

# MIAMI BEACH

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## TRANSPORTATION DEPARTMENT

## MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager  
FROM: <sup>SRG</sup> Jose R. Gonzalez, PE, Director  
DATE: November 15, 2016  
SUBJECT: 915-955 Washington Avenue – Traffic Impact Study

The Transportation Department has coordinated the review of the subject traffic study submitted by the applicant as part of the Planning Board application for the 915-955 Washington Avenue proposed project. Florida Transportation Engineering, Inc. (FTE) was retained by the City to perform a peer review of the Traffic Impact Study (TIS) for the proposed development. TrafTech Engineering, Inc. prepared and submitted the TIS for this project.

The site is currently developed with commercial uses. The proposed project will comprise the following land uses and intensity:

- Retail – 1500 square feet
- Hotel – 204 Rooms
- Restaurant – 570 seats

Access to the proposed project's parking will be provided via Collins Court (the alley located on the east side of the site). Appendix B of the report contains a copy of the proposed site plan for the project site.

The roadway system located near the project site includes Collins Avenue, Washington Avenue, Collins Court, 11<sup>th</sup> Street, 10<sup>th</sup> Street, and 9<sup>th</sup> Street. Near the project site, Collins Avenue and Washington Avenue are two-lane and four-lane facilities in the north and south directions, respectively. Collins Court is a one-way, one-lane facility in the northbound direction between 9<sup>th</sup> Street and 10<sup>th</sup> Street. 11<sup>th</sup> Street, 10<sup>th</sup> Street, and 9<sup>th</sup> Street are two-lane, two-way facilities in the east and west directions.

### TRAFFIC ANALYSIS

Turning movement counts were collected at the following intersections:

1. Washington Avenue and 11<sup>th</sup> Street (signalized)
2. Washington Avenue and 10<sup>th</sup> Street (signalized)
3. Washington Avenue and 9<sup>th</sup> Street (signalized)
4. Collins Avenue and 11<sup>th</sup> Street (signalized)
5. Collins Avenue and 10<sup>th</sup> Street (signalized)
6. Collins Avenue and 9<sup>th</sup> Street (signalized)
7. Collins Court and 9<sup>th</sup> Street (stop controlled)
8. Collins Court and 10<sup>th</sup> Street (stop controlled)

9. Collins Avenue and Valet Parking Garage (stop controlled)

The intersection turning movement counts performed by Traffic Survey Specialists, Inc. were collected on Friday, June 10, 2016 during the PM peak period (4:30 PM to 7:00 PM); however, all traffic data was normalized utilizing the FDOT Peak Seasonal Factors.

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) Trip Generation Manual (9th Edition). According to the subject ITE manual, the most appropriate "land use" category for the proposed land uses include Land Use 310 – Hotel, Land Use 931 – Quality Restaurant, and Land Use 826 – Specialty Retail. As indicated in Table 1 of the TIS report, the external trips anticipated to be generated by the proposed 915 Washington project consist of approximately 2,294 daily trips and approximately 182 trips during the weekday peak hour (97 inbound and 85 outbound).

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, which is applicable to the project site from the latest South Florida Regional Planning Model (SERPM) data published by Miami-Dade County.

Intersection capacity/level of service analyses were conducted for the nine (9) study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using the SYNCHRO software. The results of the capacity analyses are summarized in Tables 3 and 4. 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 2018 with the proposed project in place. The 95th percentile queue lengths are summarized in Table 5 of the TIS report.

### **VALET OPERATION**

The 915 Washington project will provide one (1) valet service area located on Collins Court. This is the main valet drop-off/pick up area. All vehicles served by valet parking will stop at the valet station on Collins Court. Parking for valet services is located on the Collins Avenue between 10<sup>th</sup> and 11<sup>th</sup> Streets. The proposed valet drop-off route will direct vehicles north on Collins Court, east on 10<sup>th</sup> Street, and north on Collins Avenue to the parking garage entrance. The proposed valet pick-up route will direct vehicles north on Collins Avenue, west on 11<sup>th</sup> Street, south on Washington Avenue, east on 9<sup>th</sup> Street, and north on Collins Court to the valet drop-off/pick up area.

A valet queuing analysis was conducted in order to ensure that the on-street stacking is sufficient to accommodate the maximum inbound vehicular demand anticipated at this facility. The maximum length of queue anticipated on Collins Court, at the 90% confidence level, is three (3) vehicles. Therefore, the valet station on Collins Court should provide parking for at least three (3) vehicles. The valet analysis concluded that four (4) valet attendants would be required to maintain the Level of Service referenced in the TIS.

### **TRANSPORTATION DEMAND MANAGEMENT**

Transportation Demand Management (TDM) strategies should be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. The 915 Washington project proposes the following incentives in order to provide an effective

TDM plan for the project:

**Bicycling:** Bicycle racks are being proposed at the site in order to encourage non-automobile modes of transportation.

**Carpool:** The proposed hotel will encourage employees to carpool. The hotel will provide a minimum of one (1) complimentary valet parking for High Occupancy Vehicle being used for Carpooling.

**Transit:** The hotel will have an informational kiosk within the lobby of the hotel with information relative to bus schedules and routes (two bus routes travel along Washington Avenue and two along nearby Collins Avenue) and the location of the two (2) closest City Bike Stations (117 and 136) at 9th Street/Washington Avenue and 9th Street/Ocean Drive, respectively.

### **RECOMMENDATION**

The Transportation Department has reviewed the traffic and parking analysis submitted by the applicant as part of the Planning Board application for the subject proposed development project. While the proposed development project meets the minimum acceptable level of service standards adopted by the City, the Transportation Department recommends that the applicant submit a robust TDM plan within 60 days for review and approval by the Transportation Department.

Moreover, it is recommended that the applicant provide a follow-up valet report, six (6) months after opening in order to ascertain the validation of the assumptions in the report.

cc: Josiel Ferrer-Diaz, E.I., Transportation Manager  
Ali Soltani Sobh, Ph.D., Transportation Analyst

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