

# MIAMI BEACH

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TRANSPORTATION DEPARTMENT

MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager

FROM: Jose R. Gonzalez, P.E., Director

DATE: January 5, 2018

SUBJECT: 1060 Ocean Drive –Traffic Impact Study

The Transportation Department has reviewed Traffic Memorandum prepared by TrafTech Inc. for the proposed redevelopment of a restaurant located at 1060 Ocean Drive (Project). Florida Transportation Engineering, Inc. (FTE) was retained by the City to conduct a peer review the Traffic Impact Study (TIS) for the Project.

Currently the Project site is occupied by a hotel that will be redeveloped to accommodate a 217 seat restaurant. Parking will not be provided on-site and all vehicle trips are expected to utilize the valet service. The Project is estimated to be completed in 2018.

## Traffic Analysis

As requested by the City, turning movement counts (TMC) were collected at the following intersections:

1. Washington Avenue & 11th Street (Signalized)
2. Washington Avenue & 10th Street (Signalized)
3. Collins Avenue & 11th Street (Signalized)
4. Collins Avenue & 10th Street (Signalized)
5. Collins Avenue & 9th Street (Signalized)
6. Ocean Avenue & 11th Street (Signalized)
7. Ocean Avenue & 10th Street (Signalized)
8. Ocean Avenue & 9th Street (Un-Signalized)

The intersection turning movement counts performed by Traffic Survey Specialists, Inc. were collected on Friday, October 20, 2017 during the typical weekday 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 ITE Trip Generation Manual, the most appropriate "land use" category for the proposed development is Quality Restaurant – LUC 931. As indicated in Table 1 of the TIS report, the proposed redevelopment is anticipated to generate approximately 434 net new daily trips and approximately 39 net new trips (26 inbound and 13 outbound) during the typical PM peak hour. As agreed with the applicant's traffic engineer during the methodology meeting, in consideration of the high pedestrian traffic surrounding the Project, a 30% pedestrian/pass-by reduction factor has been applied to the gross trips.

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 655.

Intersection capacity/level of service analyses were conducted for the eight (8) study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the 2010 Highway Capacity Manual (HCM) using the SYNCHRO Version 9 software. The results of the capacity analyses are summarized in Table 3 of the TIS report. As indicated in Table 3, all study intersections are currently operating adequately and will continue to operate at an acceptable level of service in the year 2018 with the Project in place.

In addition, the Transportation Department required the Applicant's Traffic Engineer to conduct a signal warrant analysis of the intersection of Ocean Drive and 9<sup>th</sup> Street, which is currently controlled by a two-way stop control. At this time, the Traffic Engineer for the proposed development has not collected sufficient data to satisfy the required warrant study, as such, a condition has been added by the Transportation Department for this application.

### **Valet Operation**

The Project will provide valet service to the restaurant patrons. The designated parking garage will be located at 1041 Collins Avenue. The valet queueing operations analysis was based on the methodology outlined in ITE's Transportation and Land Development 1988 publication. The maximum length of queue anticipated at the residential valet drop-off area, at the required 95% confidence level, is one (1) vehicle during the PM peak hour of a weekday. The valet service will require eight (8) valet attendants during the peak hour to accommodate the demand and meet the current capacity.

### **Pedestrian Facilities Evaluation**

As part of the Circulation Study methodology process, the Transportation Department required the Development's Traffic Engineer conduct an evaluation of the pedestrian facilities in the area. As requested by the City, pedestrian counts were collected on Friday, October 27, 2017. A pedestrian crossing evaluation was completed for the intersection of Ocean Drive and 11<sup>th</sup> Street. The results of the analysis displayed that the crossing time provided by the signal is sufficient to accommodate safe pedestrian crossing on all approaches. In addition, a sidewalk pedestrian capacity and level of service analysis was performed on the west sidewalk of Ocean Drive south of 11<sup>th</sup> Street. Sidewalk widths were found to be adequate and sidewalk facility operates at an acceptable level of service as established in the 2010 Highway Capacity Manual:

### **Transportation Demand Management**

A Transportation Demand Management (TDM) Plan was included by the applicant as an initiative to reduce the impact of Project traffic on the surrounding roadway network and promote trip reduction. A Citibike station is located 250 feet away from the Project. Consistent with TDM strategies, the restaurant operator will provide subsidized monthly transit passes to their employees.

**Condition**

The following conditions are recommended by the Transportation Department:

- The Developer's Traffic Engineer shall collect all necessary data and conduct a signal warrant analysis no later than 60 days from approval of this application. Such signal warrant analysis shall be submitted to the Transportation Department for review and approval.
- Prior to receiving approval for construction, the applicant shall identify locations, acceptable to the Transportation Department and Public Works Department, for bicycle racks to be installed in the Public Right-of-Way. The applicant shall furnish and install the bicycle racks in accordance with the standards outlined in the City of Miami Beach Public Works Manual.
- The Developer shall conduct an updated valet parking analysis 60 days after opening of the proposed development. The updated valet parking analysis shall include weekday peak hour and weekend peak hour analysis.

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