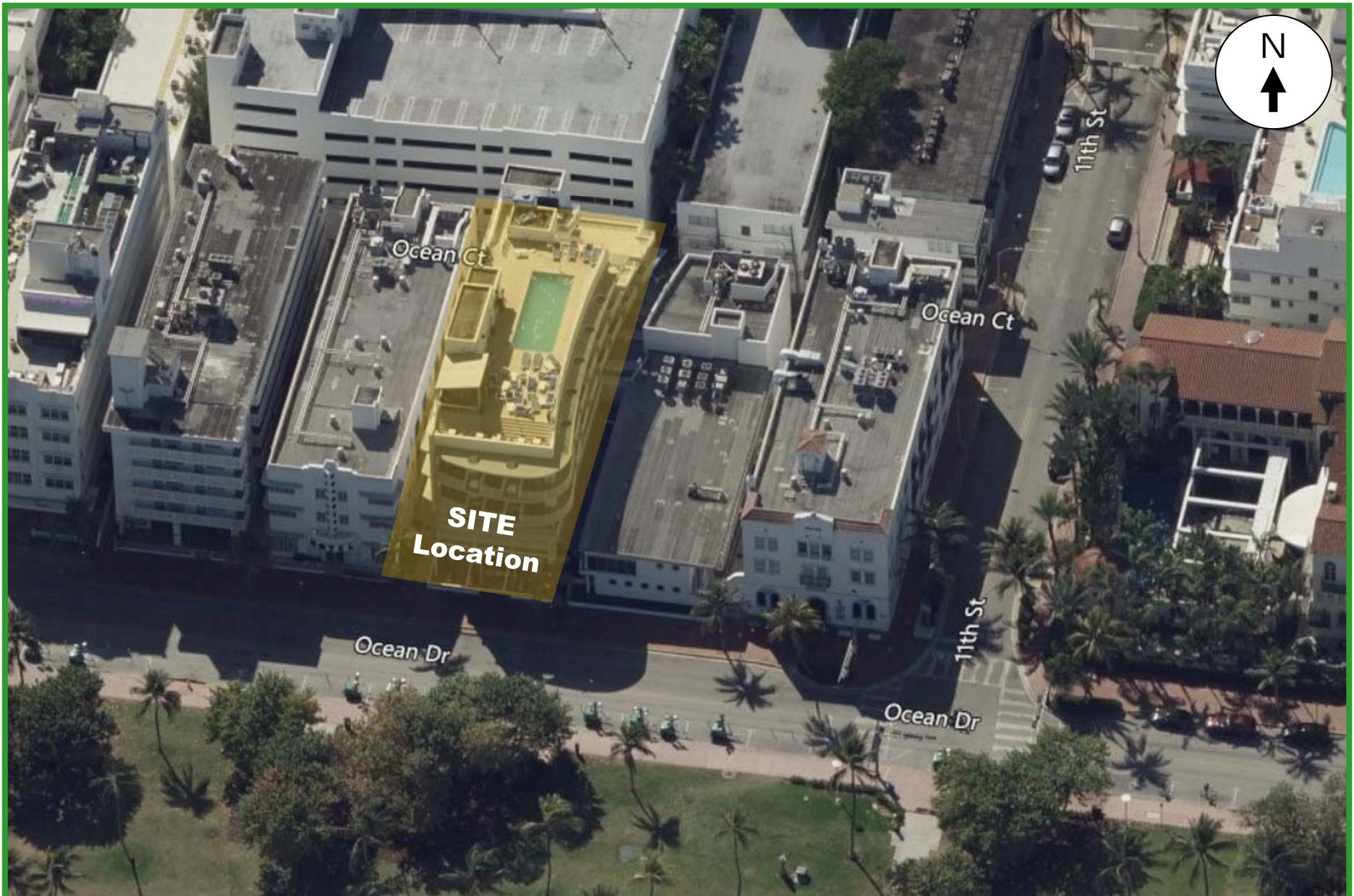
TRANSPORTATION DEMAND MANAGEMENT (TDM)

Traf Tech Engineering, Inc. prepared a Transportation Demand Management (TDM) plan for the 1052 Ocean Drive project.

Travel Demand Management plans (TDM) establish policies and mechanisms to reduce automobile trips to and from designated facilities. TDM plans usually use several approaches to address all modes of transportation likely to be used to provide access to a facility such as single occupant driving, carpooling, transit, bicycling and walking. The goal of TDM plans is to increase the use of alternatives modes to single occupant driving, i.e., to reduce the number of automobile trips to and from the facility and consequently, minimizing automobile traffic impacts on the street system.

Successful TDM plans not only address all modes of transportation, but also use policies such as inducements for alternative modes (subsidies), physical enhancements (bike lockers, preferential parking for carpools) and disincentives for automobile use (no free parking for employees).

Potential measures for each mode are addressed on Page 3. Use of an employee transportation subsidy is also presented.



Pedestrian Access

Walking not only reduces automobile trips and their contribution to congestion and emissions, it also provides health benefits to the employees who use this mode of transportation. It is, however, the mode that is least likely to be used for a number of reasons. It is unlikely that employees of the commercial building use will reside within a reasonable walking distance (within $\frac{1}{4}$ - $\frac{1}{2}$ mile) of the subject facility. However, the area near the subject project is a high pedestrian traffic area and therefore, many existing and future customers of the 1052 Ocean development are expected to be walking trips. Sidewalks exist on the east and west sides of project as well as safe pedestrian crosswalks (with ramps and pedestrian signals) at the signalized intersection of Ocean Drive and 11th Street.

Bicycling

The site of the 1052 Ocean offers two potential approaches to encourage cycling, the use of the Citi Bike program and use of retail employee-owned bicycles.

Use of Citi Bike could be supported by providing monthly passes to employees. Monthly passes are \$15.00 for unlimited 30-minute rides and \$25.00 for unlimited 60-minute rides. Within the immediate area of the project, there is one convenient Citi Bike rental station (Station 118: Ocean Drive and 10th Street - Art Deco Welcome Center). Customers and employees will be informed of the Citi Bike Station 118.

(Goal: Offer 2 free City Bike passes to employees. Integrate bikeshare information into communication materials for visitors).

Mass Transit

There is a wealth of transit options for the 1052 Ocean development. These transit routes include 120 and C. The nearest bus stop for these services is located at the intersection of Washington Avenue and 11th Street. These transit routes provide frequent service and access to all of Miami-Dade County as well as connections to other destinations outside of the County. Employers of the restaurant can provide a significant inducement to employees to use public transportation (Miami-Dade Transit, MDT) through a transit subsidy. Transit subsidies can also provide tax benefits to both employees and employers.

Additionally, the Miami Beach Trolley (South Beach Loop) provides free public transportation service along Washington Avenue with 20-minute headways.

MDT offers three methods to provide transit subsidies:

The employee uses pre-tax dollars from their salary to purchase monthly transit passes. There is no income tax on the portion of their salary used for transit passes. The pre-tax funds also reduce the employees' taxable salary, reducing the total amount of income tax paid by the employees. The employer pays the total cost of a monthly transit pass using a tax-deductible (to the employer) subsidy. The employer receives a tax deduction equivalent to the value of the transit subsidies provided to the employees. The transit subsidy is a fringe benefit to employees and is not taxable income.

Both the employer and employees share the cost of transit passes, paying for them with pre-tax dollars. The employer reduces his/her payroll taxes. Employees do not pay income tax on the money used for transit passes.

MDT monthly passes if purchased by an individual are \$112.50. Corporate discounts are available based on the number of participating employees. For 4 – 99 employees, monthly passes are \$101.25 per employee, for 100 or more employees, the cost is \$95.65 per employee.

Goal: Offer 2 free transit passes to employees. Request employee origin/destination information from commercial employers and identify opportunities).

Carpooling

Carpooling is historically the least effective alternative transportation mode, even when implemented on a regional basis. Given the relatively small employee base of a single employer, it is unlikely that carpooling will provide a significant amount of trip reduction. However, preferential parking could be made available to employees that carpool.

Goal: 2 free valet passes to carpool riders.

Analysis of Pedestrian Facilities

Based on pedestrian counts¹ conducted near the 1052 Ocean project (refer to Attachment A), approximately 179 pedestrians/15-minutes travel north and south along the west side of Ocean Drive and 11th Street. As documented in the

¹ Even though the pedestrian counts were conducted in 2017, the counts are considered reliable based on historical traffic data recorded at a nearby FDOT traffic count station (refer to Attachment A). The subject FDOT traffic count station shows no traffic growth for this area since 2017.

signal timing plans for the signalized located at 11th Street, the subject pedestrian crossing operates with an off-line signal cycle of 52 seconds, which results in approximately 69 pedestrian crossing opportunities per hour. Hence, the signalized pedestrian crossing at 11th Street has 69 opportunities per hour to accommodate 179 pedestrians per hour (sufficient pedestrian capacity is available at the subject signalized pedestrian crossing – less than three pedestrian crossings per signal cycle).

Moreover, the traffic counts contained in Attachment A show a maximum of 179 pedestrians during the peak 15-minute period traveling north-south along the west side of Ocean Drive. With a sidewalk width of 6.2 feet, the resulting pedestrian flow rate is approximately 1.92 pedestrians/minute/foot of sidewalk width (179 pedestrians per peak 15-minute period divided by 15 divided by 6.2). According to the 2010 Highway Capacity Manual, the sidewalk adjacent to the 1052 Ocean development has adequate capacity to accommodate the peak pedestrian traffic recorded within this area.

Please give me a call if you have any questions.

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer



September 9, 2020

ATTACHMENT A

**Signal Timing Plan, Traffic Counts,
Historical Traffic Data and
HCM Pedestrian Flow Thresholds**

TOD Schedule Report
for 6344: Ocean Dr&11 St

Print Date:
4/9/2020

Print Time:
2:10 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6344	Ocean Dr&11 St	DOW-5	TOD	Free	0	0	N/A	1	Max 1

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	-	-	NBT	-	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>	<u>Don't Walk</u>	<u>Min Initial</u>	<u>Veh Ext</u>	<u>Max Limit</u>	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>							
	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 0 - 0	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	0 - 0 - 0	4	2

Last In Service Date: unknown

Permitted Phases

12345678

Default -2---6-8
External Permit 0 -2---6-8
External Permit 1 -2---6-8
External Permit 2 -2---6-8

<u>Current</u>	<u>Plan</u>	<u>Cycle</u>	1	2	3	4	5	6	7	8	<u>Ring Offset</u>	<u>Offset</u>
TOD Schedule			-	SBT	-	-	-	NBT	-	EBT		

Local TOD Schedule

<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Free	Su M T W Th F S

TOD Schedule Report
for 6344: Ocean Dr&11 St

Print Date:
4/9/2020

Print Time:
2:10 AM

Current Time of Day Function				Local Time of Day Function				* Settings
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	
0000	TOD OUTPUTS	-----	SuM T W ThF S	0000	TOD OUTPUTS	-----	SuM T W ThF S	Blank - FREE - Phase Bank 1, Max 1
0000	TOD LOCAL MULTIFU	---4---	SuM T W ThF S	0000	TOD LOCAL MULTIFUNCT---4---	---	SuM T W ThF S	Blank - Plan - Phase Bank 1, Max 2
0500	TOD LOCAL MULTIFU	-----	SuM T W ThF S	0500	TOD LOCAL MULTIFUNCT-----	---	SuM T W ThF S	1 - Phase Bank 2, Max 1
0500	PED RECALL	8-----	SuM T W ThF S	0500	PED RECALL	8-----	SuM T W ThF S	2 - Phase Bank 2, Max 2
2200	PED RECALL	-----	SuM T W ThF S	2200	PED RECALL	-----	SuM T W ThF S	3 - Phase Bank 3, Max 1
								4 - Phase Bank 3, Max 2
								5 - EXTERNAL PERMIT 1
								6 - EXTERNAL PERMIT 2
								7 - X-PED OMIT
								8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

Direction		EB	WB	SB	Ped Heads				Movements/Display/Actuation	
Phases	Head No.									
(2+6) N/SB OCEAN DR (RECALL)	Dwell	6	2	8		P2		P8		
	Clear to	8	Y	Y	R		DW			DW
8 EB 10 ST (ACTUATED)	Dwell									
	Clear to	(2+6)	R	R	Y		DW			DW
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
Flashing Operation		FY	FY	FR					Page 1 of 1	

Miami-Dade County Public Works Department

Drawn WILLIAM RIVERA-PAZ	Date 9/8/2006	OCEAN DR & 10 ST		
Checked	Date	Placed in Service	Phasing No.	Asset Number
		Date	By MAGESCO	1

TRAFFIC SURVEY SPECIALISTS, INC.

11TH STREET & OCEAN DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: SAMANTHA PALOMINO
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170172
 Start Date: 10/20/17
 File I.D. : 11STOCEA
 Page : 1

ALL VEHICLES

OCEAN DRIVE					-----					OCEAN DRIVE				11TH STREET					
From North					From East					From South				From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	UTurn	Left	Thru	Right		Total
Date 10/20/17 -----																			
16:30	0	0	34	3	0	0	0	0	0	0	12	40	0	0	3	0	12		104
16:45	0	0	54	12	0	0	0	0	0	1	11	51	0	0	4	0	11		144
17:00	0	0	31	4	0	0	0	0	0	1	5	38	0	0	5	0	14		98
17:15	0	0	30	5	0	0	0	0	0	0	12	48	0	0	6	0	6		107
Hr Total	0	0	149	24	0	0	0	0	0	2	40	177	0	0	18	0	43		453
17:30	0	0	32	5	0	0	0	0	0	0	10	31	0	1	3	0	10		92
17:45	0	0	30	6	0	0	0	0	0	0	2	54	0	0	6	0	10		108
18:00	0	0	36	6	0	0	0	0	0	1	4	59	0	0	13	0	13		132
18:15	0	0	39	11	0	0	0	0	0	0	6	59	0	1	6	0	15		137
Hr Total	0	0	137	28	0	0	0	0	0	1	22	203	0	2	28	0	48		469
18:30	0	0	39	6	0	0	0	0	0	0	7	50	0	1	9	0	14		126
18:45	0	0	52	14	0	0	0	0	0	0	4	44	0	0	10	0	12		136
Hr Total	0	0	91	20	0	0	0	0	0	0	11	94	0	1	19	0	26		262

TOTAL	0	0	377	72	0	0	0	0	0	3	73	474	0	3	65	0	117		1184

TRAFFIC SURVEY SPECIALISTS, INC.

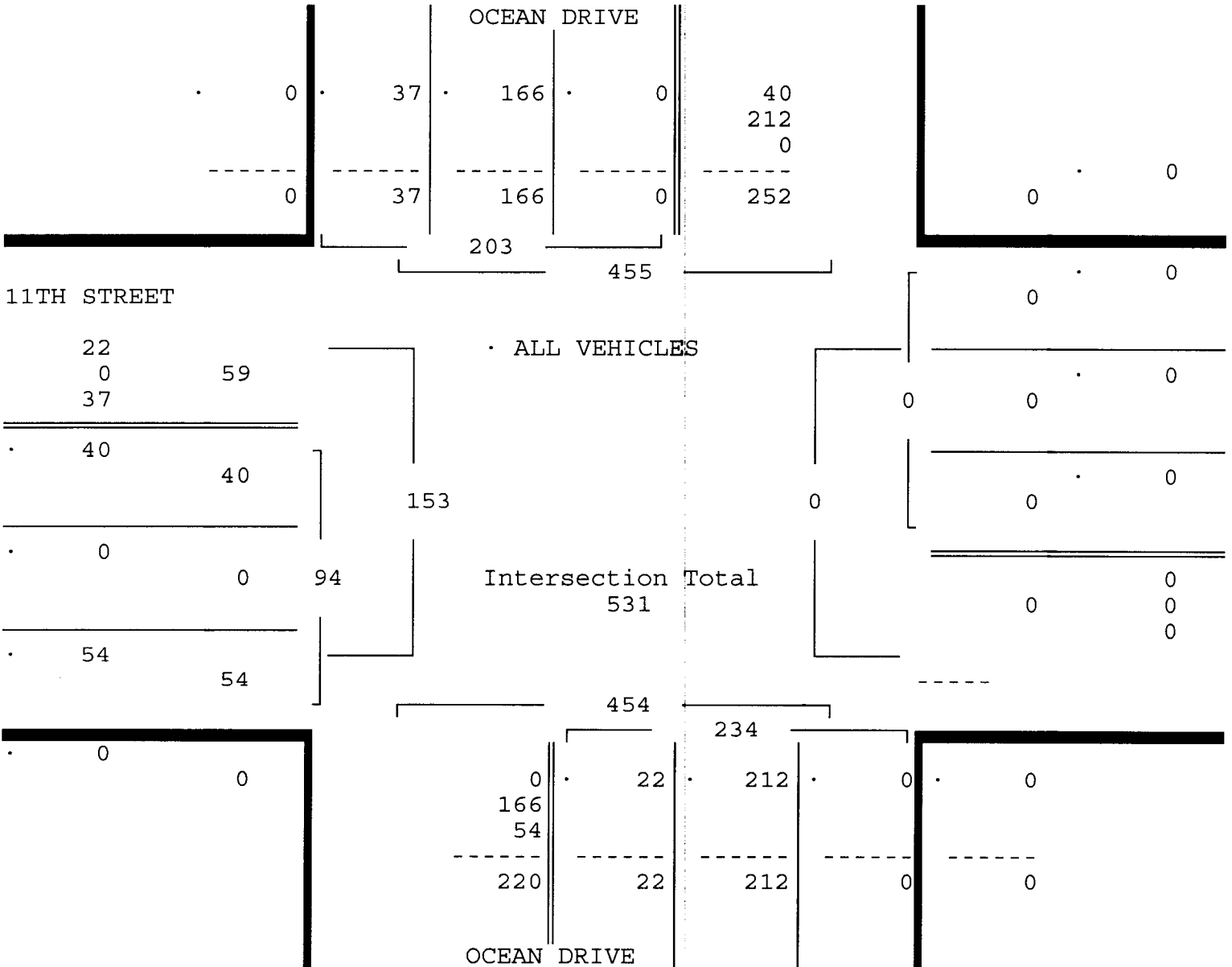
11TH STREET & OCEAN DRIVE
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 PHONE (561)272-3255

Site Code : 00170172
 Start Date: 10/20/17
 File I.D. : 11STOCEA
 Page : 2

ALL VEHICLES

OCEAN DRIVE				-----				OCEAN DRIVE				11TH STREET				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 10/20/17 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:30 to 19:00 on 10/20/17																
Peak start 18:00				18:00				18:00				18:00				
Volume	0	0	166	37	0	0	0	0	1	21	212	0	2	38	0	54
Percent	0%	0%	82%	18%	0%	0%	0%	0%	0%	9%	91%	0%	2%	40%	0%	57%
Pk total	203				0				234				94			
Highest	18:45				16:30				18:15				18:00			
Volume	0	0	52	14	0	0	0	0	0	6	59	0	0	13	0	13
Hi total	66				0				65				26			
PHF	.77				.0				.90				.90			



TRAFFIC SURVEY SPECIALISTS, INC.

11TH STREET & OCEAN DRIVE
 MIAMI BEACH, FLORIDA
 COUNTED BY: SAMANTHA PALOMINO
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PEDESTRIANS & BIKES

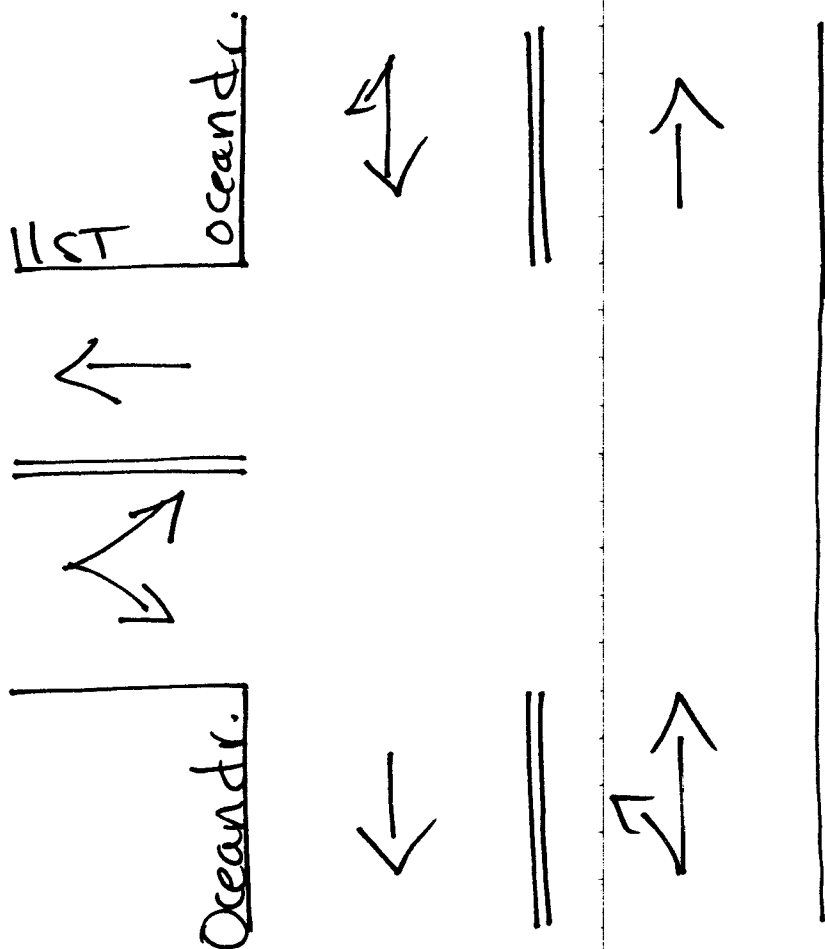
OCEAN DRIVE					-----				OCEAN DRIVE				11TH STREET					
From North					From East				From South				From West					
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total	
Date 10/20/17 -----																		
16:30	0	3	0	22	0	1	0	68	0	4	0	10	0	4	0	133	245	
16:45	0	3	0	35	0	0	0	79	0	11	0	11	0	5	0	168	312	
17:00	0	3	0	29	0	0	0	93	0	2	0	20	0	1	0	179	327	
17:15	0	5	0	20	0	0	0	65	0	11	0	20	0	0	0	115	236	
Hr Total	0	14	0	106	0	1	0	305	0	28	0	61	0	10	0	595	1120	

17:30	0	3	0	20	0	0	0	73	0	7	0	18	0	0	0	134	255	
17:45	0	1	0	22	0	0	0	54	0	6	0	11	0	0	0	147	241	
18:00	0	0	0	15	0	0	0	86	0	0	0	18	0	0	0	133	252	
18:15	0	5	0	19	0	0	0	69	0	3	0	32	0	0	0	165	293	
Hr Total	0	9	0	76	0	0	0	282	0	16	0	79	0	0	0	579	1041	

18:30	0	3	0	15	0	0	0	73	0	1	0	20	0	0	0	141	253	
18:45	0	2	0	42	0	0	0	99	0	2	0	39	0	4	0	137	325	
Hr Total	0	5	0	57	0	0	0	172	0	3	0	59	0	4	0	278	578	

TOTAL	0	28	0	239	0	1	0	759	0	47	0	199	0	14	0	1452	2739	

North



Miami Beach, Florida
October 23, 2017
drawn by: Luis Palomino
signalized

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5159 - SR AIA/COLLINS AV, 200' N 5 ST(MIAMI BEACH)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2019	12900	C	N	6900	S	6000	9.00	54.60	5.00
2018	11800	C	N	6600	S	5200	9.00	54.30	5.60
2017	14600	C	N	8800	S	5800	9.00	55.00	5.30
2016	13100	C	N	6700	S	6400	9.00	54.50	7.80
2015	13800	C	N	5500	S	8300	9.00	54.70	4.60
2014	13400	C	N	6500	S	6900	9.00	54.50	5.10
2013	16400	C	N	7400	S	9000	9.00	52.40	6.10
2012	16700	C	N	7100	S	9600	9.00	55.70	8.40
2011	13600	C	N	6900	S	6700	9.00	55.10	7.50
2010	12900	C	N	6200	S	6700	8.98	54.08	8.80
2009	15300	C	N	7600	S	7700	8.99	53.24	8.40
2008	13600	C	N	6300	S	7300	9.09	55.75	5.30
2007	14300	C	N	6500	S	7800	8.01	54.34	4.90
2006	13100	C	N	5800	S	7300	7.97	54.22	2.20
2005	16100	C	N	7300	S	8800	8.80	53.80	5.50
2004	17400	C	N	8400	S	9000	9.00	53.30	8.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

parts of the walkway. In cross-flow locations, the LOS E–F threshold is 13 ft²/p, as indicated in the notes for Exhibit 23-1 and Exhibit 23-2.

LOS	Average Space (ft ² /p)	Related Measures			Comments
		Flow Rate (p/min/ft) ^a	Average Speed (ft/s)	v/c Ratio ^b	
A	>60	≤5	>4.25	≤0.21	Ability to move in desired path, no need to alter movements
B	>40–60	>5–7	>4.17–4.25	>0.21–0.31	Occasional need to adjust path to avoid conflicts
C	>24–40	>7–10	>4.00–4.17	>0.31–0.44	Frequent need to adjust path to avoid conflicts
D	>15–24	>10–15	>3.75–4.00	>0.44–0.65	Speed and ability to pass slower pedestrians restricted
E	>8–15 ^c	>15–23	>2.50–3.75	>0.65–1.00	Speed restricted, very limited ability to pass slower pedestrians
F	≤8 ^c	Variable	≤2.50	Variable	Speeds severely restricted, frequent contact with other users

Notes: Exhibit 23-1 does not apply to walkways with steep grades (>5%). See the Special Cases section for further discussion.

^a Pedestrians per minute per foot of walkway width.

^b v/c ratio = flow rate/23. LOS is based on average space per pedestrian.

^c In cross-flow situations, the LOS E–F threshold is 13 ft²/p.

LOS	Average Space (ft ² /p)	Related Measure Flow Rate ^a (p/min/ft) ^b	Comments
A	>530	≤0.5	Ability to move in desired path, no need to alter movements
B	>90–530	>0.5–3	Occasional need to adjust path to avoid conflicts
C	>40–90	>3–6	Frequent need to adjust path to avoid conflicts
D	>23–40	>6–11	Speed and ability to pass slower pedestrians restricted
E	>11–23 ^c	>11–18	Speed restricted, very limited ability to pass slower pedestrians
F	≤11 ^c	>18	Speeds severely restricted, frequent contact with other users

Notes: ^a Rates in the table represent average flow rates over a 5-min period. Flow rate is directly related to space; however, LOS is based on average space per pedestrian.

^b Pedestrians per minute per foot of walkway width.

^c In cross-flow situations, the LOS E–F threshold is 13 ft²/p.

Stairways

Exhibit 23-3 provides the LOS criteria for stairways.

LOS	Average Space (ft ² /p)	Related Measures		Comments
		Flow Rate (p/min/ft) ^a	v/c Ratio ^b	
A	>20	≤5	≤0.33	No need to alter movements
B	>17–20	>5–6	>0.33–0.41	Occasional need to adjust path to avoid conflicts
C	>12–17	>6–8	>0.41–0.53	Frequent need to adjust path to avoid conflicts
D	>8–12	>8–11	>0.53–0.73	Limited ability to pass slower pedestrians
E	>5–8	>11–15	>0.73–1.00	Very limited ability to pass slower pedestrians
F	≤5	Variable	Variable	Speeds severely restricted, frequent contact with other users

Notes: ^a Pedestrians per minute per foot of walkway width.

^b v/c ratio = flow rate/15. LOS is based on average space per pedestrian.

Exhibit 23-1

Average Flow LOS Criteria for Walkways

Exhibit 23-2

Platoon-Adjusted LOS Criteria for Walkways

Exhibit 23-3

LOS Criteria for Stairways