

MIAMI BEACH

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TRANSPORTATION DEPARTMENT

MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager

FROM:  Jose R. Gonzalez, PE, Director

DATE: December 6, 2017

SUBJECT: 1600 Washington Avenue – Traffic Impact Study

The Transportation Department has reviewed the subject Traffic Impact Study (TIS) submitted by the applicant as part of the Planning Board application for the proposed mixed use development located at 1600 Washington Avenue (Project). Traftech Engineering, Inc. prepared and submitted the TIS for this project. Florida Transportation Engineering, Inc. (FTE) was retained by the City to perform a peer review of the TIS for the Project.

The subject site currently contains 10,000 square-feet of active retail on a 16,200 square-foot lot. The proposed development will consist of 12,863 square-foot ground level retail and 134 residential units. Parking will be provided at the parking garage adjacent to the subject development located at 1601 Drexel Avenue. There will be 3 access points for the ground level retail; one located on Washington Avenue and two located on 16th Street. Pedestrian access to the residential lobby will be located on the south west corner of the proposed development that will have an access door to the parking garage. Vehicle access to the site will be through the parking garage located at 1601 Drexel Avenue. The entrance to this parking garage is located on 16th Street.

TRAFFIC ANALYSIS

Turning movement counts (TMC) were collected at the following intersections:

1. Washington Avenue & 17th Street (Signalized)
2. Washington Avenue & 16th Street (Signalized)
3. Washington Avenue & 15th Street (Signalized)
4. Drexel Avenue & 16th Street (Signalized)
5. 16th Street & Garage Entrance (Stop Controlled)
6. Alton Road & 16th Street (Signalized)

The intersection turning movement counts performed by Traffic Survey Specialists, Inc. were collected on Friday, March 4, 2017 and Friday, August 26, 2017 during the typical weekday's PM peak period of 4:00 PM to 7:00 PM. Subsequently, the traffic counts were adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor.

The trip generation for the Project was based on information obtained from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (9th Edition). According to the subject ITE manual, the most appropriate "land use" category for the proposed land uses are: Land Use

223 – Mid Rise Apartment and Land Use 223 – Specialty Retail. As indicated in Tables 1 of the TIS report, the proposed 1600 Washington Avenue development is anticipated to generate approximately 786 net new daily trips and approximately 81 net new trips (43 inbound and 38 outbound) during the typical PM peak hour.

The trip distribution and traffic assignment for the project were based on Miami-Dade County's Cardinal Distribution information for the study area. Table 2 of the TIS report summarizes the County's cardinal distribution data for Traffic Analysis Zone 643, which is applicable to the project site from the latest SERPM data published by Miami-Dade County. The following traffic assignment was estimated for the proposed retail development:

- 25% to/from the north via Washington Avenue,
- 10% to/from the south via Washington Avenue,
- 10% to/from the east via 17th and 16th Street,
- 55% to/from the west via 17th, 16th and 15th Street.

Intersection capacity/level of service analyses were conducted for the five (5) study intersections and the garage driveway. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO Volume 9 software. The results of the capacity analyses are summarized in Tables 3 and 4 of TIS report. As indicated in Tables 3 and 4, all study intersections are currently operating adequately and will continue to operate at an acceptable level of service in the year 2020 with the proposed project in place.

LOADING OPERATIONS

The dedicated loading zone for the Project will be located on the alley located at the west side of the site adjacent to the garage. The access to this alley will be located on Drexel Avenue north of 16th Street. The access alley is 23.5 feet wide.

OUTSTANDING COMMENTS

The City and its Peer reviewer have reviewed the TIS provided by the developer's traffic engineer and provided the following comments, which are yet to be addressed:

- There are various discrepancies between the existing signal timing and future signal timing used in the Synchro Traffic Model.
- The proposed TDM Plan does not provide any incentives for employees working at the proposed retail.
- Elaborate where the preferential parking will be provided and how it will work. The site is using the parking garage located adjacent to the property. In addition, the parking analysis showed specific spaces assigned for the proposed project. If the existing on-street parking spaces are considered for these purposes, Parking Department approval will be required.
- Indicate whether any bike racks are provided within the site and identify locations on the site plan.
- The traffic engineer has provided a maneuverability diagram. However, the diagrams displaying the maneuverability on Drexel Avenue propose to utilize both travel lanes of

Drexel Avenue and impacting the existing Citibike Station as well as on-street parking. There are also discrepancies with the vehicles used in the maneuverability analysis.

RECOMMENDATION

Due to Staff and the City's Peer Reviewer's outstanding concerns with the loading of vehicles as well as the traffic model misrepresenting the conditions of the intersections in determining the level of service, the Transportation Department is recommending continuance until such time as the comments are addressed.

Please feel free to contact me if you have any questions on the above.

cc: Josiel Ferrer-Diaz, E.I., Transportation Manager
Firat Akcay, Transportation Analyst