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TRANSPORTATION & MOBILITY DEPARTMENT
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MEMORANDUM

TO: Thomas R. Mooney, AICP, Director, City of Miami Beach Planning Department

FROM: José R. González, P.E., Director, City of Miami Beach Transportation & Mobility Department

DS JRG

DATE: March 13, 2024

SUBJECT: 976 Arthur Godfrey Road – Traffic Impact Analysis – PB23-0653

The City of Miami Beach Transportation & Mobility Department has reviewed the subject Traffic Impact Analysis submitted by the applicant as part of the Planning Board application for the proposed commercial redevelopment project located at 976 Arthur Godfrey Road in Miami Beach, Florida. The proposed redevelopment consists of approximately 36,293 square feet of office space, 6,682 square feet of retail space, and a 4,056 square-foot restaurant.

Trip Generation and Trip Distribution

The results of the Trip Generation Analysis show that the proposed development will generate 24 net new weekday A.M. peak hour trips and 28 net new weekday P.M. peak hour trips.

Multimodal Trips

The proposed redevelopment is located within an urban, dense, and mixed land use area. This type of land use promotes the use of sustainable transportation modes and provides opportunities to employees and patrons to use transportation modes that do not rely on single-occupant motor vehicle rides. It is expected that employees, patrons, and guests will choose to walk, bicycle, or use public transit to and from the proposed redevelopment.

There are several transit lines that serve the vicinity of the project site, these include Miami-Dade County Metrobus routes 14, 36, and 150. In addition, the City of Miami Beach operates the Middle Beach Trolley Loop, which also serves the vicinity of the proposed subject project. The nearest Miami-Dade County Metrobus stop is located at the project site on the south side of W 41st Street, near the intersection of Alton Road. The nearest Miami Beach Trolley stop is located at the intersection of W 41st Street and Indian Creek Drive.

Level of Service (LOS) Analysis

Turning movement counts were collected during the A.M. and P.M peak periods on Wednesday, November 8, 2023 at the following 4 intersections:

- SR 907/Alton Road and SR 112/W 41st Street (signalized)
- Garden Avenue and SR 112/W 41st Street (unsignalized)
- Meridian Avenue and SR 112/W 41st Street (signalized)
- SR 907/Alton Road and W 39th Street (unsignalized)

The collected volumes were seasonally adjusted to reflect peak conditions and complete operational analyses. The intersection capacity analyses for the study intersections show that all

the signalized and unsignalized study intersections are expected to operate within the FDOT and City of Miami Beach adopted LOS standard of LOS D or better during the A.M. and P.M. peak hour period in the 2026 build scenario. The following is a summary of the 2026 future total conditions for the A.M. and P.M. peak hour.

1. SR 907/Alton Road and SR 112/W 41st Street (Signalized)
    - Weekday AM Peak Hour, 24.0 Seconds, LOS C
    - Weekday PM Peak Hour, 31.6 Seconds, LOS C

2. Garden Avenue and SR 112/W 41st Street (Unsignalized)
    - Weekend AM Peak Hour
        - NB, 13 Seconds, LOS B
    - Weekday PM Peak Hour
        - NB, 13 Seconds, LOS B

3. Meridian Avenue and SR 112/W 41st Street
    - Weekday AM Peak Hour, 11.1 Seconds, LOS B
    - Weekday PM Peak Hour, 12.1 Seconds, LOS B

4. SR 907/Alton Road and W 39th Street (unsignalized)
    - Weekday AM Peak Hour
        - EB, 13.3 Seconds LOS B
        - WB, 12.8 Seconds, LOS B
    - Weekday PM Peak Hour
        - EB, 11.1 Seconds LOS B
        - WB, 11.4 Seconds, LOS B

Gate Analysis

A 95th percentile Entry Gate Queuing Analysis for the proposed redevelopment was performed at the proposed parking garage entry point. The entry gate is proposed to be located on the ramp of the parking garage between the ground level and Level 2 with approximately 85 feet of storage from the public right-of-way line. In the analysis, it was assumed that project trips associated with the office component of the proposed redevelopment will gain access to the parking garage via a proximity card (FOB) reader and it was assumed that project trips associated with the retail/restaurant components of the proposed redevelopment will gain access to the parking garage via a ticket-spitter. The processing times for each these methods were obtained from the Parking Structures: Planning, Design, Construction, Maintenance and Repair, 3rd Edition, 2001. The Queuing Analysis was completed based on the Trip Generation that calculated a total of 62 AM peak hour inbound trips and 39 P.M. peak hour inbound trips.

The results of the analysis indicate that the proposed redevelopment is expected to result in a queue of fewer than one (1) vehicle(s) behind the service position at the entry gate during the A.M. and P.M. peak hours. Therefore, vehicle queues are expected to be accommodated on-site without extending onto public right-of-way.

Transportation Demand Management (TDM)

The site is located within an area that includes elements to incentivize the preferred use of transit, cycling, carpooling, and other alternative transportation modes.

The applicant will commit to provide the following incentives to reduce the impacts of the Project traffic on the surrounding roadway network through a shift from single-occupant vehicles to other modes of transportation:

- Providing 25 bicycle parking spaces (4 short-term and 21 long-term)
- Providing 12 scooter/motorcycle parking spaces
- Providing wide hallways that accommodate bicycles
- Providing elevators that can accommodate bicycles
- Providing a bike workroom
- Providing at least three (3) free or subsidized monthly or annual Citi Bike passes to employees and/or tenants of the project site.
- Meeting and discussing with the South Florida Commuter Services to learn about the various programs and services available, such as transit subsidy services, vanpool, and carpool.

Conditions of Approval

1. The applicant shall coordinate with the City of Miami Beach Transportation & Mobility Department to implement an acceptable Transportation Demand Management (TDM) Implementation Plan per the TDM strategies outlined in the most recent traffic impact study prepared by Kimley-Horn & Associates, Inc., prior to the issuance of a building permit.
2. The applicant shall provide at least three (3) free or subsidized monthly or annual Citi Bike passes to employees and/or tenants of the project site.
3. The applicant shall meet and discuss with the South Florida Commuter Services to learn about the various programs and services available, such as transit subsidy services, vanpool, and carpool.

Conclusion

The City of Miami Beach Transportation & Mobility Department, including the Peer Review Consultant, has no further comments on the Traffic Assessment for the proposed 976 Arthur Godfrey commercial redevelopment project.

Please feel free to contact the City of Miami Beach Transportation & Mobility Department if you have any questions on the above.

CC: Otniel Rodríguez, E.I., Assistant Director, City of Miami Beach Transportation & Mobility Department

Ghassan Choueiry, P.E., Senior Transportation Engineer, City of Miami Beach Transportation & Mobility Department

Grant Webster, Transportation Planner, City of Miami Beach Transportation & Mobility Department

Enc. The Corradino Group, Inc. (Peer Reviewer) Traffic Review Memo dated 01/24/24.