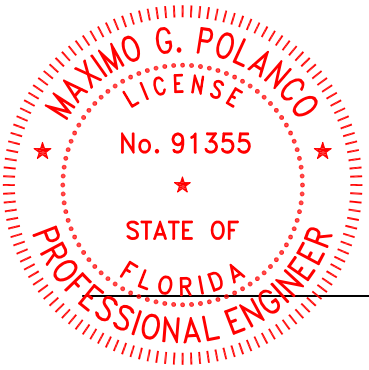
TRAFFIC IMPACT ANALYSIS

1333 Dade Boulevard
Miami-Dade County
Miami Beach, Florida

Prepared For:
2Future Holdings
7657 Golf Channel Drive
Orlando, Florida 32819

Prepared By:
Langan Engineering & Environmental Services, LLC
1221 Brickell Avenue, Suite 1800
Miami, FL 33016
FL Certificate of Authorization No: 6601



This item has been digitally signed and sealed by Maximo Polanco, PE on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Maximo G. Polanco, P.E.
P.E. License No. 91355



Eric Schwarz, P.E., LEED AP
Principal/Vice President

January 2024
Revised: February 2024

LANGAN

300331701

Table of Contents

EXECUTIVE SUMMARY ..... **i**

1.0 INTRODUCTION **1**

1.1 Project Description 1

1.2 Study Methodology and Study Area 1

2.0 DESCRIPTION OF EXISTING CONDITIONS **3**

2.1 Roadway Characteristics 3

2.2 Traffic Counts and Volumes 3

2.3 Intersection Capacity Analysis (Level of Service) 4

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS **5**

4.0 NO BUILD CONDITIONS **6**

4.1 Background/No Build Traffic 6

4.2 Intersection Analysis No Build Conditions 6

5.0 BUILD CONDITIONS **8**

5.1 Site-Generated Trips 8

5.2 Trip Distribution 8

5.3 Intersection Analysis Build Conditions 9

5.4 Driveway Volumes and Turn Lane Analysis 10

6.0 QUEUEING ANALYSIS **11**

7.0 VALET OPERATION AND CAR ELEVATOR QUEUING ANALYSIS **13**

8.0 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES **15**

9.0 LOADING OPERATIONS **16**

10.0 CONCLUSIONS **17**

List of Figures

Figure 1 - Site Location
Figure 2 - Intersection Lane Configuration
Figure 3 - 2024 Existing Peak-Hour Traffic Volumes
Figure 4 - 2027 No-Build Peak-Hour Traffic Volumes
Figure 5 - Project Traffic Distribution
Figure 6 - Project Traffic Assignment
Figure 7 - 2027 Build Peak-Hour Traffic Volumes
Figure 8 - Site Driveway Volumes
Figure 9 - Pedestrian Figure

List of Tables

Table 1 - 2024 Existing Conditions Intersection Capacity Analysis Summary
Table 2 - 2027 No-Build Conditions Intersection Capacity Analysis Summary
Table 3 - Trip Generation Estimates
Table 4 - Cardinal Distribution
Table 5 - 2027 Build Conditions Intersection Capacity Analysis Summary
Table 6 - Queuing Analysis Summary
Table 7 - Valet Operation Queuing Analysis Summary
Table 8 - Proposed TDM Strategies

Appendices

Appendix A - Figures
Appendix B - Site Plan
Appendix C - Methodology
Appendix D - Traffic, TAZ, Signal Timing Data, Census Data & FDOT Tables
Appendix E - Intersection Volume Spreadsheets
Appendix F - Intersection Capacity Reports
Appendix G - Trip Generation Data
Appendix H - Service Time Data
Appendix I - ITE Excerpts and Queuing Analysis Calculations
Appendix J - Valet Queuing Analysis Calculations

EXECUTIVE SUMMARY

Langan Engineering & Environmental Services, LLC was retained to prepare a traffic-impact analysis for the proposed 1333 Dade Boulevard mixed-use development. The 0.19-acre site is located north of Dade Boulevard between Bay Road and West Avenue in Miami Beach, Florida. The site is currently occupied by a 2-story automobile part and service center building. The redevelopment will comprise the construction of a five-story building with one residential unit on the second floor and 10,356 square feet of office uses on the upper levels expected to be built by 2027. We analyzed three signalized intersections and two stop-sign controlled intersections for the 2027 build conditions. The peak-hour traffic-impact analyses with the proposed development's impacts in 2027 yielded the following results:

- The signalized intersections are expected to operate within their adopted Level of Service (LOS) during the morning and afternoon peak-hours with and without the proposed project's impacts.
- The stop-sign controlled intersections are expected to operate within their adopted LOS during the morning and afternoon peak hours with and without the development's impacts.
- The proposed driveway connection to Dade Boulevard is expected to operate at LOS B during the morning and afternoon peak-hours.
- The expected traffic volumes from the proposed development do not warrant the need for exclusive turn lanes at the driveway connection to the public road.
- The development will have gate-controlled access. The gate-controlled entrance will have sufficient vehicle-stacking storage to accommodate the expected morning and afternoon peak-hour queues due to entering traffic.
- The valet operation will not cause entering traffic to back into the adjacent public roadways with a minimum of three parking attendants to serve expected demand.
- The development site is within the Urban Infill Area (UIA).
- The development will promote the use of different modes of transportation through the implementation of several TDM strategies.

We conducted intersection-capacity analyses for the existing, no build (future without project) and build (future with project) conditions. To provide a conservative analysis, the traffic study was performed using the project generated traffic. The proposed development is expected to generate 168 daily, 25 morning peak-hour, and 26 afternoon peak-hour trips.

1.0 INTRODUCTION

Langan was retained to prepare this impact-analysis report for the proposed 1333 Dade Boulevard mixed-use development that will be built by 2027. The 0.19-acre site is located north of Dade Boulevard between Bay Road and West Avenue in Miami Beach, Florida. The development will comprise a five-story building with one residential unit on the second floor and 10,356 square feet of office uses on the upper levels expected to be built by 2027.

We analyzed three signalized intersections and two stop-sign controlled intersections for the 2027 build conditions during the morning and afternoon peak hours. We found that all study intersections are expected to operate within their adopted LOS during the morning and afternoon peak-hours with and without the development's impact. We found that the gate-controlled entrance will have sufficient vehicle-stacking storage to accommodate the expected morning and afternoon peak-hour queues due to entering traffic. Additionally, we found that the valet operation will not cause entering traffic to back into the adjacent public roadways with a minimum of three parking attendants to serve the expected demand. This report presents the traffic-data and traffic-impact analysis for this proposed development.

1.1 Project Description

Appendix A contains the figures of this report and **Figure 1** illustrates the site location. **Appendix B** contains a copy of the site plan showing the proposed development program and the development parcel (Folio No.: 02-3233-012-0671). The proposed development will have access through one driveway connection to Dade Boulevard which will operate as a full-access driveway with direct access to the ground-level parking garage. The maximum acceptable LOS for roadways and intersections is LOS E for county and city roads.

1.2 Study Methodology and Study Area

Langan undertook the following steps to prepare this study in accordance with the methodology requirements by the City of Miami Beach Transportation and Mobility Department. **Appendix C** contains a copy of the methodology letter.

- Collected morning (7 to 9 AM) and afternoon (4 to 6 PM) peak-hour vehicle turning-movement volumes at the following study intersections:
    - Dade Boulevard and Bay Road (signalized)
    - 18th Street and West Avenue (unsignalized)
    - 18th Street and Bay Road (unsignalized)
    - Dade Boulevard and West Avenue (signalized)
    - 17th Street and West Avenue (signalized)

- Used Peak Season Conversion Factors (PSCF) from the Florida Department of Transportation (FDOT) to convert the traffic data into peak-season volumes.
- Prepared trip-generation estimates for the proposed development based on accepted trip-generation rates developed by the Institute of Transportation Engineers (ITE)
- Calculated a growth rate for background traffic by using the highest growth rate calculated between FDOT historical data from traffic-count stations near the project. Since the calculated growth yielded a negative value, we used a 0.5% growth rate to provide a conservative analysis.
- Developed trip-distribution estimates for the project based on the cardinal distribution for the corresponding Traffic Analysis Zone of the Miami-Dade County 2045 Long Range Transportation Plan (LRTP). A computer program used to develop the 2045 LRTP Directional Distribution Report generates directional distributions for each TAZ for the eight secondary-intercardinal directions (NNE; ENE; ESE; SSE; SSW; WSW; WNW; NNW).
- Prepared morning and afternoon peak-hour intersection-capacity analyses for the following conditions at the study intersections: 2024 existing, 2027 future no-build, and 2027 future build.
- Prepared tables summarizing the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions.
- Calculated the morning and afternoon peak-hour LOS intersection-capacity analyses of the development's driveways for the 2027 build conditions.
- Performed queuing analysis for the proposed valet operation based on ITE queuing methodology and data collected at a similar site.
- Performed queuing analysis for the proposed gated-controlled entrance based on ITE queuing methodology and data collected at a similar site.

2.0 DESCRIPTION OF EXISTING CONDITIONS

Langan visited the study area to collect the lane-configuration and traffic-control data shown in **Figure 2**. **Appendix D** contains the county's signal-timing data.

2.1 Roadway Characteristics

Bay Road

Bay road is a two-lane, undivided, north-south, city-maintained, local roadway with a 25 MPH posted.

West Avenue

West Avenue is a two-lane, undivided, north-south, city-maintained, local roadway north of Dade Boulevard with a 30 MPH posted speed limit. South of Dade Boulevard, West Avenue transitions into a major collector, two-lane road with a shared left-turn with a 30 MPH.

18th Street

18th Street is a two-lane, undivided, east-west, city-maintained, local roadway with a 25 MPH posted speed limit.

Dade Boulevard

Dade Boulevard is a three to four-lane, undivided, northeast-southwest, county-maintained, minor arterial roadway with a 30 MPH posted speed limit.

17th Street

17th Street is a three to four-lane, undivided, east-west, city-maintained, minor arterial roadway west of Alton Road with a 30 MPH posted speed limit. East of Alton Road, 17th Street transitions into a major collector roadway.

2.2 Traffic Counts and Volumes

Traffic-volume data was collected on Tuesday, January 9, 2024, from 7:00 to 9:00 AM and 4:00 to 6:00 PM. We applied FDOT's season adjustment factors (1.06) to convert the traffic data into peak-season volumes. We compared the data of each intersection and determined that the study area peak hour occurred between 8:00 AM and 9:00 AM and between 5:00 PM and 6:00 PM for the study area. **Figure 3** illustrates the existing weekday morning and afternoon peak-hour traffic volumes. Appendix D contains the traffic data and seasonal-adjustment factors.

2.3 Intersection Capacity Analysis (Level of Service)

We conducted 2024 existing-conditions capacity analyses for the study intersections using Synchro software. We found the study intersections are operating within their adopted LOS during the morning and afternoon peak hours. **Table 1** summarizes the results of the existing-conditions analysis. **Appendix E** contains intersection-volume tables; **Appendix F** contains the capacity-analyses worksheets.

Table 1 - 2024 Existing Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) Bay Road & 18th Street	Unsignalized	EB	A	7.9	A	8.8
		WB	A	7.8	A	9.4
		NB	A	7.4	A	8.1
		SB	A	7.9	A	9.6
(2) Bay Road & Dade Boulevard	Signalized	Overall	B	10.1	B	20.0
(3) West Avenue & 18th Street	Unsignalized	EB	A	8.2	B	10.7
		WB	A	8.0	A	9.6
		NB	A	9.5	C	17.2
		SB	A	8.0	B	10.1
(4) West Avenue & Dade Boulevard	Signalized	Overall	C	21.6	C	20.9
(5) West Avenue & 17th Street	Signalized	Overall	C	26.9	C	25.8

Capacity analyses for stop-sign controlled intersections are calculated for certain intersection approaches, not for the entire intersection. The stop-sign controlled approaches of stop-sign controlled intersections often exceed their adopted LOS during peak hours because all vehicles must stop and incur a delay before proceeding through the intersection. Capacity analysis provides an indication of the adequacy of intersection and roadway facilities to serve traffic demand. The evaluation criteria used to analyze the study intersections is based on the *7th Edition Highway Capacity Manual* published by the Transportation Research Board.

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

We reviewed the Transportation Planning Organization's 2024 Transportation Improvement Program (TIP 2024 through 2028), the county Long Range Transportation Plan (2045 LRTP) and the FDOT Five Year Work Program (2024 through 2028) and found three roadway improvements in our study area included on the latest TIP and LRTP. Miami-Dade County has a planned project (Project No. PW0001238) to resurface Dade Boulevard between Sunset Harbour Drive and Park Avenue. Also, there are two projects (DT4479841 and NW00145) which are planning to construct pedestrian and bicycle lane improvements along 17th Street. We confirmed that none of these improvements will impact the existing traffic patterns or lane configurations in our study area during our analysis period. Appendix D includes excerpts from Miami-Dade TIP and LRTP showing the proposed improvement information.

4.0 NO BUILD CONDITIONS

This section of the report covers background traffic growth and future traffic volumes used to evaluate the no build conditions. The no-build conditions evaluate future traffic volumes without the impacts of the proposed development.

4.1 Background/No Build Traffic

Background, or no build traffic volumes, account for annual increases in traffic from approved and unbuilt land-development projects and historical increases in traffic volumes. Developing no build traffic operating conditions allows us to project what can be expected to exist in the study area without the proposed development.

We developed 2027 no-build traffic volumes by applying a compounded growth rate to the 2024 volumes. We reviewed FDOT Historical Data to review the traffic growth trends within the study area and found that there has been a declining trend in the past five years. Therefore, we used a 0.5 percent annual growth rate to develop future background volumes. The growth-rate factor accounts for increased background traffic volumes and was applied to the existing volumes to develop 2027 no-build traffic volumes.

4.2 Intersection Analysis No Build Conditions

We conducted intersection capacity analyses and found that the signalized intersections are expected to operate within their adopted LOS during the morning and afternoon peak hours. **Figure 4** illustrates the 2027 no-build traffic volumes. **Table 2** summarizes the results of the 2027 no-build conditions capacity analysis. Appendix F contains the capacity-analyses worksheets.

Table 2 - 2027 No Build Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	**Delay** (sec/veh)	**LOS**	**Delay** (sec/veh)
(1) Bay Road & 18th Street	Unsignalized	EB	A	7.9	A	8.9
		WB	A	7.8	A	9.5
		NB	A	7.5	A	8.2
		SB	A	7.9	A	9.7
(2) Bay Road & Dade Boulevard	Signalized	Overall	B	10.1	C	20.1
(3) West Avenue & 18th Street	Unsignalized	EB	A	8.2	B	10.9
		WB	A	8.1	A	9.7
		NB	A	9.6	C	18.0
		SB	A	8.0	B	10.2
(4) West Avenue & Dade Boulevard	Signalized	Overall	C	21.8	C	21.1
(5) West Avenue & 17th Street	Signalized	Overall	C	27.0	C	26.1

5.0 BUILD CONDITIONS

This section of the report covers site-generated trips, trip distribution, and future traffic volumes used to evaluate the build conditions. The evaluation of the build conditions analyzes the future traffic volumes for the anticipated build-out year of the residential development by adding the development-generated traffic to the 2027 no-build peak hour traffic volumes.

5.1 Site-Generated Trips

The proposed development is expected to generate 70 daily, 14 morning peak-hour, and 14 afternoon net-new peak-hour trips. We prepared daily, morning peak-hour and afternoon peak-hour trip estimates for the proposed development using equations from the 11th Edition of the ITE *Trip Generation Manual* based on Land Use 943 – Automobile and Service Center, Land Use 215 – Single-Family Attached Housing and Land Use 710 – General Office. **Table 3** summarizes the trip-generation estimates for the proposed development. **Appendix G** contains the trip-generation data.

In order to provide a conservative analysis, we conducted our analysis based on the proposed uses, without taking into account the previous uses occupying the site. Therefore, our peak hour intersection analysis was based on the 25 morning and 26 afternoon peak hour trips.

Table 3 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Existing Uses								
Automobile Parts and Service Center	5,912 SF	98	8	3	11	5	7	12
Proposed Uses								
Single-Family Attached Housing	1 DU	7	0	1	1	1	0	1
General Office	10,356 SF	161	21	3	24	4	21	25
Total [1]		168	21	4	25	5	21	26
Net New Trips		**70**	**13**	**1**	**14**	**0**	**14**	**14**

1.- Trip Generation used for the capacity analysis.

5.2 Trip Distribution

We determined the directional distribution of site-generated trips based on the cardinal distribution data for TAZ 639 from the Miami-Dade County 2045 Transportation Model (see Appendix D) and from the development's access to the surrounding roadway network. We interpolated the 2015 and 2045 directional-distribution values from the model data to develop

percentages for 2027. **Table 4** shows the proposed development's trip distributions. **Figure 5** shows the proposed development's traffic distributions to the study intersections. **Figure 6** illustrates the morning and afternoon development-traffic assignments at the study intersections.

Table 4 - Cardinal Distribution

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	15.40%	5.20%	5.20%	20.30%	2.40%	25.40%	14.90%	11.20%
2045	13.20%	4.30%	3.60%	15.00%	2.50%	33.60%	15.20%	12.70%
2027	**14.52%**	**4.84%**	**4.56%**	**18.18%**	**2.44%**	**28.68%**	**15.02%**	**11.80%**

5.3 Intersection Analysis Build Conditions

We conducted capacity analyses for the study intersections and determined that the signalized intersections are expected to operate within their adopted LOS during the morning and afternoon peak hours. The stop-sign controlled intersections are also expected to operate within their adopted LOS during the morning and afternoon peak hours with and without the developments' impacts. The 2027 build traffic volumes were derived by adding the total site-generated trips to the 2027 no-build traffic volumes. **Figure 7** illustrates the 2027 build morning and afternoon peak-hour traffic volumes. **Table 5** summarizes the 2027 build LOS for the morning and afternoon peak hours.

Table 5 - 2027 Build Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) Bay Road & 18th Street	Unsignalized	EB	A	7.9	A	8.9
		WB	A	7.8	A	9.5
		NB	A	7.5	A	8.2
		SB	A	7.9	A	9.7
(2) Bay Road & Dade Boulevard	Signalized	Overall	B	10.1	C	20.5
(3) West Avenue & 18th Street	Unsignalized	EB	A	8.2	B	10.9
		WB	A	8.1	A	9.7
		NB	A	9.6	C	18.0
		SB	A	8.0	B	10.2
(4) West Avenue & Dade Boulevard	Signalized	Overall	C	21.7	C	21.1
(5) West Avenue & 17th Street	Signalized	Overall	C	27.0	C	26.1
(6) Dade Boulevard & Main Driveway	Unsignalized	SB	B	10.3	B	11.8

5.4 Driveway Volumes and Turn Lane Analysis

We analyzed the development's proposed driveway connection to Dade Boulevard and found it will operate at LOS B during the morning and afternoon peak hours for the 2027 build conditions. The driveway will operate as a full-access driveway providing direct access to the ground-floor parking garage. We analyzed the need for exclusive turn lanes at the proposed driveway connections based on 2023 FDOT Access Management Guidebook guidelines and determined that the driveway connection to Dade Boulevard does not warrant the need for exclusive left or right-turn lanes. **Figure 8** shows the project site generated trips at the driveway connections to public roadways; Appendix F contains the capacity analysis worksheets.

Due to site restrictions the proposed driveway will be 12-foot wide, which will operate as a two-way driveway. Therefore, to control the traffic flow and avoid conflicts between entering and exiting vehicles the development is proposing the installation of a gate located approximately 44-feet from the property line, allowing two vehicles to queue on-site to avoid impacts to Dade Boulevard. In addition, the office patrons will be fully served by a valet-operation to control traffic.

We also performed a maneuverability analysis using an AASHTO passenger vehicle and the analysis shows that the proposed parking layout will accommodate the expected patrons. Appendix B includes the maneuverability plans.

6.0 QUEUEING ANALYSIS

We prepared a queuing analysis for the proposed gate-controlled entrance for the mixed-use development and found that it will not cause entering traffic to spillback onto the adjacent public roadway (Dade Boulevard). The driveway connection (main entrance) to Dade Boulevard will serve residents, office employees, and visitors, and will be a high-speed rolling gate-controlled entrance. The site plan included in Appendix B shows the location of the gated-controlled entrance.

We used the queuing-analysis methodology from Transportation and Land Development published by the ITE. This methodology requires hourly rates of vehicle arrival and service times for the gate-controlled driveway to determine vehicle-queue lengths. The queues resulting from this analysis are 95th percentile queues, which are those expected to be generated 95 percent of the time. The vehicle arrival rate was based on the project's peak-hour trip generation, summarized in Table 3. The development is expected to generate 21 morning peak-hour entering trips and four (4) morning peak-hour exiting trips for a total of 25 morning peak hour trips. We used the morning peak-hour values because they were higher than the afternoon peak-hour values.

The proposed gate operation will operate with a high-speed rolling gate that will operate vertically. Residents will be able to open the gate through a bar code reader, while office employees and visitors will have to stop and be served by the valet operation. The high-speed rolling gate operates with a nine (9) second service time. The service-time data and high-speed rolling gate specifications are included in **Appendix H**. To provide a conservative analysis, we used a service time of one (1) minute because all patrons from the site will be using the same lane to enter the development and most of them will use the valet operation to park. Vehicle lengths of 22 feet were used to convert the number of vehicles to linear feet.

Table 6 summarizes the results of the queuing analysis and indicates that the queue for the proposed gated entrance is not expected to exceed one vehicle. The driveway will provide 65-feet of storage to the property line, and an additional 26-feet of stacking before Dade Boulevard. **Appendix I** contains excerpts from the ITE and the queuing analysis calculations.

Table 6 - Queuing Analysis Summary

Entrance	Entrance Type	Storage Capacity (feet)	95th Percentile Queue Length		Exceeds Capacity?
			Vehicles	Feet	
Dade Boulevard and Driveway Entrance	Resident/Visitors/Employees	65	1	22	**NO**

7.0 VALET OPERATION AND CAR ELEVATOR QUEUING ANALYSIS

We prepared a queuing analysis for the proposed development's valet operation and found that it will not cause entering traffic to back onto the adjacent public roadway (Dade Boulevard). The proposed development will have a valet-parking station on the ground floor with on-site vehicle-stacking area for two vehicles before the proposed gate. All employees and visitors will be required to use the valet operation to park their vehicles. The parking space labeled No. 14 on the site plan (located behind the loading area) is a ground floor parking space without any mechanical lifts that will be dedicated for the proposed residential unit. Additional residential parking (guests or visitors) will be required to use the valet operations to park their vehicle. The site plan in Appendix B shows the location of the valet booth and the stacking/queuing area. We used the queuing-analysis methodology from the Transportation and Land Development published by the ITE. This methodology requires hourly rates of vehicle arrival and service times for the valet operation to determine vehicle-queue lengths. The queues resulting from this analysis are 95th percentile queues, which are those expected to be generated 95 percent of the time.

The development will provide eight parking spaces, six of them will be with double-stack car lifts and two of the six stackers parking spaces will also be tandem parking spaces for a total of 14 parking spaces. As previously mentioned, one single parking space will be assigned to the residential unit and the other will be a disabled parking space. Vehicle lifts allow two or three vehicles to occupy one parking space by lifting vehicles above the ground and allowing a second or third vehicle to park underneath one another. Tandem parking spaces allow two or more cars to share one long parking space where the vehicles must be parked one in front of the other.

To conduct the queueing analysis, the vehicle-arrival rate was based on the project's peak-hour trip generation, summarized in Table 3. The development is expected to generate 25 (21 ingress and 4 egress) morning peak-hour trips and 26 (5 ingress and 21 egress) afternoon peak hour trips. We estimated the average service time for the valet operation of 3.35 minutes for the drop-off and 3.80 minutes for the pick-up operations. The service time accounts for the time required for the valet attendant to pick-up/drop-off the car, operate the lift, and return to the valet station. To provide a conservative analysis, we assumed all vehicles would be dropped-off at the valet stand within the proposed development. The analysis indicates that the valet operation will need a minimum of three attendants that will work both at the valet stand managing the vehicles flow and will also operate the vehicle lifts. We used 22 feet to convert the number of queued vehicles to linear feet. **Table 7** summarizes the results of the queuing analysis and indicates that queues

for the proposed valet operation are not expected to exceed two vehicles. The analyses indicate that the expected 95th percentile queue lengths will not exceed the length of the queue-storage area. **Appendix J** contains the queuing-analysis and service-time calculations, and Appendix J contains excerpts from the ITE.

Table 7 - Valet Operation Queuing Analysis Summary

Time	Storage Capacity (feet)	95th Percentile Queue Length		Exceeds Capacity?
		Vehicles	Feet	
AM	50	2	44	**NO**
PM	50	2	44	**NO**

Appendix J contains the queuing-analysis and service-time calculations for the valet operations, as well as the parking stacker specifications. The development will coordinate and setup specific timeframes for the use of the proposed loading area to avoid any conflict with the valet operation. The specific times frames for the loading area will be outside the expected peak-hours of pick-up and drop-off.

8.0 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The site abuts Dade Boulevard and is located between Bay Road and West Avenue. The proposed development is approximately a two-minute walk to the nearest bus station (Route 15) located south of the intersection of Dade Boulevard and Sunset Harbour Driver. Citibike serves the City of Miami Beach, with a docking station located south of the intersection of Sunset Harbour Drive and 18th Street (approximately a four-minute walk from the site). Appendix D contains a copy of the transit route maps.

To encourage the use of the public transportation in the area the development is proposed to implement Transportation Demand Management (TDM) strategies, which will focus on providing Miami-Dade Transit bus and trolley route information on or near employee bulletin boards to promote the use of public transportation. The infrastructure will also provide bicycle racks to encourage non-vehicular travel. The most important action will be doing a regular employee outreach to provide them with the multiple commute options and establish preferences to target TDM efforts. **Table 8** summarizes the proposed TDM strategies.

Table 8 - Proposed TDM Strategies

Action	Details
Employee Survey	Survey employees to determine current commute characteristics establish preferences, and target TDM efforts.
Education, Marketing, and Outreach	Offer new employees a packet of materials and/or provide personal consultation detailing sustainable (non-SOV) travel options.
Bicycle Facilities	On-site bike racks will be available for employees, residents, and visitors.
Travel Mapping	Transit route maps and schedules will be made available on site to employees and visitors.
Loading Area	The proposed on-site loading area will have specific timeframes to avoid traffic conflicts in the regular peak-hours.

9.0 LOADING OPERATIONS

The proposed development is proposing an on-site loading area to avoid any pedestrian/vehicular conflicts along public right-of-way. The loading area will be accessible through the driveway on Dade Boulevard. The proposed loading area will have one loading space located on the ground floor at the terminus of the internal driveway. To enter the site, due to site restrictions, the trash truck and SU-30 sized trucks will back into the driveway from Dade Boulevard to access the internal loading area. Once at the loading area, the larger trucks will be able to pull forward to easily exit the site. The timeframes for such activities will be controlled by the proposed development, and on-site personnel will be responsible for facilitating the truck movement into the site to ensure that the vehicle does not adversely interact with other vehicles on the roadway or pedestrians on the sidewalk. The proposed loading area will also serve as the trash pick-up location where trash will be pulled outside by employees in the timeframes coordinated with the City of Miami Department of Solid Waste. Appendix B includes the maneuverability analysis plans.

10.0 CONCLUSIONS

Langan performed a traffic-impact analysis for the 1333 Dade Boulevard mixed-use development expected to be completed by 2027. The analysis shows the following results for the 2027 build conditions:

- The signalized intersections are expected to operate within their adopted Level of Service (LOS) during the morning and afternoon peak-hours with and without the proposed project's impacts.
- The stop-sign controlled intersections are expected to operate within their adopted LOS during the morning and afternoon peak hours with and without the development's impacts.
- The proposed driveway connection to Dade Boulevard is expected to operate at LOS B during the morning and afternoon peak-hours.
- The expected traffic volumes from the proposed development do not warrant the need for exclusive turn lanes at the driveway connection to the public road.
- The development will have gate-controlled access. The gate-controlled entrance will have sufficient vehicle-stacking storage to accommodate the expected morning and afternoon peak-hour queues due to entering traffic.
- The valet operation will not cause entering traffic to back into the adjacent public roadways with a minimum of three parking attendants to serve expected demand.
- The development site is within the Urban Infill Area (UIA).
- The development will promote the use of different modes of transportation through the implementation of several TDM strategies.

APPENDIX A
FIGURES



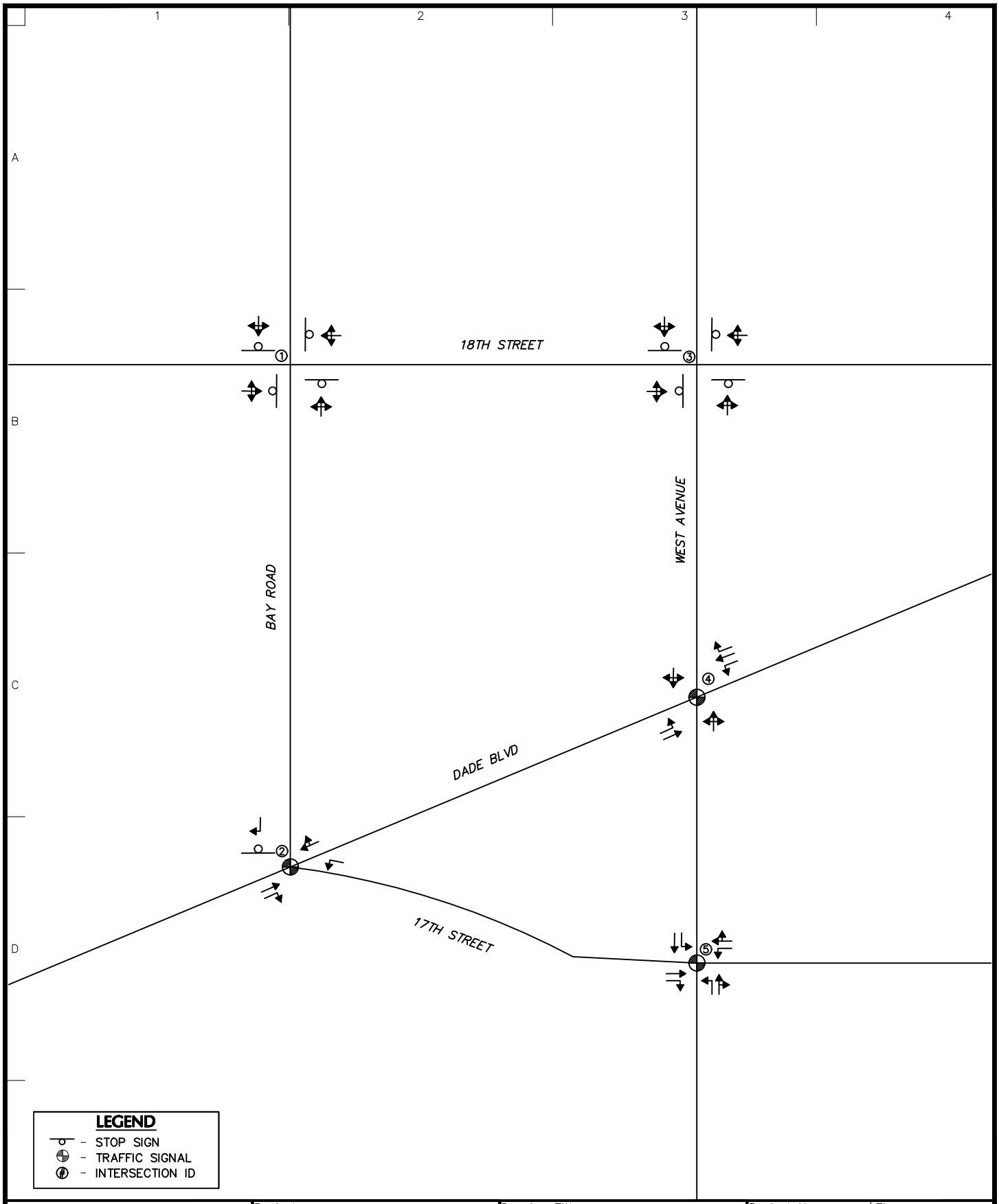
LANGAN

Project No. 300331701

LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project 1333 DADE BLVD MIAMI BEACH MIAMI DADE FLORIDA	Drawing Title SITE LOCATION	Project No. 300331701 Date JANUARY 2024 Drawn By LTA Checked By JCG	Figure 1

©2018 Langan

Date: 1/18/2024 Time: 11:16 User: lturinoaguilar Style Table: Langan.stb Layout: FIG 1 Document Code: FG-300331701-0202-KT001-0101



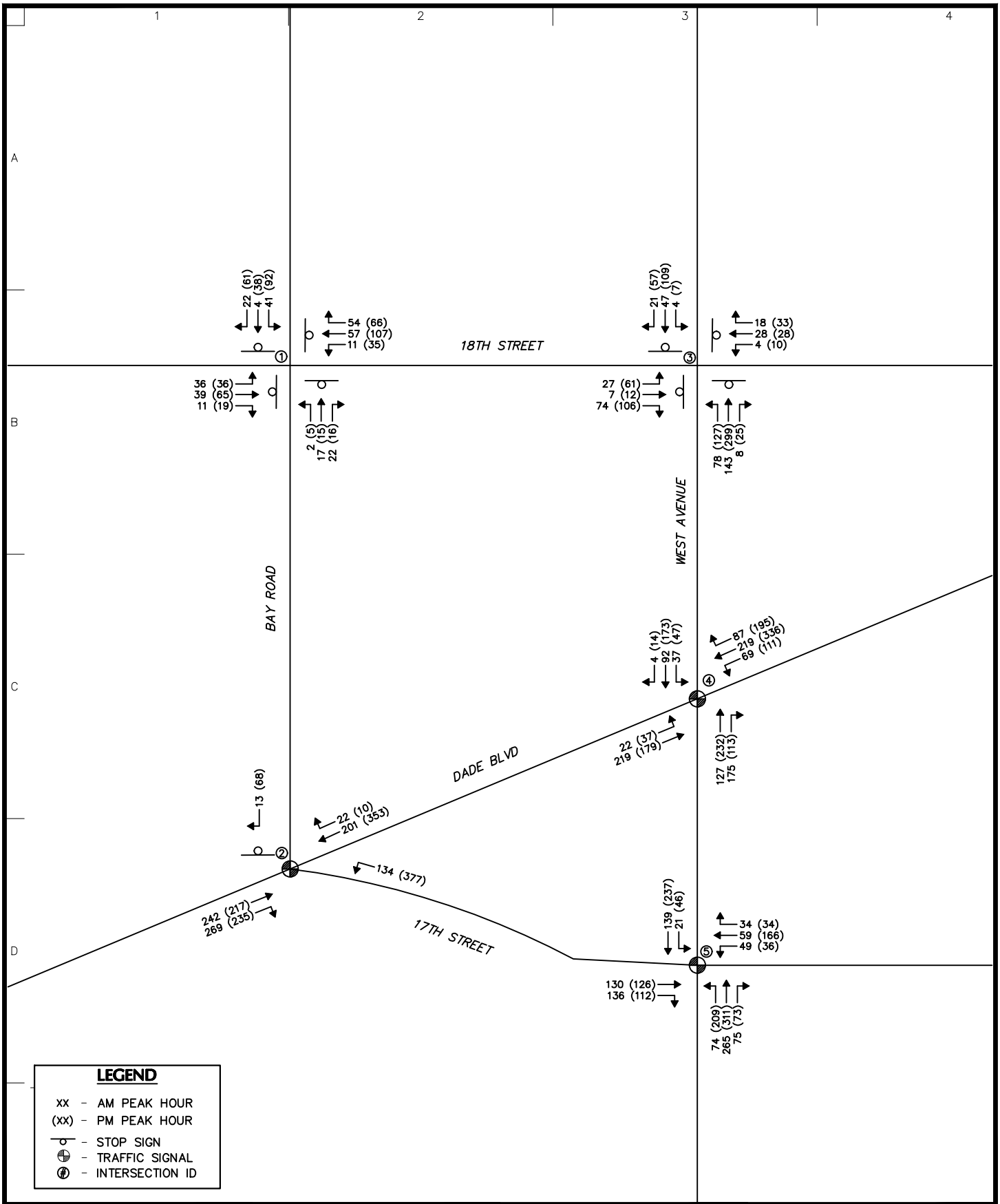
LANGAN

Project No. 300331701

LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project 1333 DADE BLVD MIAMI DADE MIAMI BEACH FLORIDA	Drawing Title INTERSECTION LANE CONFIGURATION	Project No. 300331701 Date JANUARY 2024 Drawn By LTA Checked By JCG	Figure 2

©2018 Langan

Date: 1/23/2024 Time: 16:46 User: lturinoaguilar Style Table: Langan.stb Layout: FIG 2 Document Code: FG-300331701-0202-KT001-0101



LANGAN

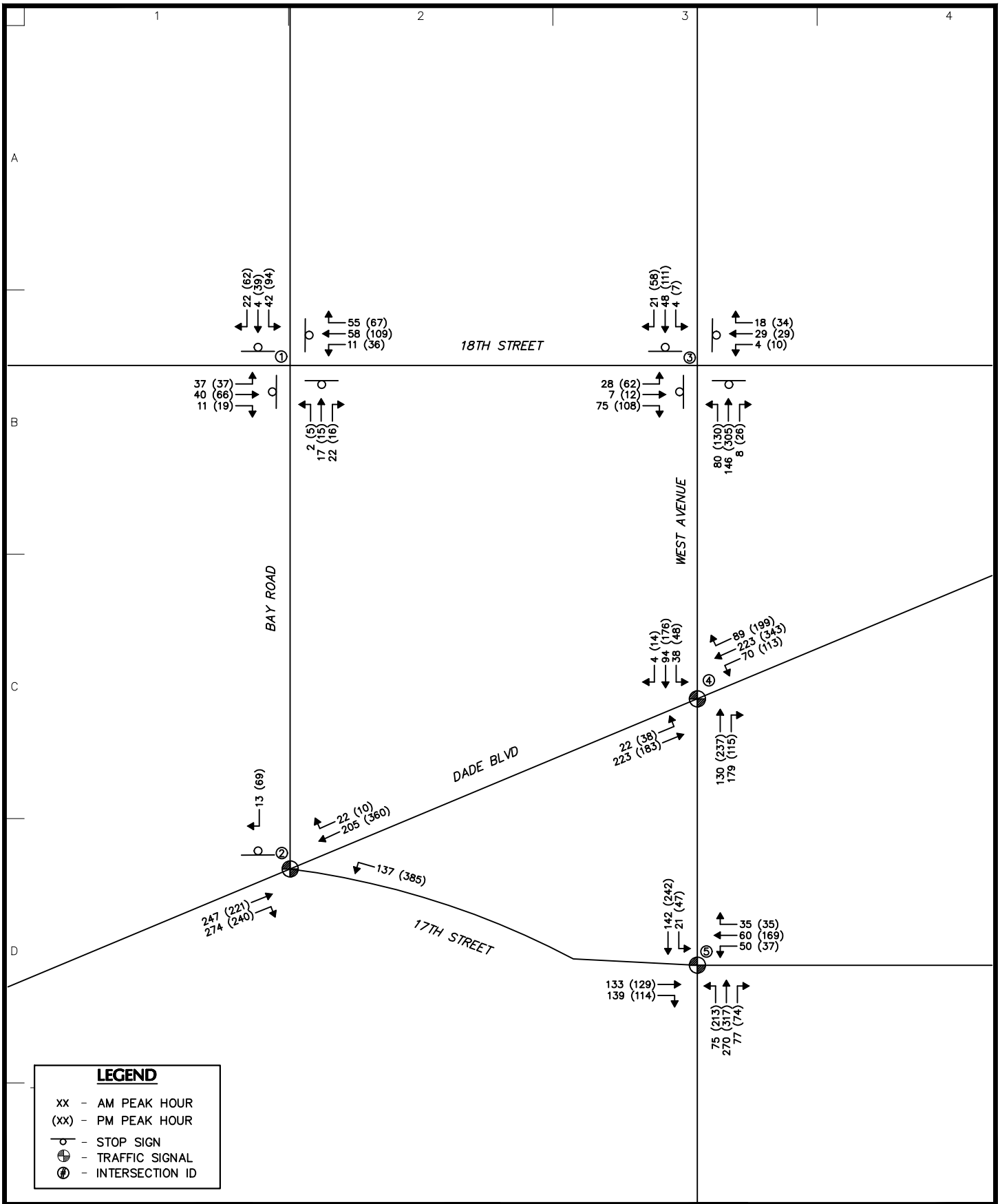
Project No. 300331701

LANGAN
Langan Engineering and Environmental Services, Inc.
1221 Brickell Ave, Suite 1800
Miami, FL 33131
P: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project	1333 DADE BLVD
	MIAMI BEACH
	MIAMI DADE FLORIDA
Drawing Title	2024 EXISTING VOLUMES
Project No.	300331701
Date	JANUARY 2024
Drawn By	LTA
Checked By	JCG
Figure	3

©2018 Langan

Date: 1/23/2024 Time: 16:46 User: lturinoaguilar Style Table: Langan.stb Layout: FIG 3 Document Code: FG-300331701-0202-KT001-0101



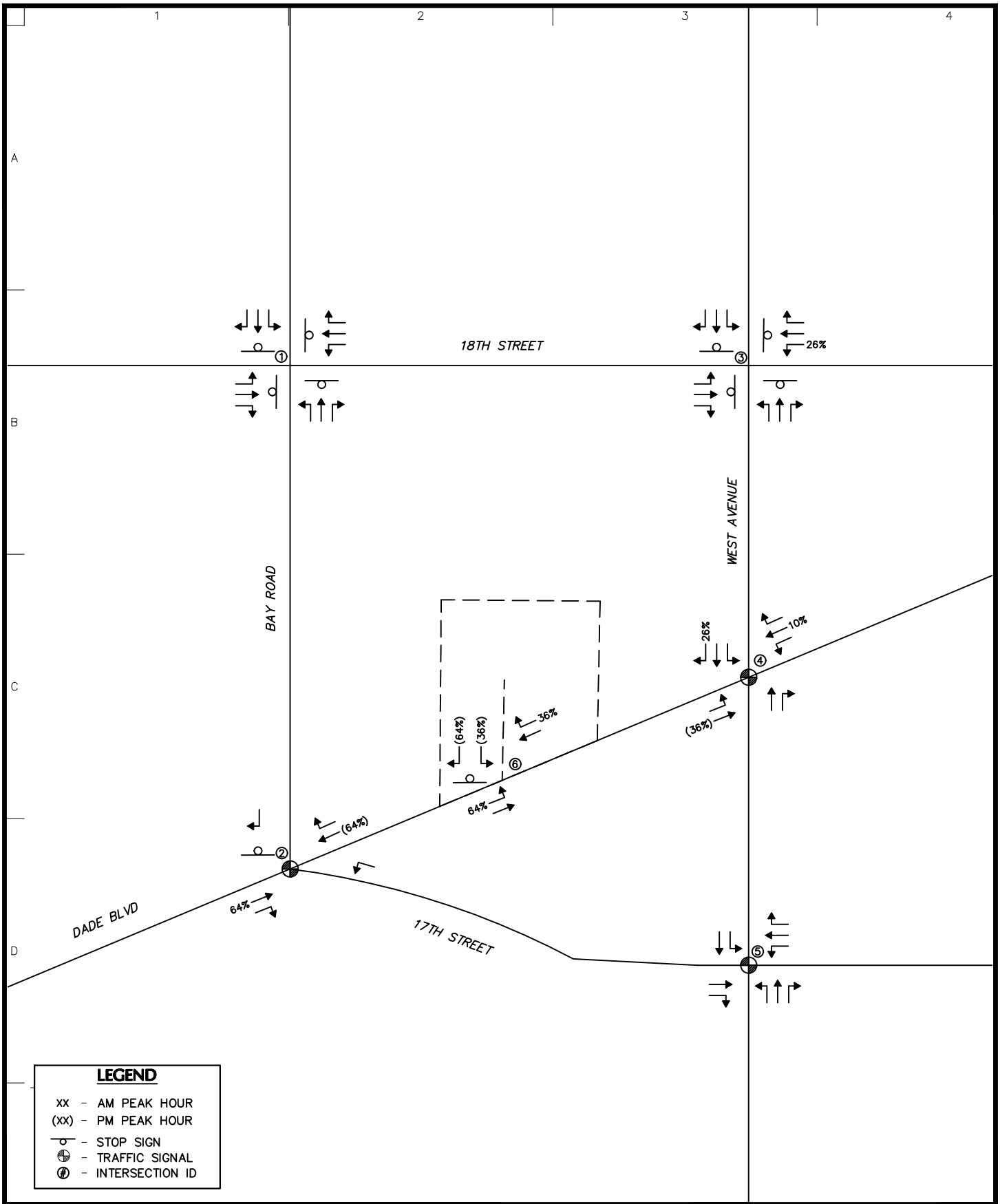
LANGAN

Project No. 300331701

LANGAN
Langan Engineering and Environmental Services, Inc.
1221 Brickell Ave, Suite 1800
Miami, FL 33131
P: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project	Drawing Title	Project No.	Figure
1333 DADE BLVD MIAMI BEACH MIAMI DADE FLORIDA	2027 NO BUILD VOLUMES	300331701 Date: JANUARY 2024 Drawn By: LTA Checked By: JCG	4

©2018 Langan



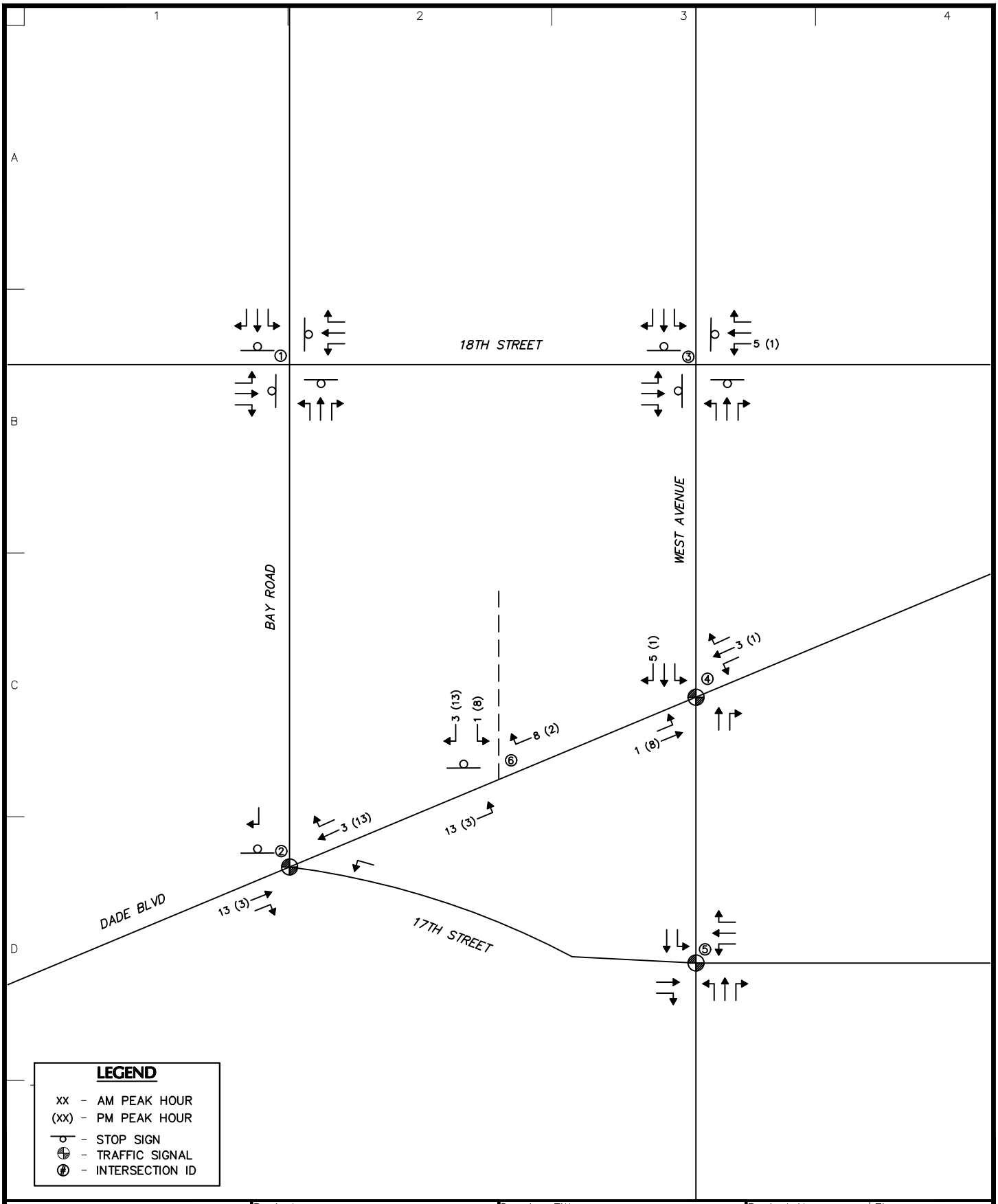
LANGAN

Project No. 300331701

LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project 1333 DADE BLVD MIAMI DADE MIAMI BEACH FLORIDA	Drawing Title SITE TRIP DISTRIBUTION	Project No. 300331701 Date JANUARY 2024 Drawn By LTA Checked By JCG	Figure 5

©2018 Langan

Date: 1/23/2024 Time: 16:46 User: lturinoaguilar Style Table: Langan.stb Layout: FIG 5 Document Code: FG-300331701-0202-KT001-0101



LANGAN

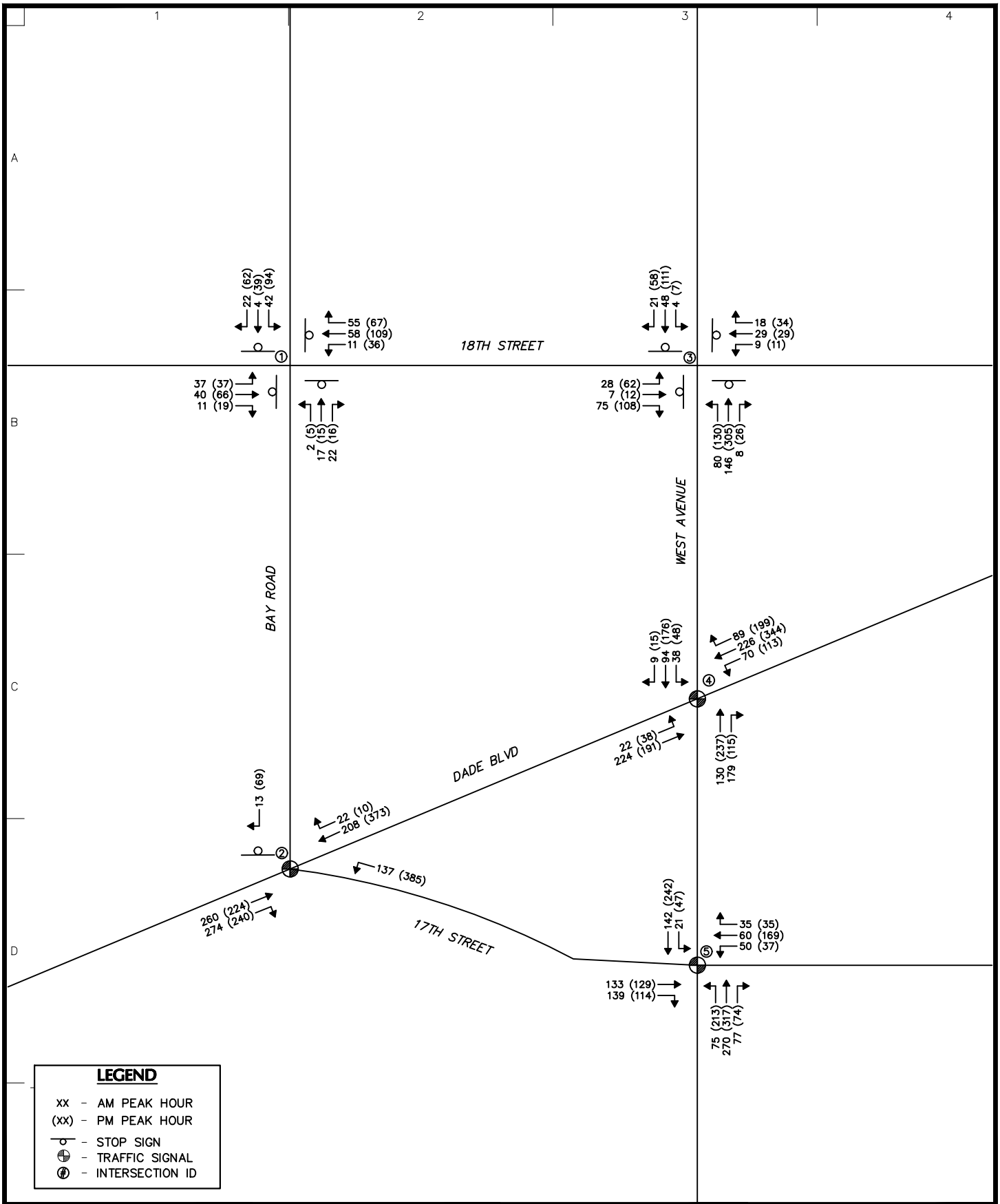
Project No. 300331701

LANGAN
Langan Engineering and Environmental Services, Inc.
1221 Brickell Ave, Suite 1800
Miami, FL 33131
P: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project	Drawing Title	Project No.	Figure
1333 DADE BLVD MIAMI DADE MIAMI BEACH FLORIDA	PROJECT TRIPS	300331701 Date JANUARY 2024 Drawn By LTA Checked By JCG	6

©2018 Langan

Date: 1/23/2024 Time: 16:46 User: lturinoaguilar Style Table: Langan.stb Layout: FIG 6 Document Code: FG-300331701-0202-KT001-0101



LANGAN

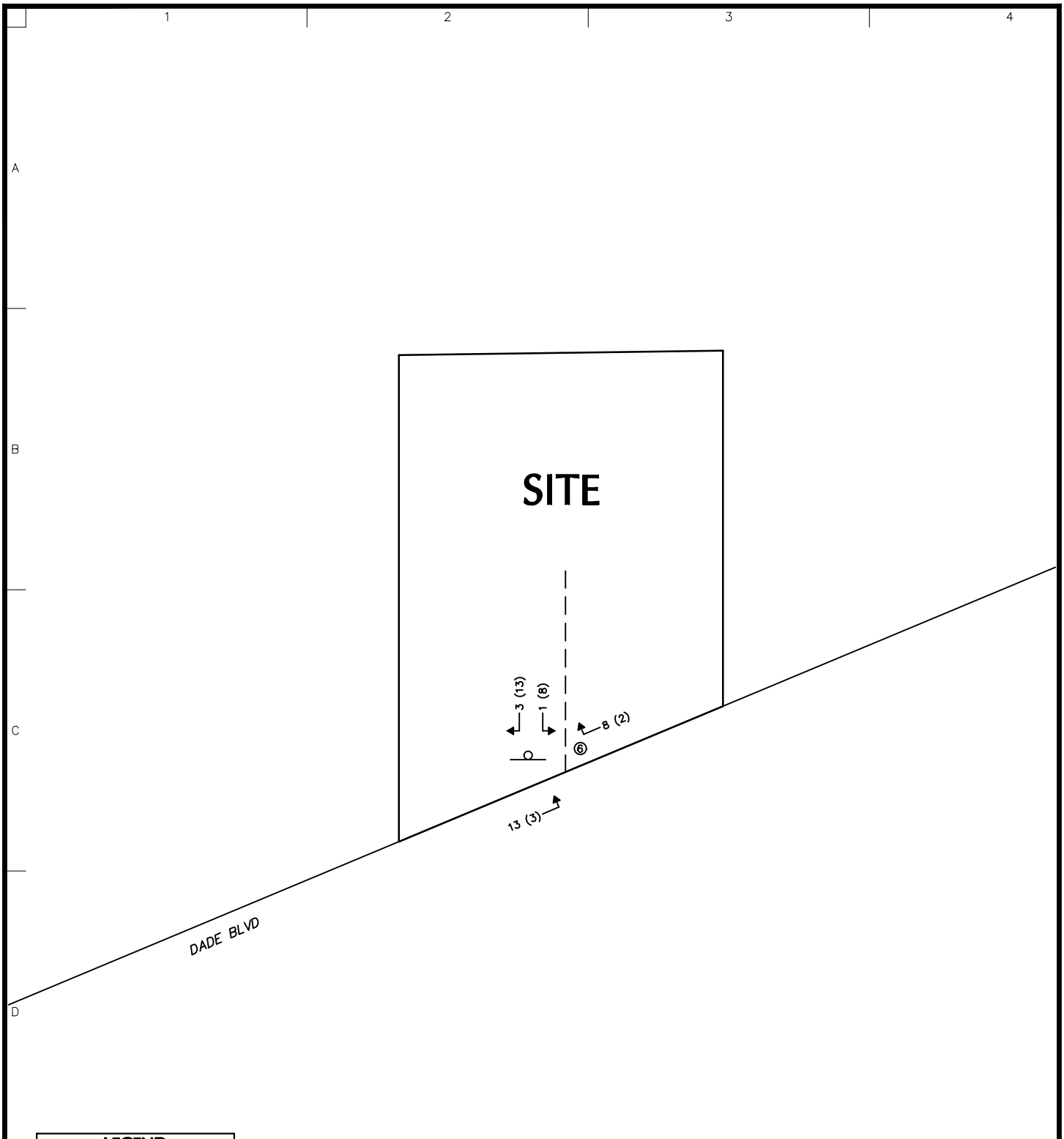
Project No. 300331701

LANGAN
Langan Engineering and Environmental Services, Inc.
1221 Brickell Ave, Suite 1800
Miami, FL 33131
P: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project	1333 DADE BLVD
	MIAMI DADE — MIAMI BEACH — FLORIDA
Drawing Title	2027 BUILD VOLUMES
Project No.	300331701
Date	JANUARY 2024
Drawn By	LTA
Checked By	JCG
Figure	7

©2018 Langan

Date: 1/23/2024 Time: 16:46 User: lturinoaguilar Style Table: Langan.stb Layout: FIG 7 Document Code: FG-300331701-0202-KT001-0101



LEGEND

XX - AM PEAK HOUR
(XX) - PM PEAK HOUR
- STOP SIGN
- TRAFFIC SIGNAL
- INTERSECTION ID

LANGAN
Langan Engineering and Environmental Services, Inc.
1221 Brickell Ave, Suite 1800
Miami, FL 33131
P: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project
1333 DADE BLVD
MIAMI DADE MIAMI BEACH FLORIDA

Drawing Title
DRIVEWAY VOLUMES

Project No. 300331701
Date JANUARY 2024
Drawn By LTA
Checked By JCG

Figure 8

LANGAN
Project No. 300331701
©2018 Langan

Date: 1/23/2024 Time: 09:09 User: lturinoaguilar Style Table: Langan.stb Layout: FIG 8 Document Code: FG-300331701-0202-KT001-0101



LANGAN

Project No. 300331701

LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project 1333 DADE BLVD MIAMI DADE MIAMI BEACH FLORIDA	Drawing Title PEDESTRIAN FIGURE	Project No. 300331701 Date JANUARY 2024 Drawn By LTA Checked By JCG	Figure 9

©2018 Langan

Date: 1/18/2024 Time: 11:15 User: lturinoaguilar Style Table: Langan.stb Layout: FIG 9 Document Code: FG-300331701-0202-KT001-0101

APPENDIX B
SITE PLAN

BAY ROAD

PARKING LOT

PARKING LOT

1-STORY TOWING
1349 DADE BLVD

PARKING LOT

1-STORY SCOOTER RENTAL
1743 BAY ROAD

1-STORY TOWING
1755 BAY ROAD

2-STORY RETAIL
1759 BAY ROAD

PARKING LOT

1-STORY RETAIL
1330 18TH STREET

6'-0" HIGH PERIMETER WALL

FULL HEIGHT PERIMETER WALL

PROPERTY LINE 183'-10"

6'-0" HIGH PERIMETER WALL

SITE
1333 DADE BLVD

GATE

PROPERTY LINE 57'-5"

PROPERTY LINE 69'-0"

13

14

1-2

3-4

5-6

7-8

9-10

11-12

6'-0" HIGH PERIMETER WALL

42" CABLE GUARDRAIL

PROPERTY LINE 155'-5"

FULL HEIGHT PERIMETER WALL

6'-0" HIGH PERIMETER WALL

DADE BOULEVARD
65'-0" RIGHT-OF-WAY

17TH STREET

17TH STREET

COLLINS CANAL

3-STORY
PUBLIC STORAGE
1301 DADE BLVD

PARKING LOT

1-STORY
RESTAURANT
1784 WEST AVENUE

SITE PLAN
SCALE: 1/32" = 1'-0"

1

N

A-16

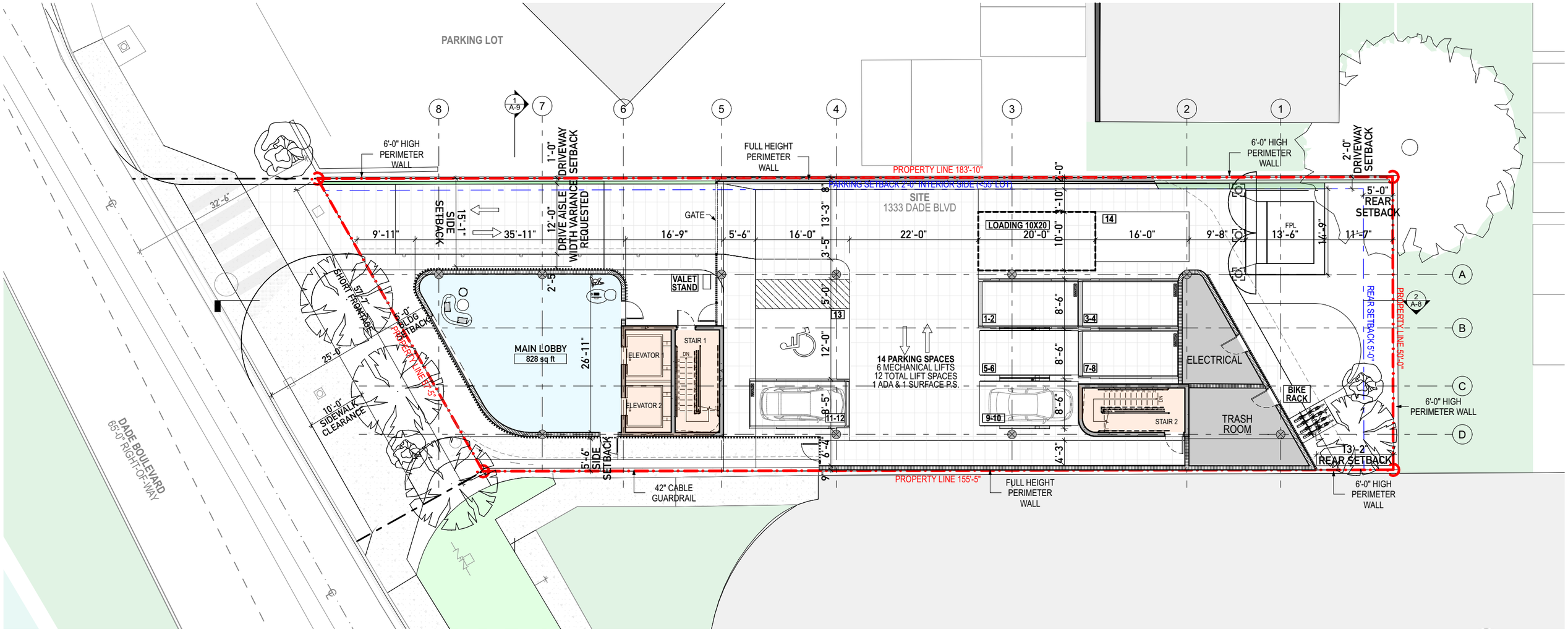
SITE PLAN

2/25/2024

1333 DADE BLVD

SCHEMATIC DESIGN

URBAN ROBOT ® 2024



GROUND FLOOR
SCALE: 1/16" = 1'-0"

A-17

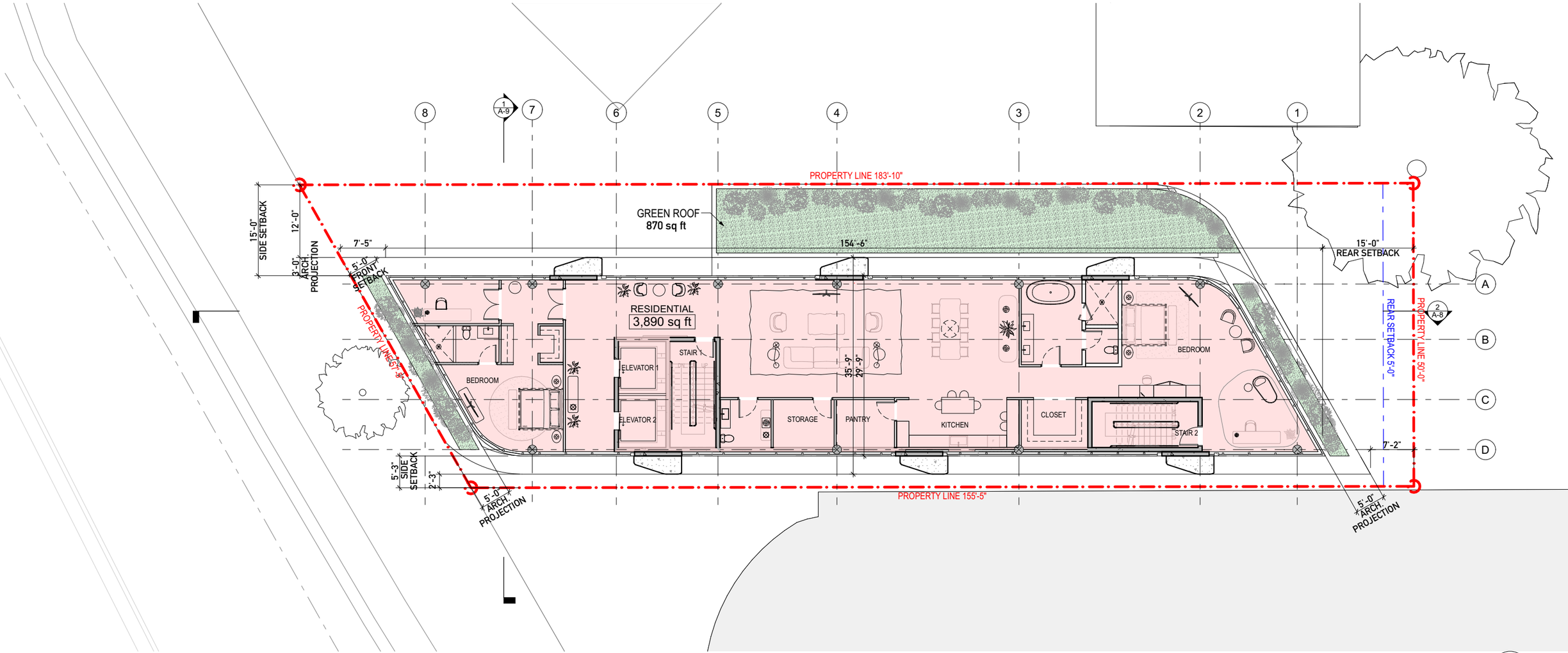
FLOOR PLAN LEVEL 1

2/25/2024

1333 DADE BLVD

SCHEMATIC DESIGN

URBAN ROBOT ® 2024



FLOOR PLAN LEVEL 2
SCALE: 1/16" = 1'-0"

1

N

A-18

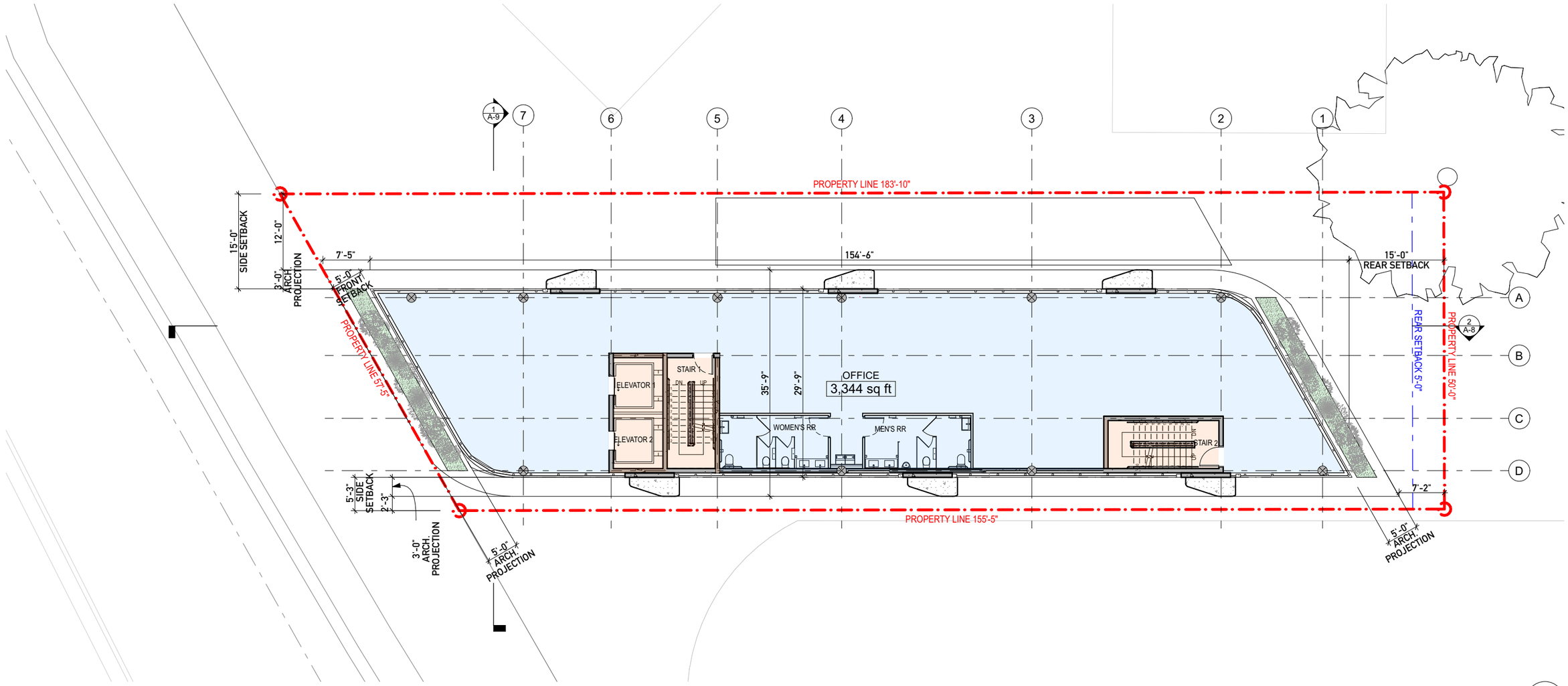
FLOOR PLAN LEVEL 2

2/25/2024

1333 DADE BLVD

SCHEMATIC DESIGN

URBAN ROBOT ® 2024



FLOOR PLAN LEVEL 3
SCALE: 1/16" = 1'-0"

1

N

A-19

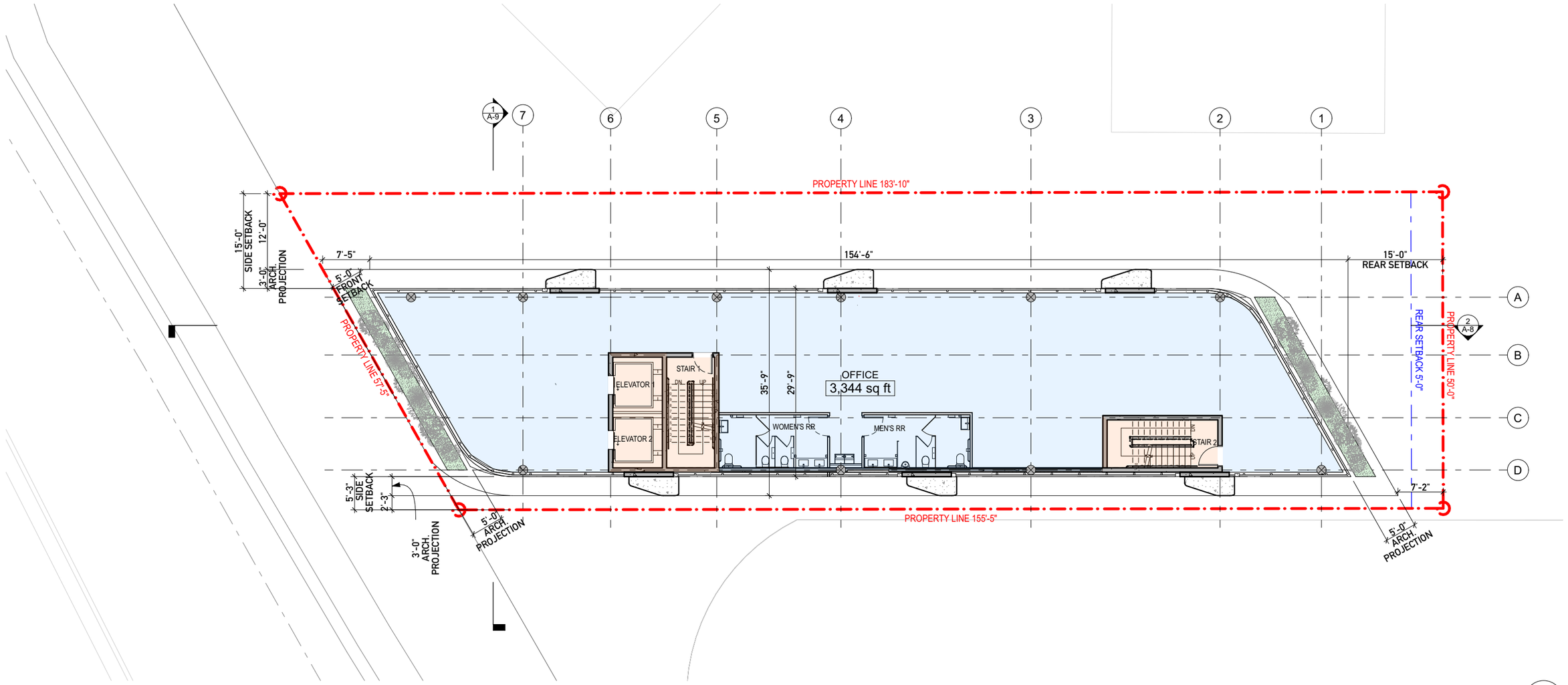
FLOOR PLAN LEVELS 3 TYP.

2/25/2024

1333 DADE BLVD

SCHEMATIC DESIGN

URBAN ROBOT ® 2024



FLOOR PLAN LEVEL 4
SCALE: 1/16" = 1'-0"

1 N

A-20

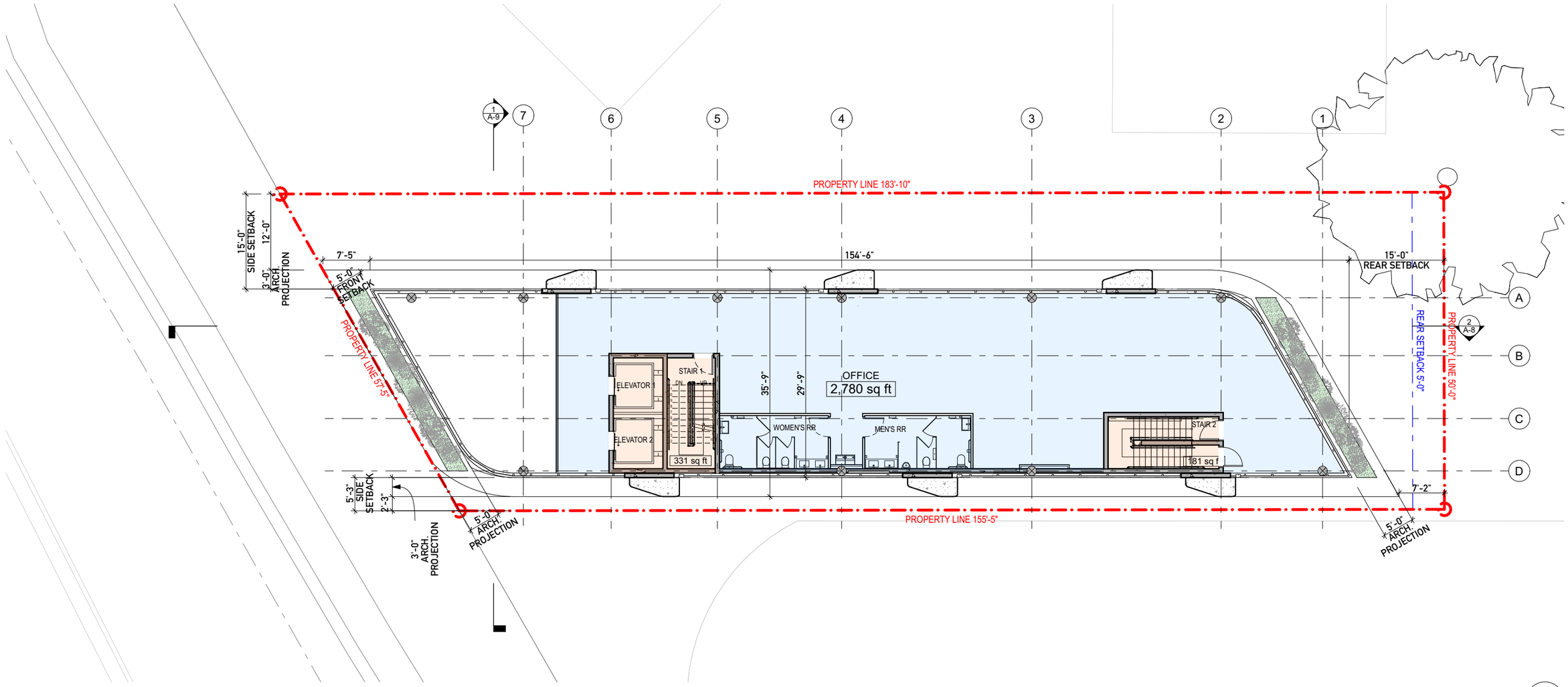
FLOOR PLAN LEVEL 4

2/25/2024

1333 DADE BLVD

SCHEMATIC DESIGN

URBAN ROBOT ® 2024



FLOOR PLAN LEVEL 5
SCALE: 1/16" = 1'-0"

1

N

A-21

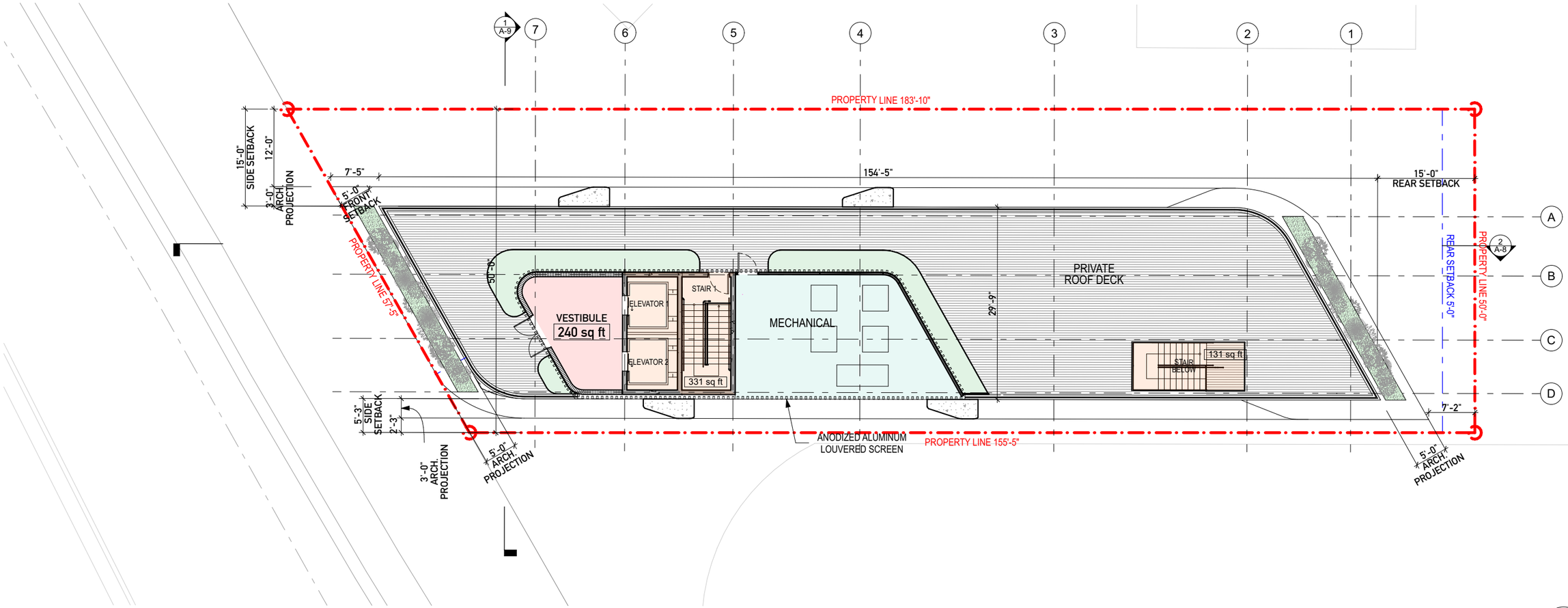
FLOOR PLAN LEVEL 5

2/25/2024

1333 DADE BLVD

SCHEMATIC DESIGN

URBAN ROBOT ® 2024



FLOOR PLAN LEVEL 6 ROOF
SCALE: 1/16" = 1'-0"

1

N

A-22

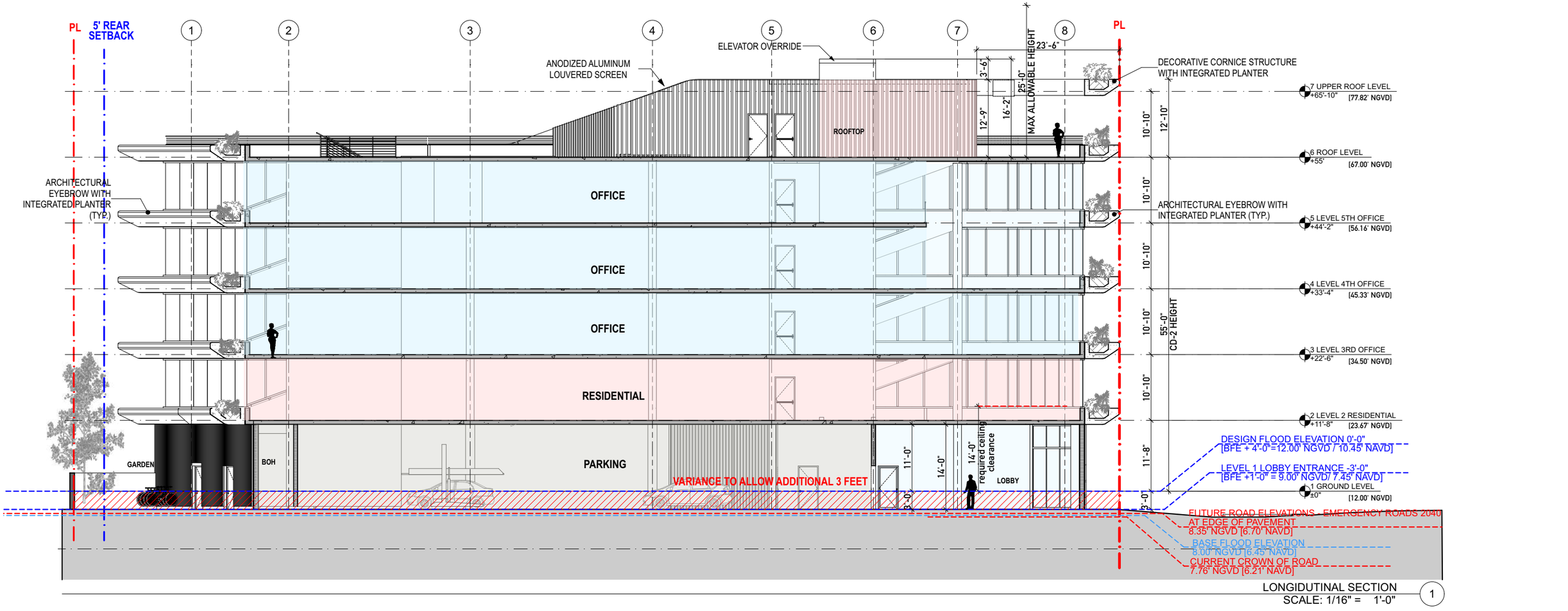
FLOOR PLAN LEVEL 6 ROOF

2/25/2024

1333 DADE BLVD

SCHEMATIC DESIGN

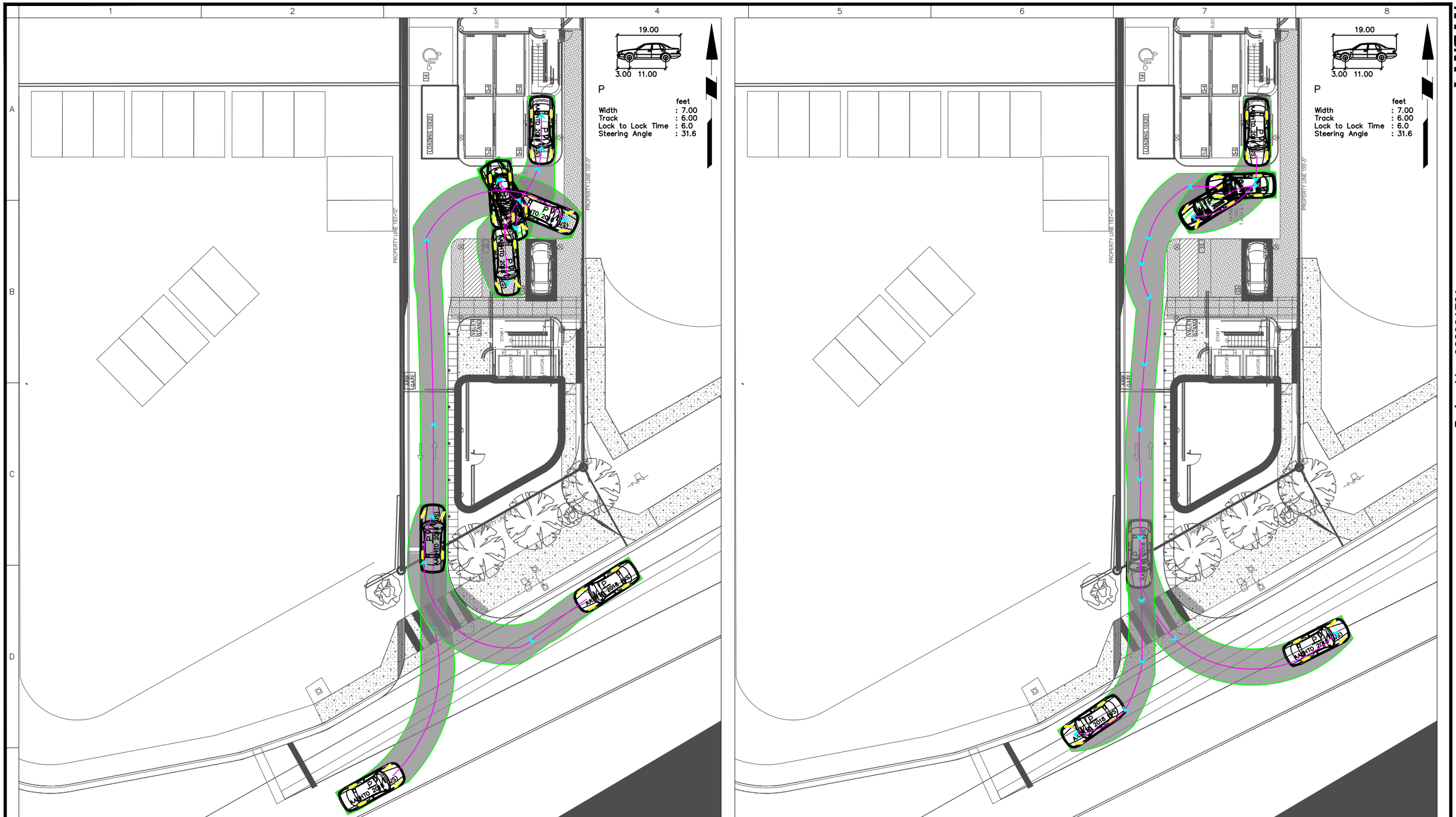
URBAN ROBOT ® 2024



LONGIDUTINAL SECTION
SCALE: 1/16" = 1'-0"

1

URBAN ROBOT ® 2024



25 0 12.5 25

SCALE IN FEET

LANGAN

Langan Engineering and Environmental Services, Inc.

1221 Brickell Ave, Suite 1800
Miami, FL 33131

T: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

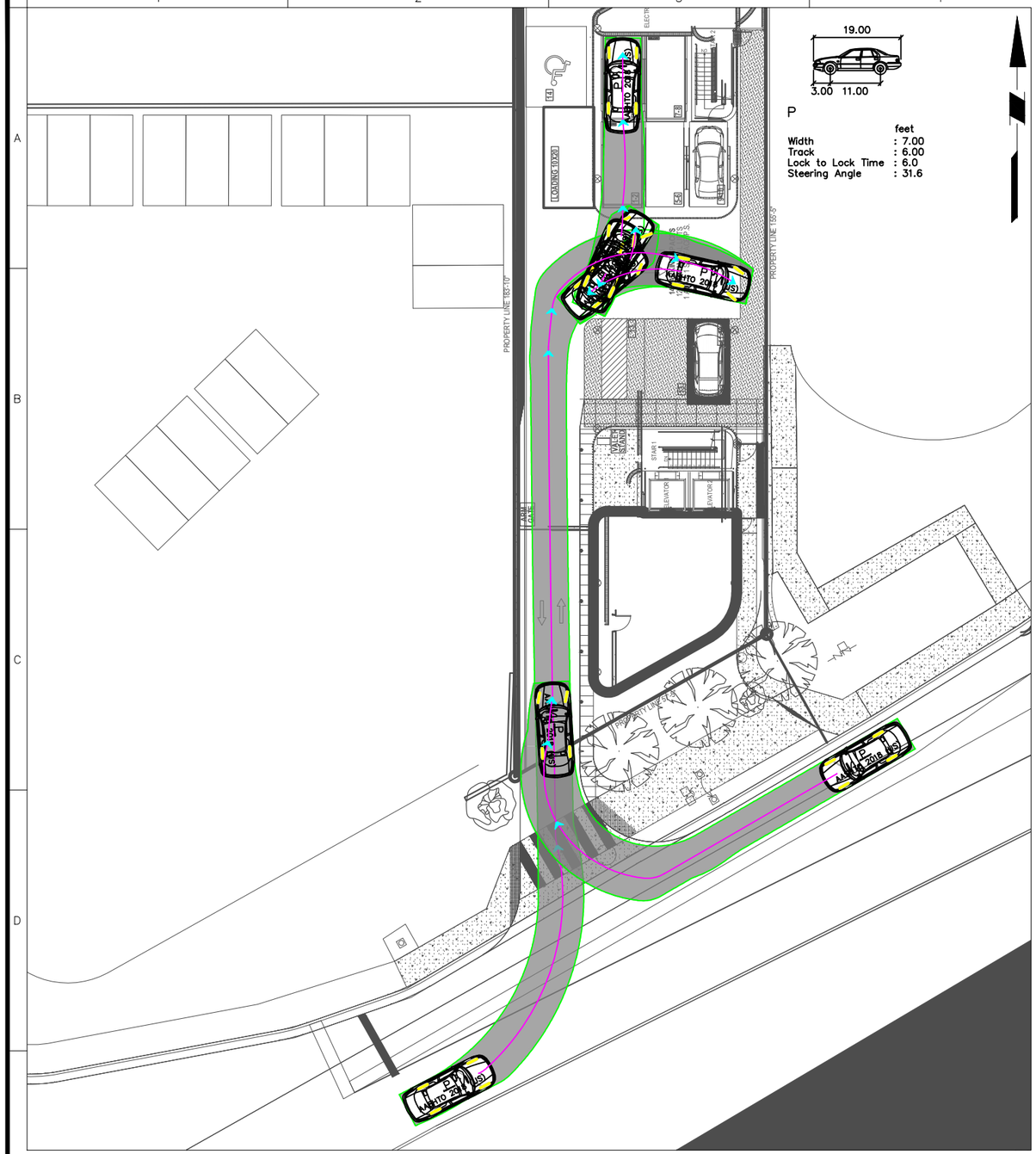
Project
1333 DADE BLVD MIXED-USE DEVELOPMENT
MIAMI BEACH
MIAMI-DADE COUNTY FLORIDA

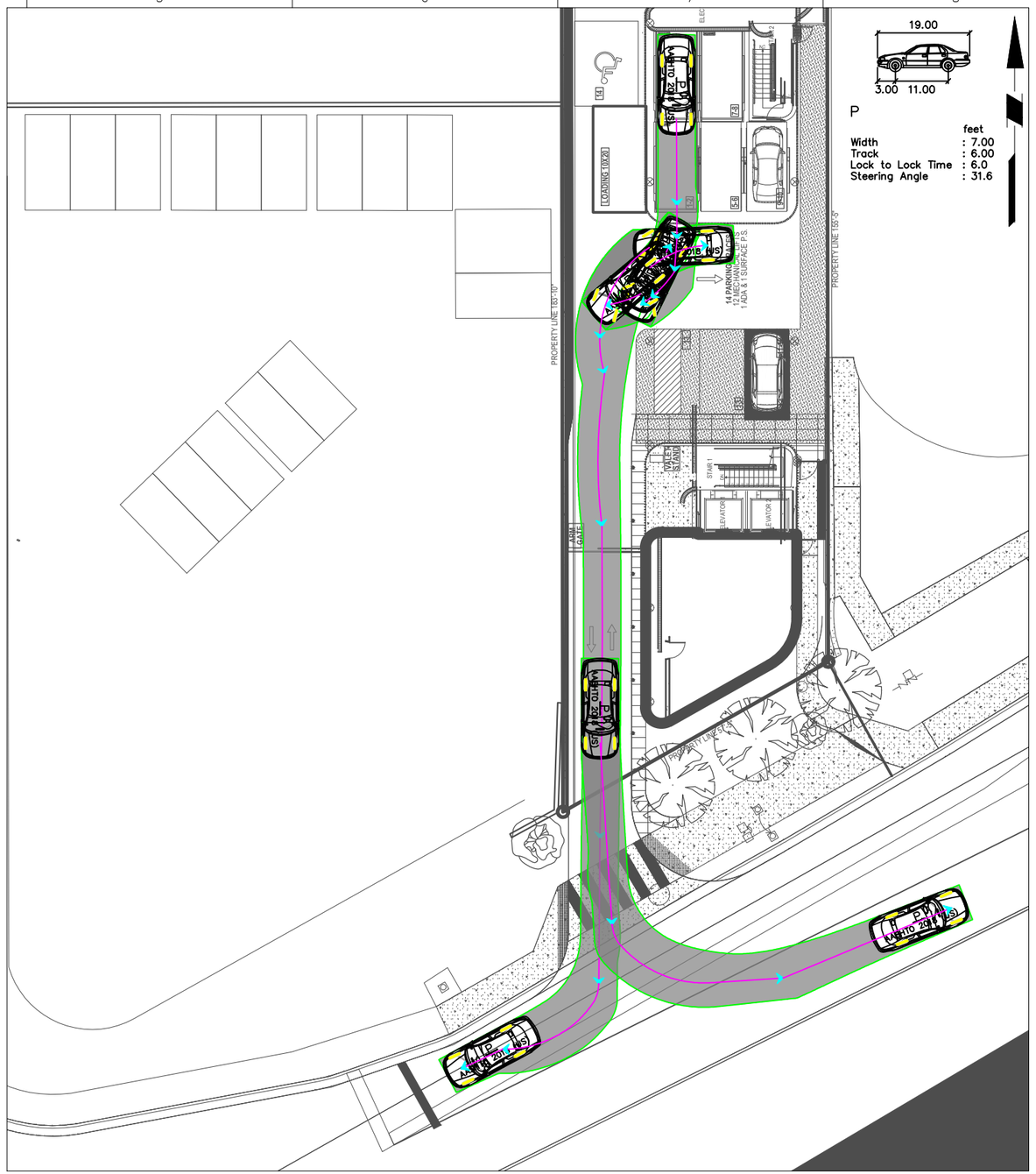
Drawing Title
PASSENGER VEHICLE TURNING MOVEMENTS

Project No.	300331701
Date	JANUARY 2024
Drawn By	JMK
Checked By	MGP
Figure	1
Sheet	1 of 3

© 2023 Langan

Project No. 300331701





25 0 12.5 25

SCALE IN FEET

LANGAN

Langan Engineering and Environmental Services, Inc.

1221 Brickell Ave, Suite 1800
Miami, FL 33131

T: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

Project
1333 DADE BLVD MIXED-USE DEVELOPMENT
MIAMI BEACH
MIAMI-DADE COUNTY FLORIDA

Drawing Title
PASSENGER VEHICLE TURNING MOVEMENTS

Project No.	Figure
300331701	1.1
Date: JANUARY 2024	
Drawn By: JMK	
Checked By: MGP	
Sheet 1 of 3	

Project No. 300331701

© 2023 Langan

Date: 2/8/2024 Time: 10:46 User: lturinoaguilar Style Table: Langan.stb Layout: Layout 2 Document Code: FG01-300331701-0201-KT108-0101



LANGAN

Langan Engineering and Environmental Services, Inc.
1221 Brickell Ave, Suite 1800
Miami, FL 33131
T: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION NO, 00006601/LB8172/LB8198

Project
1333 DADE BLVD MIXED-USE DEVELOPMENT
MIAMI BEACH
MIAMI-DADE COUNTY FLORIDA

Drawing Title
PASSENGER VEHICLE TURNING MOVEMENTS

Project No.	Figure
300331701	1.2
Date: JANUARY 2024	
Drawn By: JMK	
Checked By: MGP	
Sheet 1 of 3	

Project No. 300331701

© 2023 Langan

Date: 2/8/2024 Time: 11:04 User: lturinoaguilar Style Table: Langan.stb Layout: Layout1 Document Code: FG01-300331701-0201-KT108-0101



25 0 12.5 25

SCALE IN FEET

LANGAN
Langan Engineering and Environmental Services, Inc.
1221 Brickell Ave, Suite 1800
Miami, FL 33131
T: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

Project
1333 DADE BLVD MIXED-USE DEVELOPMENT
MIAMI BEACH
MIAMI-DADE COUNTY FLORIDA

Drawing Title
PASSENGER VEHICLE TURNING MOVEMENTS

Project No.	300331701
Date	JANUARY 2024
Drawn By	JMK
Checked By	MGP

Figure 1.3

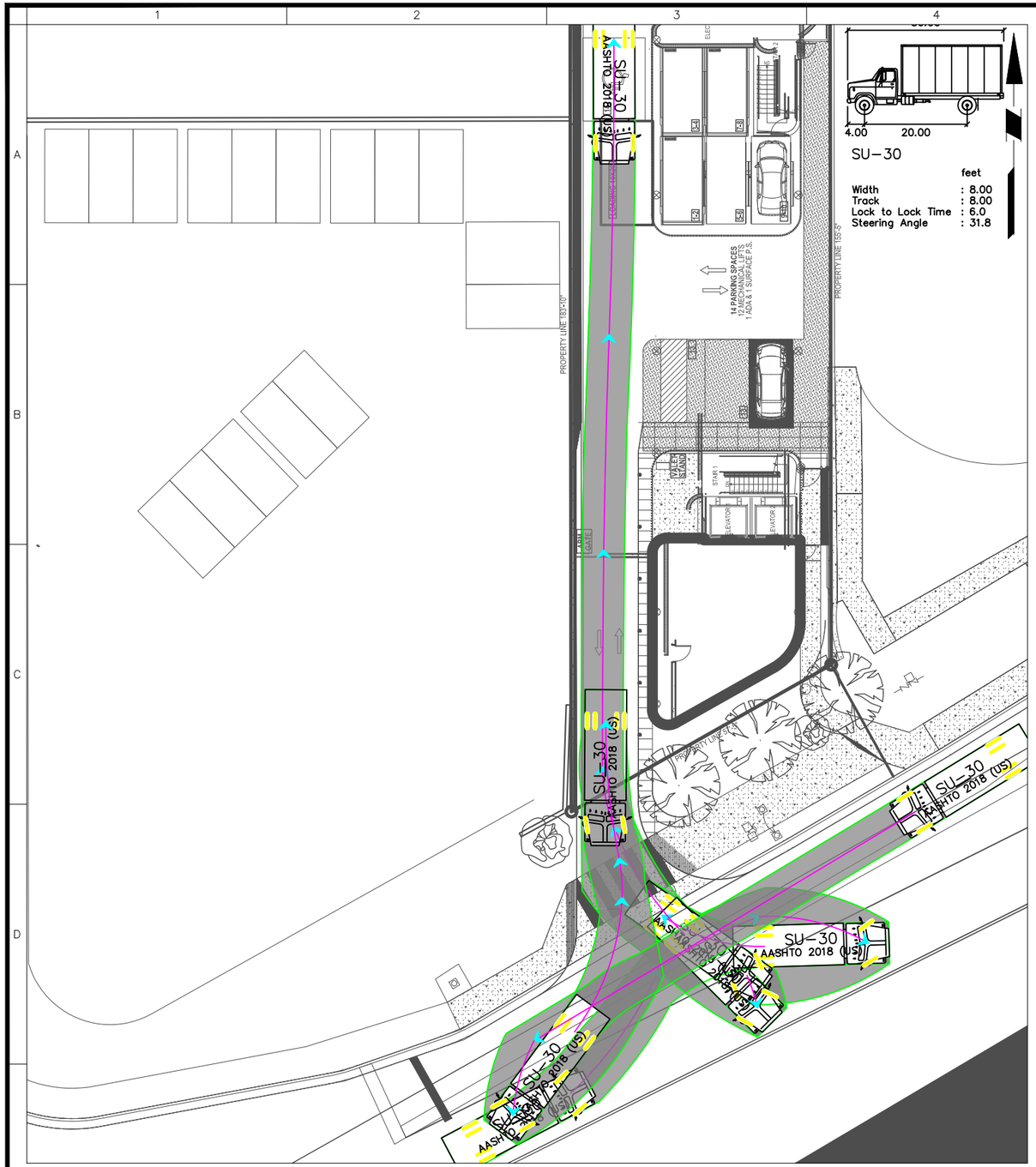
Sheet 1 of 3

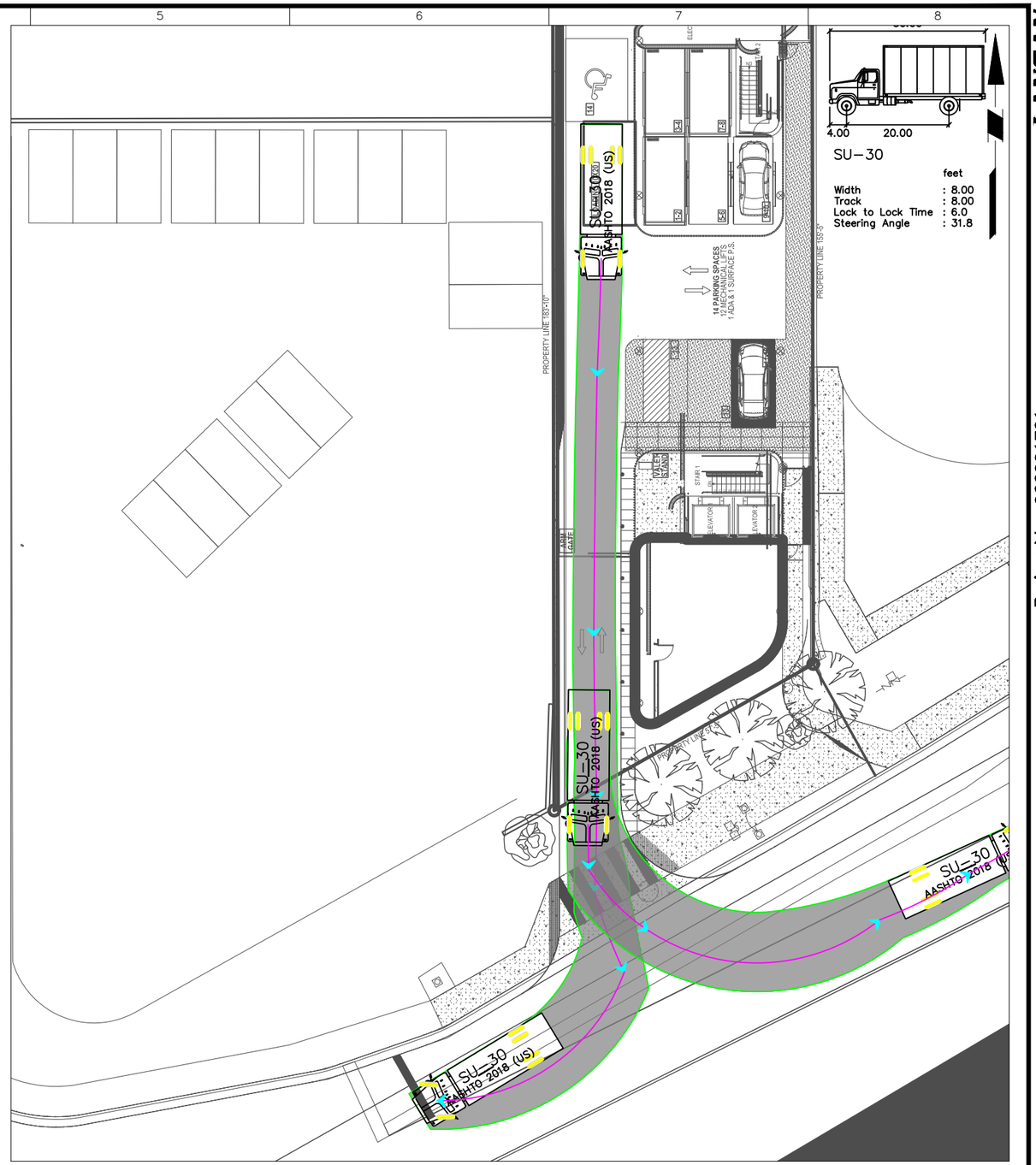
© 2023 Langan

Project No. 300331701

LANGAN

Date: 2/8/2024 Time: 11:25 User: lturinoaguilar Style Table: Langan.stb Layout: Layout1 Document Code: FG01-300331701-0201-KT108-0101





25 0 12.5 25

SCALE IN FEET

LANGAN

Langan Engineering and Environmental Services, Inc.

1221 Brickell Ave, Suite 1800
Miami, FL 33131

T: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

Project
1333 DADE BLVD MIXED-USE DEVELOPMENT
MIAMI BEACH
MIAMI-DADE COUNTY FLORIDA

Drawing Title
SU-30 TRUCK TURNING MOVEMENTS

Project No. 300331701
Date JANUARY 2024
Drawn By JMK
Checked By MGP

Figure 2

Sheet 2 of 3

Project No. 300331701

© 2023 Langan

Date: 1/24/2024 Time: 15:16 User: jkomp Style Table: Langan.stb Layout: Layout1 Document Code: FG01-300331701-0201-KT108-0102





LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 T: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198	Project 1333 DADE BLVD MIXED-USE DEVELOPMENT MIAMI BEACH MIAMI-DADE COUNTY FLORIDA	Drawing Title GARBAGE TRUCK TURNING MOVEMENTS	Project No. 300331701 Date JANUARY 2024 Drawn By JMK Checked By MGP	Figure 3 Sheet 3 of 3

Project No. 300331701

© 2023 Langan

Date: 1/24/2024 Time: 15:16 User: jkomp Style Table: Langan.stb Layout: Layout1 Document Code: FG01-300331701-0201-KT108-0103

OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 10/19/2023

PROPERTY INFORMATION

Folio	02-3233-012-0671
Property Address	1333 DADE BLVD MIAMI BEACH, FL 33139-1420
Owner	QRIAR OFFICE LLC
Mailing Address	7901 KINGSPOINTE PKWY 10 ORLANDO, FL 32819
Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	2719 AUTOMOTIVE OR MARINE : AUTOMOTIVE OR MARINE
Beds / Baths /Half	0 / 0 / 0
Floors	2
Living Units	0
Actual Area	9,364 Sq.Ft
Living Area	8,444 Sq.Ft
Adjusted Area	5,912 Sq.Ft
Lot Size	8,450 Sq.Ft
Year Built	Multiple (See Building Info.)



ASSESSMENT INFORMATION

Year	2023	2022	2021
Land Value	$3,380,000	$3,380,000	$3,168,750
Building Value	$310,255	$310,965	$274,274
Extra Feature Value	$10,636	$10,636	$10,636
Market Value	$3,700,891	$3,701,601	$3,453,660
Assessed Value	$3,044,990	$2,768,173	$2,516,521

BENEFITS INFORMATION

Benefit	Type	2023	2022	2021
Non-Homestead Cap	Assessment Reduction	$655,901	$933,428	$937,139

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

SHORT LEGAL DESCRIPTION

ISLAND VIEW SUB PB 6-115
E50FT LOT 10 & ALL LOT 13
BLK 16 A
LOT SIZE 8450 SQUARE FEET
COC 25526-2943 04 2007 5

TAXABLE VALUE INFORMATION

Year	2023	2022	2021
COUNTY			
Exemption Value	$0	$0	$0
Taxable Value	$3,044,990	$2,768,173	$2,516,521
SCHOOL BOARD			
Exemption Value	$0	$0	$0
Taxable Value	$3,700,891	$3,701,601	$3,453,660
CITY			
Exemption Value	$0	$0	$0
Taxable Value	$3,044,990	$2,768,173	$2,516,521
REGIONAL			
Exemption Value	$0	$0	$0
Taxable Value	$3,044,990	$2,768,173	$2,516,521

SALES INFORMATION

Previous Sale	Price	OR Book-Page	Qualification Description
04/26/2023	$4,500,000	33692-3086	Qual by exam of deed
07/17/2012	$100	28197-1982	Corrective, tax or QCD; min consideration
11/01/2003	$1,000,000	21953-0522	Sales which are qualified
08/01/1988	$285,000	13807-0270	Sales which are qualified

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at http://www.miamidade.gov/info/disclaimer.asp

APPENDIX C
METHODOLOGY LETTER

14 November 2023;
Revised: 13 December 2023

Grant Webster
Transportation Planner
Transportation and Mobility Department
1700 Convention Center Drive, Miami Beach, Florida 33139

Re: Traffic Analysis Methodology
1333 Dade Boulevard (PB23-0641; DRB23-0985)
Miami Beach, Florida
Langan Project No.: 300331701

Dear Mr. Webster:

Langan Engineering and Environmental Services, Inc. was retained to prepare a traffic-impact analysis for the 1333 Dade Boulevard mixed-use development that is expected to be built by 2027. The site will comprise approximately 0.19-acres located north of Dade Boulevard between Bay Road and West Avenue in Miami Beach, Florida. The proposed development comprises of one single-family housing (attached) residential unit and 10,356 square feet of office uses and will replace an existing automobile parts and service center. **Figure 1** below shows the site location. A copy of the proposed site plan is included in Attachment A. Please accept this letter as the traffic-analysis methodology for the proposed development.



Figure 1 – Site Aerial Photograph

Trip Generation

Trip generation will be based on information contained in the Institute of Transportation Engineer's (ITE), Trip Generation Manual, 11th Edition. We used Land Use Code 943 – Automobile Parts and Service Center to represent the existing number of trips generated, and we used Land Use Code 215 – Single-Family Attached Housing and Land Use Code 710 – General Office to represent the expected number of trips that the project will generate. To provide a conservative analysis, we will only focus on the proposed land uses for the study. Attachment B contains the trip-generation calculations and excerpts from the ITE manual. The proposed development is expected to generate 168 daily, 25 morning peak-hour, and 26 afternoon peak hour trips as summarized in **Table 1** below.

Table1 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Existing Uses								
Automobile Parts and Service Center	5,912 SF	98	8	3	11	5	7	12
Proposed Uses								
Single-Family Attached Housing	1 DU	7	0	1	1	1	0	1
General Office	10,356 SF	161	21	3	24	4	21	25
	Total	168	21	4	25	5	21	26
Net New Trips		**70**	**13**	**1**	**14**	**0**	**14**	**14**

Data Collection

Morning and afternoon peak hour turning movement data will be collected on a typical weekday at the following intersections:

- Dade Boulevard and Bay Road (signalized)
- 18th Street and West Avenue (unsignalized)
- 18th Street and Bay Road (unsignalized)
- Dade Boulevard and West Avenue (signalized)
- 17th Street and West Avenue (signalized)

Data will be collected for four hours between 7:00 and 9:00 AM and between 4:00 and 6:00 PM and will be adjusted to reflect peak season traffic volumes using historical data from *Florida Department of Transportation (FDOT)*. We will coordinate with the City of Miami Beach to confirm the dates that the data collection activities can be performed.

Project Distribution

Project trip distribution will be based on the average cardinal distribution for Traffic Analysis Zone (TAZ) 639 of the Miami-Dade County 2045 Transportation Model. **Table 2** below shows the cardinal distribution based on a 2027 build out year. Attachment C contains the TAZ data.

Table 2 - Cardinal Distribution

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	15.40%	5.20%	5.20%	20.30%	2.40%	25.40%	14.90%	11.20%
2045	13.20%	4.30%	3.60%	15.00%	2.50%	33.60%	15.20%	12.70%
2027	**14.52%**	**4.84%**	**4.56%**	**18.18%**	**2.44%**	**28.68%**	**15.02%**	**11.80%**

Future Traffic

We will develop future traffic volumes by applying a compound growth rate to the collected traffic data. The growth rate will be based on a FDOT historical data from a traffic count station near the project. A one-half percent annual growth rate will be used if a negative growth rate is determined. We will review the county's platting database and include traffic from any approved but unbuilt projects. We will coordinate with the City of Miami Beach for the committed developments that need to be included as part of the study. We will also include any roadway improvements planned within the next three years.

Intersection Analysis

Intersection capacity analysis will be performed for the study intersection using software based on the Highway Capacity Manual methodology. The analysis will be performed for morning and afternoon peak-hour conditions using Synchro Software. The analysis scenarios will include the existing (2023), no-build (2027 without the project), and build (2027 with project) conditions. Project driveways will be analyzed for the build conditions. We will provide tables in the appendices that summarize the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions. Tables summarizing the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions will be included in the report appendices. Synchro reports for the 95th%tile queue lengths and tables summarizing this information for all exclusive turn-lanes will also be included in the report appendices.

Parking

A detailed discussion about the mechanical parking lifts will be included in the traffic study. In summary, the proposed development plans to implement a parking system that includes six (6) mechanical lifts, providing 12 parking spaces, one surface parking spot, and one ADA surface parking spot. Key access to operate the lifts will be restricted to the valet operators only. At least one valet operator will always be on-site to ensure that a car can be removed from the lift if necessary. As such, the valet operations will occur 24 hours a day. Residents, visitors, and office employees can drop their car off with valet, which will be processed to the mechanical lifts, but only the valet operators will have the key to access and operate the lifts. Residents will be able to self-park in non-lift spots after hours but will not be able to raise their car up the lift on their own.

Queuing Analysis

We will prepare a queueing analysis for the proposed gate-controlled access points to the site directly accessing public right-of-way using the queueing-analysis methodology from *Transportation and Land Development* published by the ITE. The access to/from the site will be one-way directional traffic at a time through the gate-controlled access. The queueing analysis will reflect this condition.

Valet Operations Analysis
We will prepare a queuing analysis for the proposed valet operation following the queueing-analysis methodology from *Transportation and Land Development* published by the ITE. The analysis will determine the number of valet-attendants needed to serve the expected traffic demand. Additionally, we will include a figure that shows the traffic circulation, and the valet parking routes to and from the vehicle drop-off/pick-up area.

Maneuverability Analysis
We will perform a maneuverability analysis for the trash collection area and vehicle parking area using Auto Turn software. Any deficiencies related to the maneuverability, traffic flow, and vehicular conflicts will be documented in the traffic study. We will include a description of the trash collection around the parking lot.

Multimodal Evaluation Analysis
We will provide a multimodal evaluation as part of the study and document the provided transit, pedestrian, and bicycle facilities near the project.

Transportation Demand Management and Control Measures
We will identify transportation control measures that the proposed development can implement to raise awareness of the available transportation modes in the area. We will also include Transportation Demand Management (TDM) strategies to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures include promoting bicycling and walking, encourage car/vanpooling, and offering alternatives to the typical workday hours. The traffic study will discuss which TDM strategies the proposed development intends to implement.

Report

The study methodology, analysis and findings will be summarized in a report that will be signed and sealed by a Florida registered professional engineer. Synchro LOS, queuing and signal-timing reports will be included in report's appendices.

If you have any questions regarding the information contained herein, please do not hesitate to contact me at (954) 320-2155.

Sincerely,

Langan Engineering and Environmental Services, Inc.



Maximo G. Polanco, P.E.
Senior Project Manager



Joe Goldberg, P.E.
Project Engineer

MGP:mgp

Attachments

Attachment A – Site Plan
Attachment B – Trip Generation Data & ITE Excerpts
Attachment C – TAZ Data

APPENDIX D
TRAFFIC, SIGNAL TIMING, DISTRIBUTION & FDOT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bay Rd & 18th St
City: Miami Beach
Control: 4-Way Stop

Project ID: 24-140003-001
Date: 1/9/2024

Data - Total

NS/EW Streets:	Bay Rd				Bay Rd				18th St				18th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	3	4	0	10	4	2	0	1	9	0	0	4	8	5	0	51
7:15 AM	0	1	2	0	6	1	2	0	2	8	2	0	1	8	5	0	38
7:30 AM	0	2	5	1	7	1	4	0	5	7	4	0	1	7	5	0	49
7:45 AM	0	1	1	0	6	1	3	0	3	8	1	0	2	6	7	0	39
8:00 AM	0	6	3	0	8	2	3	0	5	7	0	2	4	12	13	2	67
8:15 AM	1	3	4	0	8	1	4	0	5	14	3	0	1	13	12	0	69
8:30 AM	0	2	13	0	10	1	9	0	9	4	4	0	1	18	12	0	83
8:45 AM	1	5	1	0	13	0	5	0	12	12	3	1	2	11	14	0	80
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	23	33	1	68	11	32	0	42	69	17	3	16	83	73	2	476
APPROACH %'s :	5.00%	38.33%	55.00%	1.67%	61.26%	9.91%	28.83%	0.00%	32.06%	52.67%	12.98%	2.29%	9.20%	47.70%	41.95%	1.15%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	16	21	0	39	4	21	0	31	37	10	3	8	54	51	2	299
PEAK HR FACTOR :	0.500	0.667	0.404	0.000	0.750	0.500	0.583	0.000	0.646	0.661	0.625	0.375	0.500	0.750	0.911	0.250	0.901
	0.650				0.800				0.723				0.927				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	3	5	0	18	1	5	0	3	7	2	0	4	30	8	0	88
4:15 PM	1	0	2	0	22	12	8	0	5	18	2	0	9	19	14	0	112
4:30 PM	0	1	5	0	10	3	5	0	2	14	5	0	10	22	9	1	87
4:45 PM	2	4	4	0	17	5	3	0	7	14	3	0	8	32	10	2	111
5:00 PM	1	3	3	0	21	7	8	0	5	13	4	0	10	20	16	2	113
5:15 PM	1	2	6	0	20	12	9	0	3	15	4	1	11	19	8	0	111
5:30 PM	1	5	0	0	24	8	19	0	8	12	4	0	4	33	18	0	136
5:45 PM	0	4	6	2	21	9	22	1	17	21	6	0	6	29	20	0	164
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	22	31	2	153	57	79	1	50	114	30	1	62	204	103	5	922
APPROACH %'s :	12.70%	34.92%	49.21%	3.17%	52.76%	19.66%	27.24%	0.34%	25.64%	58.46%	15.38%	0.51%	16.58%	54.55%	27.54%	1.34%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	3	14	15	2	86	36	58	1	33	61	18	1	31	101	62	2	524
PEAK HR FACTOR :	0.750	0.700	0.625	0.250	0.896	0.750	0.659	0.250	0.485	0.726	0.750	0.250	0.705	0.765	0.775	0.250	0.799
	0.708				0.854				0.642				0.891				

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	16	21	0	39	4	21	0	31	37	10	3	8	54	51	2	299

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	3	14	15	2	86	36	58	1	33	61	18	1	31	101	62	2	524

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bay Rd & 18th St
City: Miami Beach
Control: 4-Way Stop

Project ID: 24-140003-001
Date: 1/9/2024

Data - Bikes

NS/EW Streets:	Bay Rd				Bay Rd				18th St				18th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	4
8:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	2	1	0	7
8:15 AM	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	0	0	2	2	1	0	4	3	1	0	0	8	3	0	26
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	40.00%	40.00%	20.00%	0.00%	50.00%	37.50%	12.50%	0.00%	0.00%	72.73%	27.27%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	2	1	0	4	2	1	0	0	4	2	0	18
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.500	0.500	0.250	0.000	0.000	0.500	0.500	0.000	0.643
		0.250				0.500				0.875				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	1	0	0	3	0	1	0	0	2	0	0	0	0	0	0	8
4:15 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	0	1	0	5
4:30 PM	2	0	0	0	1	0	2	0	0	0	0	0	0	1	4	0	10
4:45 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	0	6
5:00 PM	1	0	0	0	2	0	0	0	0	1	0	0	0	3	1	0	8
5:15 PM	0	1	0	0	1	0	0	0	0	3	2	0	0	0	0	0	7
5:30 PM	0	1	0	0	0	1	1	0	1	2	0	0	0	2	0	0	8
5:45 PM	0	0	0	0	1	1	0	0	1	0	0	0	0	1	2	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	3	0	0	10	2	5	0	2	13	2	0	0	9	8	0	58
APPROACH %'s :	57.14%	42.86%	0.00%	0.00%	58.82%	11.76%	29.41%	0.00%	11.76%	76.47%	11.76%	0.00%	0.00%	52.94%	47.06%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	2	0	0	4	2	1	0	2	6	2	0	0	6	3	0	29
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.500	0.500	0.250	0.000	0.500	0.500	0.250	0.000	0.000	0.500	0.375	0.000	0.906
		0.750				0.875				0.500				0.563			

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	2	1	0	4	2	1	0	0	4	2	0	18

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	2	0	0	4	2	1	0	2	6	2	0	0	6	3	0	29

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bay Rd & 18th St
City: Miami Beach
Project ID: 24-140003-001
Date: 1/9/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Bay Rd		Bay Rd		18th St		18th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	3	0	0	1	1	6
7:15 AM	0	0	0	0	0	0	1	1	2
7:30 AM	4	1	0	0	0	0	0	0	5
7:45 AM	2	0	0	3	2	0	0	1	8
8:00 AM	6	3	2	3	5	1	4	2	26
8:15 AM	7	8	0	1	2	0	1	1	20
8:30 AM	1	5	1	4	2	2	1	1	17
8:45 AM	7	1	1	1	6	2	0	3	21
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	27	19	4	15	17	5	8	10	105
APPROACH %'s :	58.70%	41.30%	21.05%	78.95%	77.27%	22.73%	44.44%	55.56%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	21	17	4	9	15	5	6	7	84
PEAK HR FACTOR :	0.750	0.531	0.500	0.563	0.625	0.625	0.375	0.583	0.808
	0.633		0.650		0.625		0.542		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	7	7	6	0	3	2	1	3	29
4:15 PM	12	10	1	1	3	0	3	1	31
4:30 PM	7	4	3	3	5	0	1	5	28
4:45 PM	4	11	2	2	3	1	1	3	27
5:00 PM	4	6	3	7	1	5	3	2	31
5:15 PM	7	9	5	4	1	7	2	6	41
5:30 PM	11	7	2	3	4	4	1	5	37
5:45 PM	15	4	8	1	2	4	1	1	36
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	67	58	30	21	22	23	13	26	260
APPROACH %'s :	53.60%	46.40%	58.82%	41.18%	48.89%	51.11%	33.33%	66.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	37	26	18	15	8	20	7	14	145
PEAK HR FACTOR :	0.617	0.722	0.563	0.536	0.500	0.714	0.583	0.583	0.884
	0.829		0.825		0.875		0.656		

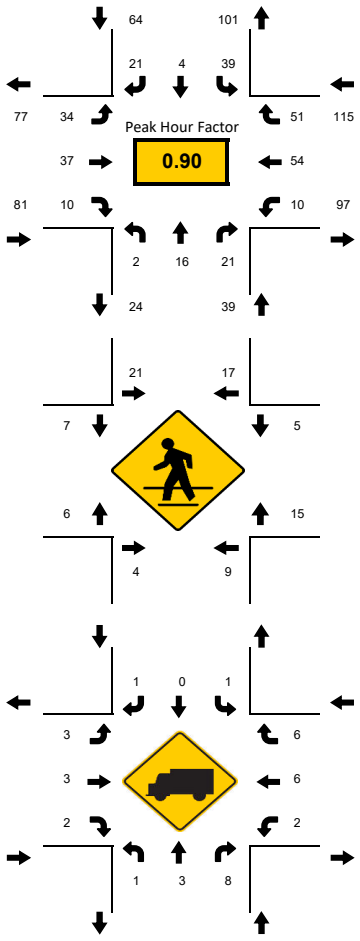
PEAK HR :	8:00 AM - 9:00 AM								TOTAL
PEAK HR VOL :	21	17	4	9	15	5	6	7	84

PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	37	26	18	15	8	20	7	14	145

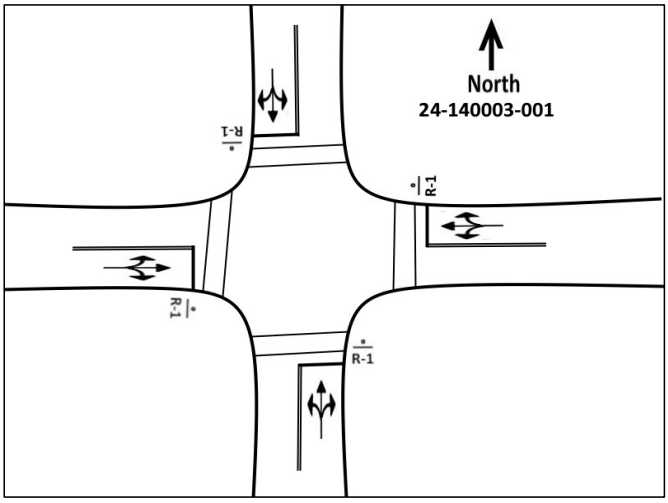
LOCATION: Bay Rd & 18th St
CITY/STATE: Miami Beach, FL

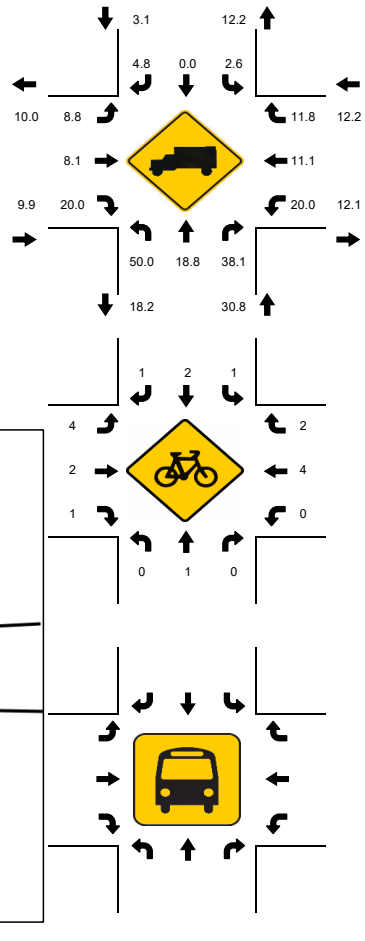
PROJECT ID: 24-140003-001
DATE: Tue, Jan 09, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services



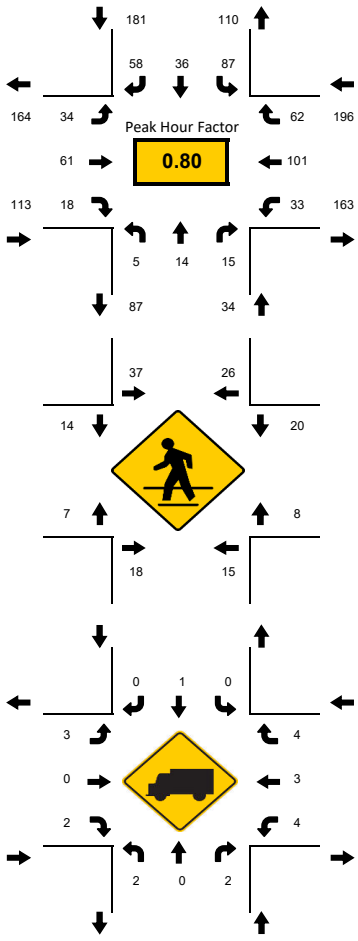


15-Min Count Period Beginning At	Bay Rd Northbound					Bay Rd Southbound					18th St Eastbound					18th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	3	4	0		10	4	2	0		1	9	0	0		4	8	5	0		51	177
7:15 AM	0	1	2	0		6	1	2	0		2	8	2	0		1	8	5	0		38	193
7:30 AM	0	2	5	1		7	1	4	0		5	7	4	0		1	7	5	0		49	224
7:45 AM	0	1	1	0		6	1	3	0		3	8	1	0		2	6	7	0		39	258
8:00 AM	0	6	3	0		8	2	3	0		5	7	0	2		4	12	13	2		67	299
8:15 AM	1	3	4	0		8	1	4	0		5	14	3	0		1	13	12	0		69	232
8:30 AM	0	2	13	0		10	1	9	0		9	4	4	0		1	18	12	0		83	163
8:45 AM	1	5	1	0		13	0	5	0		12	12	3	1		2	11	14	0		80	80
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	24	52	0		52	8	36	0		48	56	16	8		16	72	56	8		**456**	
Heavy Trucks	4	12	12	0		4	0	4	0		8	4	4	0		8	12	12	0		**84**	
Pedestrians		20					60					24					32				**136**	
Bicycles	0	4	0	0		4	8	4	0		8	4	4	0		0	8	4	0		**48**	
Buses																						
Stopped Buses																						

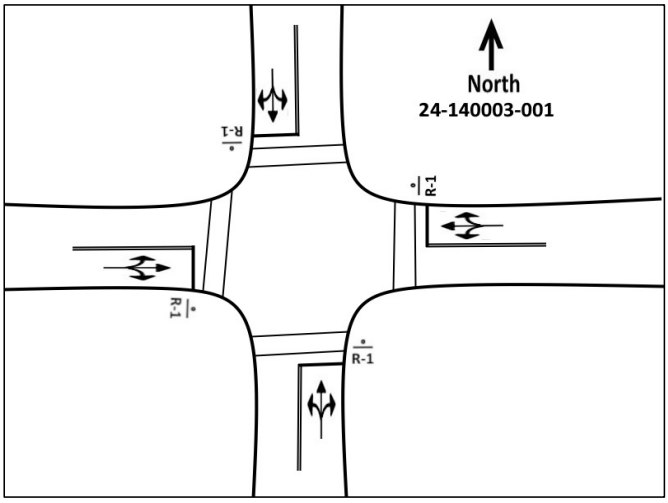
LOCATION: Bay Rd & 18th St
CITY/STATE: Miami Beach, FL

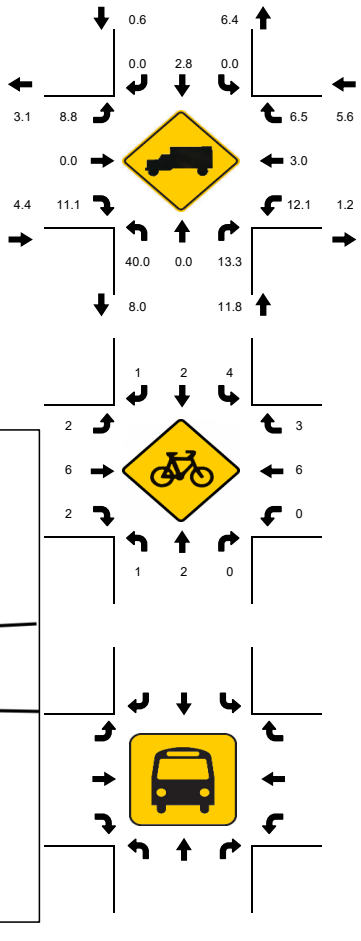
PROJECT ID: 24-140003-001
DATE: Tue, Jan 09, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Bay Rd Northbound					Bay Rd Southbound					18th St Eastbound					18th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	3	5	0		18	1	5	0		3	7	2	0		4	30	8	0		88	398
4:15 PM	1	0	2	0		22	12	8	0		5	18	2	0		9	19	14	0		112	423
4:30 PM	0	1	5	0		10	3	5	0		2	14	5	0		10	22	9	1		87	422
4:45 PM	2	4	4	0		17	5	3	0		7	14	3	0		8	32	10	2		111	471
5:00 PM	1	3	3	0		21	7	8	0		5	13	4	0		10	20	16	2		113	524
5:15 PM	1	2	6	0		20	12	9	0		3	15	4	1		11	19	8	0		111	411
5:30 PM	1	5	0	0		24	8	19	0		8	12	4	0		4	33	18	0		136	300
5:45 PM	0	4	6	2		21	9	22	1		17	21	6	0		6	29	20	0		164	164
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	20	24	8		96	48	88	4		68	84	24	4		44	132	80	8		**736**	
Heavy Trucks	4	0	4	0		0	4	0	0		8	0	4	0		4	4	8	0		**40**	
Pedestrians		40					76					32					32				**180**	
Bicycles	4	4	0	0		8	4	4	0		4	12	8	0		0	12	8	0		**68**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bay Rd/17th St & Dade Blvd
City: Miami Beach
Control: Signalized

Project ID: 24-140003-002
Date: 1/9/2024

Data - Total

NS/EW Streets:	Bay Rd/17th St				Bay Rd/17th St				Dade Blvd				Dade Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	0	0	0	0	0	4	0	0	31	24	0	0	27	4	0	110
7:15 AM	28	0	0	0	0	0	2	0	0	32	23	0	0	65	2	0	152
7:30 AM	16	0	0	0	0	0	3	1	0	35	35	0	0	46	3	0	139
7:45 AM	23	0	0	0	0	0	2	0	0	42	43	0	0	63	5	0	178
8:00 AM	28	0	0	0	0	0	3	0	0	53	61	0	0	52	7	0	204
8:15 AM	28	0	0	0	0	0	3	0	0	39	53	0	0	43	5	0	171
8:30 AM	36	0	1	0	0	0	4	0	0	55	59	0	0	45	5	0	205
8:45 AM	33	0	0	0	0	0	2	0	1	80	81	0	0	50	4	0	251
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	212	0	1	0	0	0	23	1	1	367	379	0	0	391	35	0	1410
APPROACH %'s :	99.53%	0.00%	0.47%	0.00%	0.00%	0.00%	95.83%	4.17%	0.13%	49.13%	50.74%	0.00%	0.00%	91.78%	8.22%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	125	0	1	0	0	0	12	0	1	227	254	0	0	190	21	0	831
PEAK HR FACTOR :	0.868	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.250	0.709	0.784	0.000	0.000	0.913	0.750	0.000	0.828
	0.851				0.750				0.744				0.894				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	82	1	0	0	0	0	5	0	1	44	52	0	0	76	3	0	264
4:15 PM	97	0	0	0	0	0	15	0	0	43	71	0	0	84	1	0	311
4:30 PM	92	0	0	0	0	0	13	0	0	55	65	0	0	66	2	0	293
4:45 PM	121	0	0	0	0	0	11	0	0	36	64	0	0	80	1	0	313
5:00 PM	91	0	0	0	0	0	13	1	0	56	40	0	0	102	1	0	304
5:15 PM	99	1	0	1	0	0	16	1	0	59	61	0	0	84	3	0	325
5:30 PM	90	0	0	0	0	0	14	1	0	40	47	0	0	71	3	0	266
5:45 PM	73	1	0	0	0	2	15	1	0	50	74	0	0	76	2	0	294
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	745	3	0	1	0	2	102	4	1	383	474	0	0	639	16	0	2370
APPROACH %'s :	99.47%	0.40%	0.00%	0.13%	0.00%	1.85%	94.44%	3.70%	0.12%	44.64%	55.24%	0.00%	0.00%	97.56%	2.44%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	403	1	0	1	0	0	53	2	0	206	230	0	0	332	7	0	1235
PEAK HR FACTOR :	0.833	0.250	0.000	0.250	0.000	0.000	0.828	0.500	0.000	0.873	0.885	0.000	0.000	0.814	0.583	0.000	0.950
	0.837				0.809				0.908				0.823				

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	125	0	1	0	0	0	12	0	1	227	254	0	0	190	21	0	831

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	353	2	0	1	0	2	58	4	0	205	222	0	0	333	9	0	1189

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bay Rd/17th St & Dade Blvd
City: Miami Beach
Control: Signalized

Project ID: 24-140003-002
Date: 1/9/2024

Data - Bikes

NS/EW Streets:	Bay Rd/17th St				Bay Rd/17th St				Dade Blvd				Dade Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	1	0	0	0	0	0	0	0	4	7	0	0	0	0	0	17
7:15 AM	5	0	0	0	0	0	0	0	0	2	5	0	0	1	0	0	13
7:30 AM	4	1	0	0	0	0	1	0	0	1	3	0	0	1	0	0	11
7:45 AM	14	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	19
8:00 AM	3	0	0	0	0	1	0	0	1	1	5	0	0	3	0	0	14
8:15 AM	4	0	0	0	0	4	0	0	0	2	5	0	0	0	0	0	15
8:30 AM	10	0	0	0	0	0	0	0	0	1	5	0	0	1	0	0	17
8:45 AM	4	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	49	2	0	0	0	5	1	0	1	14	39	0	0	7	0	0	118
APPROACH %'s :	96.08%	3.92%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	1.85%	25.93%	72.22%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	21	0	0	0	0	5	0	0	1	7	20	0	0	4	0	0	58
PEAK HR FACTOR :	0.525	0.000	0.000	0.000	0.000	0.313	0.000	0.000	0.250	0.583	1.000	0.000	0.000	0.333	0.000	0.000	0.853
	0.525				0.313				0.875				0.333				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	2	0	0	0	0	0	0	0	0	13	1	0	2	0	0	39
4:15 PM	11	1	0	0	0	0	0	0	0	1	17	1	0	1	0	0	32
4:30 PM	15	1	0	0	0	0	0	0	0	4	10	0	0	3	0	0	33
4:45 PM	7	0	0	0	0	0	0	0	0	1	13	0	0	2	0	0	23
5:00 PM	4	1	0	0	0	0	0	0	0	0	4	0	0	4	0	0	13
5:15 PM	9	0	0	0	2	0	0	0	0	0	6	0	0	1	1	0	19
5:30 PM	6	0	0	0	0	0	1	0	0	0	16	0	0	3	1	0	27
5:45 PM	6	0	0	0	1	0	0	0	0	0	12	0	0	2	0	0	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	79	5	0	0	3	0	1	0	0	6	91	2	0	18	2	0	207
APPROACH %'s :	94.05%	5.95%	0.00%	0.00%	75.00%	0.00%	25.00%	0.00%	0.00%	6.06%	91.92%	2.02%	0.00%	90.00%	10.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	35	2	0	0	2	0	0	0	0	5	33	0	0	10	1	0	88
PEAK HR FACTOR :	0.583	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.313	0.635	0.000	0.000	0.625	0.250	0.000	0.667
	0.578				0.250				0.679				0.688				

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	21	0	0	0	0	5	0	0	1	7	20	0	0	4	0	0	58

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	25	1	0	0	3	0	1	0	0	0	38	0	0	10	2	0	80

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bay Rd/17th St & Dade Blvd
City: Miami Beach

Project ID: 24-140003-002
Date: 1/9/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Bay Rd/17th St		Bay Rd/17th St		Dade Blvd		Dade Blvd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	2	2	5
7:15 AM	3	3	2	0	5	1	0	0	3	4	21
7:30 AM	0	1	0	0	1	0	0	0	1	4	7
7:45 AM	1	0	0	0	0	0	0	0	0	6	7
8:00 AM	1	1	0	0	0	1	1	1	0	0	5
8:15 AM	2	2	0	0	1	0	1	0	0	4	10
8:30 AM	1	3	0	0	1	0	0	0	1	3	9
8:45 AM	3	3	0	0	2	0	2	0	2	2	14
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	14	2	0	10	2	4	1	9	25	78
APPROACH %'s :	44.00%	56.00%	100.00%	0.00%	83.33%	16.67%	80.00%	20.00%	26.47%	73.53%	
PEAK HR :	08:00 AM - 09:00 AM										TOTAL
PEAK HR VOL :	7	9	0	0	4	1	4	1	3	9	38
PEAK HR FACTOR :	0.583	0.750			0.500	0.250	0.500	0.250	0.375	0.563	0.679
	0.667				0.625		0.625		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
4:00 PM	1	6	3	0	2	1	0	0	0	4	17
4:15 PM	5	6	1	0	1	4	0	0	0	4	21
4:30 PM	1	1	1	0	2	0	0	0	0	9	14
4:45 PM	2	1	1	0	0	0	0	0	0	4	8
5:00 PM	3	3	0	0	0	0	1	0	0	8	15
5:15 PM	2	4	0	0	2	1	2	0	0	5	16
5:30 PM	2	0	3	0	4	0	0	0	0	6	15
5:45 PM	1	3	0	0	0	4	0	2	0	3	13
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	17	24	9	0	11	10	3	2	0	43	119
APPROACH %'s :	41.46%	58.54%	100.00%	0.00%	52.38%	47.62%	60.00%	40.00%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM										TOTAL
PEAK HR VOL :	8	9	2	0	4	1	3	0	0	26	53
PEAK HR FACTOR :	0.667	0.563	0.500		0.500	0.250	0.375			0.722	0.828
	0.708		0.500		0.417		0.375		0.722		

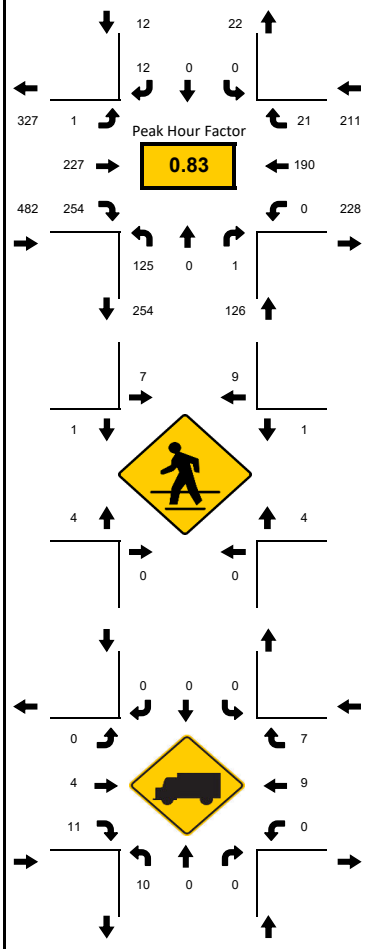
PEAK HR :	8:00 AM - 9:00 AM										TOTAL
PEAK HR VOL :	7	9	0	0	4	1	4	1	3	9	38

PEAK HR :	05:00 PM - 06:00 PM										TOTAL
PEAK HR VOL :	8	10	3	0	6	5	3	2	0	22	59

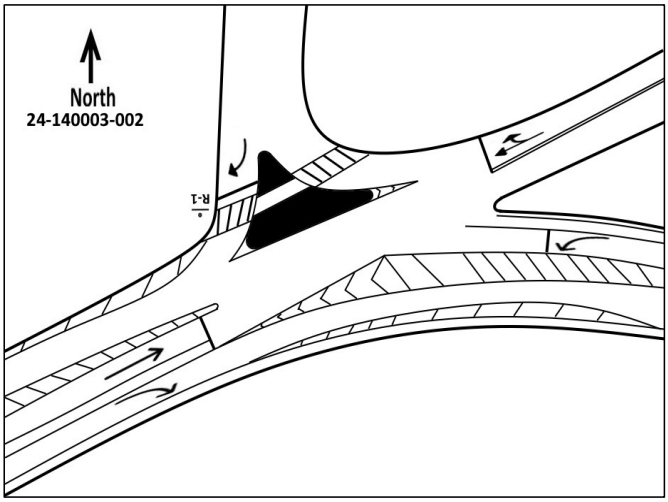
LOCATION: Bay Rd/17th St & Dade Blvd
CITY/STATE: Miami Beach, FL

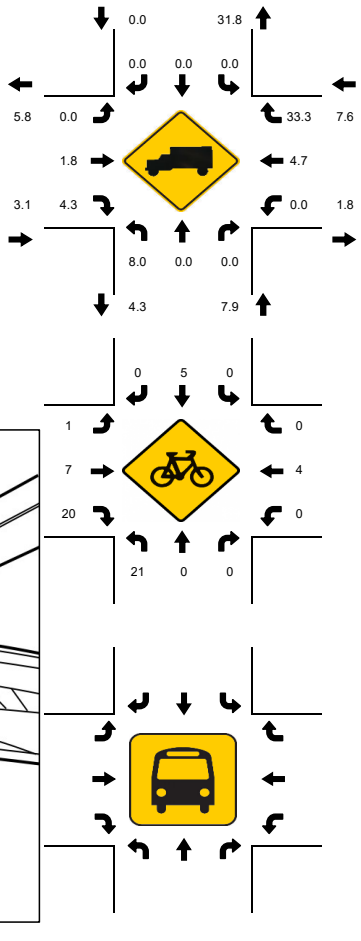
PROJECT ID: 24-140003-002
DATE: Tue, Jan 09, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



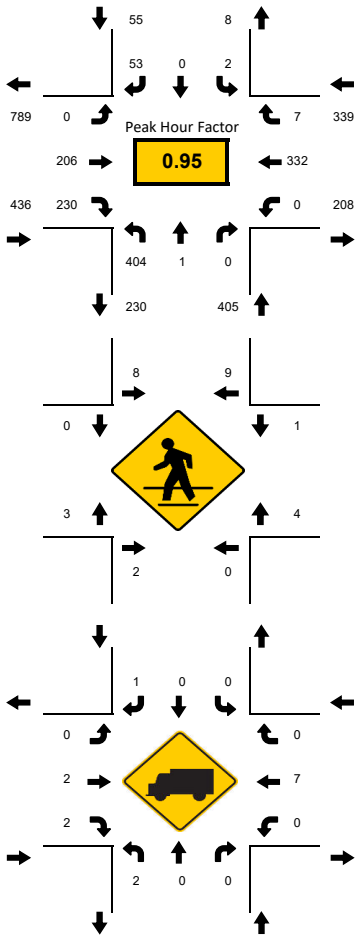


15-Min Count Period Beginning At	Bay Rd/17th St Northbound					Bay Rd/17th St Southbound					Dade Blvd Eastbound					Dade Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	20	0	0	0		0	0	4	0		0	31	24	0		0	27	4	0		110	579
7:15 AM	28	0	0	0		0	0	2	0		0	32	23	0		0	65	2	0		152	673
7:30 AM	16	0	0	0		0	0	3	1		0	35	35	0		0	46	3	0		139	692
7:45 AM	23	0	0	0		0	0	2	0		0	42	43	0		0	63	5	0		178	758
8:00 AM	28	0	0	0		0	0	3	0		0	53	61	0		0	52	7	0		204	831
8:15 AM	28	0	0	0		0	0	3	0		0	39	53	0		0	43	5	0		171	627
8:30 AM	36	0	1	0		0	0	4	0		0	55	59	0		0	45	5	0		205	456
8:45 AM	33	0	0	0		0	0	2	0		1	80	81	0		0	50	4	0		251	251
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	144	0	4	0		0	0	16	0		4	320	324	0		0	208	28	0		**1048**	
Heavy Trucks	20	0	0	0		0	0	0	0		0	16	12	0		0	16	12	0		**76**	
Pedestrians		0					24					8					8				**40**	
Bicycles	40	0	0	0		0	16	0	0		4	12	20	0		0	12	0	0		**104**	
Buses																						
Stopped Buses																						

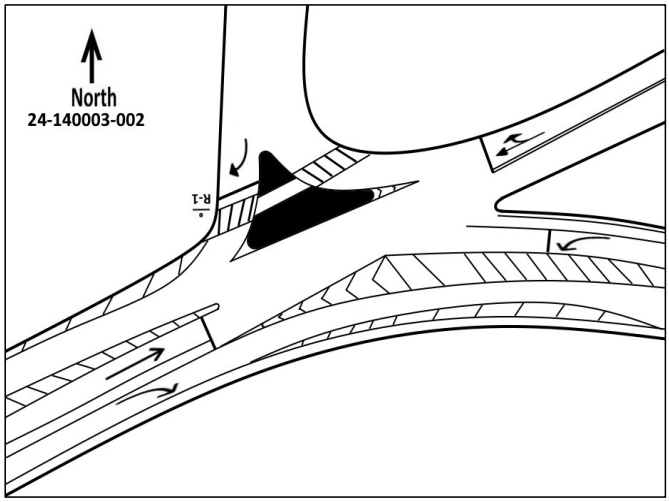
LOCATION: Bay Rd/17th St & Dade Blvd
CITY/STATE: Miami Beach, FL

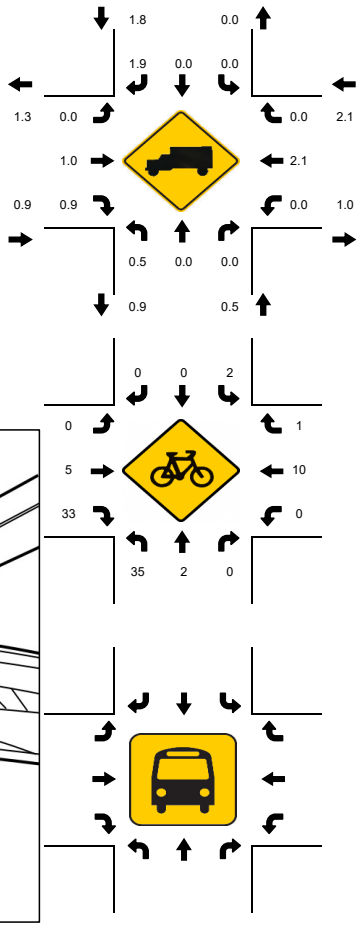
PROJECT ID: 24-140003-002
DATE: Tue, Jan 09, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Bay Rd/17th St Northbound					Bay Rd/17th St Southbound					Dade Blvd Eastbound					Dade Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	82	1	0	0		0	0	5	0		1	44	52	0		0	76	3	0		264	1181
4:15 PM	97	0	0	0		0	0	15	0		0	43	71	0		0	84	1	0		311	1221
4:30 PM	92	0	0	0		0	0	13	0		0	55	65	0		0	66	2	0		293	1235
4:45 PM	121	0	0	0		0	0	11	0		0	36	64	0		0	80	1	0		313	1208
5:00 PM	91	0	0	0		0	0	13	1		0	56	40	0		0	102	1	0		304	1189
5:15 PM	99	1	0	1		0	0	16	1		0	59	61	0		0	84	3	0		325	885
5:30 PM	90	0	0	0		0	0	14	1		0	40	47	0		0	71	3	0		266	560
5:45 PM	73	1	0	0		0	2	15	1		0	50	74	0		0	76	2	0		294	294
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	484	4	0	4		0	0	64	4		0	236	260	0		0	408	12	0		**1476**	
Heavy Trucks	4	0	0	0		0	0	4	0		0	4	4	0		0	16	0	0		**32**	
Pedestrians		4					24					8					12				**48**	
Bicycles	60	4	0	0		8	0	0	0		0	16	52	0		0	16	4	0		**160**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & 18th St
City: Miami Beach
Control: 4-Way Stop

Project ID: 24-140003-003
Date: 1/9/2024

Data - Total

NS/EW Streets:	West Ave				West Ave				18th St				18th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	14	0	0	0	7	5	0	3	1	18	0	0	5	0	0	65
7:15 AM	12	21	0	0	2	7	0	0	2	0	14	0	1	3	2	0	64
7:30 AM	7	23	3	0	0	7	3	0	2	1	14	0	1	2	2	0	65
7:45 AM	12	22	2	0	0	10	1	0	2	2	9	0	0	3	2	0	65
8:00 AM	20	29	2	0	0	6	7	0	4	0	20	0	1	4	4	0	97
8:15 AM	14	38	4	0	3	10	4	0	8	0	21	0	0	9	2	0	113
8:30 AM	22	29	0	1	1	11	4	0	3	5	17	0	2	7	2	0	104
8:45 AM	17	39	2	0	0	17	5	0	9	2	12	1	1	6	9	0	120
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	116	215	13	1	6	75	29	0	33	11	125	1	6	39	23	0	693
APPROACH %'s :	33.62%	62.32%	3.77%	0.29%	5.45%	68.18%	26.36%	0.00%	19.41%	6.47%	73.53%	0.59%	8.82%	57.35%	33.82%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	73	135	8	1	4	44	20	0	24	7	70	1	4	26	17	0	434
PEAK HR FACTOR :	0.830	0.865	0.500	0.250	0.333	0.647	0.714	0.000	0.667	0.350	0.833	0.250	0.500	0.722	0.472	0.000	0.904
	0.935				0.773				0.879				0.734				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	24	65	5	1	2	23	11	0	8	1	20	1	7	6	9	0	183
4:15 PM	29	63	3	0	2	25	7	0	11	3	27	0	2	9	8	0	189
4:30 PM	26	68	5	1	2	21	14	0	7	5	18	0	2	3	9	0	181
4:45 PM	27	60	4	0	1	24	11	1	10	4	26	0	4	12	14	0	198
5:00 PM	31	74	6	0	1	20	13	0	11	3	23	1	4	6	7	0	200
5:15 PM	21	80	7	0	2	27	9	0	16	0	26	0	1	5	4	0	198
5:30 PM	39	67	5	0	3	31	16	1	13	6	20	0	1	6	9	0	217
5:45 PM	29	61	6	0	0	25	16	0	15	2	31	2	3	9	11	0	210
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	226	538	41	2	13	196	97	2	91	24	191	4	24	56	71	0	1576
APPROACH %'s :	28.00%	66.67%	5.08%	0.25%	4.22%	63.64%	31.49%	0.65%	29.35%	7.74%	61.61%	1.29%	15.89%	37.09%	47.02%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	120	282	24	0	6	103	54	1	55	11	100	3	9	26	31	0	825
PEAK HR FACTOR :	0.769	0.881	0.857	0.000	0.500	0.831	0.844	0.250	0.859	0.458	0.806	0.375	0.563	0.722	0.705	0.000	0.950
	0.959				0.804				0.845				0.717				

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	73	135	8	1	4	44	20	0	24	7	70	1	4	26	17	0	434

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	120	282	24	0	6	103	54	1	55	11	100	3	9	26	31	0	825

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & 18th St
City: Miami Beach
Control: 4-Way Stop

Project ID: 24-140003-003
Date: 1/9/2024

Data - Bikes

NS/EW Streets:	West Ave				West Ave				18th St				18th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	0	5
7:30 AM	0	2	0	0	1	0	0	0	0	0	1	0	0	0	1	0	5
7:45 AM	2	2	0	0	0	1	1	0	0	0	1	0	0	0	0	0	7
8:00 AM	4	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	9
8:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	1	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	6
8:45 AM	2	4	1	0	0	4	0	0	1	0	0	0	0	0	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	21	2	0	2	9	1	0	1	0	4	0	1	0	2	0	54
APPROACH %'s :	32.35%	61.76%	5.88%	0.00%	16.67%	75.00%	8.33%	0.00%	20.00%	0.00%	80.00%	0.00%	33.33%	0.00%	66.67%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	7	12	1	0	1	6	0	0	1	0	2	0	1	0	0	0	31
PEAK HR FACTOR :	0.438	0.750	0.250	0.000	0.250	0.375	0.000	0.000	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.646
		0.625				0.438				0.750				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	5	0	0	0	2	0	0	0	1	3	0	0	0	0	0	11
4:15 PM	1	1	0	0	2	1	0	0	0	0	4	0	0	0	0	0	9
4:30 PM	3	1	0	0	0	1	0	0	0	0	1	0	2	2	1	0	11
4:45 PM	1	2	0	0	0	4	0	0	0	0	5	0	0	3	2	0	17
5:00 PM	3	3	0	0	0	4	1	0	1	0	4	0	0	0	1	0	17
5:15 PM	0	3	0	0	0	1	0	0	2	1	0	0	0	1	0	0	8
5:30 PM	1	2	0	0	0	3	0	0	1	1	0	0	0	0	0	0	8
5:45 PM	3	2	0	0	0	5	1	0	0	0	1	0	0	0	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	19	0	0	2	21	2	0	4	3	18	0	2	6	4	0	93
APPROACH %'s :	38.71%	61.29%	0.00%	0.00%	8.00%	84.00%	8.00%	0.00%	16.00%	12.00%	72.00%	0.00%	16.67%	50.00%	33.33%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	7	10	0	0	0	13	2	0	4	2	5	0	0	1	1	0	45
PEAK HR FACTOR :	0.583	0.833	0.000	0.000	0.000	0.650	0.500	0.000	0.500	0.500	0.313	0.000	0.000	0.250	0.250	0.000	0.662
		0.708				0.625				0.550				0.500			

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	7	12	1	0	1	6	0	0	1	0	2	0	1	0	0	0	31

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	7	10	0	0	0	13	2	0	4	2	5	0	0	1	1	0	45

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & 18th St
City: Miami Beach

Project ID: 24-140003-003
Date: 1/9/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	West Ave		West Ave		18th St		18th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	2	0	0	1	0	1	0	5
7:15 AM	0	2	0	0	3	0	4	4	13
7:30 AM	0	2	0	0	3	0	1	5	11
7:45 AM	1	5	0	0	2	3	4	0	15
8:00 AM	1	1	4	1	1	1	6	2	17
8:15 AM	1	3	1	2	1	3	4	3	18
8:30 AM	0	2	0	4	2	2	4	2	16
8:45 AM	5	2	2	1	3	2	1	6	22
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	19	7	8	16	11	25	22	117
APPROACH %'s :	32.14%	67.86%	46.67%	53.33%	59.26%	40.74%	53.19%	46.81%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	7	8	7	8	7	8	15	13	73
PEAK HR FACTOR :	0.350	0.667	0.438	0.500	0.583	0.667	0.625	0.542	0.830
	0.536		0.750		0.750		0.875		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	3	2	1	1	0	13	8	28
4:15 PM	2	16	2	2	7	2	6	15	52
4:30 PM	6	7	7	4	5	3	10	12	54
4:45 PM	8	12	4	2	9	2	11	7	55
5:00 PM	0	10	1	6	6	4	16	14	57
5:15 PM	11	7	4	5	3	5	12	11	58
5:30 PM	3	6	1	5	7	1	5	10	38
5:45 PM	6	5	4	0	1	6	10	13	45
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	36	66	25	25	39	23	83	90	387
APPROACH %'s :	35.29%	64.71%	50.00%	50.00%	62.90%	37.10%	47.98%	52.02%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	20	28	10	16	17	16	43	48	198
PEAK HR FACTOR :	0.455	0.700	0.625	0.667	0.607	0.667	0.672	0.857	0.853
	0.667		0.722		0.825		0.758		

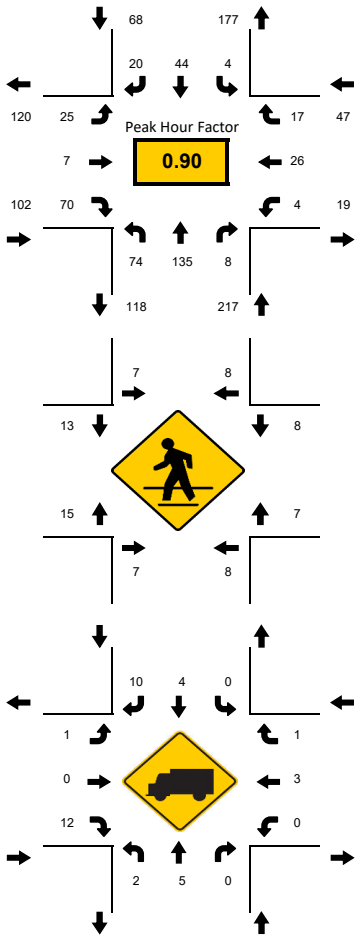
PEAK HR :	8:00 AM - 9:00 AM								TOTAL
PEAK HR VOL :	7	8	7	8	7	8	15	13	73

PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	20	28	10	16	17	16	43	48	198

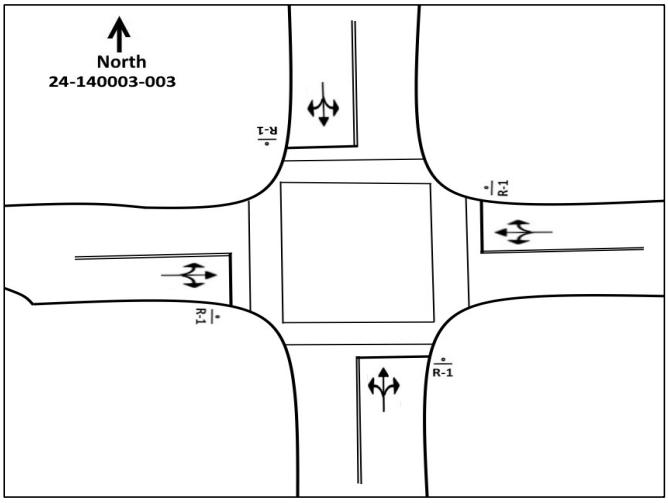
LOCATION: West Ave & 18th St
CITY/STATE: Miami Beach, FL

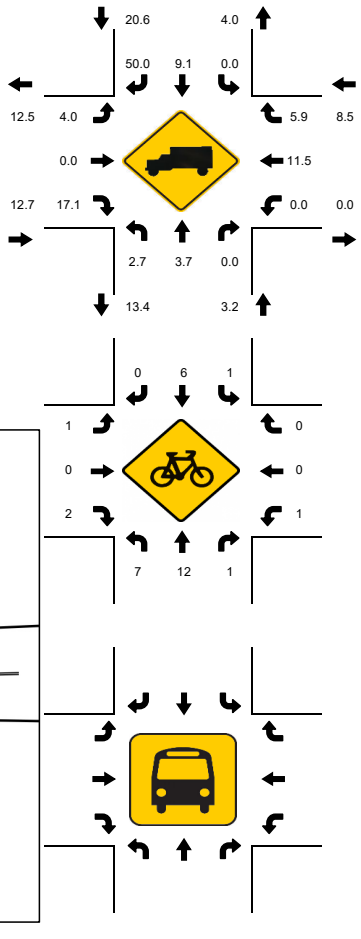
PROJECT ID: 24-140003-003
DATE: Tue, Jan 09, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



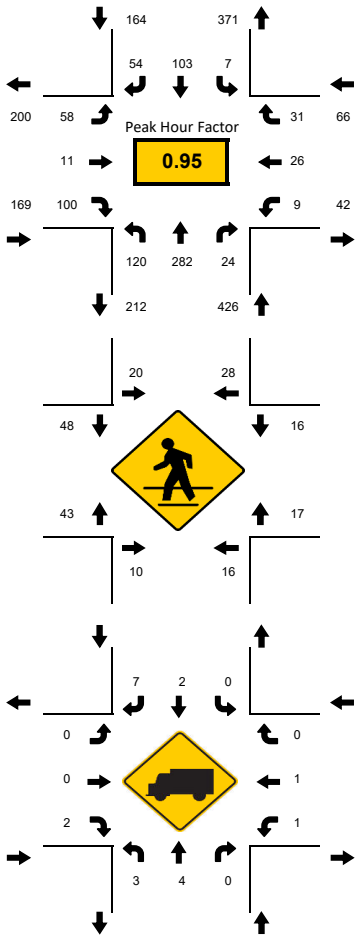


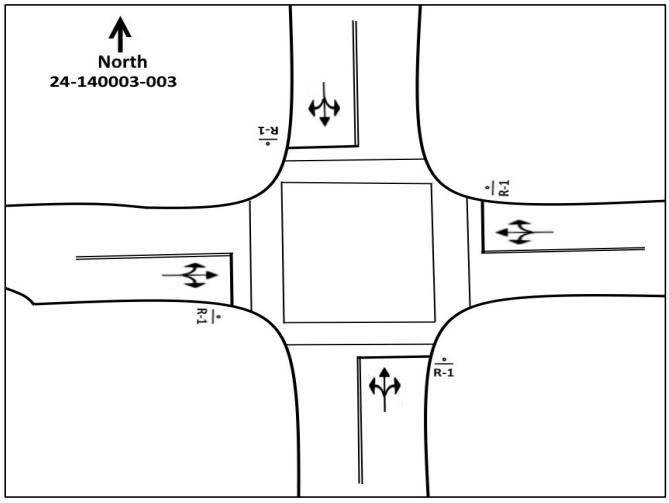
15-Min Count Period Beginning At	West Ave Northbound					West Ave Southbound					18th St Eastbound					18th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	12	14	0	0		0	7	5	0		3	1	18	0		0	5	0	0		65	259
7:15 AM	12	21	0	0		2	7	0	0		2	0	14	0		1	3	2	0		64	291
7:30 AM	7	23	3	0		0	7	3	0		2	1	14	0		1	2	2	0		65	340
7:45 AM	12	22	2	0		0	10	1	0		2	2	9	0		0	3	2	0		65	379
8:00 AM	20	29	2	0		0	6	7	0		4	0	20	0		1	4	4	0		97	434
8:15 AM	14	38	4	0		3	10	4	0		8	0	21	0		0	9	2	0		113	337
8:30 AM	22	29	0	1		1	11	4	0		3	5	17	0		2	7	2	0		104	224
8:45 AM	17	39	2	0		0	17	5	0		9	2	12	1		1	6	9	0		120	120
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	88	156	16	4		12	68	28	0		36	20	84	4		8	36	36	0		**596**	
Heavy Trucks	8	8	0	0		0	12	16	0		4	0	16	0		0	4	4	0		**72**	
Pedestrians		20					28					32					20				**100**	
Bicycles	16	16	4	0		4	16	0	0		4	0	4	0		4	0	0	0		**68**	
Buses																						
Stopped Buses																						

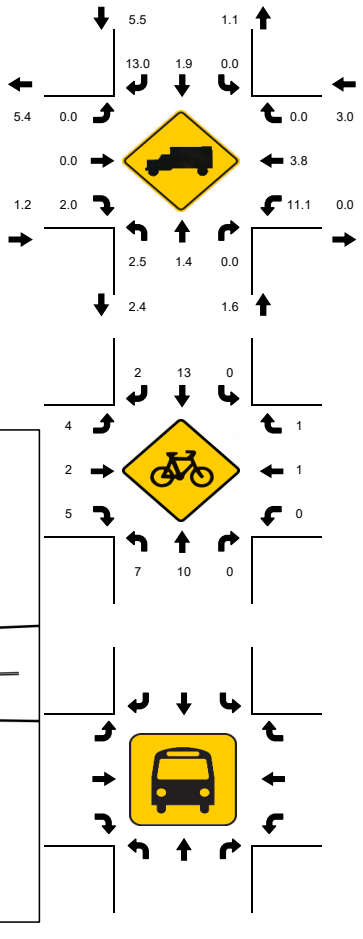
LOCATION: West Ave & 18th St
CITY/STATE: Miami Beach, FL

PROJECT ID: 24-140003-003
DATE: Tue, Jan 09, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM







15-Min Count Period Beginning At	West Ave Northbound					West Ave Southbound					18th St Eastbound					18th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	24	65	5	1		2	23	11	0		8	1	20	1		7	6	9	0		183	751
4:15 PM	29	63	3	0		2	25	7	0		11	3	27	0		2	9	8	0		189	768
4:30 PM	26	68	5	1		2	21	14	0		7	5	18	0		2	3	9	0		181	777
4:45 PM	27	60	4	0		1	24	11	1		10	4	26	0		4	12	14	0		198	813
5:00 PM	31	74	6	0		1	20	13	0		11	3	23	1		4	6	7	0		200	825
5:15 PM	21	80	7	0		2	27	9	0		16	0	26	0		1	5	4	0		198	625
5:30 PM	39	67	5	0		3	31	16	1		13	6	20	0		1	6	9	0		217	427
5:45 PM	29	61	6	0		0	25	16	0		15	2	31	2		3	9	11	0		210	210
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	156	320	28	0		12	124	64	4		64	24	124	8		16	36	44	0		**1024**	
Heavy Trucks	8	4	0	0		0	4	8	0		0	0	4	0		4	4	0	0		**36**	
Pedestrians		36					72					120					40				**268**	
Bicycles	12	12	0	0		0	20	4	0		8	4	16	0		0	4	4	0		**84**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & Dade Blvd
City: Miami Beach
Control: Signalized

Project ID: 24-140003-004
Date: 1/9/2024

Data - Total

NS/EW Streets:	West Ave				West Ave				Dade Blvd				Dade Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	16	28	0	9	13	0	0	2	26	0	0	15	33	8	0	150
7:15 AM	0	18	24	0	3	18	1	0	3	28	0	0	15	64	15	0	189
7:30 AM	0	19	24	0	10	12	2	0	4	31	1	0	13	49	11	0	176
7:45 AM	0	20	21	0	2	12	3	0	3	42	0	0	12	63	17	0	195
8:00 AM	0	21	35	0	9	19	1	0	7	43	0	0	9	58	22	0	224
8:15 AM	0	37	46	0	9	23	1	0	4	38	0	0	17	47	21	0	243
8:30 AM	0	25	46	0	11	23	1	0	6	50	0	0	21	49	22	0	254
8:45 AM	0	37	38	0	6	22	1	0	4	76	0	0	18	53	17	0	272
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	193	262	0	59	142	10	0	33	334	1	0	120	416	133	0	1703
APPROACH %'s :	0.00%	42.42%	57.58%	0.00%	27.96%	67.30%	4.74%	0.00%	8.97%	90.76%	0.27%	0.00%	17.94%	62.18%	19.88%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	120	165	0	35	87	4	0	21	207	0	0	65	207	82	0	993
PEAK HR FACTOR :	0.000	0.811	0.897	0.000	0.795	0.946	1.000	0.000	0.750	0.681	0.000	0.000	0.774	0.892	0.932	0.000	0.913
		0.858				0.900				0.713				0.962			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	60	29	0	9	33	4	0	7	39	0	0	27	75	30	0	313
4:15 PM	0	45	23	0	11	33	3	0	4	37	0	0	25	82	46	0	309
4:30 PM	0	56	19	0	11	37	5	0	12	45	0	0	32	69	35	0	321
4:45 PM	0	52	21	0	10	43	7	0	8	27	1	0	15	78	35	0	297
5:00 PM	2	57	22	0	6	38	4	0	11	44	0	0	26	96	52	0	358
5:15 PM	0	41	35	0	10	35	4	0	12	48	0	0	19	74	52	0	330
5:30 PM	0	62	28	0	15	41	2	0	6	34	0	0	35	73	48	0	344
5:45 PM	0	57	22	0	13	49	3	0	5	43	1	0	25	74	32	0	324
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	430	199	0	85	309	32	0	65	317	2	0	204	621	330	0	2596
APPROACH %'s :	0.32%	68.15%	31.54%	0.00%	19.95%	72.54%	7.51%	0.00%	16.93%	82.55%	0.52%	0.00%	17.66%	53.77%	28.57%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	217	107	0	44	163	13	0	34	169	1	0	105	317	184	0	1356
PEAK HR FACTOR :	0.250	0.875	0.764	0.000	0.733	0.832	0.813	0.000	0.708	0.880	0.250	0.000	0.750	0.826	0.885	0.000	0.947
		0.906				0.846				0.850				0.871			

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	120	165	0	35	87	4	0	21	207	0	0	65	207	82	0	993

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	217	107	0	44	163	13	0	34	169	1	0	105	317	184	0	1356

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & Dade Blvd
City: Miami Beach
Control: Signalized

Project ID: 24-140003-004
Date: 1/9/2024

Data - Bikes

NS/EW Streets:	West Ave				West Ave				Dade Blvd				Dade Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	0	0	0	1	0	0	0	4	0	0	0	0	0	0	9
7:15 AM	0	3	1	0	0	1	0	0	0	2	0	0	0	1	0	0	8
7:30 AM	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	4
7:45 AM	0	4	1	0	0	2	0	0	0	0	0	0	0	1	0	0	8
8:00 AM	0	6	1	0	0	1	0	0	0	1	0	0	1	3	2	0	15
8:15 AM	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
8:30 AM	0	2	0	0	0	3	0	0	0	2	0	0	0	1	0	0	8
8:45 AM	0	6	0	0	0	3	0	0	1	2	0	0	0	0	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	29	3	0	0	13	0	0	2	12	0	0	1	7	2	0	69
APPROACH %'s :	0.00%	90.63%	9.38%	0.00%	0.00%	100.00%	0.00%	0.00%	14.29%	85.71%	0.00%	0.00%	10.00%	70.00%	20.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	17	1	0	0	8	0	0	1	6	0	0	1	4	2	0	40
PEAK HR FACTOR :	0.000	0.708	0.250	0.000	0.000	0.667	0.000	0.000	0.250	0.750	0.000	0.000	0.250	0.333	0.250	0.000	0.667
	0.643				0.667				0.583				0.292				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	1	0	0	6	0	0	0	0	0	0	1	2	1	0	14
4:15 PM	0	2	0	0	0	5	0	0	0	1	0	0	0	1	1	0	10
4:30 PM	0	7	0	0	0	4	0	0	0	3	0	0	0	3	0	0	17
4:45 PM	0	2	1	0	0	6	1	0	1	1	0	0	0	1	0	0	13
5:00 PM	1	3	2	0	0	8	2	0	0	0	0	0	1	2	2	0	21
5:15 PM	1	3	1	0	0	5	0	0	0	1	0	0	0	0	1	0	12
5:30 PM	1	3	1	0	1	3	2	0	1	0	0	0	1	1	0	0	14
5:45 PM	0	6	0	0	1	4	0	0	0	0	0	0	0	3	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	29	6	0	2	41	5	0	2	6	0	0	3	13	5	0	115
APPROACH %'s :	7.89%	76.32%	15.79%	0.00%	4.17%	85.42%	10.42%	0.00%	25.00%	75.00%	0.00%	0.00%	14.29%	61.90%	23.81%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	3	15	4	0	2	20	4	0	1	1	0	0	2	6	3	0	61
PEAK HR FACTOR :	0.750	0.625	0.500	0.000	0.500	0.625	0.500	0.000	0.250	0.250	0.000	0.000	0.500	0.500	0.375	0.000	0.726
	0.917				0.650				0.500				0.550				

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	17	1	0	0	8	0	0	1	6	0	0	1	4	2	0	40

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	3	15	4	0	2	20	4	0	1	1	0	0	2	6	3	0	61

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & Dade Blvd
City: Miami Beach
Project ID: 24-140003-004
Date: 1/9/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	West Ave		West Ave		Dade Blvd		Dade Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	0	1	0	2	0	2	0	7
7:15 AM	1	1	3	2	2	0	3	3	15
7:30 AM	1	0	0	0	5	0	2	5	13
7:45 AM	1	2	0	0	2	4	4	4	17
8:00 AM	0	0	0	0	1	4	5	3	13
8:15 AM	0	1	0	0	0	1	3	3	8
8:30 AM	1	3	1	0	2	1	2	1	11
8:45 AM	0	1	2	0	3	2	2	5	15
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	8	7	2	17	12	23	24	99
APPROACH %'s :	42.86%	57.14%	77.78%	22.22%	58.62%	41.38%	48.94%	51.06%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	1	5	3	0	6	8	12	12	47
PEAK HR FACTOR :	0.250	0.417	0.375		0.500	0.500	0.600	0.600	0.783
	0.375		0.375		0.700		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	2	4	2	7	3	10	12	42
4:15 PM	2	4	1	1	5	4	6	14	37
4:30 PM	5	2	1	2	10	4	11	5	40
4:45 PM	2	1	1	0	11	2	5	4	26
5:00 PM	3	4	1	1	12	8	11	10	50
5:15 PM	3	4	1	3	4	3	13	5	36
5:30 PM	3	0	0	1	7	3	6	12	32
5:45 PM	2	2	1	1	4	3	14	16	43
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	19	10	11	60	30	76	78	306
APPROACH %'s :	53.66%	46.34%	47.62%	52.38%	66.67%	33.33%	49.35%	50.65%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	11	10	3	6	27	17	44	43	161
PEAK HR FACTOR :	0.917	0.625	0.750	0.500	0.563	0.531	0.786	0.672	0.805
	0.750		0.563		0.550		0.725		

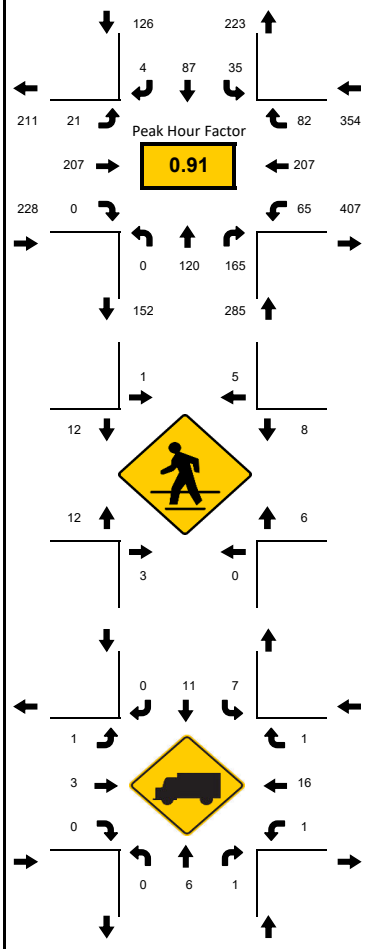
PEAK HR :	8:00 AM - 9:00 AM								TOTAL
PEAK HR VOL :	1	5	3	0	6	8	12	12	47

PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	11	10	3	6	27	17	44	43	161

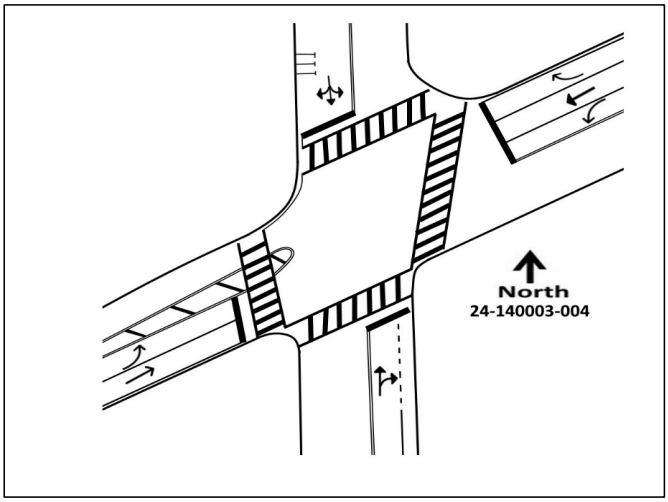
LOCATION: West Ave & Dade Blvd
CITY/STATE: Miami Beach, FL

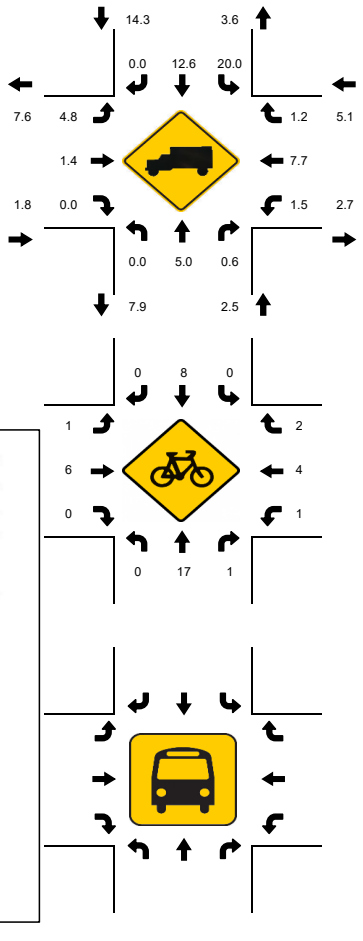
PROJECT ID: 24-140003-004
DATE: Tue, Jan 09, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



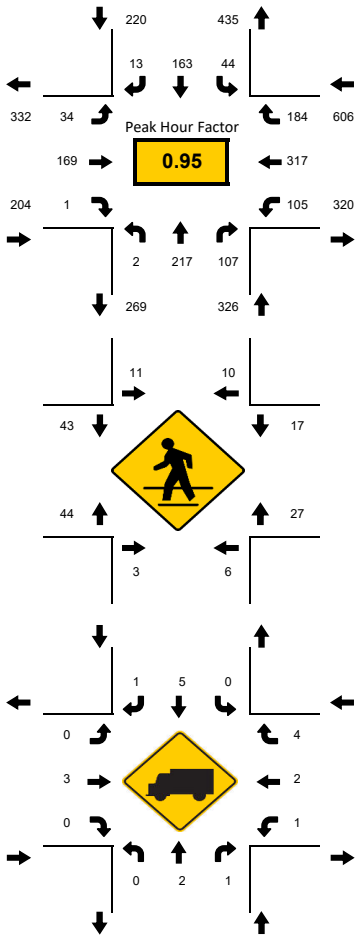


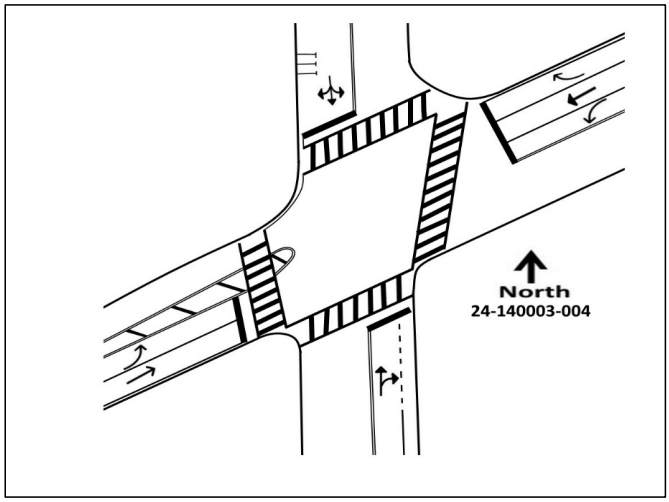
15-Min Count Period Beginning At	West Ave Northbound					West Ave Southbound					Dade Blvd Eastbound					Dade Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	16	28	0		9	13	0	0		2	26	0	0		15	33	8	0		150	710
7:15 AM	0	18	24	0		3	18	1	0		3	28	0	0		15	64	15	0		189	784
7:30 AM	0	19	24	0		10	12	2	0		4	31	1	0		13	49	11	0		176	838
7:45 AM	0	20	21	0		2	12	3	0		3	42	0	0		12	63	17	0		195	916
8:00 AM	0	21	35	0		9	19	1	0		7	43	0	0		9	58	22	0		224	993
8:15 AM	0	37	46	0		9	23	1	0		4	38	0	0		17	47	21	0		243	769
8:30 AM	0	25	46	0		11	23	1	0		6	50	0	0		21	49	22	0		254	526
8:45 AM	0	37	38	0		6	22	1	0		4	76	0	0		18	53	17	0		272	272
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	0	148	184	0		44	92	4	0		28	304	0	0		84	232	88	0		**1208**	
Heavy Trucks	0	8	4	0		12	20	0	0		4	12	0	0		4	20	4	0		**88**	
Pedestrians		8					16					32					20				**76**	
Bicycles	0	24	4	0		0	12	0	0		4	8	0	0		4	12	8	0		**76**	
Buses																						
Stopped Buses																						

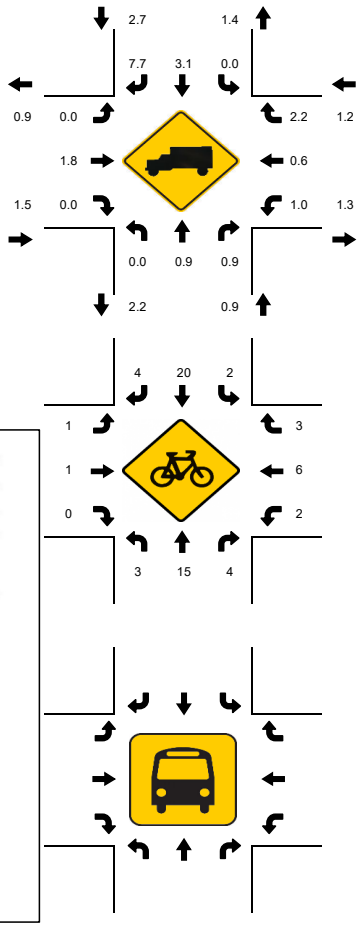
LOCATION: West Ave & Dade Blvd
CITY/STATE: Miami Beach, FL

PROJECT ID: 24-140003-004
DATE: Tue, Jan 09, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







15-Min Count Period Beginning At	West Ave Northbound					West Ave Southbound					Dade Blvd Eastbound					Dade Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	60	29	0		9	33	4	0		7	39	0	0		27	75	30	0		313	1240
4:15 PM	0	45	23	0		11	33	3	0		4	37	0	0		25	82	46	0		309	1285
4:30 PM	0	56	19	0		11	37	5	0		12	45	0	0		32	69	35	0		321	1306
4:45 PM	0	52	21	0		10	43	7	0		8	27	1	0		15	78	35	0		297	1329
5:00 PM	2	57	22	0		6	38	4	0		11	44	0	0		26	96	52	0		358	1356
5:15 PM	0	41	35	0		10	35	4	0		12	48	0	0		19	74	52	0		330	998
5:30 PM	0	62	28	0		15	41	2	0		6	34	0	0		35	73	48	0		344	668
5:45 PM	0	57	22	0		13	49	3	0		5	43	1	0		25	74	32	0		324	324
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	8	248	140	0		60	196	16	0		48	192	4	0		140	384	208	0		**1644**	
Heavy Trucks	0	4	4	0		0	8	4	0		0	8	0	0		4	4	8	0		**44**	
Pedestrians		16					28					120					80				**244**	
Bicycles	4	24	8	0		4	32	8	0		4	4	0	0		4	12	8	0		**112**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & 17th St
City: Miami Beach
Control: Signalized

Project ID: 24-140003-005
Date: 1/9/2024

Data - Total

NS/EW Streets:	West Ave				West Ave				17th St				17th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	37	8	0	1	27	0	0	0	13	13	0	3	10	5	0	124
7:15 AM	11	41	11	0	6	27	0	0	0	12	11	0	5	20	4	0	148
7:30 AM	10	35	11	0	1	25	0	0	1	19	13	0	9	3	4	0	131
7:45 AM	16	41	11	0	2	21	1	0	0	26	19	0	8	8	5	0	158
8:00 AM	12	46	13	0	1	26	0	0	0	23	38	0	8	14	5	0	186
8:15 AM	14	83	18	0	5	36	0	0	0	25	26	0	6	16	10	0	239
8:30 AM	19	53	17	0	9	35	0	0	1	35	25	0	18	16	7	0	235
8:45 AM	25	68	23	0	5	34	0	0	0	39	39	0	14	10	10	0	267
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	114	404	112	0	30	231	1	0	2	192	184	0	71	97	50	0	1488
APPROACH %'s :	18.10%	64.13%	17.78%	0.00%	11.45%	88.17%	0.38%	0.00%	0.53%	50.79%	48.68%	0.00%	32.57%	44.50%	22.94%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	70	250	71	0	20	131	0	0	1	122	128	0	46	56	32	0	927
PEAK HR FACTOR :	0.700	0.753	0.772	0.000	0.556	0.910	0.000	0.000	0.250	0.782	0.821	0.000	0.639	0.875	0.800	0.000	0.868
	0.843				0.858				0.804				0.817				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	48	79	16	0	13	45	0	0	0	26	25	0	10	39	9	0	310
4:15 PM	53	58	19	0	10	47	1	0	0	37	35	0	11	39	11	0	321
4:30 PM	65	65	8	0	16	55	0	0	0	26	37	0	4	34	11	0	321
4:45 PM	59	59	20	0	15	44	0	0	0	36	30	0	8	55	12	1	339
5:00 PM	55	74	12	0	12	50	0	0	0	20	17	0	7	39	8	0	294
5:15 PM	55	67	22	0	7	44	1	0	1	33	31	0	10	42	11	0	324
5:30 PM	54	81	19	0	10	69	0	0	0	24	20	0	10	42	7	0	336
5:45 PM	33	71	16	0	14	59	1	0	0	41	38	0	7	34	6	0	320
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	422	554	132	0	97	413	3	0	1	243	233	0	67	324	75	1	2565
APPROACH %'s :	38.09%	50.00%	11.91%	0.00%	18.91%	80.51%	0.58%	0.00%	0.21%	50.94%	48.85%	0.00%	14.35%	69.38%	16.06%	0.21%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	223	281	73	0	44	207	1	0	1	113	98	0	35	178	38	1	1293
PEAK HR FACTOR :	0.945	0.867	0.830	0.000	0.733	0.750	0.250	0.000	0.250	0.785	0.790	0.000	0.875	0.809	0.792	0.250	0.954
	0.937				0.797				0.803				0.829				

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	70	250	71	0	20	131	0	0	1	122	128	0	46	56	32	0	927

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	197	293	69	0	43	222	2	0	1	118	106	0	34	157	32	0	1274

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & 17th St
City: Miami Beach
Control: Signalized

Project ID: 24-140003-005
Date: 1/9/2024

Data - Bikes

NS/EW Streets:	West Ave				West Ave				17th St				17th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	4	2	0	0	1	0	0	0	2	4	0	0	2	0	0	19
7:15 AM	2	3	0	0	0	1	0	0	0	1	4	0	0	3	1	0	15
7:30 AM	4	1	1	0	0	1	0	0	0	4	0	0	0	1	0	0	12
7:45 AM	11	4	0	0	1	1	0	0	0	2	2	0	0	3	1	0	25
8:00 AM	2	6	0	1	0	2	0	0	0	3	3	0	0	1	1	0	19
8:15 AM	2	2	0	0	0	1	0	0	0	1	8	0	1	2	1	0	18
8:30 AM	8	2	0	0	0	3	0	0	0	2	3	0	0	2	0	0	20
8:45 AM	5	6	3	0	0	3	0	0	0	1	4	0	0	0	0	0	22
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	38	28	6	1	1	13	0	0	0	16	28	0	1	14	4	0	150
APPROACH %'s :	52.05%	38.36%	8.22%	1.37%	7.14%	92.86%	0.00%	0.00%	0.00%	36.36%	63.64%	0.00%	5.26%	73.68%	21.05%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	17	16	3	1	0	9	0	0	0	7	18	0	1	5	2	0	79
PEAK HR FACTOR :	0.531	0.667	0.250	0.250	0.000	0.750	0.000	0.000	0.000	0.583	0.563	0.000	0.250	0.625	0.500	0.000	0.898
	0.661				0.750				0.694				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	4	1	0	1	5	0	0	0	5	9	0	0	13	0	0	47
4:15 PM	6	0	1	0	3	3	0	0	0	3	14	0	0	6	2	0	38
4:30 PM	8	4	0	0	1	3	0	0	0	6	4	0	0	4	3	0	33
4:45 PM	1	4	1	0	1	5	0	0	0	10	2	0	0	6	0	0	30
5:00 PM	5	5	3	0	2	7	0	0	0	1	3	0	5	0	0	0	31
5:15 PM	5	3	0	0	2	2	0	0	0	0	7	0	1	4	2	0	26
5:30 PM	3	5	2	0	0	4	0	0	0	5	9	0	1	4	1	0	34
5:45 PM	4	5	1	0	2	3	0	0	0	3	11	0	0	1	0	0	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	30	9	0	12	32	0	0	0	33	59	0	7	38	8	0	269
APPROACH %'s :	51.25%	37.50%	11.25%	0.00%	27.27%	72.73%	0.00%	0.00%	0.00%	35.87%	64.13%	0.00%	13.21%	71.70%	15.09%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	14	17	6	0	5	18	0	0	0	16	21	0	7	14	3	0	121
PEAK HR FACTOR :	0.700	0.850	0.500	0.000	0.625	0.643	0.000	0.000	0.000	0.400	0.583	0.000	0.350	0.583	0.375	0.000	0.890
	0.712				0.639				0.661				0.857				

PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	17	16	3	1	0	9	0	0	0	7	18	0	1	5	2	0	79

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	17	18	6	0	6	16	0	0	0	9	30	0	7	9	3	0	121

National Data & Surveying Services

Intersection Turning Movement Count

Location: West Ave & 17th St
City: Miami Beach

Project ID: 24-140003-005
Date: 1/9/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	West Ave		West Ave		17th St		17th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	3	2	6	1	2	0	15
7:15 AM	1	2	5	4	2	2	2	2	20
7:30 AM	1	1	6	6	2	0	5	3	24
7:45 AM	1	7	3	2	2	5	3	7	30
8:00 AM	1	0	17	4	5	5	6	3	41
8:15 AM	0	2	4	1	0	0	5	4	16
8:30 AM	0	2	5	3	2	1	2	2	17
8:45 AM	2	3	4	7	8	5	2	4	35
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	18	47	29	27	19	27	25	198
APPROACH %'s :	25.00%	75.00%	61.84%	38.16%	58.70%	41.30%	51.92%	48.08%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	3	7	30	15	15	11	15	13	109
PEAK HR FACTOR :	0.375	0.583	0.441	0.536	0.469	0.550	0.625	0.813	0.665
	0.500		0.536		0.500		0.778		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	3	9	17	11	6	12	11	70
4:15 PM	8	4	9	4	10	11	5	8	59
4:30 PM	0	6	12	17	19	6	13	6	79
4:45 PM	1	2	10	5	12	5	8	4	47
5:00 PM	3	5	13	11	17	12	11	2	74
5:15 PM	4	5	7	10	9	7	10	7	59
5:30 PM	4	11	14	10	15	5	7	5	71
5:45 PM	10	4	7	14	11	12	17	11	86
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	31	40	81	88	104	64	83	54	545
APPROACH %'s :	43.66%	56.34%	47.93%	52.07%	61.90%	38.10%	60.58%	39.42%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	12	23	44	36	53	29	36	18	251
PEAK HR FACTOR :	0.750	0.523	0.786	0.818	0.779	0.604	0.818	0.643	0.848
	0.583		0.833		0.707		0.794		

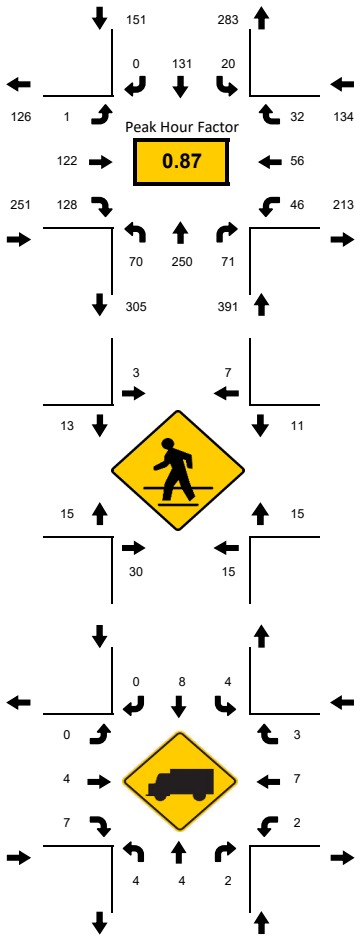
PEAK HR :	8:00 AM - 9:00 AM								TOTAL
PEAK HR VOL :	3	7	30	15	15	11	15	13	109

PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	21	25	41	45	52	36	45	25	290

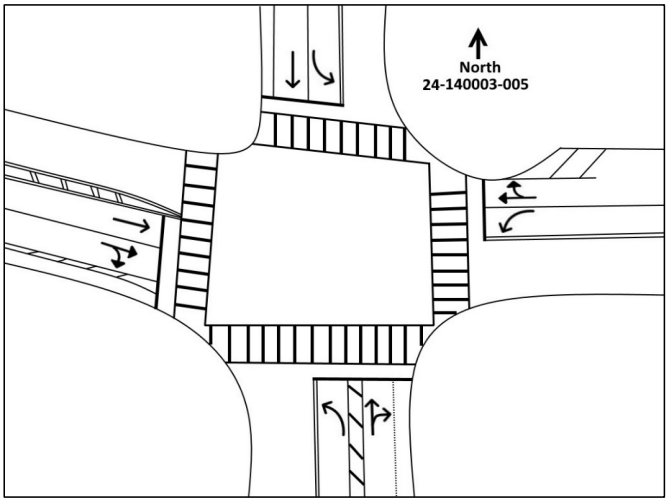
LOCATION: West Ave & 17th St
CITY/STATE: Miami Beach, FL

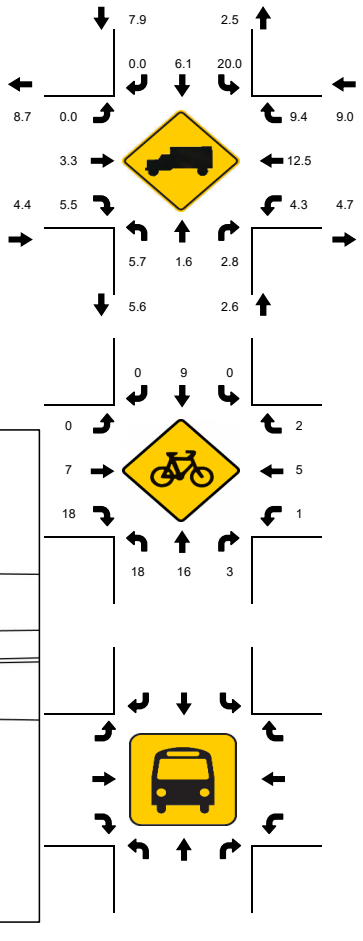
PROJECT ID: 24-140003-005
DATE: Tue, Jan 09, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



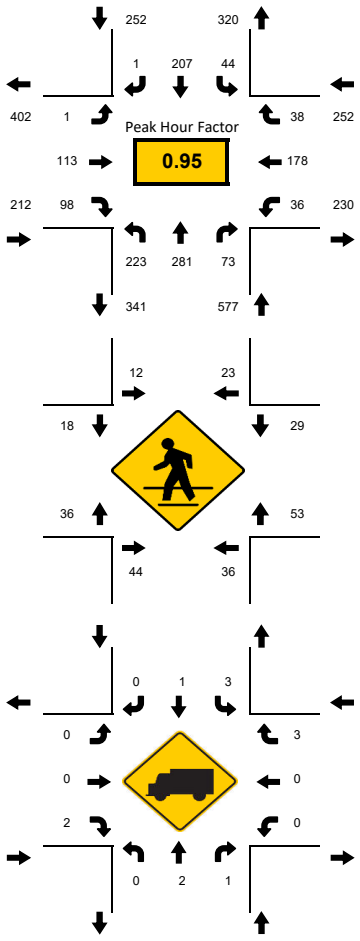


15-Min Count Period Beginning At	West Ave Northbound					West Ave Southbound					17th St Eastbound					17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	7	37	8	0		1	27	0	0		0	13	13	0		3	10	5	0		124	561
7:15 AM	11	41	11	0		6	27	0	0		0	12	11	0		5	20	4	0		148	623
7:30 AM	10	35	11	0		1	25	0	0		1	19	13	0		9	3	4	0		131	714
7:45 AM	16	41	11	0		2	21	1	0		0	26	19	0		8	8	5	0		158	818
8:00 AM	12	46	13	0		1	26	0	0		0	23	38	0		8	14	5	0		186	927
8:15 AM	14	83	18	0		5	36	0	0		0	25	26	0		6	16	10	0		239	741
8:30 AM	19	53	17	0		9	35	0	0		1	35	25	0		18	16	7	0		235	502
8:45 AM	25	68	23	0		5	34	0	0		0	39	39	0		14	10	10	0		267	267
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	100	332	92	0		36	144	0	0		4	156	156	0		72	64	40	0		**1196**	
Heavy Trucks	8	8	8	0		8	12	0	0		0	8	12	0		8	16	4	0		**92**	
Pedestrians		84					20					36					52				**192**	
Bicycles	32	24	12	4		0	12	0	0		0	12	32	0		4	8	4	0		**140**	
Buses																						
Stopped Buses																						

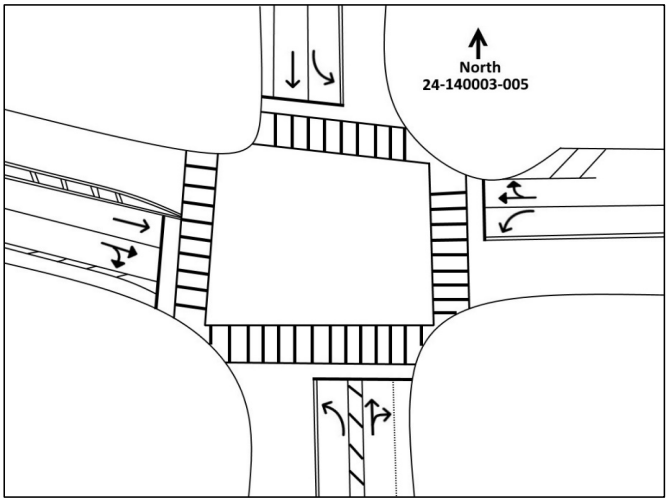
LOCATION: West Ave & 17th St
CITY/STATE: Miami Beach, FL

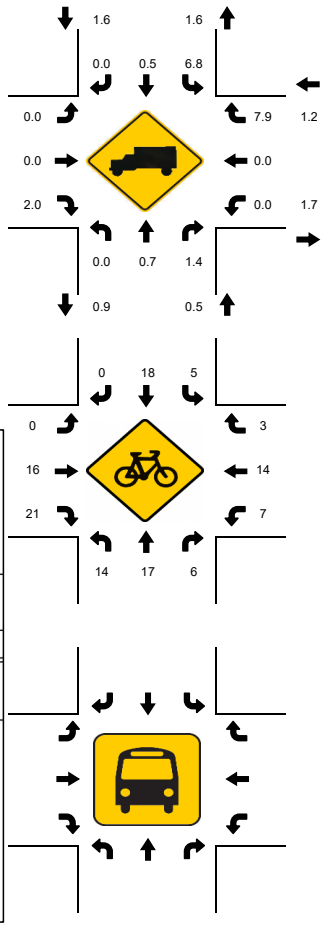
PROJECT ID: 24-140003-005
DATE: Tue, Jan 09, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



National Data & Surveying Services





15-Min Count Period Beginning At	West Ave Northbound					West Ave Southbound					17th St Eastbound					17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	48	79	16	0		13	45	0	0		0	26	25	0		10	39	9	0		310	1291
4:15 PM	53	58	19	0		10	47	1	0		0	37	35	0		11	39	11	0		321	1275
4:30 PM	65	65	8	0		16	55	0	0		0	26	37	0		4	34	11	0		321	1278
4:45 PM	59	59	20	0		15	44	0	0		0	36	30	0		8	55	12	1		339	1293
5:00 PM	55	74	12	0		12	50	0	0		0	20	17	0		7	39	8	0		294	1274
5:15 PM	55	67	22	0		7	44	1	0		1	33	31	0		10	42	11	0		324	980
5:30 PM	54	81	19	0		10	69	0	0		0	24	20	0		10	42	7	0		336	656
5:45 PM	33	71	16	0		14	59	1	0		0	41	38	0		7	34	6	0		320	320
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	236	324	88	0		60	276	4	0		4	144	124	0		40	220	48	4		**1572**	
Heavy Trucks	0	8	4	0		4	4	0	0		0	0	4	0		0	0	8	0		**32**	
Pedestrians		96					60					68					116				**340**	
Bicycles	20	20	12	0		8	28	0	0		0	40	36	0		20	24	8	0		**216**	
Buses																						
Stopped Buses																						

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.06	1.10
2	01/02/2022 - 01/08/2022	1.04	1.08
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.98	1.02
7	02/06/2022 - 02/12/2022	0.97	1.01
* 8	02/13/2022 - 02/19/2022	0.96	1.00
* 9	02/20/2022 - 02/26/2022	0.96	1.00
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.96	1.00
*13	03/20/2022 - 03/26/2022	0.96	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.95	0.99
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
21	05/15/2022 - 05/21/2022	0.98	1.02
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	0.99	1.03
24	06/05/2022 - 06/11/2022	1.00	1.04
25	06/12/2022 - 06/18/2022	1.01	1.05
26	06/19/2022 - 06/25/2022	1.01	1.05
27	06/26/2022 - 07/02/2022	1.01	1.05
28	07/03/2022 - 07/09/2022	1.02	1.06
29	07/10/2022 - 07/16/2022	1.02	1.06
30	07/17/2022 - 07/23/2022	1.02	1.06
31	07/24/2022 - 07/30/2022	1.02	1.06
32	07/31/2022 - 08/06/2022	1.01	1.05
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.01	1.05
35	08/21/2022 - 08/27/2022	1.03	1.07
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.05	1.09
38	09/11/2022 - 09/17/2022	1.07	1.11
39	09/18/2022 - 09/24/2022	1.05	1.09
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.01	1.05
46	11/06/2022 - 11/12/2022	1.02	1.06
47	11/13/2022 - 11/19/2022	1.03	1.07
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.05	1.09
50	12/04/2022 - 12/10/2022	1.05	1.09
51	12/11/2022 - 12/17/2022	1.06	1.10
52	12/18/2022 - 12/24/2022	1.04	1.08
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

GROWTH RATE CALCULATION
1333 DADE BOULEVARD

Roadway	FDOT Site	5 Year Linear Trend	5 Year Exponential Trend	5 Year Decaying Trend
SR 907/ALTON RD; 200' S OF VENETIAN CSWY	2542	-1.93%	-1.65%	-3.28%
VENETIAN CSWY; 200' E OF WEST AVE	8350	-1.09%	-0.93%	-1.66%
WEST AVE; 100' N OF 12 STREET	8415	-1.27%	-1.29%	-1.07%
17 STREET; 200' E OF MERIDIAN AVE	8531	-0.66%	-0.67%	-0.93%
Average Annual Growth Rate		**-1.24%**	**-1.14%**	**-1.74%**

Used 0.5% Growth Rate

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2542 - SR 907/ALTON RD, 200' S OF VENETIAN CSWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	26000 C	N 13000	S 13000	9.00	54.70	4.80
2021	32500 C	N 13500	S 19000	9.00	54.30	2.90
2020	27500 C	N 14000	S 13500	9.00	54.20	5.60
2019	35000 F	N 17500	S 17500	9.00	54.60	3.50
2018	35000 C	N 17500	S 17500	9.00	54.30	3.50
2017	33000 C	N 16500	S 16500	9.00	55.00	2.80
2016	30000 C	N 15000	S 15000	9.00	54.50	5.90
2015	41000 C	N 21000	S 20000	9.00	54.70	1.60
2014	30500 F	N 14000	S 16500	9.00	54.50	7.60
2013	30500 C	N 14000	S 16500	9.00	52.40	7.60
2012	37000 C	N 19000	S 18000	9.00	55.70	7.50
2011	39500 C	N 19000	S 20500	9.00	55.10	1.50
2010	39000 C	N 20000	S 19000	8.98	54.08	1.50
2009	38500 C	N 19000	S 19500	8.99	53.24	6.20
2008	37500 C	N 17500	S 20000	9.09	55.75	4.80
2007	39500 C	N 18500	S 21000	8.01	54.34	5.20

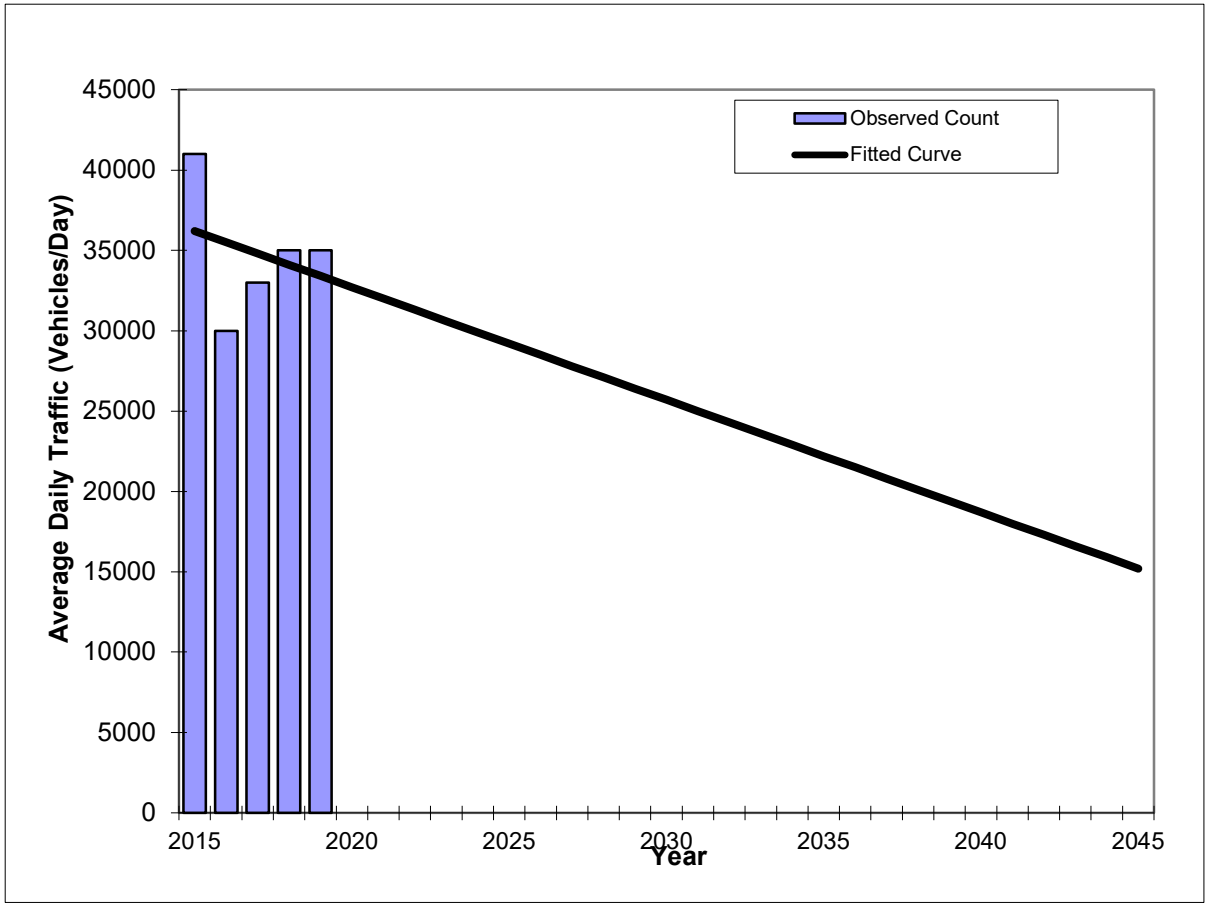
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

SR 907/ALTON RD -- 200' S OF VENETIAN CSWY

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	2542
Highway:	SR 907/ALTON RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	41000	36200
2016	30000	35500
2017	33000	34800
2018	35000	34100
2019	35000	33400
2027 Opening Year Trend		
2027	N/A	27800
2035 Mid-Year Trend		
2035	N/A	22200
2045 Design Year Trend		
2045	N/A	15200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-700
Trend R-squared:	7.56%
Trend Annual Historic Growth Rate:	-1.93%
Trend Growth Rate (2019 to Design Year):	-2.10%
Printed:	29-Dec-23

Straight Line Growth Option

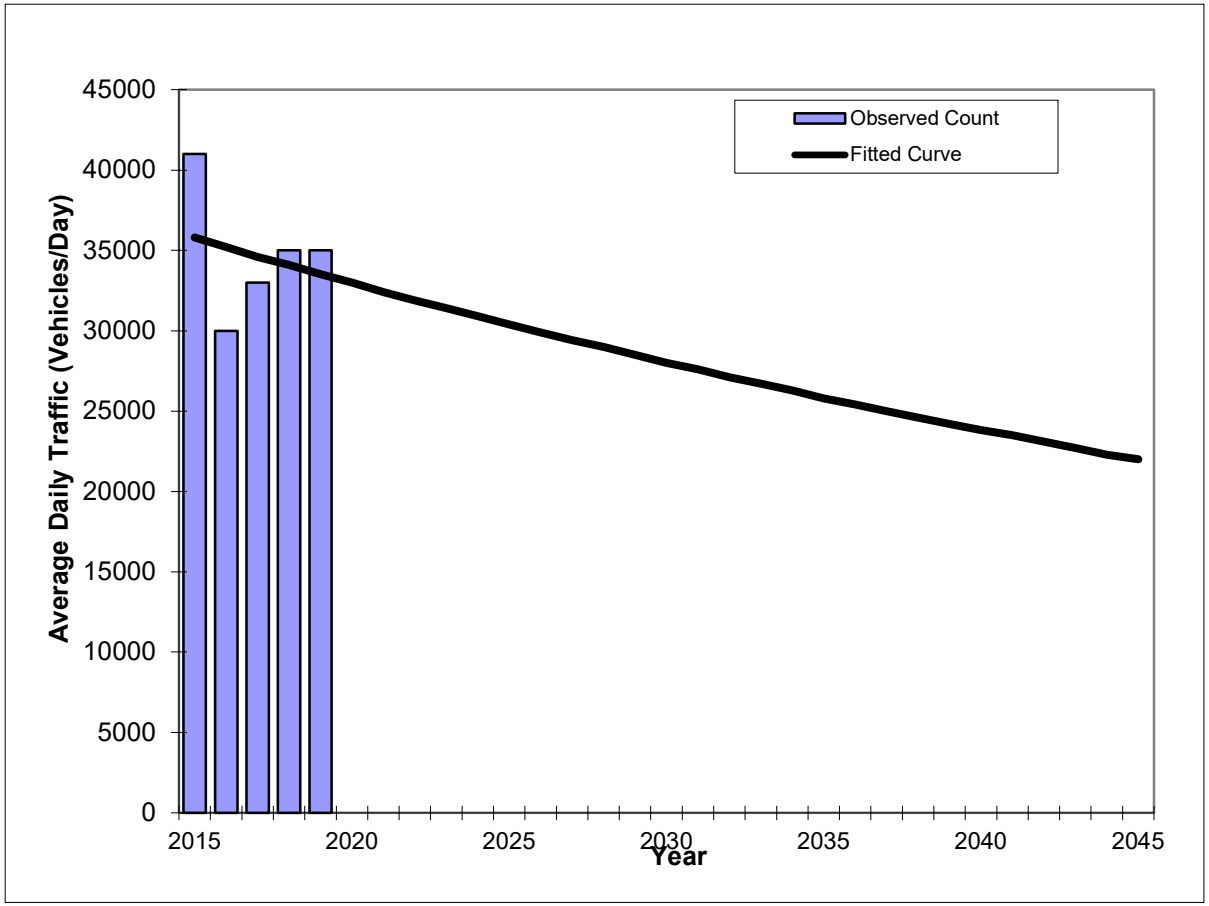
***Axle-Adjusted**

Traffic Trends - V3.0

SR 907/ALTON RD -- 200' S OF VENETIAN CSWY

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	2542
Highway:	SR 907/ALTON RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	41000	35800
2016	30000	35200
2017	33000	34600
2018	35000	34100
2019	35000	33500
2027 Opening Year Trend		
2027	N/A	29400
2035 Mid-Year Trend		
2035	N/A	25800
2045 Design Year Trend		
2045	N/A	22000
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.10%
Compounded Annual Historic Growth Rate:	-1.65%
Compounded Growth Rate (2019 to Design Year):	-1.60%
Printed:	29-Dec-23

Exponential Growth Option

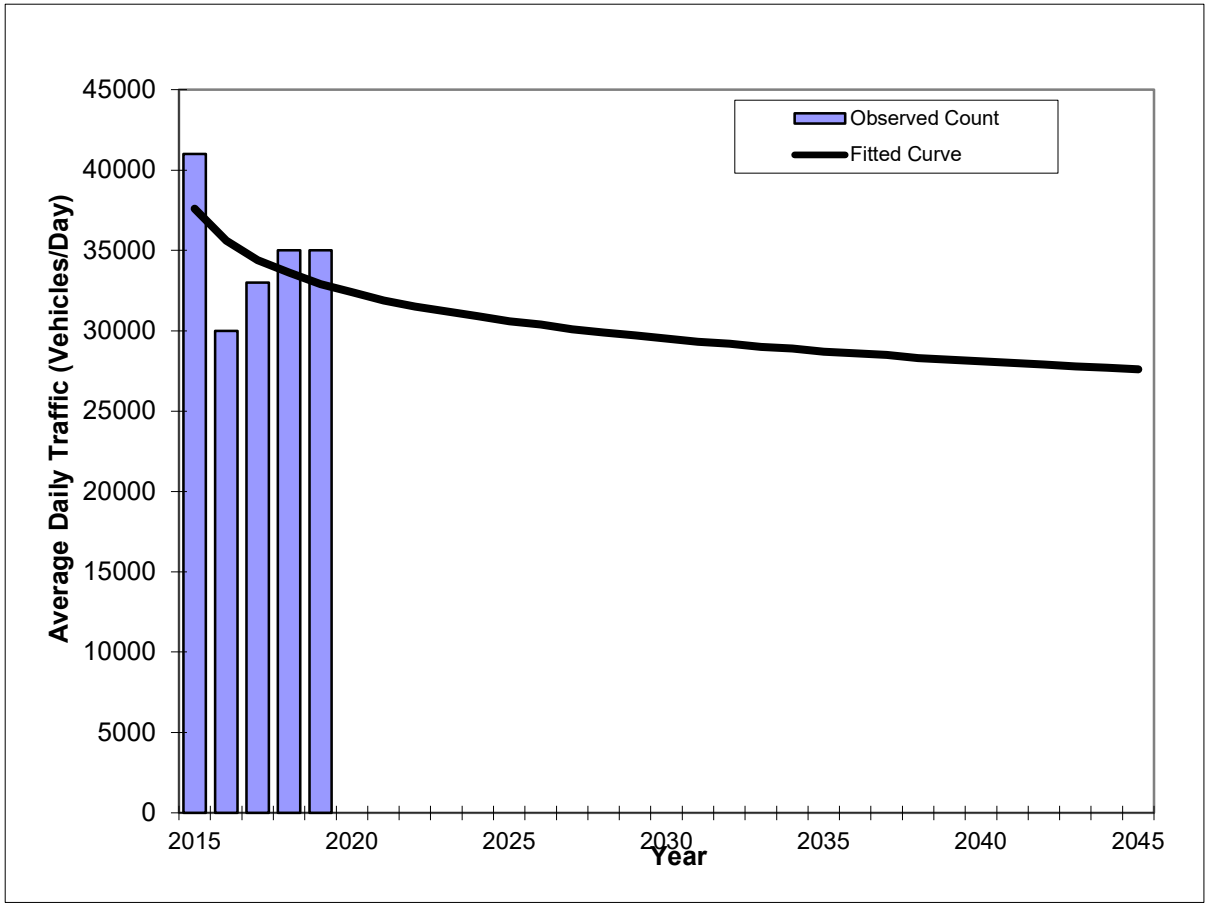
***Axle-Adjusted**

Traffic Trends - V3.0

SR 907/ALTON RD -- 200' S OF VENETIAN CSWY

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	2542
Highway:	SR 907/ALTON RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	41000	37600
2016	30000	35600
2017	33000	34400
2018	35000	33600
2019	35000	32900
2027 Opening Year Trend		
2027	N/A	30100
2035 Mid-Year Trend		
2035	N/A	28700
2045 Design Year Trend		
2045	N/A	27600
TRANPLAN Forecasts/Trends		

Trend R-squared:	21.15%
Compounded Annual Historic Growth Rate:	-3.28%
Compounded Growth Rate (2019 to Design Year):	-0.67%
Printed:	29-Dec-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8350 - VENETIAN CSWY, 200' EAST OF WEST AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	9700 C	E 3100	W 6600	9.00	54.70	2.20
2021	12000 C	E 5600	W 6400	9.00	54.30	1.90
2020	11600 C	E 5200	W 6400	9.00	54.20	1.60
2019	14000 C	E 6900	W 7100	9.00	54.60	2.90
2018	12400 C	E 5900	W 6500	9.00	54.30	2.60
2017	13300 F	E 6600	W 6700	9.00	55.00	2.40
2016	12900 C	E 6400	W 6500	9.00	54.50	2.40
2015	14400 C	E 6200	W 8200	9.00	54.70	12.80
2014	5100 F	E 2100	W 3000	9.00	54.50	11.70
2013	5100 C	E 2100	W 3000	9.00	52.40	16.20
2012	5400 F	E 2500	W 2900	9.00	55.70	16.00
2011	5400 C	E 2500	W 2900	9.00	55.10	14.70

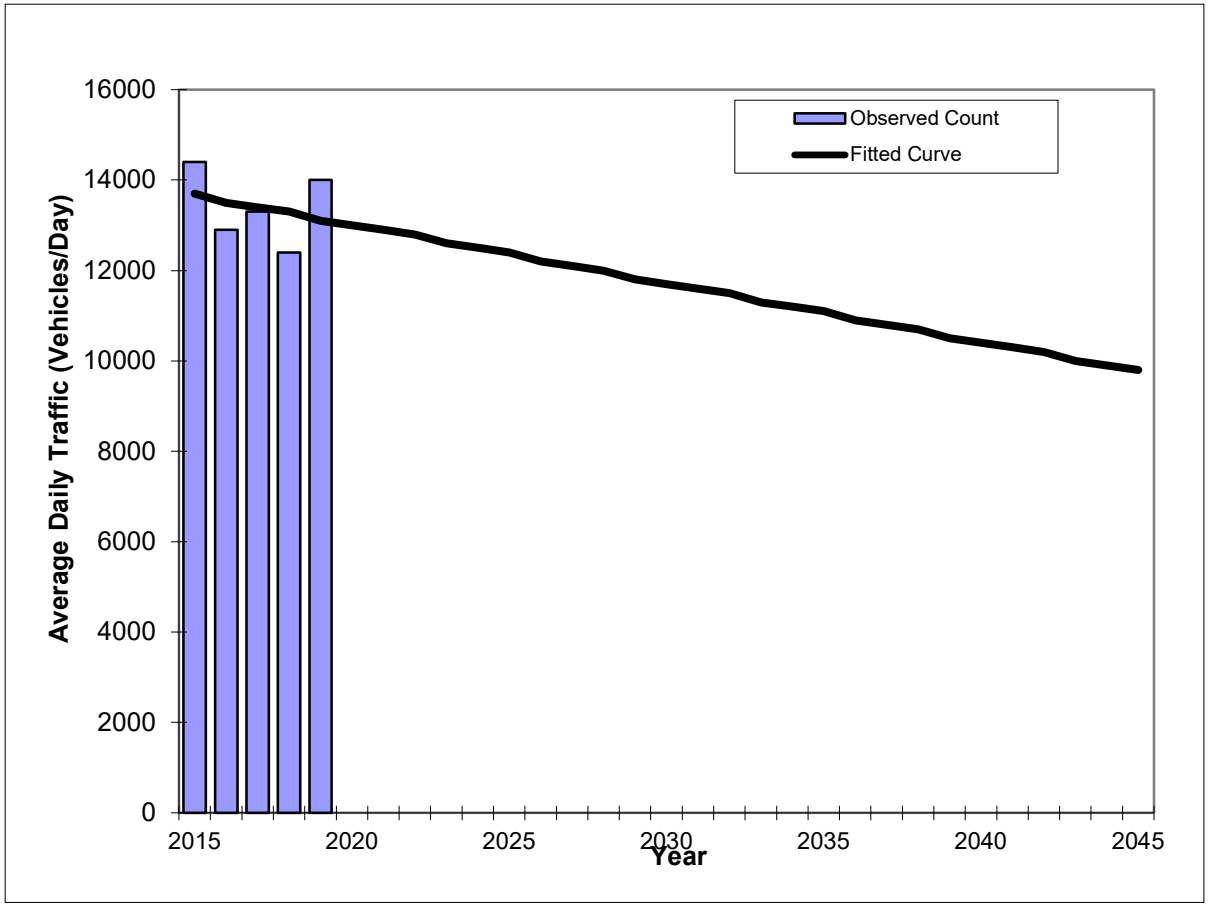
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

VENETIAN CSWY(CR956) -- 200' E OF WEST AVE

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8350
Highway:	VENETIAN CSWY(CR956)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	14400	13700
2016	12900	13500
2017	13300	13400
2018	12400	13300
2019	14000	13100
2027 Opening Year Trend		
2027	N/A	12100
2035 Mid-Year Trend		
2035	N/A	11100
2045 Design Year Trend		
2045	N/A	9800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-130
Trend R-squared:	6.45%
Trend Annual Historic Growth Rate:	-1.09%
Trend Growth Rate (2019 to Design Year):	-0.97%
Printed:	29-Dec-23

Straight Line Growth Option

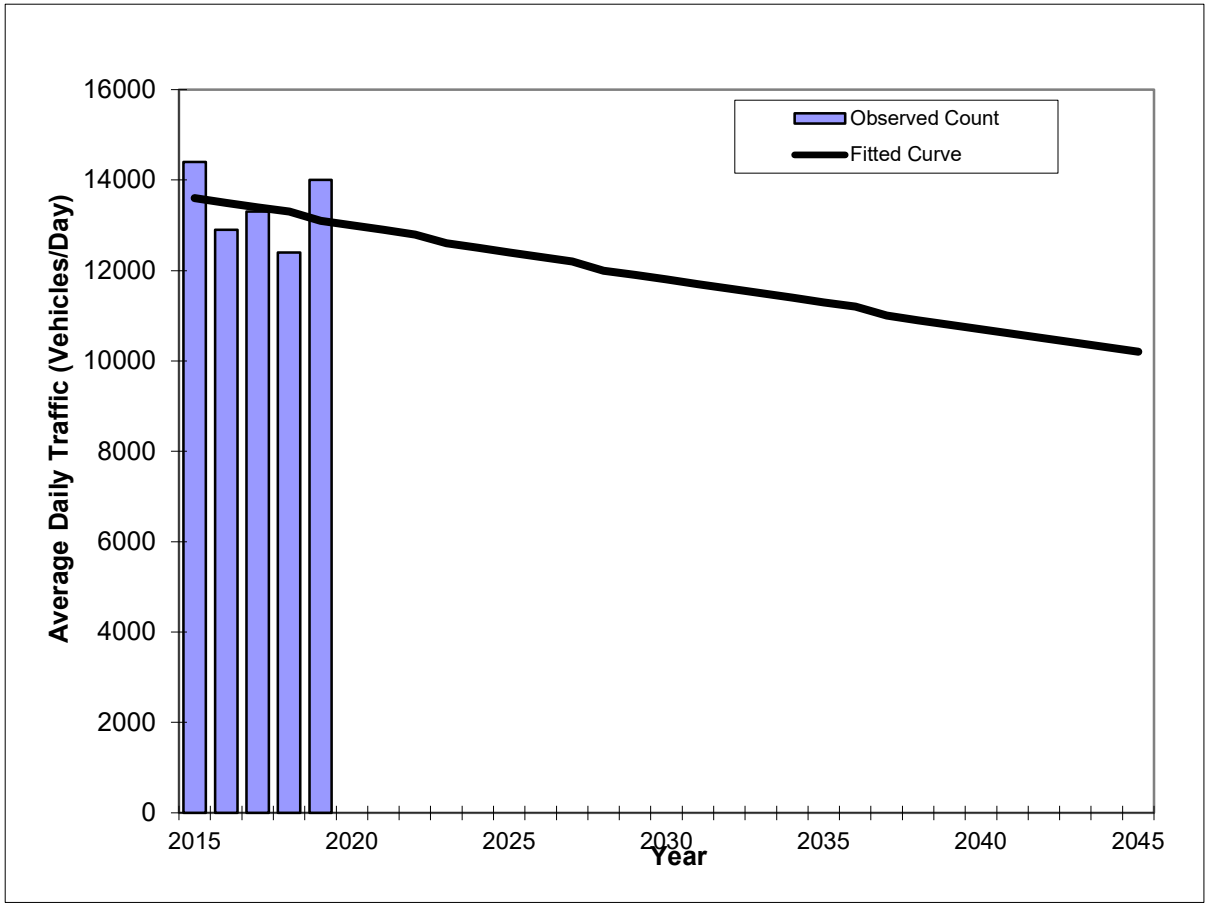
***Axle-Adjusted**

Traffic Trends - V3.0

VENETIAN CSWY(CR956) -- 200' E OF WEST AVE

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8350
Highway:	VENETIAN CSWY(CR956)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	14400	13600
2016	12900	13500
2017	13300	13400
2018	12400	13300
2019	14000	13100
2027 Opening Year Trend		
2027	N/A	12200
2035 Mid-Year Trend		
2035	N/A	11300
2045 Design Year Trend		
2045	N/A	10200
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.29%
Compounded Annual Historic Growth Rate:	-0.93%
Compounded Growth Rate (2019 to Design Year):	-0.96%
Printed:	29-Dec-23

Exponential Growth Option

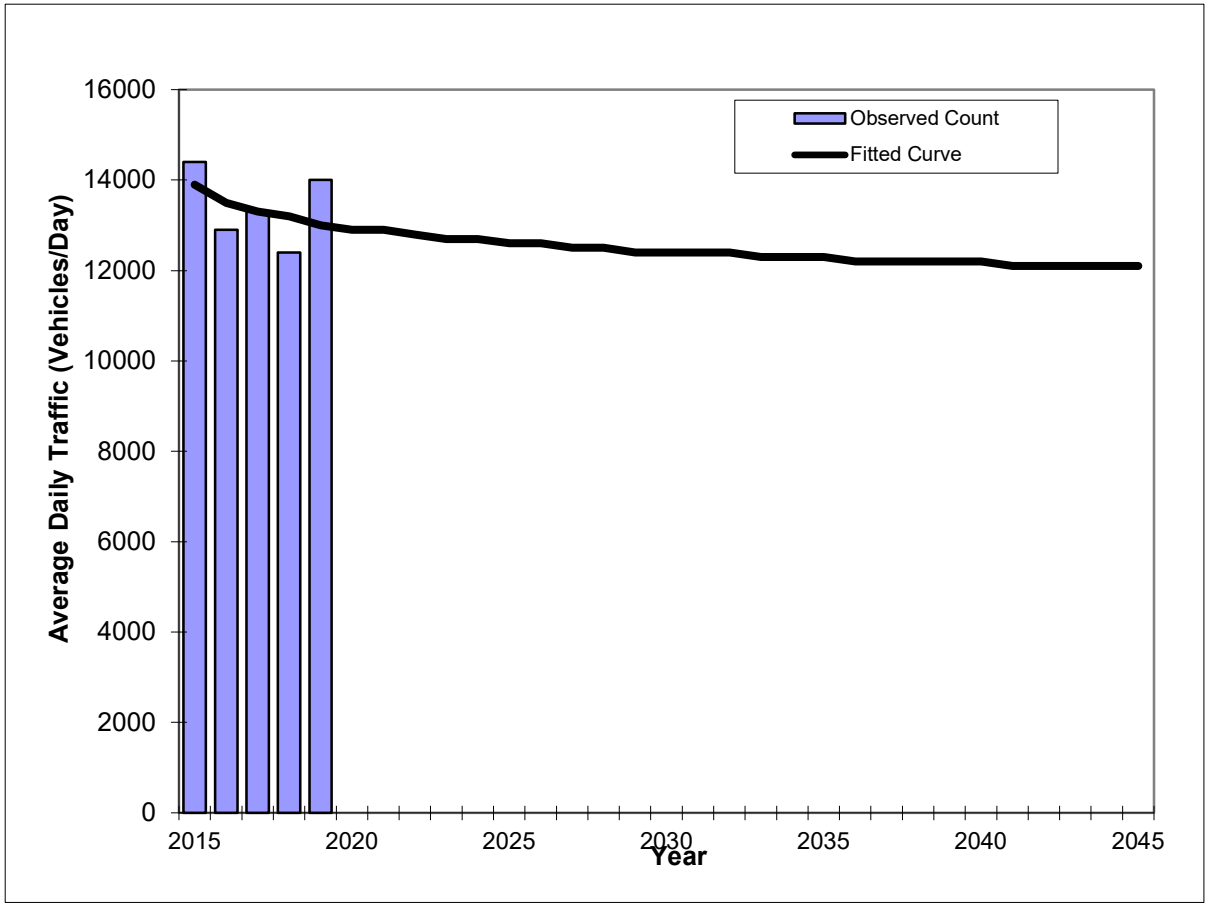
***Axle-Adjusted**

Traffic Trends - V3.0

VENETIAN CSWY(CR956) -- 200' E OF WEST AVE

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8350
Highway:	VENETIAN CSWY(CR956)



Year	Traffic (ADT/AADT) Count*	Trend**
2015	14400	13900
2016	12900	13500
2017	13300	13300
2018	12400	13200
2019	14000	13000
2027 Opening Year Trend		
2027	N/A	12500
2035 Mid-Year Trend		
2035	N/A	12300
2045 Design Year Trend		
2045	N/A	12100
TRANPLAN Forecasts/Trends		

Trend R-squared:	18.17%
Compounded Annual Historic Growth Rate:	-1.66%
Compounded Growth Rate (2019 to Design Year):	-0.28%
Printed:	29-Dec-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8415 - WEST AVE, 100 FT N OF 12TH ST MIAMI BEACH(2011 OFFSYS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	12100 C	N 5600	S 6500	9.00	56.50	3.50
2021	19300 T	N 10000	S 9300	9.00	55.00	2.90
2020	20300 S	N 10500	S 9800	9.00	56.00	4.40
2019	22500 F	N 11500	S 11000	9.00	56.00	4.00
2018	22500 C	N 11500	S 11000	9.00	54.30	3.00
2017	23500 T	N 10500	S 13000	9.00	59.30	2.50
2016	23500 S	N 10500	S 13000	9.00	56.10	5.10
2015	23500 F	N 10500	S 13000	9.00	57.40	7.10
2014	23500 C	N 10500	S 13000	9.00	59.30	10.70
2013	15000 F	0	0	9.00	58.90	16.20
2012	15000 C	N 0	S 0	9.00	59.70	16.00

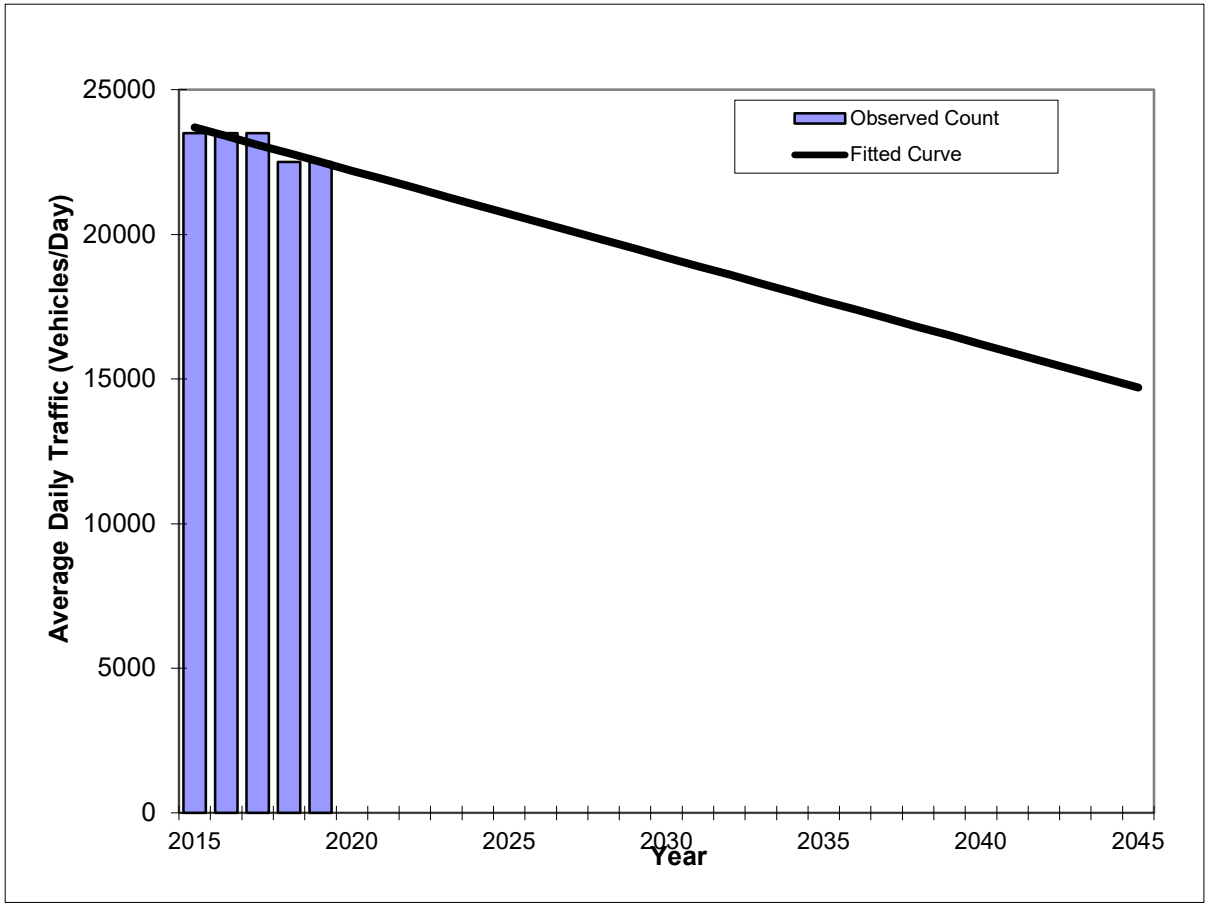
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

WEST AVE -- 100' N OF 12 ST

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8415
Highway:	WEST AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2015	23500	23700
2016	23500	23400
2017	23500	23100
2018	22500	22800
2019	22500	22500
2027 Opening Year Trend		
2027	N/A	20100
2035 Mid-Year Trend		
2035	N/A	17700
2045 Design Year Trend		
2045	N/A	14700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-300
Trend R-squared:	75.00%
Trend Annual Historic Growth Rate:	-1.27%
Trend Growth Rate (2019 to Design Year):	-1.33%
Printed:	29-Dec-23

Straight Line Growth Option

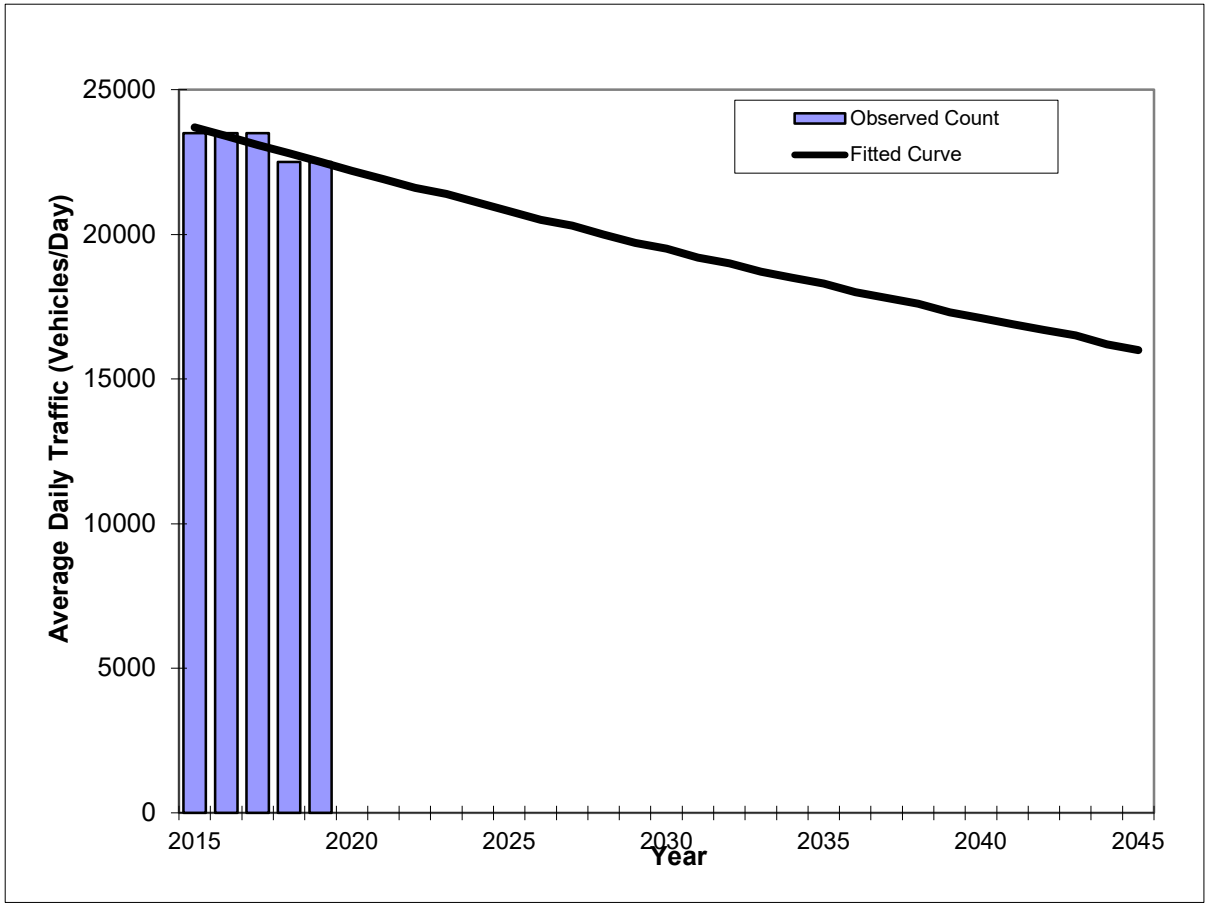
***Axle-Adjusted**

Traffic Trends - V3.0

WEST AVE -- 100' N OF 12 ST

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8415
Highway:	WEST AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2015	23500	23700
2016	23500	23400
2017	23500	23100
2018	22500	22800
2019	22500	22500
2027 Opening Year Trend		
2027	N/A	20300
2035 Mid-Year Trend		
2035	N/A	18300
2045 Design Year Trend		
2045	N/A	16000
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.00%
Compounded Annual Historic Growth Rate:	-1.29%
Compounded Growth Rate (2019 to Design Year):	-1.30%
Printed:	29-Dec-23

Exponential Growth Option

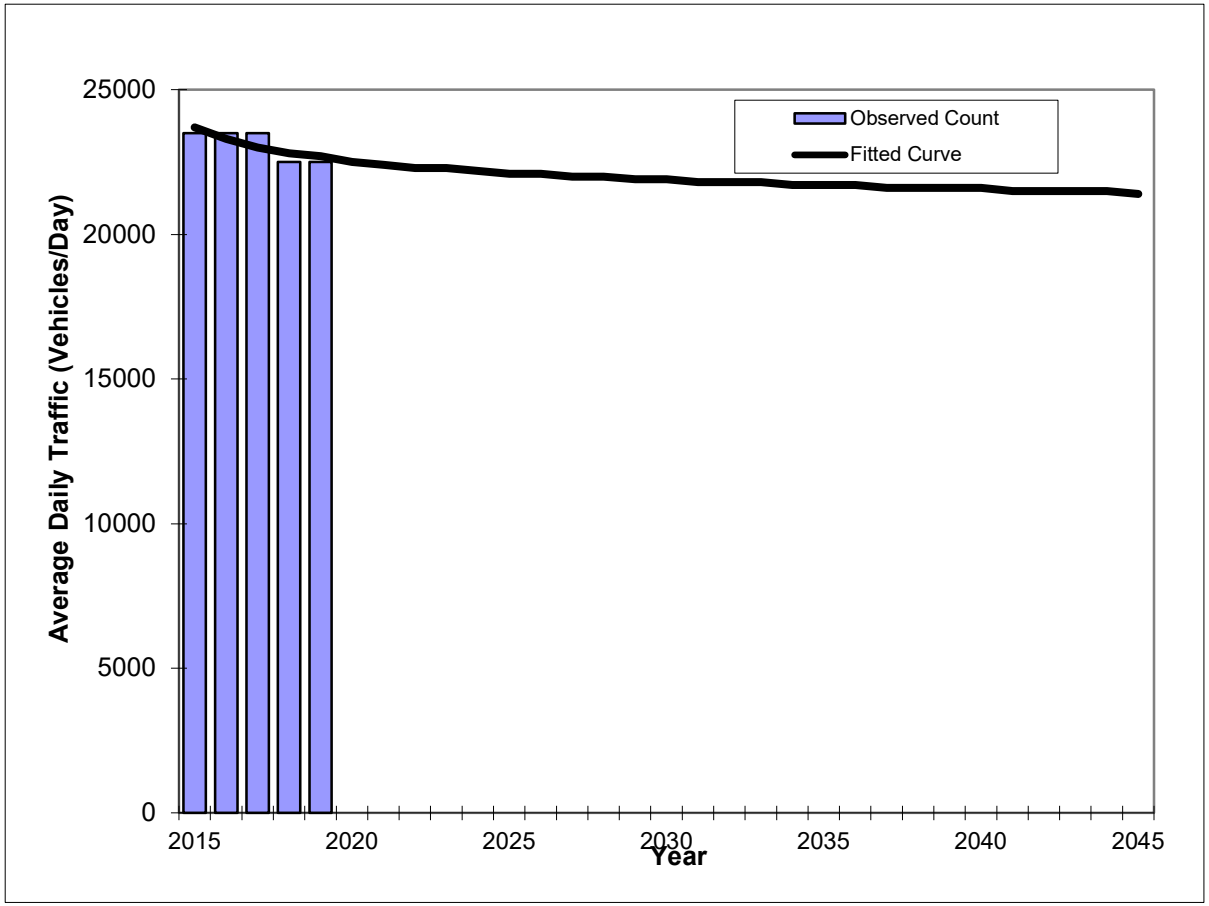
***Axle-Adjusted**

Traffic Trends - V3.0

WEST AVE -- 100' N OF 12 ST

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8415
Highway:	WEST AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2015	23500	23700
2016	23500	23300
2017	23500	23000
2018	22500	22800
2019	22500	22700
2027 Opening Year Trend		
2027	N/A	22000
2035 Mid-Year Trend		
2035	N/A	21700
2045 Design Year Trend		
2045	N/A	21400
TRANPLAN Forecasts/Trends		

Trend R-squared:	60.25%
Compounded Annual Historic Growth Rate:	-1.07%
Compounded Growth Rate (2019 to Design Year):	-0.23%
Printed:	29-Dec-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8531 - 17TH ST, 200' EAST OFMERIDIAN AVE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	16900 T	E 8500	W 8400	9.00	56.50	3.50
2021	16500 S	E 8300	W 8200	9.00	55.00	2.90
2020	17300 F	E 8700	W 8600	9.00	56.00	4.40
2019	19400 C	E 9800	W 9600	9.00	56.00	4.00
2018	16800 T	E 7400	W 9400	9.00	54.30	3.00
2017	18800 S	E 8300	W 10500	9.00	59.30	2.50
2016	18900 F	E 8400	W 10500	9.00	56.10	5.10
2015	19000 C	E 8500	W 10500	9.00	57.40	7.10
2014	18700 S	E 9600	W 9100	9.00	59.30	10.70
2013	18900 F	E 9700	W 9200	9.00	58.90	16.20
2012	19000 C	E 9800	W 9200	9.00	59.70	16.00

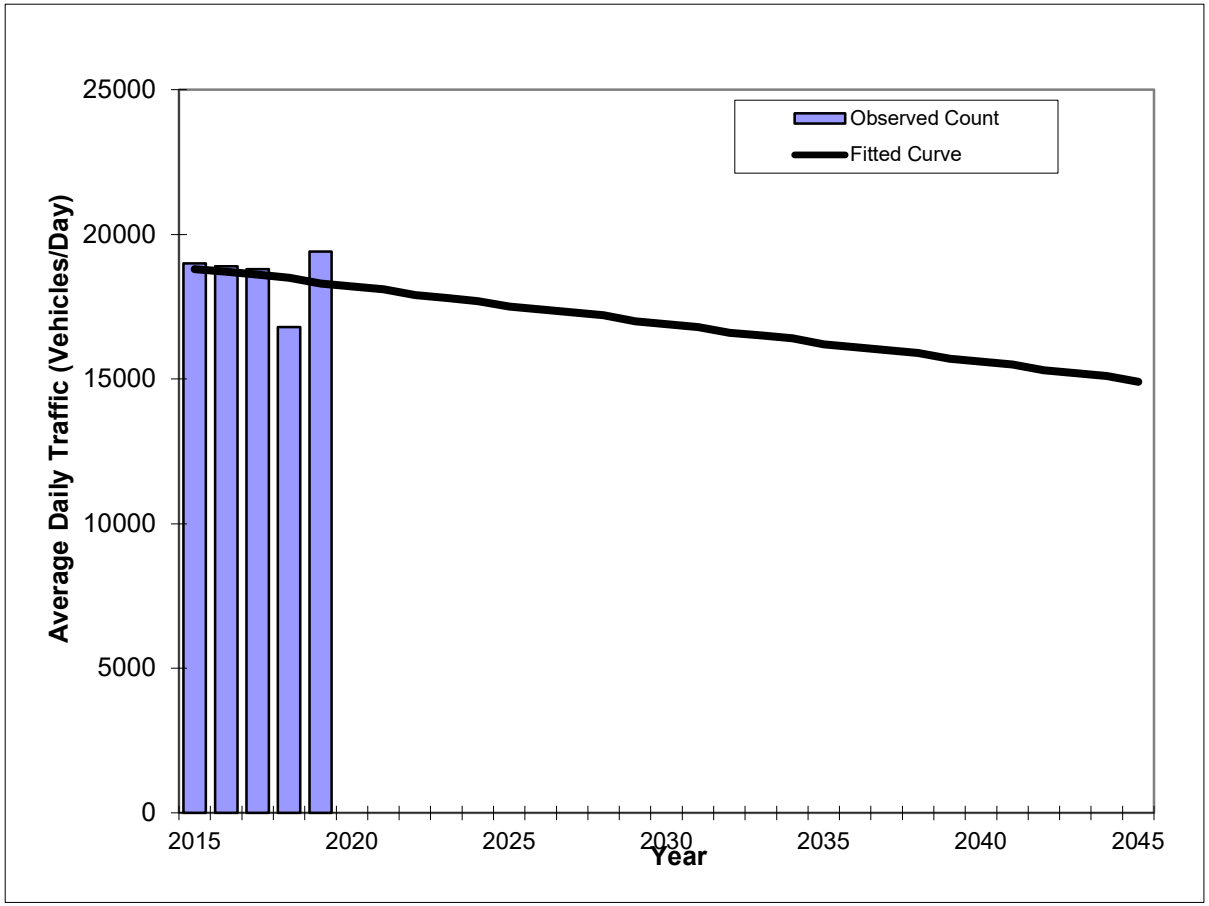
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

17 ST -- 200' E OF MERIDIAN AVE

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8531
Highway:	17 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2015	19000	18800
2016	18900	18700
2017	18800	18600
2018	16800	18500
2019	19400	18300
2027 Opening Year Trend		
2027	N/A	17300
2035 Mid-Year Trend		
2035	N/A	16200
2045 Design Year Trend		
2045	N/A	14900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-130
Trend R-squared:	4.05%
Trend Annual Historic Growth Rate:	-0.66%
Trend Growth Rate (2019 to Design Year):	-0.71%
Printed:	29-Dec-23

Straight Line Growth Option

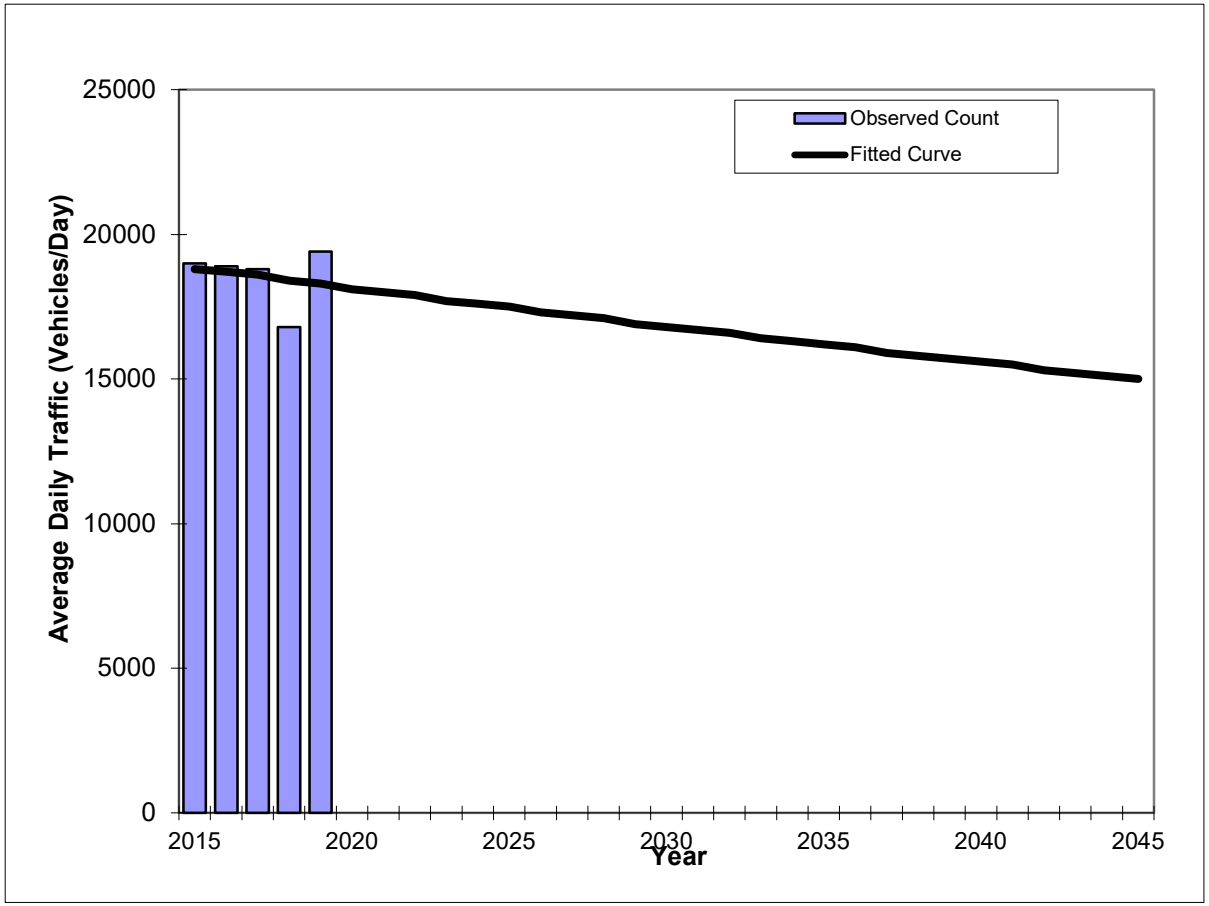
***Axle-Adjusted**

Traffic Trends - V3.0

17 ST -- 200' E OF MERIDIAN AVE

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8531
Highway:	17 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2015	19000	18800
2016	18900	18700
2017	18800	18600
2018	16800	18400
2019	19400	18300
2027 Opening Year Trend		
2027	N/A	17200
2035 Mid-Year Trend		
2035	N/A	16200
2045 Design Year Trend		
2045	N/A	15000
TRANPLAN Forecasts/Trends		

Trend R-squared:	4.48%
Compounded Annual Historic Growth Rate:	-0.67%
Compounded Growth Rate (2019 to Design Year):	-0.76%
Printed:	29-Dec-23

Exponential Growth Option

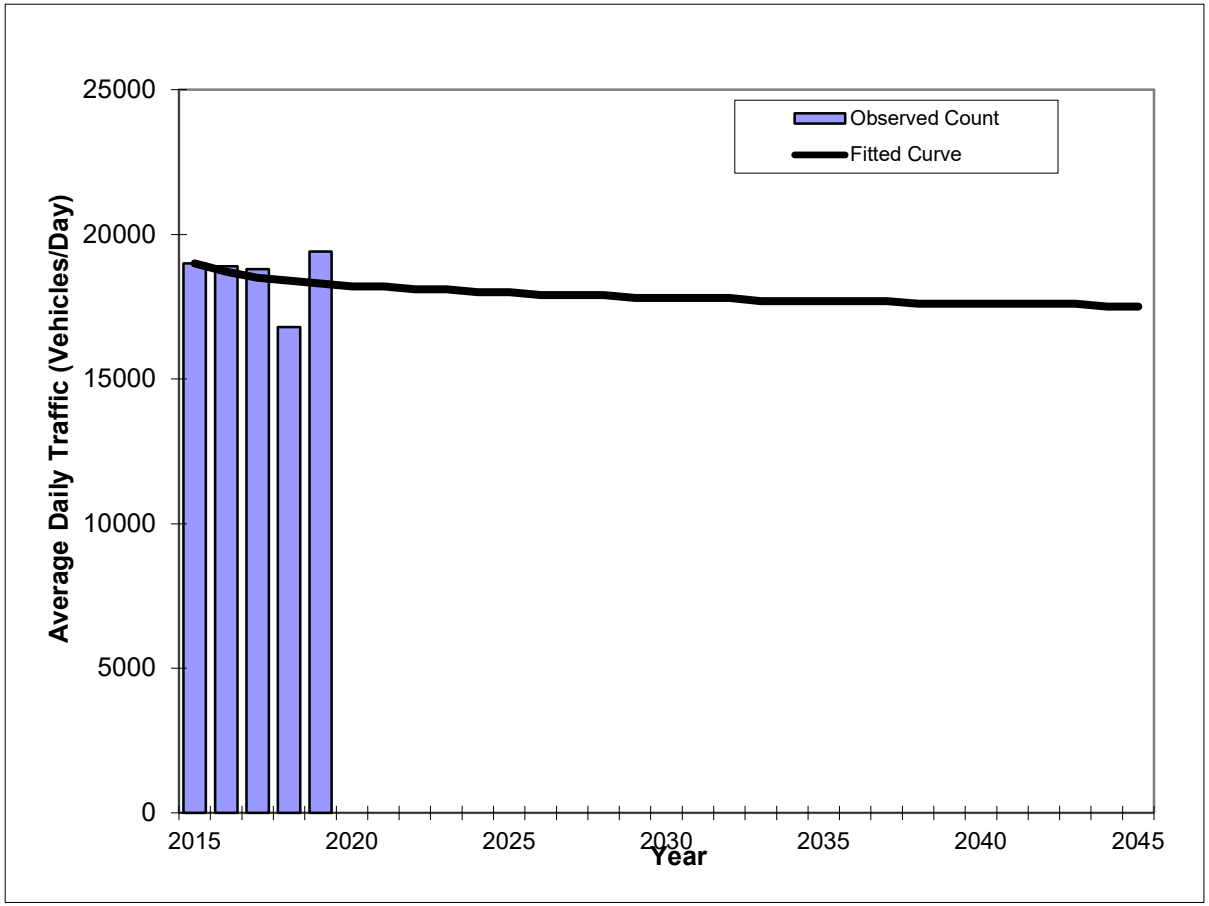
***Axle-Adjusted**

Traffic Trends - V3.0

17 ST -- 200' E OF MERIDIAN AVE

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	8531
Highway:	17 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2015	19000	19000
2016	18900	18700
2017	18800	18500
2018	16800	18400
2019	19400	18300
2027 Opening Year Trend		
2027	N/A	17900
2035 Mid-Year Trend		
2035	N/A	17700
2045 Design Year Trend		
2045	N/A	17500
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.96%
Compounded Annual Historic Growth Rate:	-0.93%
Compounded Growth Rate (2019 to Design Year):	-0.17%
Printed:	29-Dec-23

Decaying Exponential Growth Option

***Axle-Adjusted**

TOD Schedule Report

for 4131: Bay Rd&Dade Blvd&17 St

Print Date: 10/4/2021

Print Time: 5:57 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4131	Bay Rd&Dade Blvd&17 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SWT	-	WBT	-	NET	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SWT	0	0	0	0	0	0	7	14	14	2.5	2.5	2.5	12	12	12	80	80	80	4	2.9
3 -	0	7	7	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	0	0	0	0	0	0	7	14	14	3.5	3.5	3.5	10	10	10	80	80	50	4	3.7
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NET	0	0	0	0	0	0	7	14	14	2.5	2.5	2.5	12	12	12	80	80	80	4	2.9
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6--
External Permit 0	-234-6--
External Permit 1	-234-6--
External Permit 2	-234-6--

TOD Schedule Report

for 4131: Bay Rd&Dade Blvd&17 St

Print Date: 10/4/2021

Print Time: 5:57 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SWT	3 -	4 WBT	5 -	6 NET	7 -	8 -	Ring Offset	Offset
	1	85	0	27	0	43	0	27	0	0	0	64
	2	100	0	42	0	43	0	42	0	0	0	92
	3	110	0	42	0	53	0	42	0	0	0	0
	4	95	0	37	0	43	0	37	0	0	0	0
	5	110	0	52	0	43	0	52	0	0	0	45
	6	90	0	32	0	43	0	32	0	0	0	68
	7	110	0	52	0	43	0	52	0	0	0	45
	13	110	0	62	0	33	0	62	0	0	0	70
	25	140	0	82	0	43	0	82	0	0	0	122
	26	180	0	122	0	43	0	122	0	0	0	58
	27	140	0	82	0	43	0	82	0	0	0	64
	28	140	0	82	0	43	0	82	0	0	0	114
	30	140	0	133	0	0	0	133	0	0	0	92

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0530	2	M T W Th F
0700	13	Su M T W Th F S
0900	3	Su S
0930	5	M T W Th F
1115	7	M T W Th F
1315	5	M T W Th F
1545	3	M T W Th F
1830	2	M T W Th F
2030	Free	Su S
2330	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S
0530	TOD OUTPUTS	-----3--	M T W ThF
1115	VEH MAX RECALL	----4---	M T W ThF
1315	VEH MAX RECALL	--------	M T W ThF
1600	TOD OUTPUTS	----4---	M T W ThF
2330	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S
0530	TOD OUTPUTS	-----3--	M T W ThF
0930	TOD OUTPUTS	------2-	Su S
1115	VEH MAX RECALL	----4---	M T W ThF
1315	VEH MAX RECALL	--------	M T W ThF
1600	TOD OUTPUTS	----4---	M T W ThF
2030	TOD OUTPUTS	--------	Su S
2330	TOD OUTPUTS	--------	M T W ThF

* Settings

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
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

TOD Schedule Report
for 6995: Dade Blvd&West Av

Print Date: 10/4/2021

Print Time: 10:12 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6995	Dade Blvd&West Av	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	NBT	WBL	EBT	-	SBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	15	15	15	25	25	25	4	3.4
2 WBT	7	7	7	20	20	20	7	7	7	1	1	1	45	45	45	0	0	0	4	3.4
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	7	7	7	25	25	25	7	7	7	2.5	2.5	2.5	50	25	25	65	65	65	4	2.6
5 WBL	0	0	0	0	0	0	5	5	5	3.5	3.5	3.5	15	15	15	25	25	25	4	3.4
6 EBT	7	7	7	20	20	20	7	7	7	1	1	1	45	45	45	0	0	0	4	3.4
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 SBT	7	7	7	25	25	25	7	7	7	2.5	2.5	2.5	50	25	25	65	65	65	4	2.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 6995: Dade Blvd&West Av

Print Date: 10/4/2021

Print Time: 10:12 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	160	13	48	0	78	13	48	0	78	0	72
	2	100	7	38	0	34	7	38	0	34	0	77
	3	110	7	48	0	34	7	48	0	34	0	80
	4	130	13	48	0	48	13	48	0	48	0	54
	5	110	7	48	0	34	7	48	0	34	0	48
	6	130	13	48	0	48	13	48	0	48	0	44
	7	110	7	30	0	52	7	30	0	52	0	48
	8	120	8	43	0	48	8	43	0	48	0	109
	9	120	8	43	0	48	8	43	0	48	0	111
	10	130	8	53	0	48	8	53	0	48	0	44
	13	110	7	49	0	33	7	49	0	33	0	93
	14	105	7	43	0	34	7	43	0	34	0	75
	15	130	8	53	0	48	8	53	0	48	0	66
	16	130	8	53	0	48	8	53	0	48	0	114
	17	130	8	53	0	48	8	53	0	48	0	44
	18	90	7	28	0	34	7	28	0	34	0	67
	19	90	7	28	0	34	7	28	0	34	0	67
	20	130	8	53	0	48	8	53	0	48	0	75
	23	90	7	28	0	34	7	28	0	34	0	67

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0115	5	M T W Th F
0530	2	M T W Th F
0700	13	Su M T W Th F S
0900	3	Su S
0930	5	M T W Th F
1115	7	M T W Th F
1545	3	M T W Th F
1830	2	M T W Th F
2030	Free	Su S
2330	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	PED RECALL	8---4---	SuM T W ThF S
1500	VEH RECALL	----4---	M T W ThF
1900	VEH RECALL	--------	M T W ThF
2200	PED RECALL	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	PED RECALL	8---4---	SuM T W ThF S
1500	VEH RECALL	----4---	M T W ThF
1900	VEH RECALL	--------	M T W ThF
2200	PED RECALL	--------	SuM T W ThF S

* Settings

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
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

TOD Schedule Report

for 4130: West Av&17 St

Print Date: 10/4/2021

Print Time: 5:56 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4130	West Av&17 St	DOW-2	TOD	[03] AM PEAK	110	75	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBT	WBL	EBT	NBL	SBT
0	56	0	42	9	41	9	27



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 WBT	4	4	4	24	24	24	12	12	12	2.6	2.6	2.6	50	50	50	0	0	0	4	2.2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	4	4	4	20	20	20	7	7	7	2.5	2.5	2.5	25	25	25	65	65	65	4	2.2
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	5	5	5	10	10	10	4	2
6 EBT	4	4	4	24	24	24	12	12	12	2.6	2.6	2.6	50	50	50	0	0	0	4	2.2
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	15	15	15	30	30	30	4	2
8 SBT	4	4	4	20	20	20	7	7	7	2.5	2.5	2.5	25	25	25	65	65	65	4	2.2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-45678
External Permit 0	-2-45678
External Permit 1	-2-45678
External Permit 2	-2-45678

TOD Schedule Report

for 4130: West Av&17 St

Print Date: 10/4/2021

Print Time: 5:56 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	2	100	0	46	0	42	9	31	9	27	0	67
	3	110	0	56	0	42	9	41	9	27	0	75
	4	110	0	56	0	42	9	41	9	27	0	54
	5	110	0	56	0	42	9	41	12	24	0	42
	6	110	0	49	0	49	10	33	14	29	0	44
	7	110	0	46	0	52	9	31	12	34	0	42
	13	110	0	56	0	42	9	41	12	24	0	87
	14	120	0	79	0	29	9	64	14	9	0	75
	15	110	0	49	0	49	9	34	14	29	0	66
	16	120	0	59	0	49	9	44	14	29	0	114
	17	110	0	49	0	49	9	34	14	29	0	44
	18	120	0	79	0	29	9	64	14	9	0	75
	19	110	0	69	0	29	9	54	14	9	0	75
	20	120	0	59	0	49	9	44	14	29	0	75
	23	110	0	49	0	49	9	34	14	29	0	75
	25	140	0	79	0	49	9	64	14	29	0	0
	26	180	0	119	0	49	9	104	14	29	0	0
	27	140	0	79	0	49	9	64	14	29	0	0
	28	140	0	79	0	49	9	64	14	29	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0530	2	M T W Th F
0700	13	Su M T W Th F S
0900	3	Su S
0930	5	M T W Th F
1115	7	M T W Th F
1315	5	M T W Th F
1545	3	M T W Th F
1830	2	M T W Th F
2030	Free	Su S
2330	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	PED RECALL	8---4---	SuM T W ThF S
1115	VEH MAX RECALL	8---4---	M T W ThF
1315	VEH MAX RECALL	--------	M T W ThF
2200	PED RECALL	--------	SuM T W ThF S

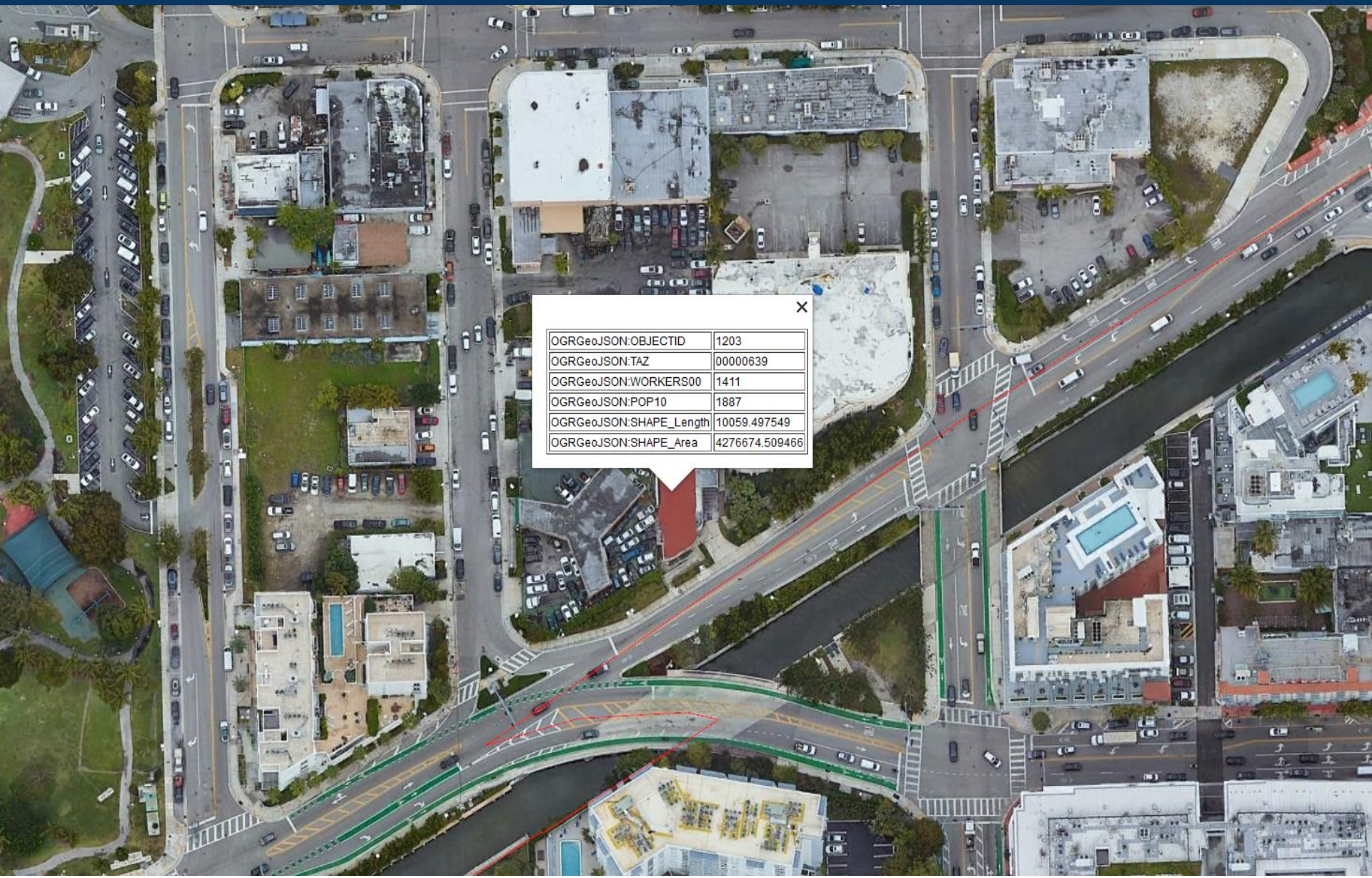
Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	PED RECALL	8---4---	SuM T W ThF S
1115	VEH MAX RECALL	8---4---	M T W ThF
1315	VEH MAX RECALL	--------	M T W ThF
2200	PED RECALL	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
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

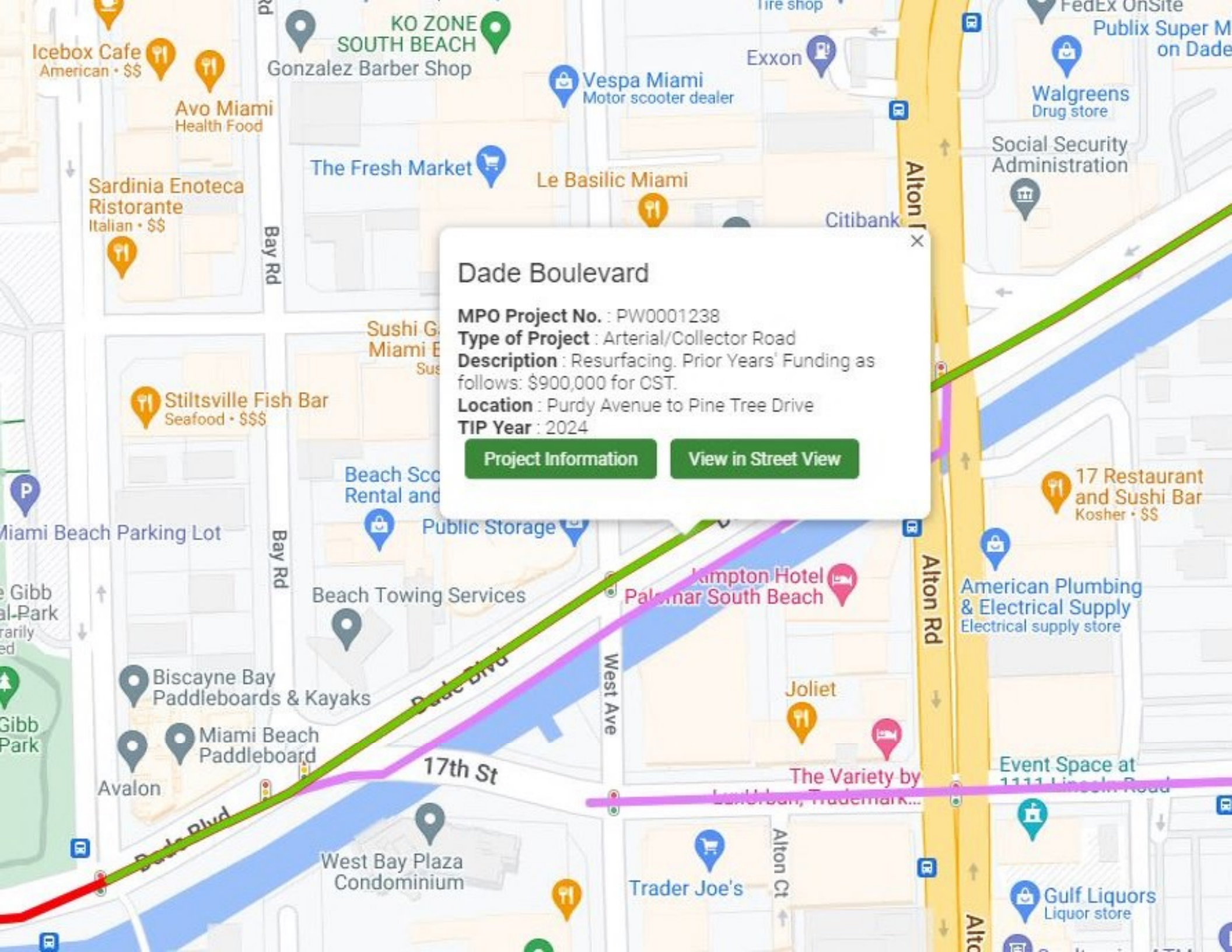
No Calendar Defined/Enabled

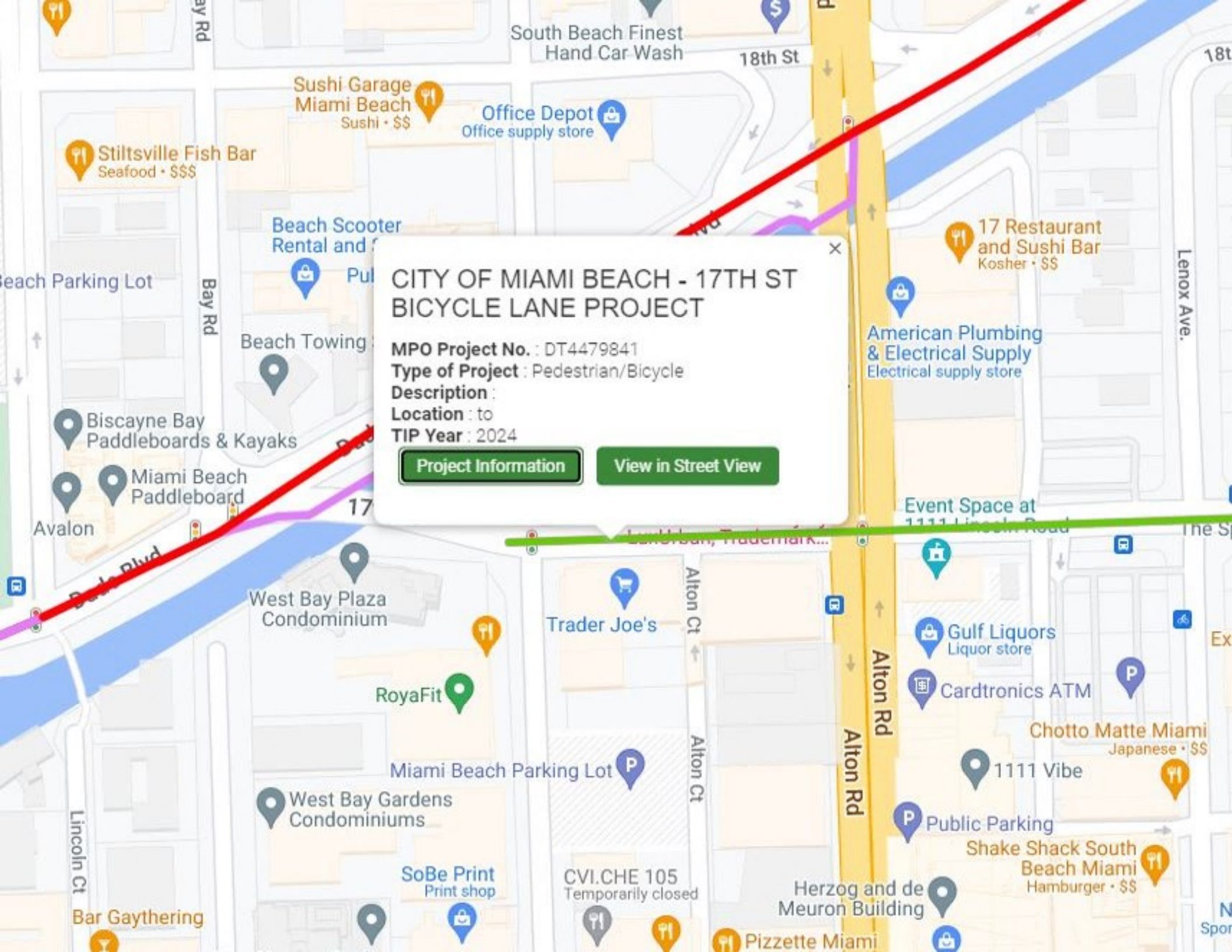


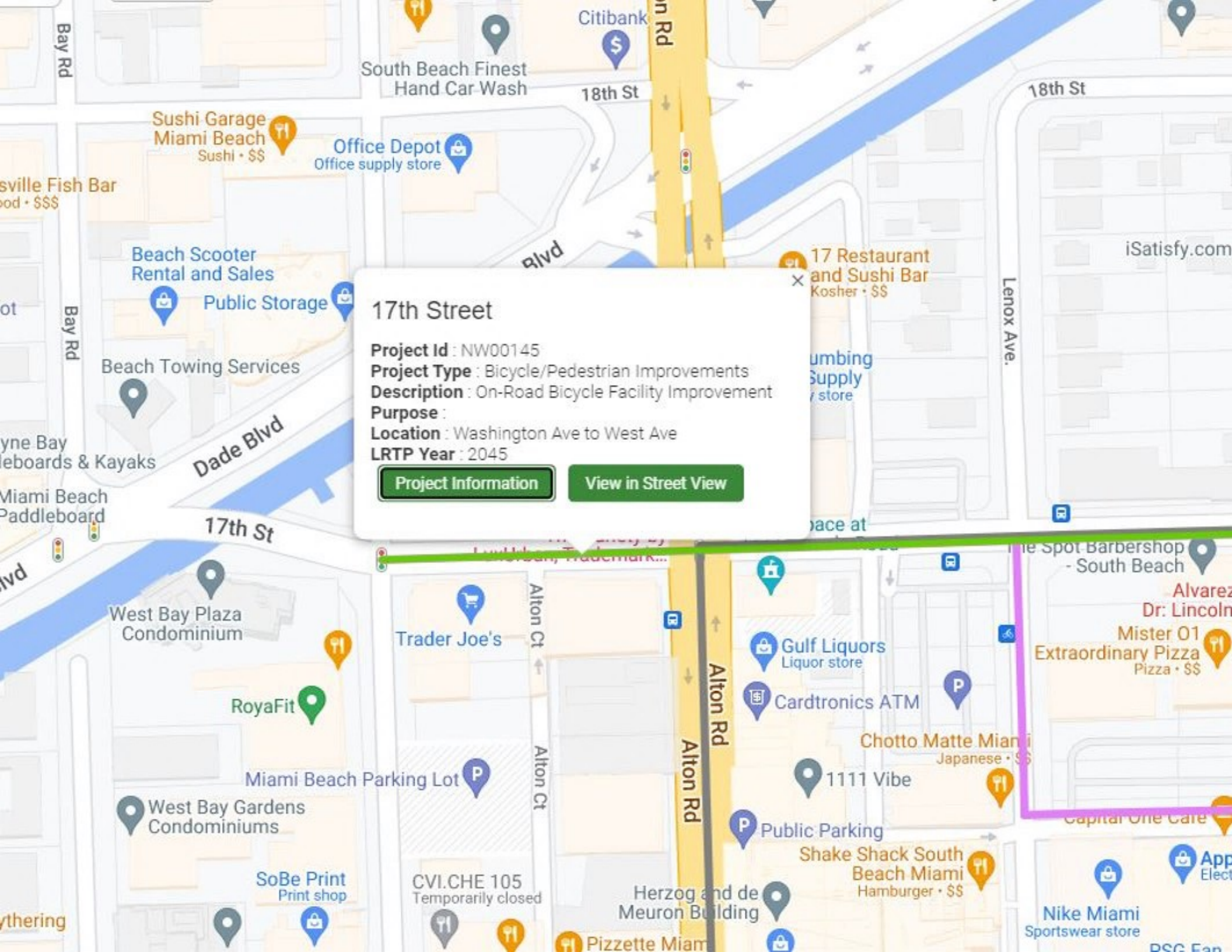
Traffic Analysis Zones 2015

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
625	3525	Trips	610	160	-	557	431	1,317	679	1,035	4,961
625	3525	Percent	12.7	3.3	-	11.6	9.0	27.5	14.2	21.6	
626	3526	Trips	122	-	-	-	2,090	2,277	1,198	2,942	9,399
626	3526	Percent	1.4	-	-	-	24.2	26.4	13.9	34.1	
627	3527	Trips	279	-	-	-	2,051	2,578	845	1,965	8,061
627	3527	Percent	3.6	-	-	-	26.6	33.4	11.0	25.5	
628	3528	Trips	298	-	49	79	984	902	332	679	3,579
628	3528	Percent	9.0	-	1.5	2.4	29.6	27.2	10.0	20.5	
629	3529	Trips	1,374	549	344	1,656	1,708	3,707	1,668	2,101	14,261
629	3529	Percent	10.5	4.2	2.6	12.6	13.0	28.3	12.7	16.0	
630	3530	Trips	952	-	210	347	1,696	2,375	794	1,114	8,135
630	3530	Percent	12.7	-	2.8	4.6	22.7	31.7	10.6	14.9	
631	3531	Trips	255	-	-	-	1,215	1,471	440	1,030	4,651
631	3531	Percent	5.8	-	-	-	27.6	33.4	10.0	23.4	
632	3532	Trips	309	-	-	-	1,242	1,751	750	635	4,880
632	3532	Percent	6.6	-	-	-	26.5	37.4	16.0	13.5	
633	3533	Trips	310	-	-	-	1,181	1,428	750	730	4,590
633	3533	Percent	7.0	-	-	-	26.9	32.5	17.1	16.6	
634	3534	Trips	1,502	112	240	837	1,718	1,928	976	1,727	9,998
634	3534	Percent	16.6	1.2	2.7	9.3	19.0	21.3	10.8	19.1	
635	3535	Trips	779	-	-	-	2,021	1,994	952	1,411	8,010
635	3535	Percent	10.9	-	-	-	28.2	27.9	13.3	19.7	
636	3536	Trips	1,041	-	-	686	1,152	2,072	911	1,071	7,384
636	3536	Percent	15.0	-	-	9.9	16.6	29.9	13.1	15.4	
637	3537	Trips	323	31	87	217	126	601	303	290	1,987
637	3537	Percent	16.4	1.6	4.4	11.0	6.4	30.4	15.3	14.7	
638	3538	Trips	152	35	87	86	114	218	162	126	999
638	3538	Percent	15.5	3.6	8.9	8.7	11.6	22.3	16.5	12.9	
639	3539	Trips	825	281	277	1,089	131	1,364	796	599	5,721
639	3539	Percent	15.4	5.2	5.2	20.3	2.4	25.4	14.9	11.2	
640	3540	Trips	344	247	868	104	43	685	405	274	3,053
640	3540	Percent	11.6	8.3	29.2	3.5	1.5	23.1	13.6	9.2	
641	3541	Trips	1,051	1,714	291	723	309	1,572	1,188	916	8,356
641	3541	Percent	13.5	22.1	3.7	9.3	4.0	20.3	15.3	11.8	
642	3542	Trips	1,849	1,404	115	1,263	457	2,697	1,962	1,518	12,299
642	3542	Percent	16.4	12.5	1.0	11.2	4.1	23.9	17.4	13.5	
643	3543	Trips	1,747	551	-	965	479	2,595	1,554	1,715	10,383
643	3543	Percent	18.2	5.7	-	10.1	5.0	27.0	16.2	17.9	
644	3544	Trips	2,022	-	-	-	2,250	4,141	2,585	2,646	15,224
644	3544	Percent	14.8	-	-	-	16.5	30.4	19.0	19.4	
645	3545	Trips	1,268	-	-	-	907	1,498	1,720	1,351	7,018
645	3545	Percent	18.8	-	-	-	13.5	22.2	25.5	20.0	
646	3546	Trips	986	-	156	520	250	1,081	1,094	1,181	5,470
646	3546	Percent	18.7	-	3.0	9.9	4.7	20.5	20.8	22.4	
647	3547	Trips	350	103	114	165	66	354	359	408	1,979
647	3547	Percent	18.2	5.4	5.9	8.6	3.5	18.5	18.7	21.2	
648	3548	Trips	1,027	434	254	401	48	903	1,001	514	4,747
648	3548	Percent	22.4	9.5	5.5	8.8	1.0	19.7	21.9	11.2	
649	3549	Trips	754	192	184	230	41	612	743	427	3,320
649	3549	Percent	23.7	6.0	5.8	7.2	1.3	19.2	23.3	13.4	
650	3550	Trips	45	80	104	0	14	155	304	133	850
650	3550	Percent	5.4	9.6	12.4	0.0	1.6	18.5	36.5	16.0	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
625	3525	Trips	515	114	-	541	802	1,791	829	1,096	5,972
625	3525	Percent	9.1	2.0	-	9.5	14.1	31.5	14.6	19.3	
626	3526	Trips	66	-	-	-	2,417	3,260	1,417	2,993	11,237
626	3526	Percent	0.7	-	-	-	23.8	32.1	14.0	29.5	
627	3527	Trips	174	-	-	-	2,276	3,212	1,138	1,885	9,055
627	3527	Percent	2.0	-	-	-	26.2	37.0	13.1	21.7	
628	3528	Trips	238	-	23	101	1,053	1,266	390	660	4,028
628	3528	Percent	6.4	-	0.6	2.7	28.2	33.9	10.5	17.7	
629	3529	Trips	1,686	621	373	1,692	1,801	6,032	2,362	2,490	18,425
629	3529	Percent	9.9	3.6	2.2	9.9	10.6	35.4	13.9	14.6	
630	3530	Trips	888	-	326	303	1,717	3,876	1,515	1,553	11,277
630	3530	Percent	8.7	-	3.2	3.0	16.9	38.1	14.9	15.3	
631	3531	Trips	296	-	-	-	1,351	2,360	838	1,324	6,591
631	3531	Percent	4.8	-	-	-	21.9	38.3	13.6	21.5	
632	3532	Trips	343	-	-	-	1,500	2,647	1,390	1,098	7,499
632	3532	Percent	4.9	-	-	-	21.5	37.9	19.9	15.7	
633	3533	Trips	368	-	-	-	1,052	1,986	859	841	5,391
633	3533	Percent	7.2	-	-	-	20.6	38.9	16.8	16.5	
634	3534	Trips	1,404	80	149	773	1,637	2,733	1,332	1,712	10,593
634	3534	Percent	14.3	0.8	1.5	7.9	16.7	27.8	13.6	17.4	
635	3535	Trips	566	-	-	-	1,311	2,266	1,228	1,254	7,246
635	3535	Percent	8.5	-	-	-	19.8	34.2	18.5	18.9	
636	3536	Trips	1,066	-	-	607	978	3,045	1,398	1,193	8,805
636	3536	Percent	12.9	-	-	7.3	11.8	36.8	16.9	14.4	
637	3537	Trips	468	44	144	315	198	868	501	309	2,865
637	3537	Percent	16.5	1.6	5.1	11.1	6.9	30.5	17.6	10.9	
638	3538	Trips	127	33	78	94	79	401	285	185	1,342
638	3538	Percent	9.9	2.6	6.1	7.3	6.2	31.3	22.2	14.5	
639	3539	Trips	944	303	253	1,068	176	2,395	1,085	905	7,569
639	3539	Percent	13.2	4.3	3.6	15.0	2.5	33.6	15.2	12.7	
640	3540	Trips	119	74	216	10	30	177	136	147	1,166
640	3540	Percent	13.1	8.2	23.7	1.1	3.4	19.4	14.9	16.2	
641	3541	Trips	1,145	1,056	206	569	242	2,378	1,724	1,142	9,066
641	3541	Percent	13.5	12.5	2.4	6.7	2.9	28.1	20.4	13.5	
642	3542	Trips	1,701	1,196	113	964	433	3,470	2,140	1,631	12,324
642	3542	Percent	14.6	10.3	1.0	8.3	3.7	29.8	18.4	14.0	
643	3543	Trips	1,884	580	-	1,133	631	3,768	2,190	2,157	13,183
643	3543	Percent	15.3	4.7	-	9.2	5.1	30.5	17.7	17.5	
644	3544	Trips	1,948	-	-	-	2,227	5,534	3,264	3,082	17,780
644	3544	Percent	12.1	-	-	-	13.9	34.5	20.3	19.2	
645	3545	Trips	1,314	-	-	-	844	1,661	2,170	1,703	8,075
645	3545	Percent	17.1	-	-	-	11.0	21.6	28.2	22.1	
646	3546	Trips	1,025	-	125	496	263	1,741	1,656	1,299	6,976
646	3546	Percent	15.5	-	1.9	7.5	4.0	26.4	25.1	19.7	
647	3547	Trips	296	122	96	109	79	582	661	405	2,490
647	3547	Percent	12.6	5.2	4.1	4.6	3.4	24.8	28.1	17.3	
648	3548	Trips	943	278	128	313	73	1,525	1,351	576	5,397
648	3548	Percent	18.2	5.4	2.5	6.0	1.4	29.4	26.0	11.1	
649	3549	Trips	643	120	121	216	43	873	952	508	3,661
649	3549	Percent	18.5	3.4	3.5	6.2	1.3	25.1	27.4	14.6	
650	3550	Trips	60	71	65	8	14	279	312	136	969
650	3550	Percent	6.4	7.5	6.9	0.9	1.5	29.5	33.0	14.4	


Dade Boulevard
MPO Project No. : PW0001238
Type of Project : Arterial/Collector Road
Description : Resurfacing. Prior Years' Funding as follows: $900,000 for CST.
Location : Purdy Avenue to Pine Tree Drive
TIP Year : 2024
Project Information
View in Street View
Icebox Cafe
American • $$
Avo Miami
Health Food
KO ZONE SOUTH BEACH
Gonzalez Barber Shop
Vespa Miami
Motor scooter dealer
Exxon
Walgreens
Drug store
Social Security Administration
The Fresh Market
Le Basilic Miami
Citibank
Sardinia Enoteca Ristorante
Italian • $$
Bay Rd
Alton Rd
Stiltsville Fish Bar
Seafood • $$$
Public Storage
17 Restaurant and Sushi Bar
Kosher • $$
Miami Beach Parking Lot
Beach Towing Services
American Plumbing & Electrical Supply
Electrical supply store
West Ave
Biscayne Bay Paddleboards & Kayaks
Joliet
Miami Beach Paddleboard
Avalon
17th St
Event Space at
West Bay Plaza Condominium
Trader Joe's
Alton Ct
Gulf Liquors
Liquor store


CITY OF MIAMI BEACH - 17TH ST BICYCLE LANE PROJECT
MPO Project No. : DT4479841
Type of Project : Pedestrian/Bicycle
Description :
Location : to
TIP Year : 2024
Project Information
View in Street View
South Beach Finest Hand Car Wash
18th St
Sushi Garage Miami Beach
Sushi · $$
Office Depot
Office supply store
Stiltsville Fish Bar
Seafood · $$$
Beach Scooter Rental and
Beach Towing
Bay Rd
17 Restaurant and Sushi Bar
Kosher · $$
American Plumbing & Electrical Supply
Electrical supply store
Lenox Ave.
Biscayne Bay Paddleboards & Kayaks
Miami Beach Paddleboard
Avalon
Event Space at
West Bay Plaza Condominium
Trader Joe's
Alton Ct
Alton Rd
Gulf Liquors
Liquor store
Cardtronics ATM
RoyaFit
Chotto Matte Miami
Japanese · $$
Miami Beach Parking Lot
1111 Vibe
West Bay Gardens Condominiums
Public Parking
Shake Shack South Beach Miami
Hamburger · $$
Lincoln Ct
SoBe Print
Print shop
CVI.CHE 105
Temporarily closed
Herzog and de Meuron Building
Bar Gaythering
Pizzette Miami


17th Street
Project Id : NW00145
Project Type : Bicycle/Pedestrian Improvements
Description : On-Road Bicycle Facility Improvement
Purpose :
Location : Washington Ave to West Ave
LRTP Year : 2045
Project Information
View in Street View
Bay Rd
Dade Blvd
17th St
18th St
Alton Rd
Alton Ct
Lenox Ave.
Citibank
South Beach Finest Hand Car Wash
Sushi Garage Miami Beach
Sushi • $$
Office Depot
Office supply store
Beach Scooter Rental and Sales
Public Storage
Beach Towing Services
17 Restaurant and Sushi Bar
Kosher • $$
iSatisfy.com
West Bay Plaza Condominium
Trader Joe's
RoyaFit
Miami Beach Parking Lot
West Bay Gardens Condominiums
SoBe Print
Print shop
CVI.CHE 105
Temporarily closed
Gulf Liquors
Liquor store
Cardtronics ATM
1111 Vibe
Public Parking
Shake Shack South Beach Miami
Hamburger • $$
Herzog and de Meuron Building
Nike Miami
Sportswear store
Mister O1 Extraordinary Pizza
Pizza • $$
- South Beach

ROUTE 15

OMNI TERMINAL – MIAMI BEACH LINCOLN RD VIA VENETIAN CAUSEWAY

Weekday and weekend service from Omni Terminal to Miami Beach Lincoln Rd. via Venetian Causeway. Route serves South Beach, Lincoln Rd.

Weekday		
FROM	TO	EVERY
06:00	19:00	30 min
19:00	24:00	60 min

Saturday		
FROM	TO	EVERY
06:00	07:00	30 min
07:00	22:00	30 min
22:00	24:00	60 min

Sunday		
FROM	TO	EVERY
06:00	07:00	60 min
07:00	20:00	30 min
20:00	22:00	60 min

