

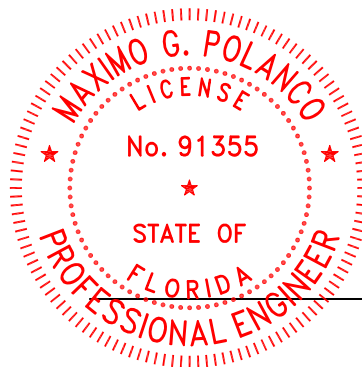
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# TRAFFIC IMPACT ANALYSIS

**1333 Dade Boulevard  
Miami-Dade County  
Miami Beach, Florida**

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

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

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A handwritten signature in blue ink, appearing to read "E. Schwarz".

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January 2024  
**Revised: February 2024**

**LANGAN**

**300331701**

## Table of Contents

<b>EXECUTIVE SUMMARY .....</b>	<b>i</b>
<b>1.0 INTRODUCTION.....</b>	<b>1</b>
1.1 Project Description .....	1
1.2 Study Methodology and Study Area.....	1
<b>2.0 DESCRIPTION OF EXISTING CONDITIONS .....</b>	<b>3</b>
2.1 Roadway Characteristics .....	3
2.2 Traffic Counts and Volumes .....	3
2.3 Intersection Capacity Analysis (Level of Service) .....	4
<b>3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS .....</b>	<b>5</b>
<b>4.0 NO BUILD CONDITIONS .....</b>	<b>6</b>
4.1 Background/No Build Traffic.....	6
4.2 Intersection Analysis No Build Conditions.....	6
<b>5.0 BUILD CONDITIONS .....</b>	<b>8</b>
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
<b>6.0 QUEUEING ANALYSIS .....</b>	<b>11</b>
<b>7.0 VALET OPERATION AND CAR ELEVATOR QUEUEING ANALYSIS .....</b>	<b>13</b>
<b>8.0 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES .....</b>	<b>15</b>
<b>9.0 LOADING OPERATIONS .....</b>	<b>16</b>
<b>10.0 CONCLUSIONS .....</b>	<b>17</b>

## **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)
  - 18<sup>th</sup> Street and West Avenue (unsignalized)
  - 18<sup>th</sup> Street and Bay Road (unsignalized)
  - Dade Boulevard and West Avenue (signalized)
  - 17<sup>th</sup> 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.

#### 18<sup>th</sup> Street

18<sup>th</sup> 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.

#### 17<sup>th</sup> Street

17<sup>th</sup> 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, 17<sup>th</sup> 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 & 18 <sup>th</sup> 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 & 18 <sup>th</sup> 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 & 17 <sup>th</sup> 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 *7<sup>th</sup> 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 17<sup>th</sup> 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 & 18 <sup>th</sup> 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 & 18 <sup>th</sup> 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 & 17 <sup>th</sup> 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 11<sup>th</sup> 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	
<b>Existing Uses</b>									
Automobile Parts and Service Center	5,912 SF	98	8	3	11	5	7	12	
<b>Proposed Uses</b>									
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 <sup>1</sup>		168	21	4	25	5	21	26	
<b>Net New Trips</b>		<b>70</b>	<b>13</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>14</b>	

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
<b>2015</b>	15.40%	5.20%	5.20%	20.30%	2.40%	25.40%	14.90%	11.20%
<b>2045</b>	13.20%	4.30%	3.60%	15.00%	2.50%	33.60%	15.20%	12.70%
<b>2027</b>	<b>14.52%</b>	<b>4.84%</b>	<b>4.56%</b>	<b>18.18%</b>	<b>2.44%</b>	<b>28.68%</b>	<b>15.02%</b>	<b>11.80%</b>

### 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 & 18 <sup>th</sup> 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 & 18 <sup>th</sup> 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 & 17 <sup>th</sup> 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 95<sup>th</sup> 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)	95 <sup>th</sup> Percentile Queue Length		Exceeds Capacity?
			Vehicles	Feet	
Dade Boulevard and Driveway Entrance	Resident/Visitors/Employees	65	1	22	<b>NO</b>

## 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 95<sup>th</sup> 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 queuing 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 95<sup>th</sup> 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)	95 <sup>th</sup> Percentile Queue Length		Exceeds Capacity?
		Vehicles	Feet	
AM	50	2	44	<b>NO</b>
PM	50	2	44	<b>NO</b>

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 18<sup>th</sup> 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

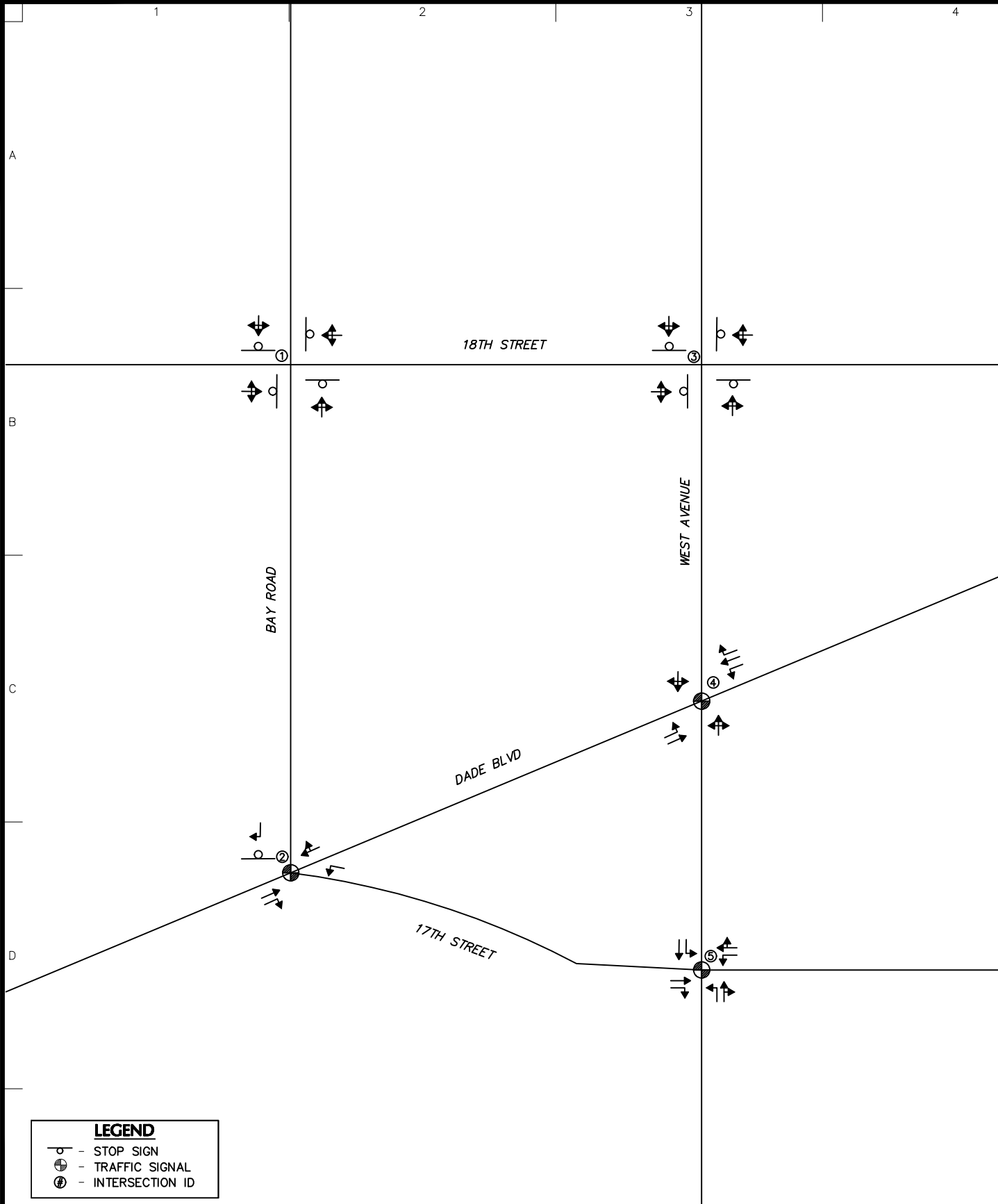
Langan performed a traffic-impact analysis for the 1333 Dade Boulevard mixed-use development expected to be completed by 2027. The analysis shows the following results for the 2027 build conditions:

- 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.

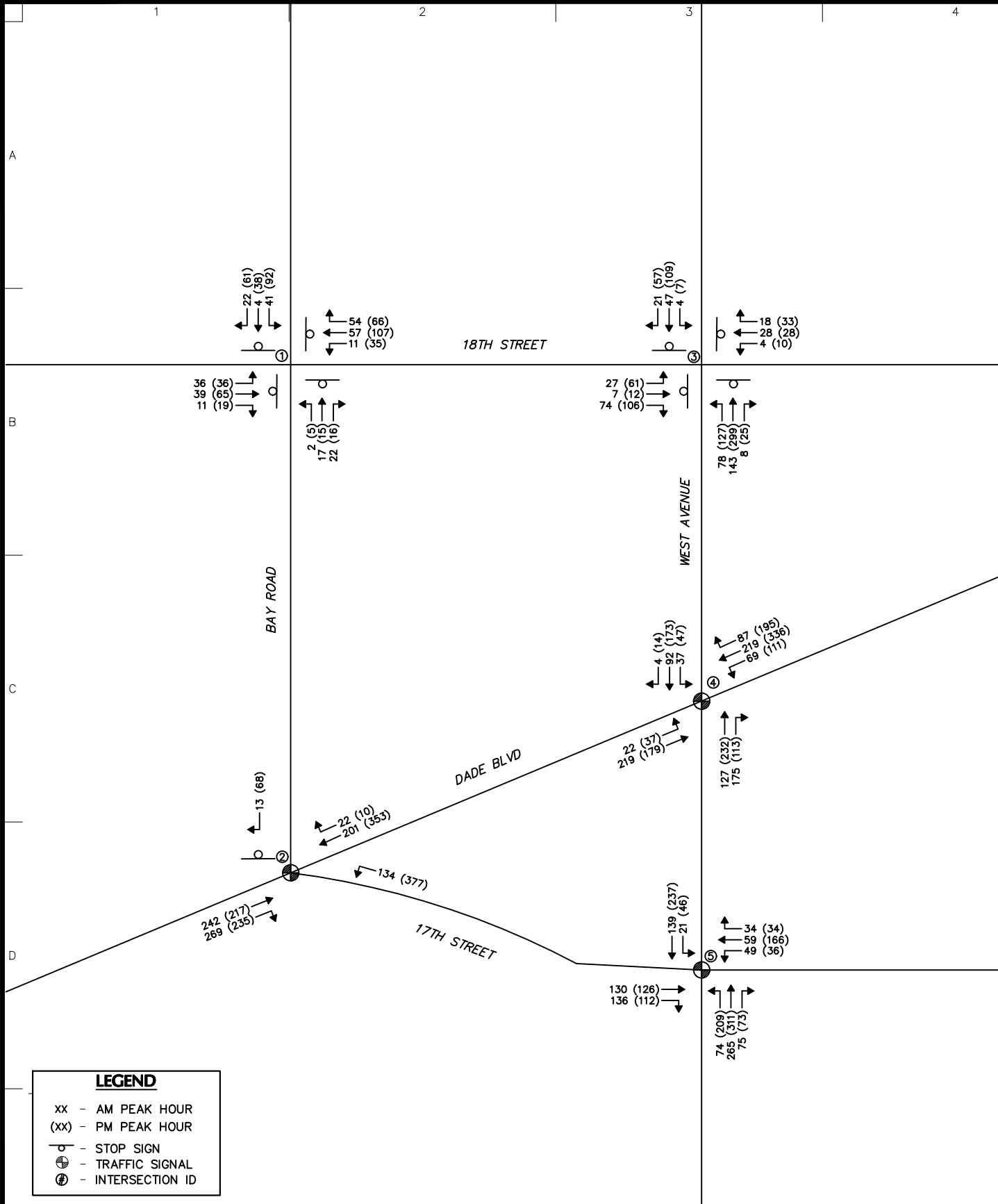
**APPENDIX A**  
**FIGURES**



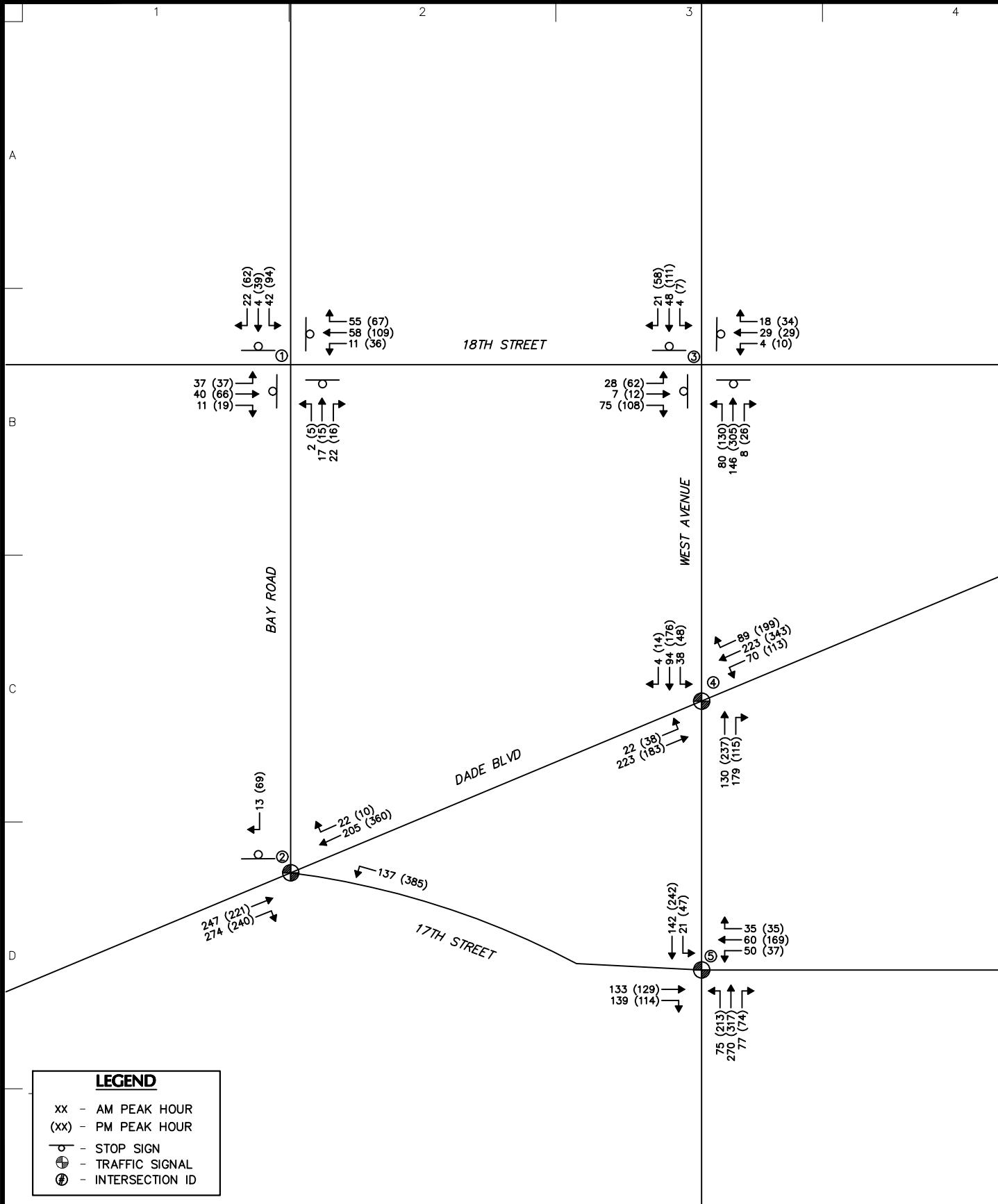
<p><b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure	
	1333 DADE BLVD	SITE LOCATION	300331701		
	MIAMI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



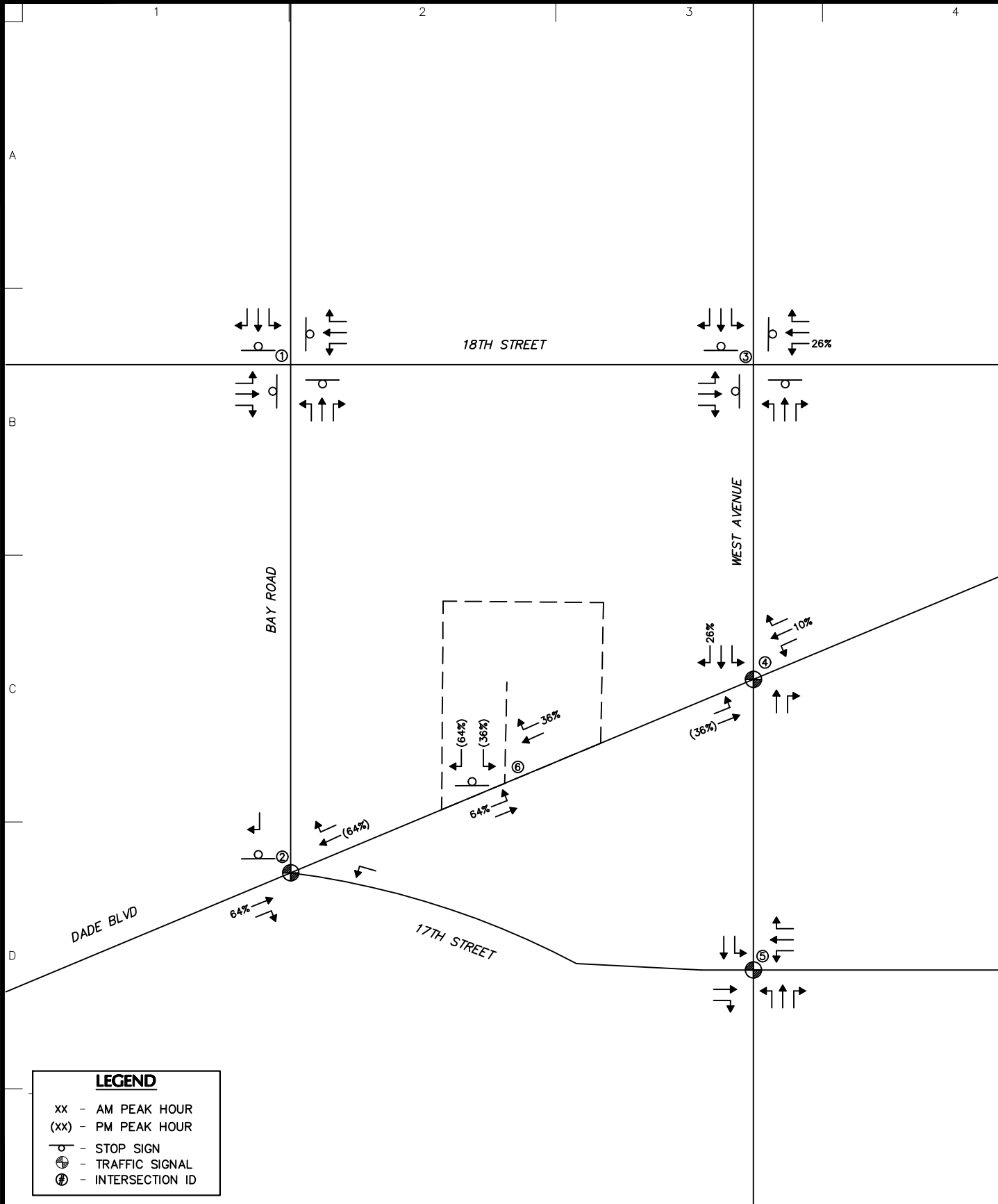
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	1333 DADE BLVD	INTERSECTION LANE CONFIGURATION	300331701	2
	MIAMI DADE MIAMI BEACH FLORIDA		Date JANUARY 2024	
			Drawn By LTA Checked By JCG	



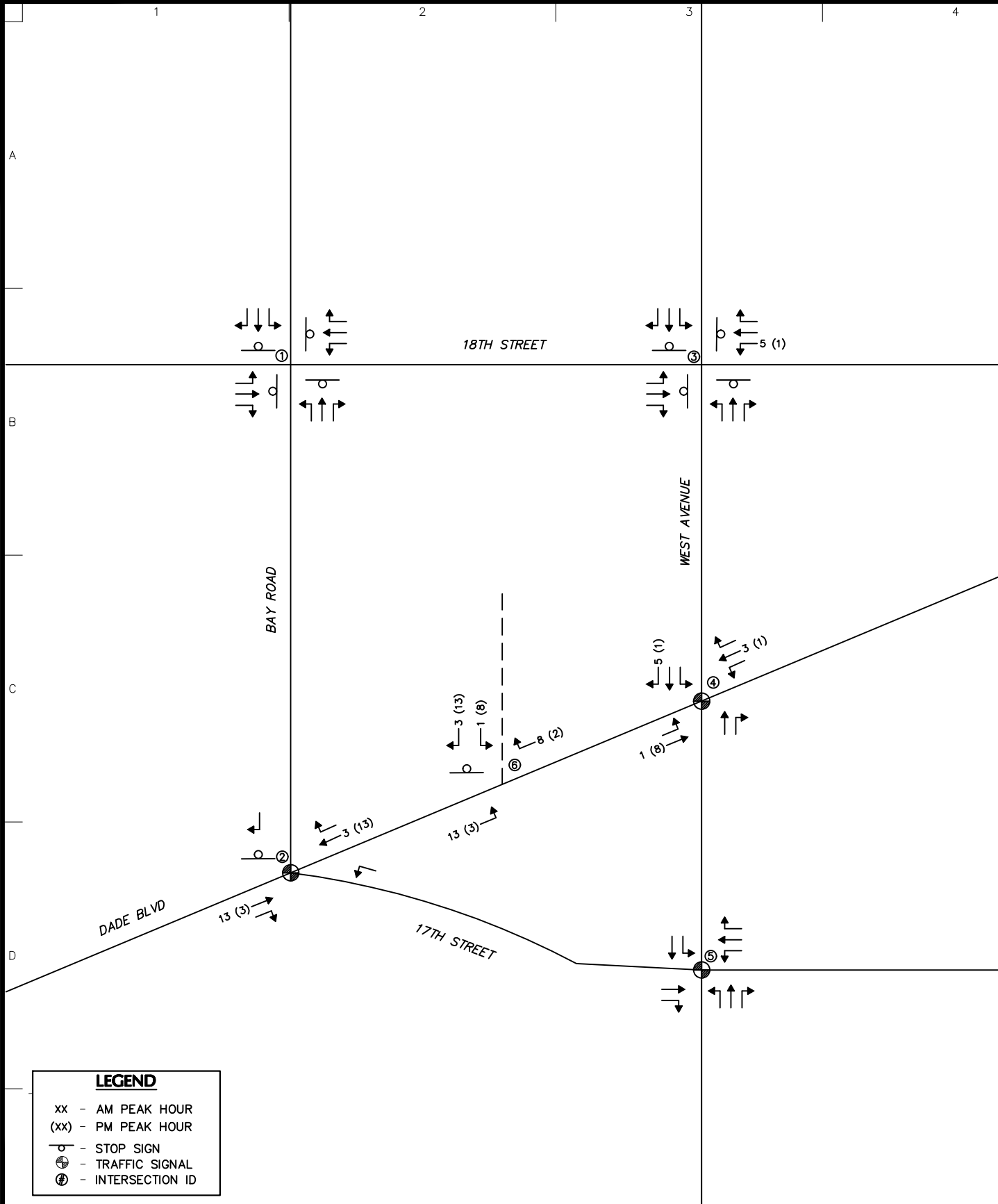
<p><b>LANGAN</b></p> <p>Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131</p> <p>P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure
	MIAMI DADE MIAMI BEACH FLORIDA	1333 DADE BLVD	300331701	
		2024 EXISTING VOLUMES	Date JANUARY 2024	
			Drawn By LTA	
			Checked By JCC	3



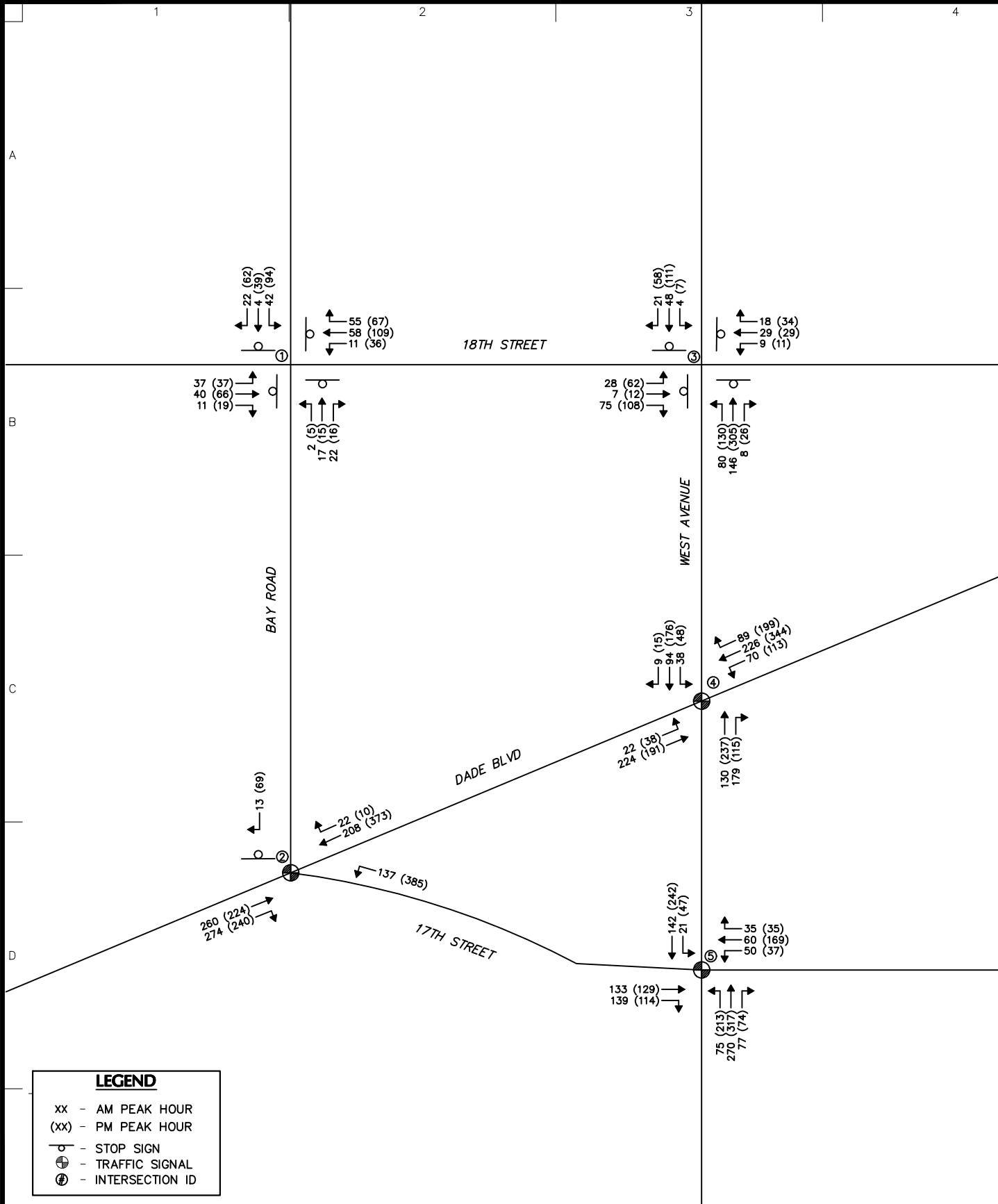
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	MIAMI DADE MIAMI BEACH FLORIDA	1333 DADE BLVD	2027 NO BUILD VOLUMES	
			Date	4
			JANUARY 2024	
			Checked By	
			LTA	
			JCC	



<p>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</p>	Project	Drawing Title	Project No.	Figure
	1333 DADE BLVD	SITE TRIP DISTRIBUTION	300331701	
	MIAMI DADE MIAMI BEACH FLORIDA		Date JANUARY 2024	
			Drawn By LTA Checked By JCG	



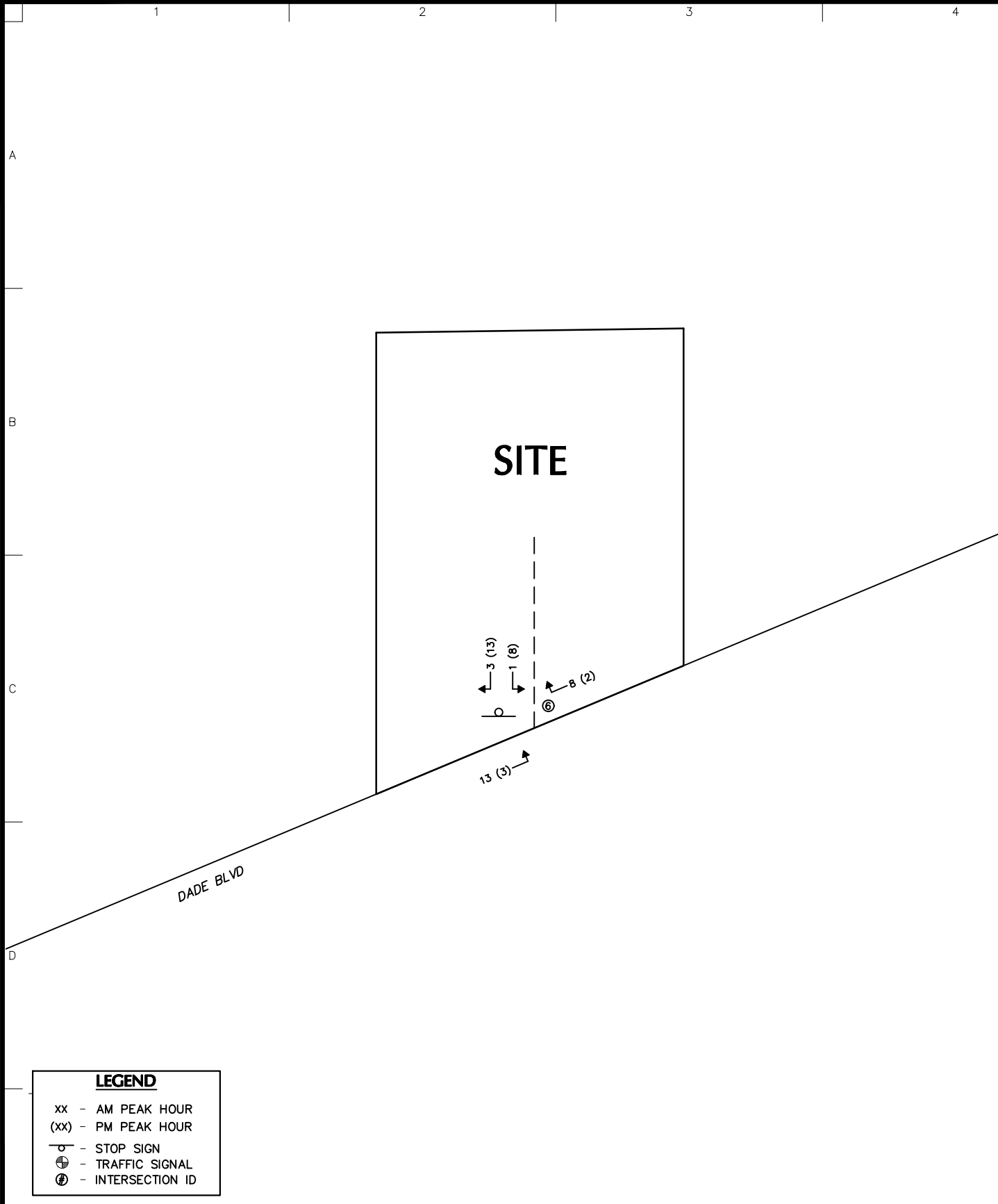
<p>LANGAN Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131 P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure
	1333 DADE BLVD	PROJECT TRIPS	300331701	
MIAMI DADE MIAMI BEACH FLORIDA		Date	JANUARY 2024	
		Drawn By	LTA	
		Checked By	JCG	6



**LEGEND**

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

<p><b>LANGAN</b></p> <p>Langan Engineering and Environmental Services, Inc. 1221 Brickell Ave, Suite 1800 Miami, FL 33131</p> <p>P: 786.264.7200 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601</p>	Project	Drawing Title	Project No.	Figure
	MIAMI DADE MIAMI BEACH FLORIDA	1333 DADE BLVD 2027 BUILD VOLUMES	300331701	
			Date	
			Drawn By	
			Checked By	
			JCC	



LEGEND	
XX	- AM PEAK HOUR
(XX)	- PM PEAK HOUR
⊠	- STOP SIGN
⊕	- TRAFFIC SIGNAL
⊙	- INTERSECTION ID

<p>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</p>	Project	Drawing Title	Project No.	Figure
	1333 DADE BLVD	DRIVEWAY VOLUMES	300331701	8
	MIAMI DADE MIAMI BEACH FLORIDA		Date JANUARY 2024	
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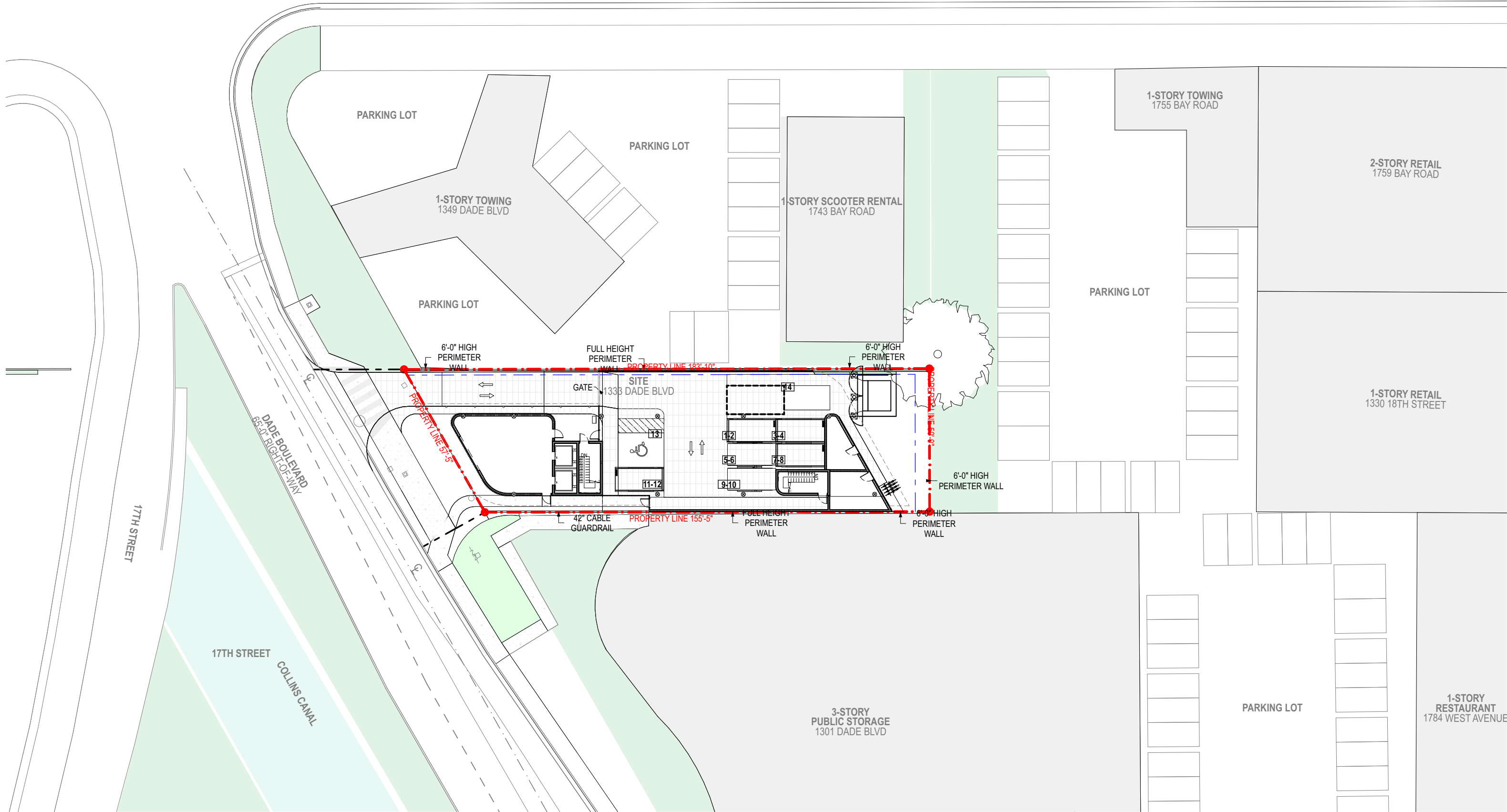


**LEGEND**

- Sidewalks
- - - Emphasis Crosswalks
- Standard Crosswalks
- Bus Stop
- Citi Bike

<p><b>LANGAN</b> 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</p>	<p>Project <b>1333 DADE BLVD</b>  MIAMI DADE MIAMI BEACH FLORIDA</p>	<p>Drawing Title <b>PEDESTRIAN FIGURE</b></p>	<p>Project No. <b>300331701</b> Date <b>JANUARY 2024</b> Drawn By <b>LTA</b> Checked By <b>JCG</b></p>	<p>Figure <b>9</b></p>
	<p>© 2018 Langan</p>			

**APPENDIX B**  
**SITE PLAN**

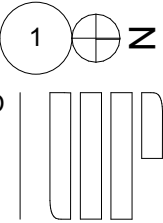


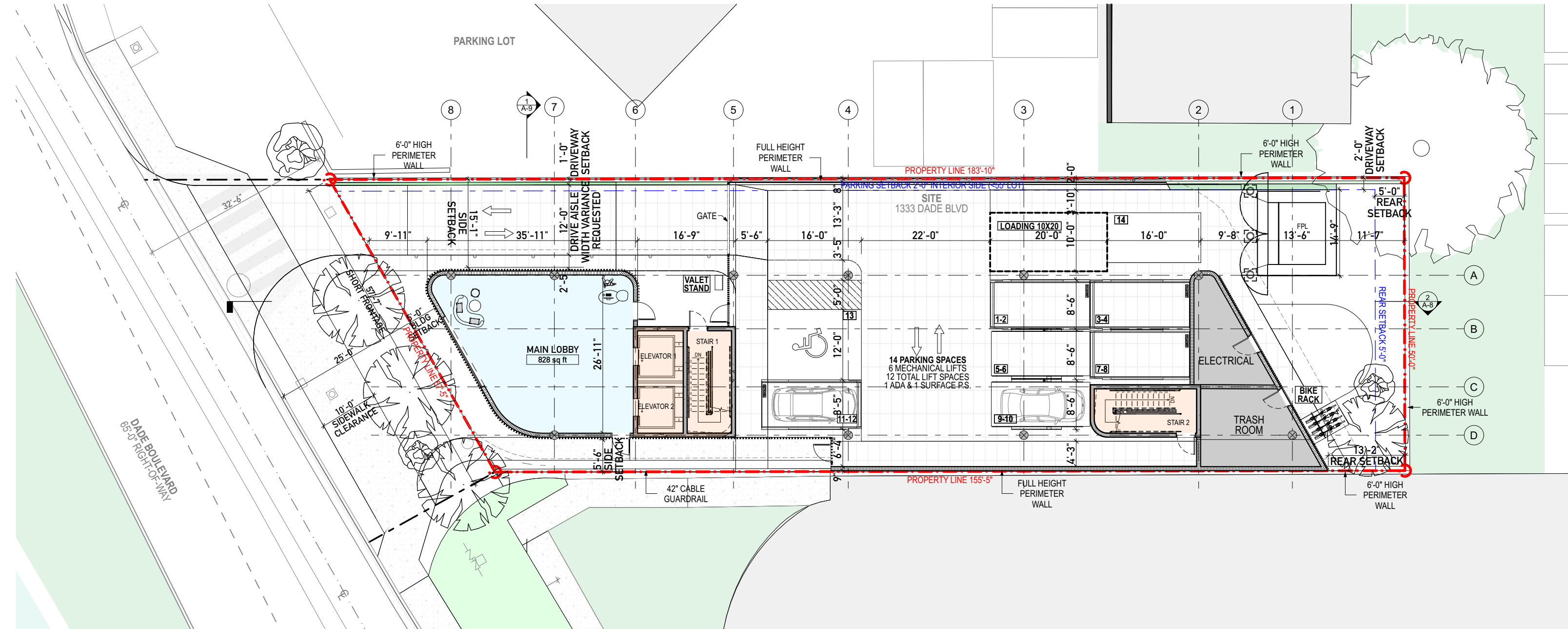
SITE PLAN  
 SCALE: 1/32" = 1'-0"

A-16  
 SITE PLAN

2/25/2024

1333 DADE BLVD  
 SCHEMATIC DESIGN  
 URBAN ROBOT © 2024





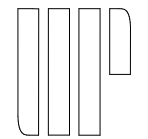
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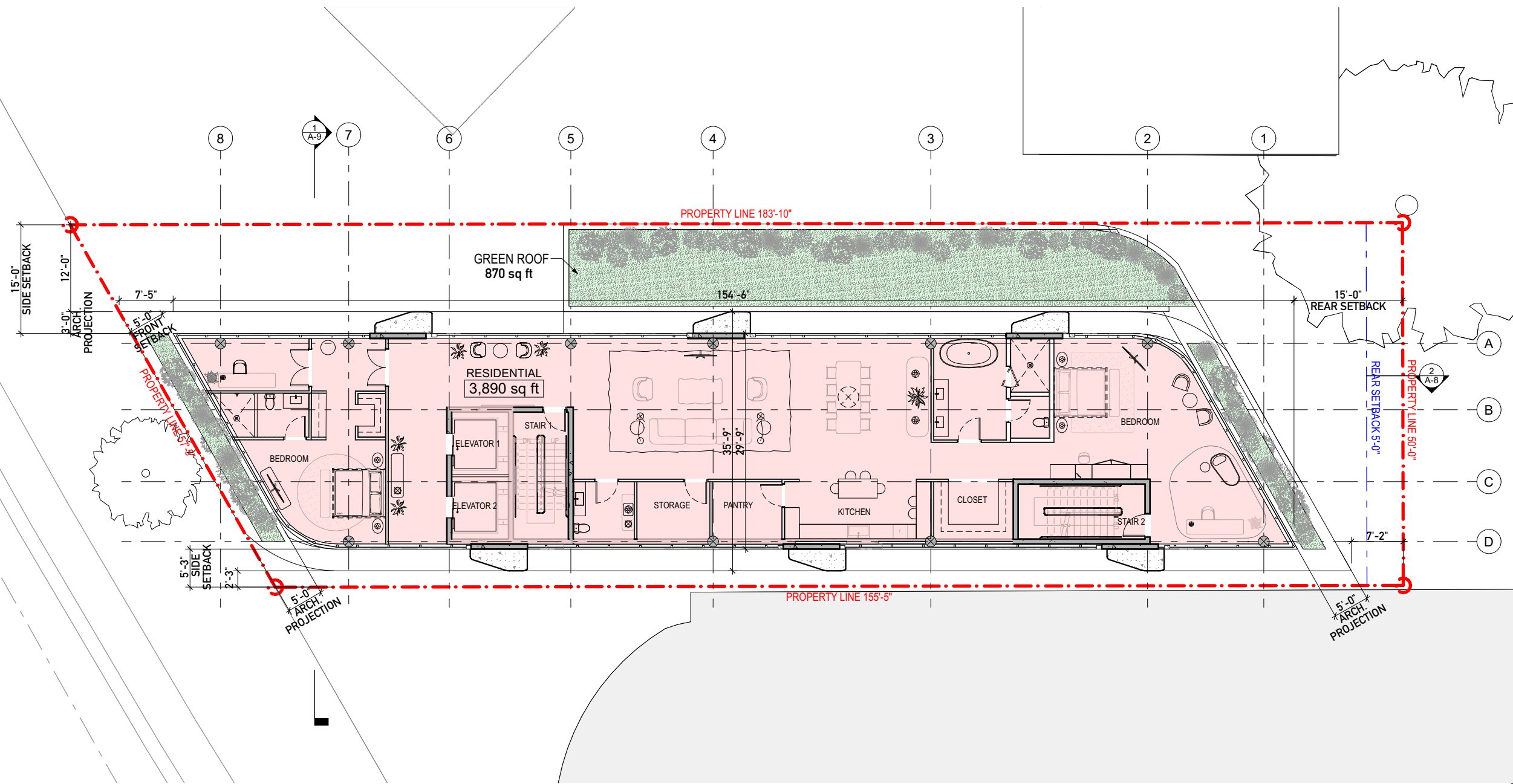
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FLOOR PLAN LEVEL 1

2/25/2024

1333 DADE BLVD  
 SCHEMATIC DESIGN  
 URBAN ROBOT © 2024





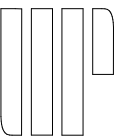
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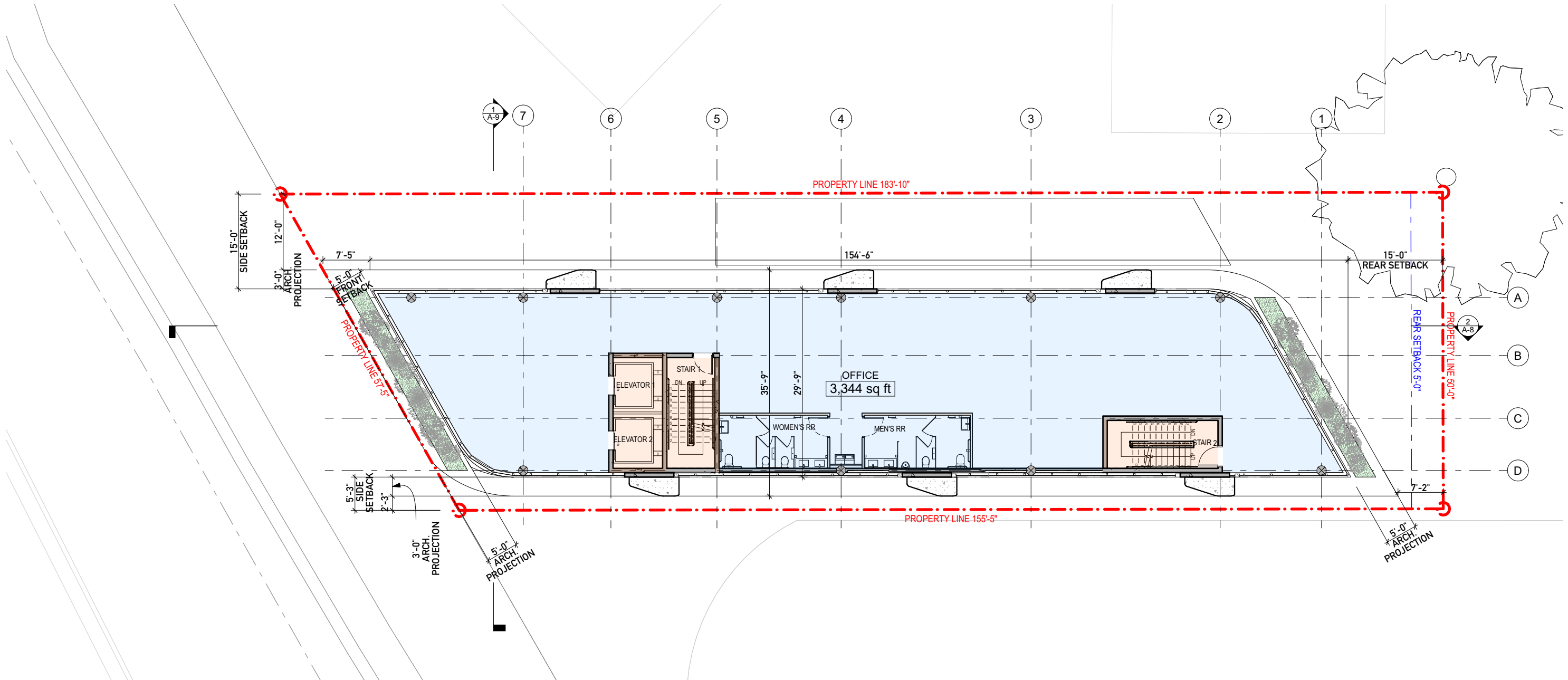
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FLOOR PLAN LEVEL 2

2/25/2024

1333 DADE BLVD  
 SCHEMATIC DESIGN  
 URBAN ROBOT © 2024





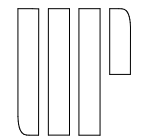
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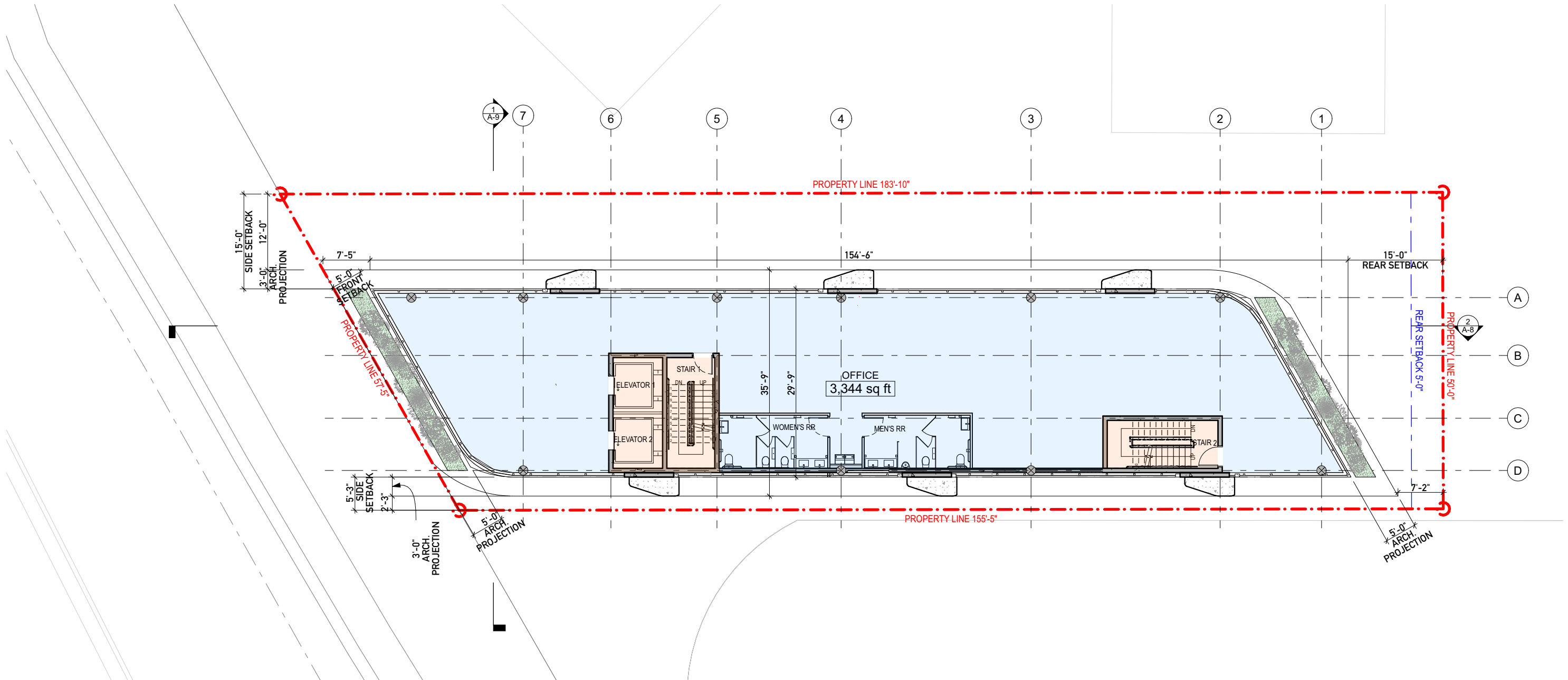
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FLOOR PLAN LEVELS 3 TYP.

2/25/2024

1333 DADE BLVD  
 SCHEMATIC DESIGN  
 URBAN ROBOT © 2024





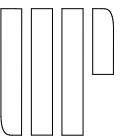
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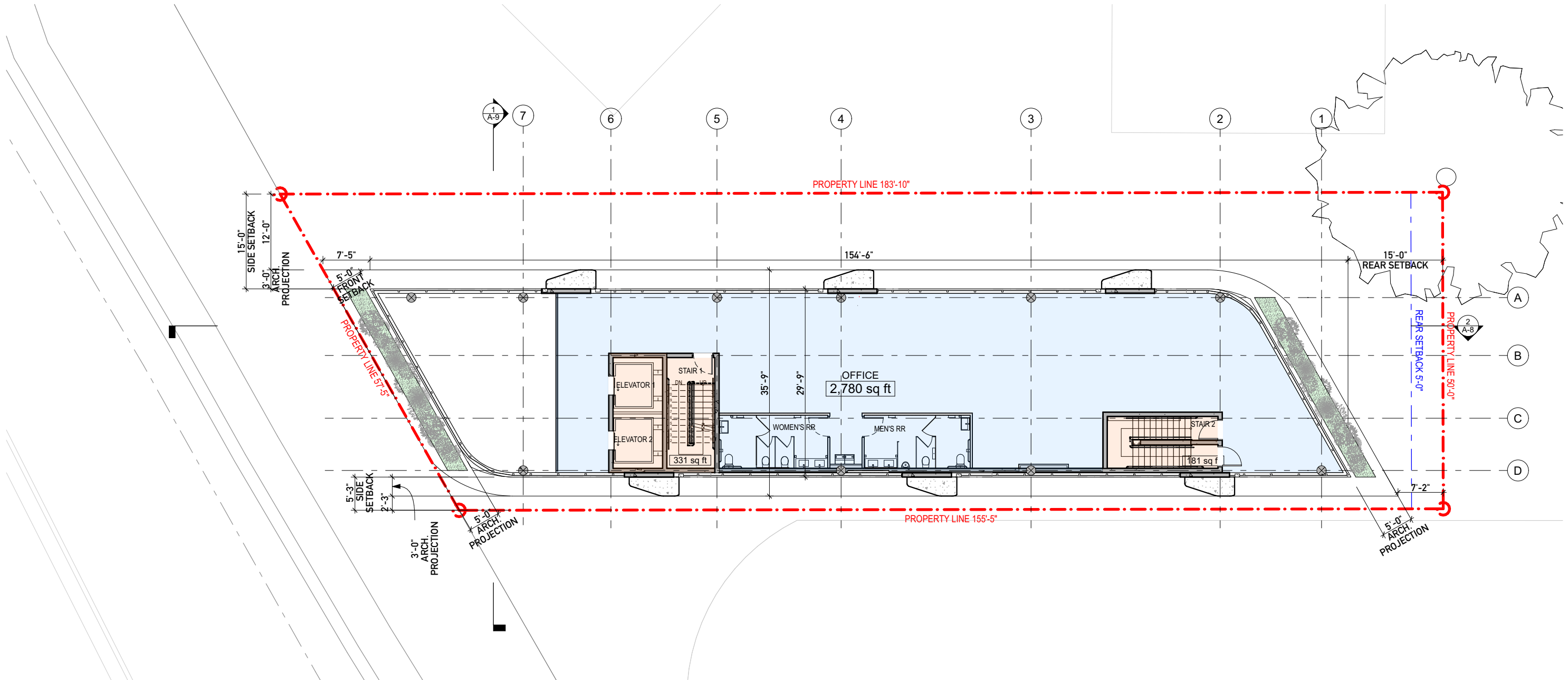
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FLOOR PLAN LEVEL 4

2/25/2024

1333 DADE BLVD  
 SCHEMATIC DESIGN  
 URBAN ROBOT © 2024





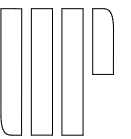
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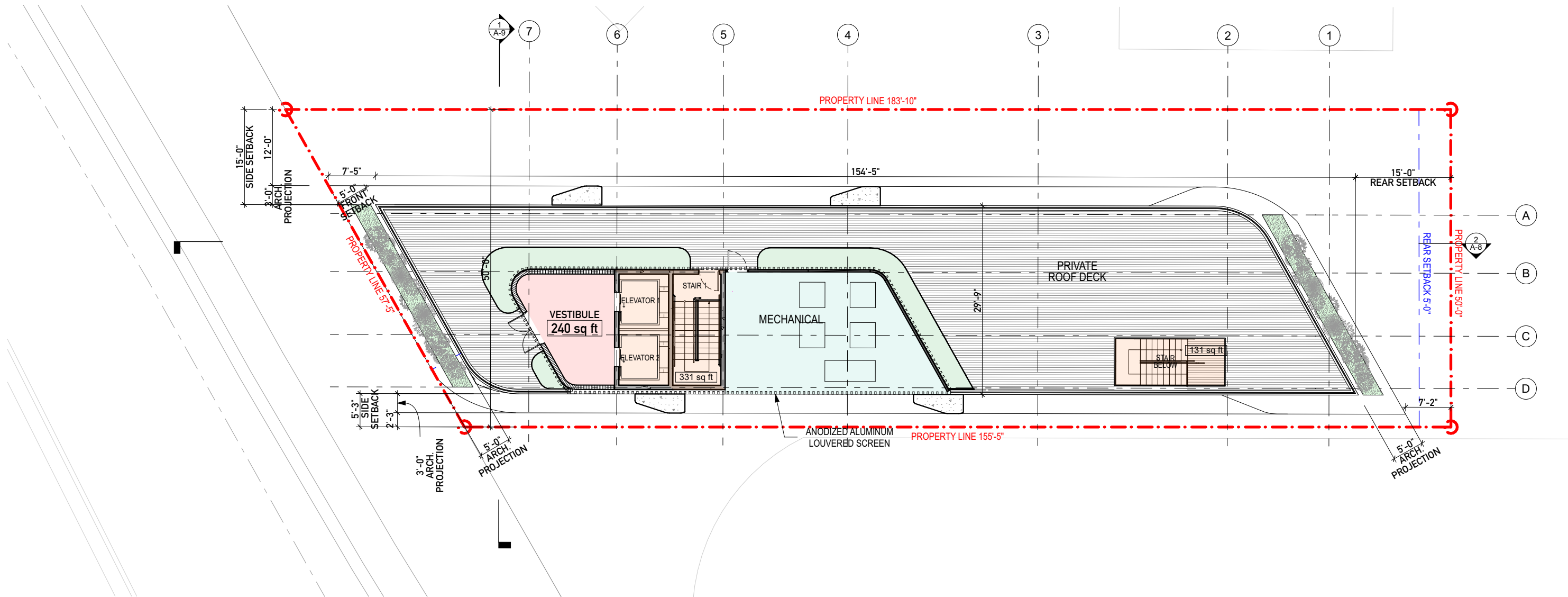
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FLOOR PLAN LEVEL 5

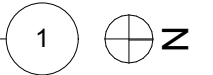
2/25/2024

1333 DADE BLVD  
 SCHEMATIC DESIGN  
 URBAN ROBOT © 2024





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



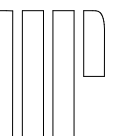
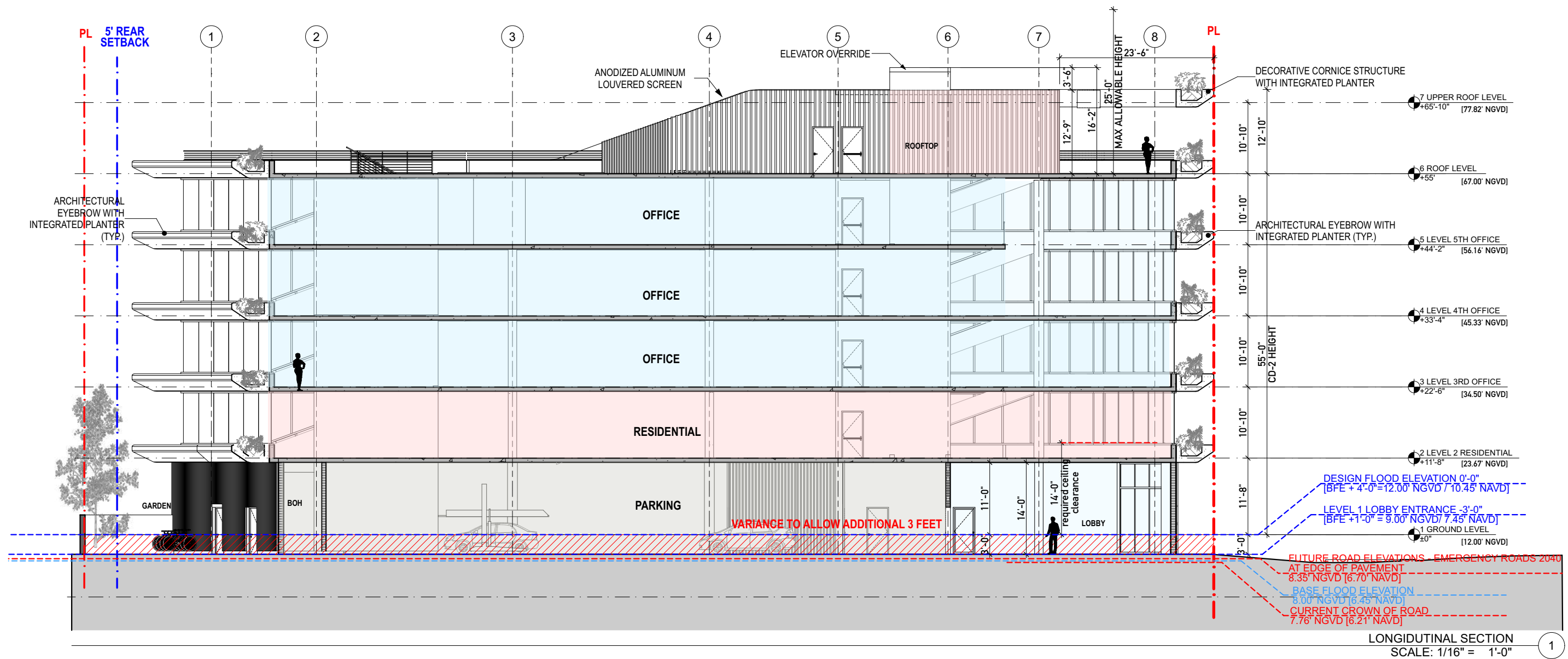
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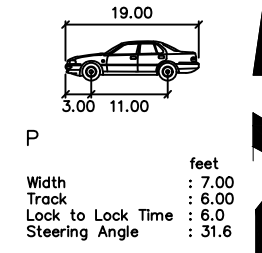
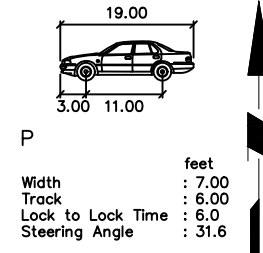
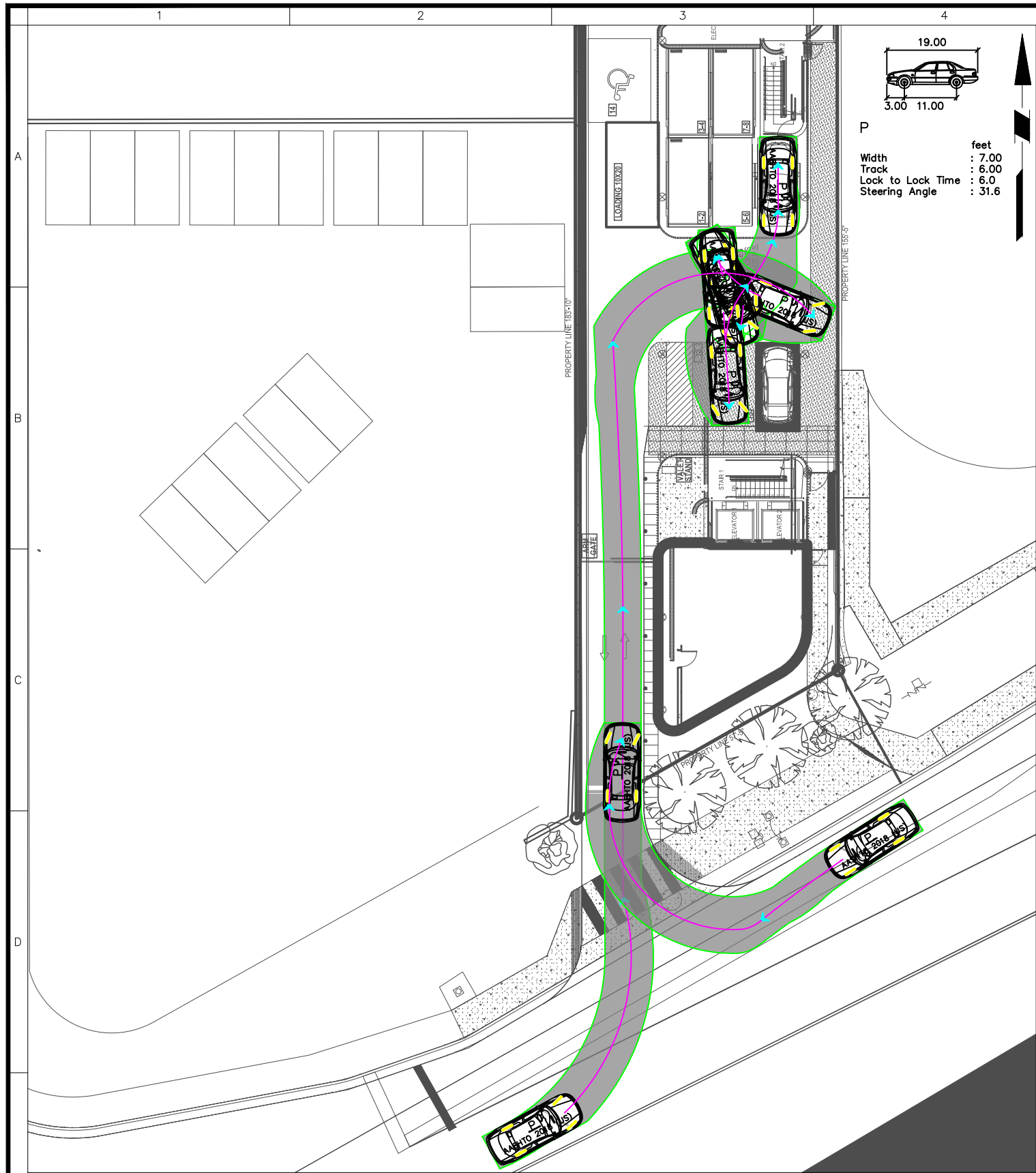
FLOOR PLAN LEVEL 6 ROOF

2/25/2024

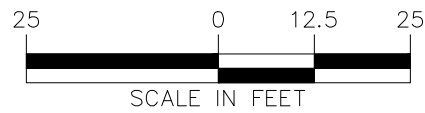
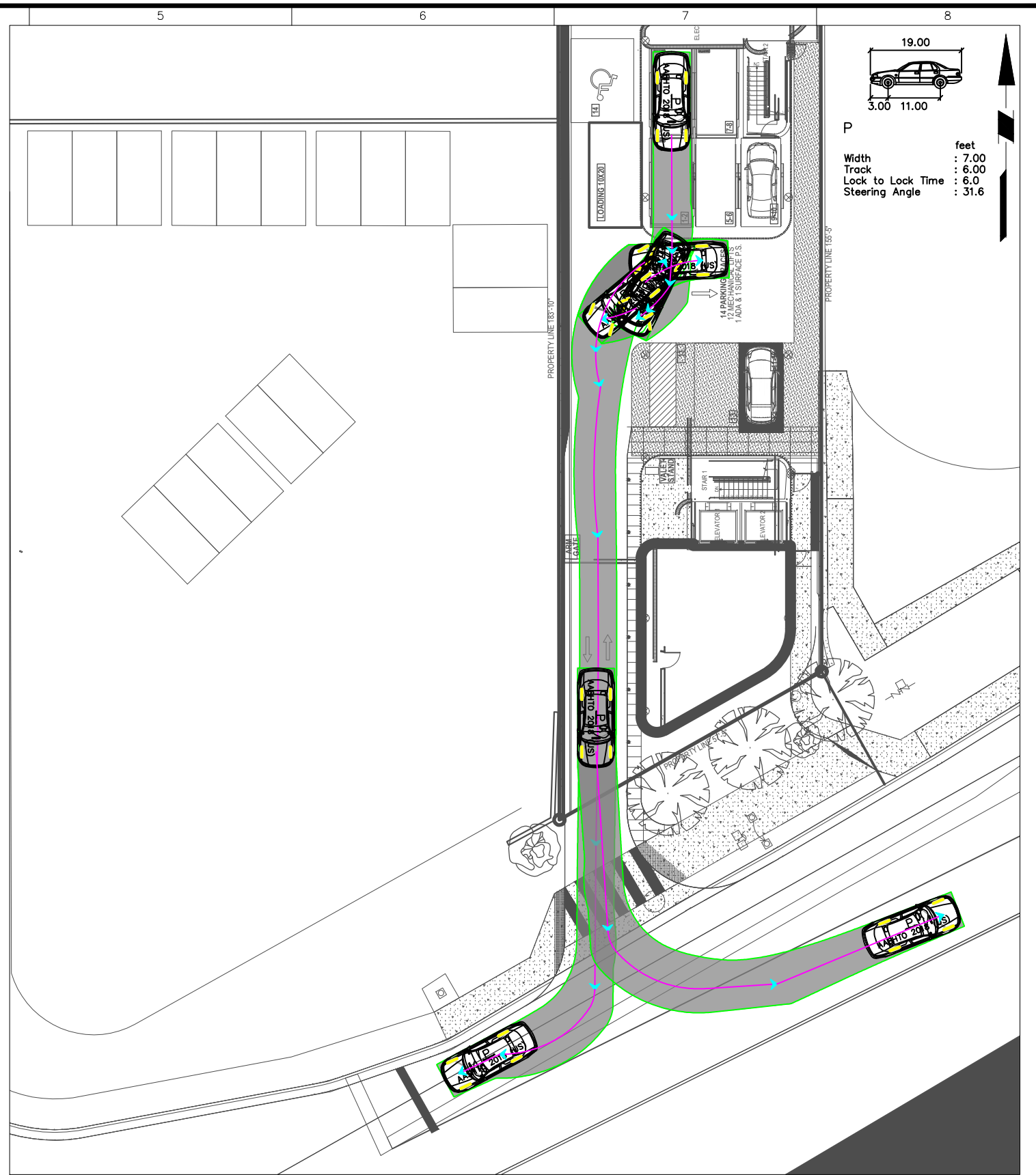
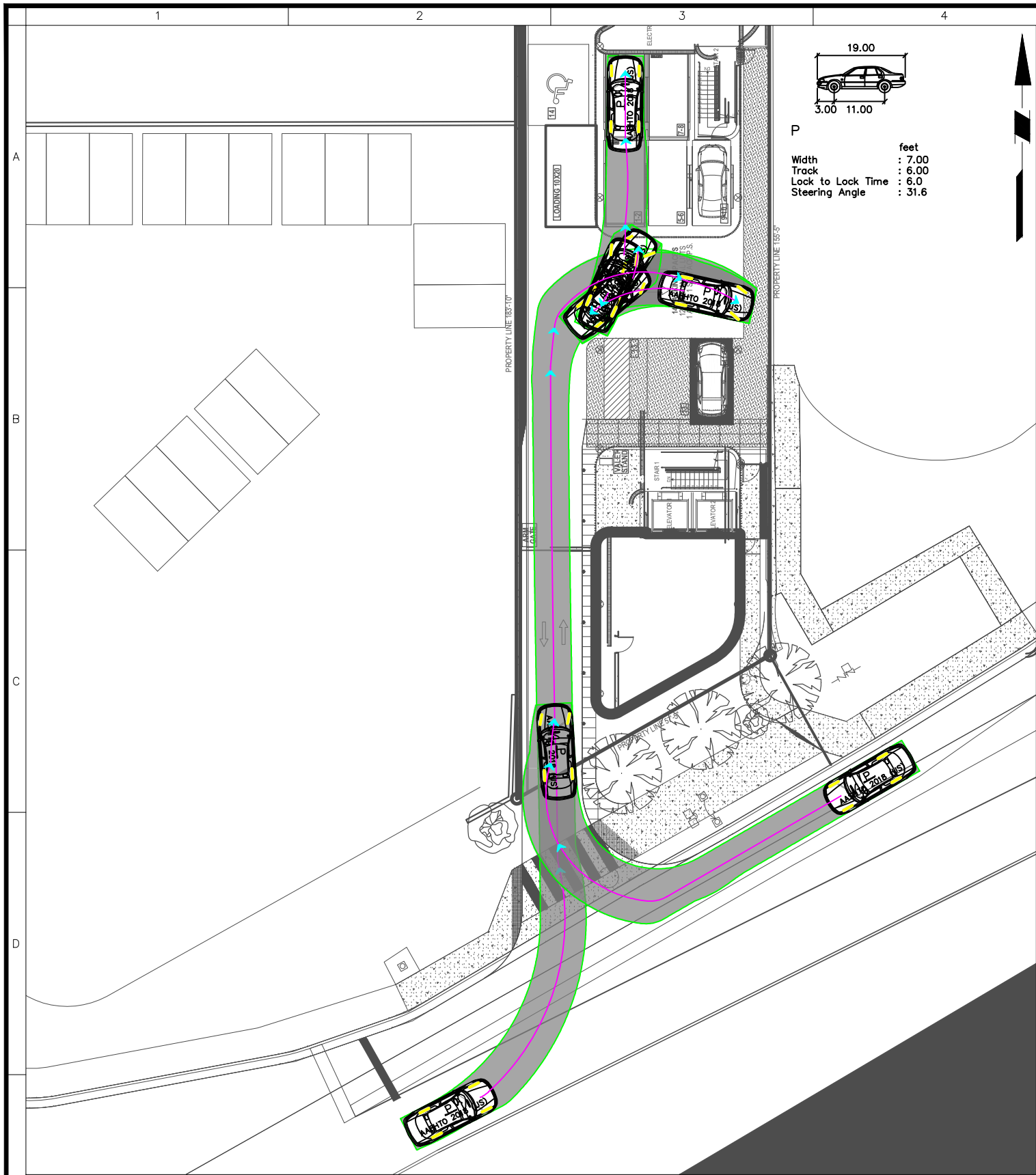
1333 DADE BLVD  
 SCHEMATIC DESIGN  
 URBAN ROBOT © 2024







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	MIAMI BEACH MIAMI-DADE COUNTY FLORIDA	Date <b>JANUARY 2024</b>	Drawn By <b>JMK</b>	Checked By <b>MGP</b>



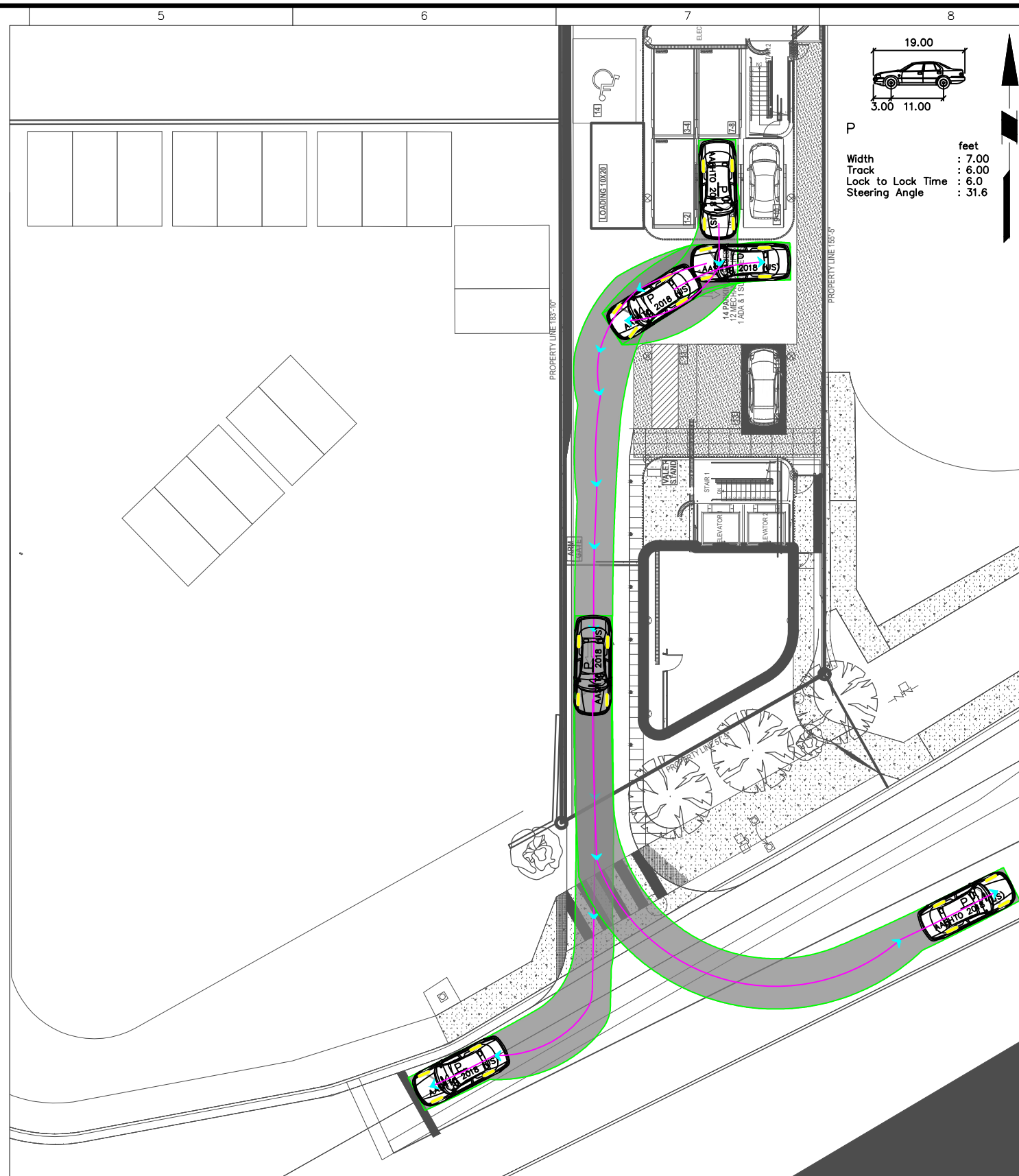
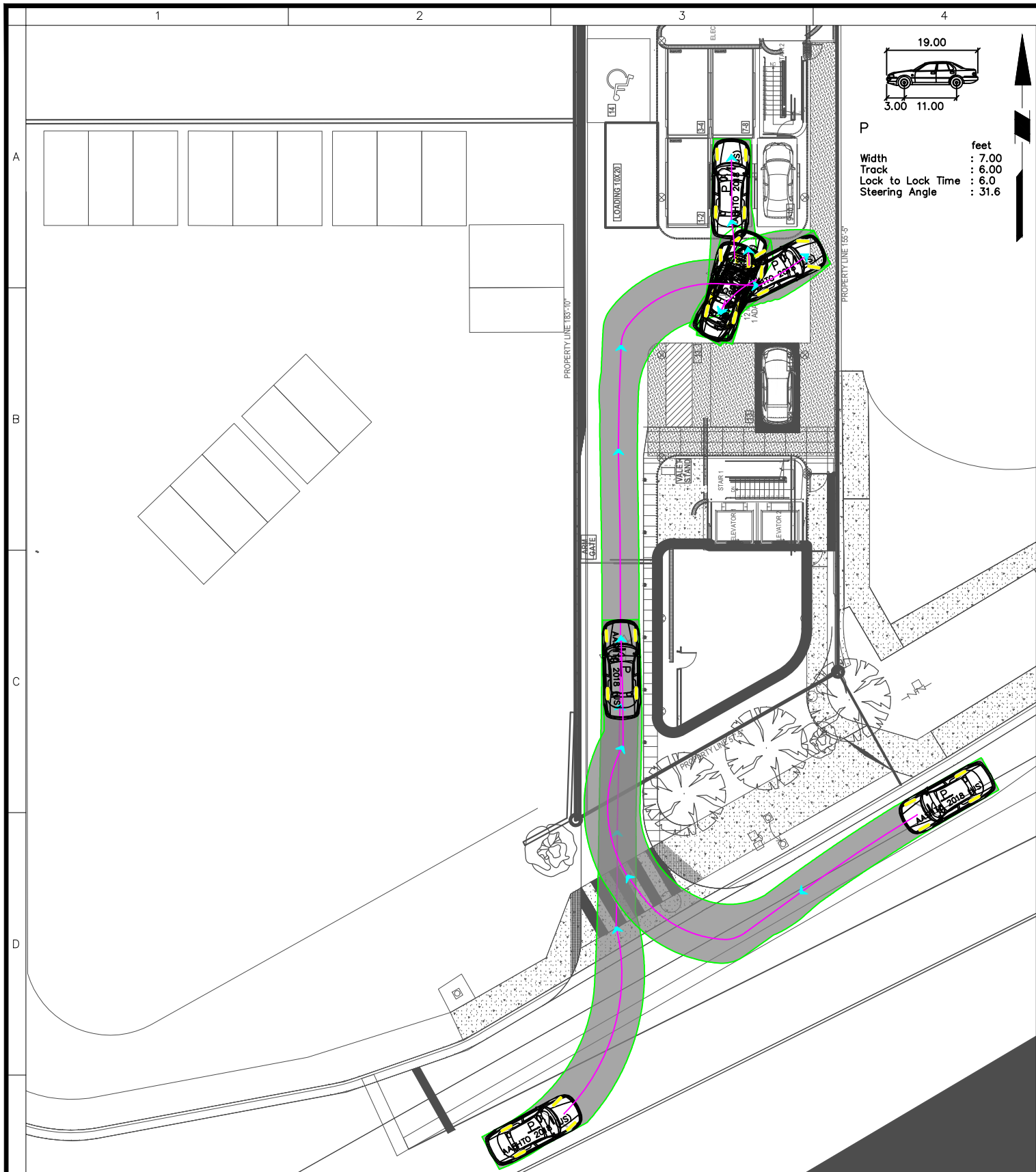
**LANGAN**  
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 FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

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

Drawing Title  
**PASSENGER VEHICLE  
 TURNING  
 MOVEMENTS**

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

Figure  
**1.1**  
 Sheet 1 of 3



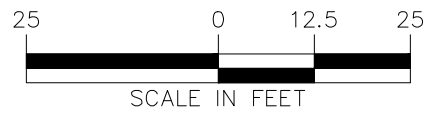
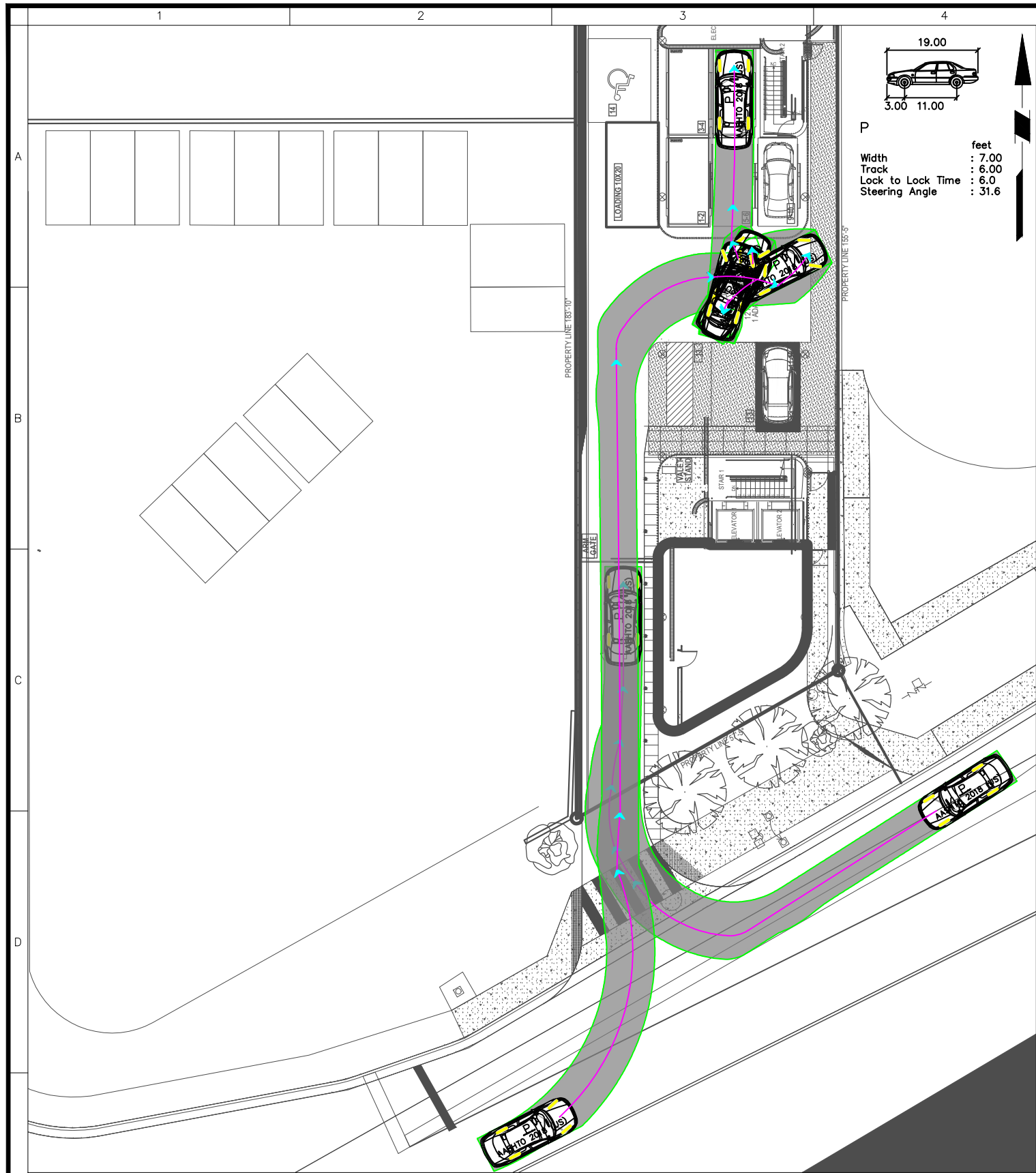
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 FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

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

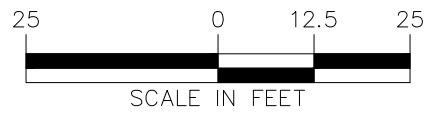
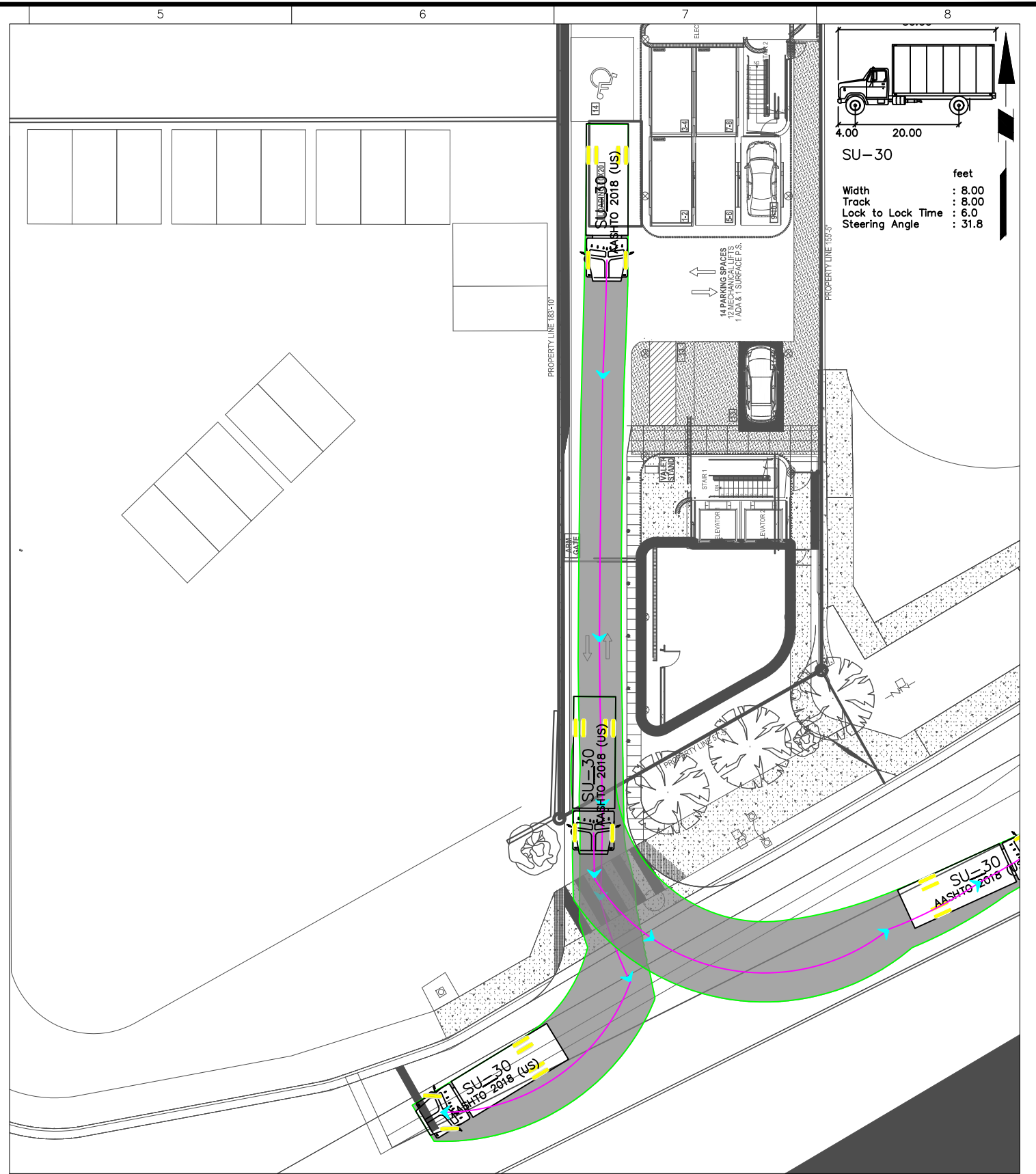
Drawing Title  
**PASSENGER VEHICLE  
 TURNING  
 MOVEMENTS**

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

Figure  
**1.2**  
 Sheet 1 of 3



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		Date <b>JANUARY 2024</b>	Drawn By <b>JMK</b>	Checked By <b>MGP</b>	



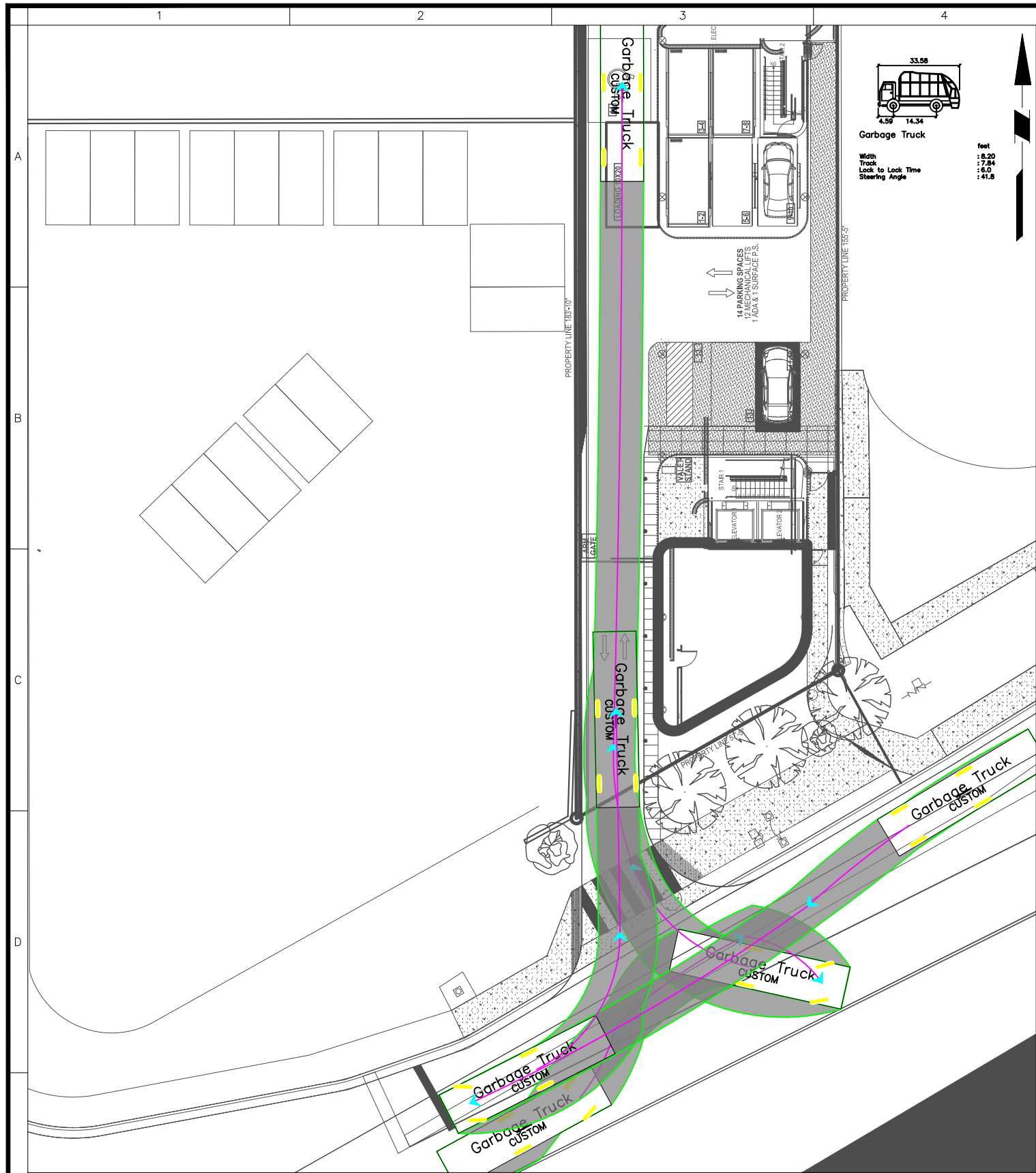
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Project **1333 DADE BLVD MIXED-USE DEVELOPMENT**  
 MIAMI BEACH FLORIDA

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**



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 FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

Project  
**1333 DADE BLVD  
 MIXED-USE  
 DEVELOPMENT**  
 MIAMI BEACH  
 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



# OFFICE OF THE PROPERTY APPRAISER

## Summary Report

Generated On: 10/19/2023

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

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

BENEFITS INFORMATION				
Benefit	Type	2023	2022	2021
<b>Non-Homestead Cap</b>	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
<b>COUNTY</b>			
<b>Exemption Value</b>	\$0	\$0	\$0
<b>Taxable Value</b>	\$3,044,990	\$2,768,173	\$2,516,521
<b>SCHOOL BOARD</b>			
<b>Exemption Value</b>	\$0	\$0	\$0
<b>Taxable Value</b>	\$3,700,891	\$3,701,601	\$3,453,660
<b>CITY</b>			
<b>Exemption Value</b>	\$0	\$0	\$0
<b>Taxable Value</b>	\$3,044,990	\$2,768,173	\$2,516,521
<b>REGIONAL</b>			
<b>Exemption Value</b>	\$0	\$0	\$0
<b>Taxable Value</b>	\$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.miamidadegov/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, 11<sup>th</sup> 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	
<b>Existing Uses</b>									
Automobile Parts and Service Center	5,912 SF	98	8	3	11	5	7	12	
<b>Proposed Uses</b>									
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	
<b>Net New Trips</b>		<b>70</b>	<b>13</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>14</b>	

**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)
- 18<sup>th</sup> Street and West Avenue (unsignalized)
- 18<sup>th</sup> Street and Bay Road (unsignalized)
- Dade Boulevard and West Avenue (signalized)
- 17<sup>th</sup> 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**

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

### **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 95<sup>th</sup> percentile 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 queuing analysis for the proposed gate-controlled access points to the site directly accessing public right-of-way using the queuing-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 queuing analysis will reflect this condition.

### **Valet Operations Analysis**

We will prepare a queuing analysis for the proposed valet operation following the queuing-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

FL Certificate of Authorization No. 6601

\\langan.com\data\MIA\data\7\300331701\Project Data\Correspondence\Methodology\2023-12-13 1333 Dade Boulevard Traffic Methodology.docx

**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				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
AM	0	0	0	0	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				
7:00 AM	1	3	4	0	10	4	2	0	1	9	0	0	4	8	5	0				
7:15 AM	0	1	2	0	6	1	2	0	2	8	2	0	1	8	5	0				
7:30 AM	0	2	5	1	7	1	4	0	5	7	4	0	1	7	5	0				
7:45 AM	0	1	1	0	6	1	3	0	3	8	1	0	2	6	7	0				
8:00 AM	0	6	3	0	8	2	3	0	5	7	0	2	4	12	13	2				
8:15 AM	1	3	4	0	8	1	4	0	5	14	3	0	1	13	12	0				
8:30 AM	0	2	13	0	10	1	9	0	9	4	4	0	1	18	12	0				
8:45 AM	1	5	1	0	13	0	5	0	12	12	3	1	2	11	14	0				
<b>TOTAL VOLUMES:</b>	3	23	33	1	68	11	32	0	42	69	17	3	16	83	73	2				
<b>APPROACH %'s:</b>	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%				
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>			
<b>PEAK HR VOL:</b>	2	16	21	0	39	4	21	0	31	37	10	3	8	54	51	2				
<b>PEAK HR FACTOR:</b>	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				
	0.650				0.800				0.723				0.927				0.901			

NS/EW Streets:	Bay Rd				Bay Rd				18th St				18th St				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
PM	0	0	0	0	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				
4:00 PM	2	3	5	0	18	1	5	0	3	7	2	0	4	30	8	0				
4:15 PM	1	0	2	0	22	12	8	0	5	18	2	0	9	19	14	0				
4:30 PM	0	1	5	0	10	3	5	0	2	14	5	0	10	22	9	1				
4:45 PM	2	4	4	0	17	5	3	0	7	14	3	0	8	32	10	2				
5:00 PM	1	3	3	0	21	7	8	0	5	13	4	0	10	20	16	2				
5:15 PM	1	2	6	0	20	12	9	0	3	15	4	1	11	19	8	0				
5:30 PM	1	5	0	0	24	8	19	0	8	12	4	0	4	33	18	0				
5:45 PM	0	4	6	2	21	9	22	1	17	21	6	0	6	29	20	0				
<b>TOTAL VOLUMES:</b>	8	22	31	2	153	57	79	1	50	114	30	1	62	204	103	5				
<b>APPROACH %'s:</b>	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%				
<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>			
<b>PEAK HR VOL:</b>	3	14	15	2	86	36	58	1	33	61	18	1	31	101	62	2				
<b>PEAK HR FACTOR:</b>	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				
	0.708				0.854				0.642				0.891				0.799			

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

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

# 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				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
7:15 AM	0	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	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	0	4
8:00 AM	0	1	0	0	1	0	1	0	0	0	1	0	0	0	2	1	0	7
8:15 AM	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	4
8:30 AM	0	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	0	2	0	0	0	0	2	0	0	4
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
	1	1	0	0	2	2	1	0	4	3	1	0	0	8	3	0	26	
<b>APPROACH %'s:</b>	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%		
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>	
<b>PEAK HR VOL:</b>	0	1	0	0	1	2	1	0	4	2	1	0	0	4	2	0	18	
<b>PEAK HR FACTOR:</b>	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				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	1	1	0	0	3	0	1	0	0	2	0	0	0	0	0	0	0	8
4:15 PM	0	0	0	0	1	0	0	0	0	3	0	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	0	10
4:45 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	0	0	6
5:00 PM	1	0	0	0	2	0	0	0	0	1	0	0	0	3	1	0	0	8
5:15 PM	0	1	0	0	1	0	0	0	0	3	2	0	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	0	8
5:45 PM	0	0	0	0	1	1	0	0	1	0	0	0	0	1	2	0	0	6
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
	4	3	0	0	10	2	5	0	2	13	2	0	0	9	8	0	58	
<b>APPROACH %'s:</b>	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%		
<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>	
<b>PEAK HR VOL:</b>	1	2	0	0	4	2	1	0	2	6	2	0	0	6	3	0	29	
<b>PEAK HR FACTOR:</b>	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					

<b>PEAK HR:</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	1	0	0	1	2	1	0	4	2	1	0	0	4	2	0	18

<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	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		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	EB 27	WB 19	EB 4	WB 15	NB 17	SB 5	NB 8	SB 10	TOTAL 105
<b>APPROACH %'s :</b>	58.70%	41.30%	21.05%	78.95%	77.27%	22.73%	44.44%	55.56%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	21	17	4	9	15	5	6	7	84
<b>PEAK HR FACTOR :</b>	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		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	EB 67	WB 58	EB 30	WB 21	NB 22	SB 23	NB 13	SB 26	TOTAL 260
<b>APPROACH %'s :</b>	53.60%	46.40%	58.82%	41.18%	48.89%	51.11%	33.33%	66.67%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM								TOTAL
<b>PEAK HR VOL :</b>	37	26	18	15	8	20	7	14	145
<b>PEAK HR FACTOR :</b>	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		

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

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

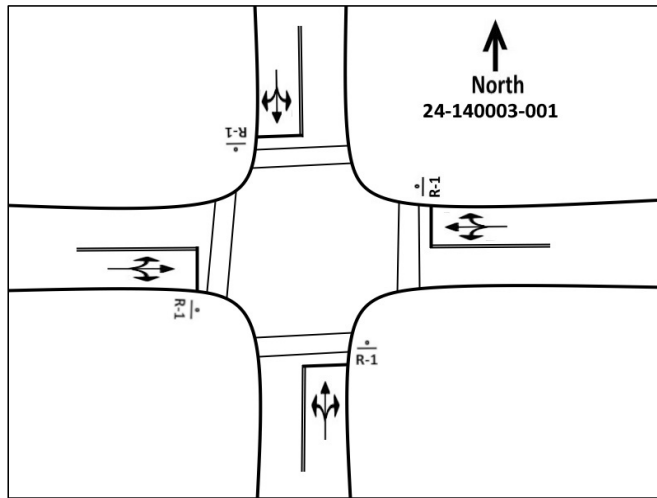
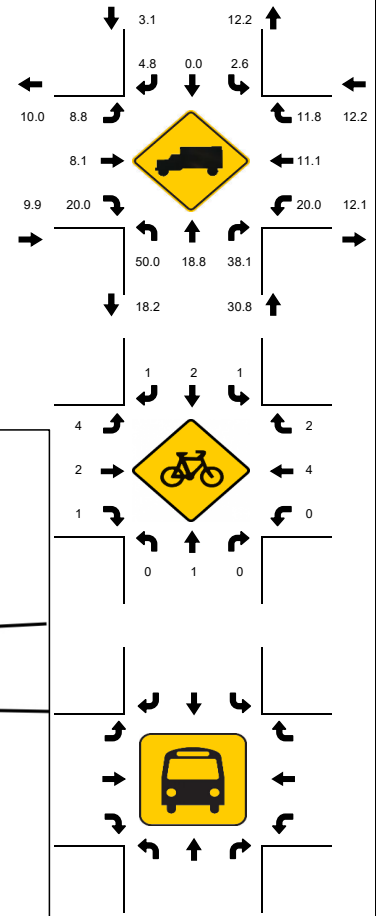
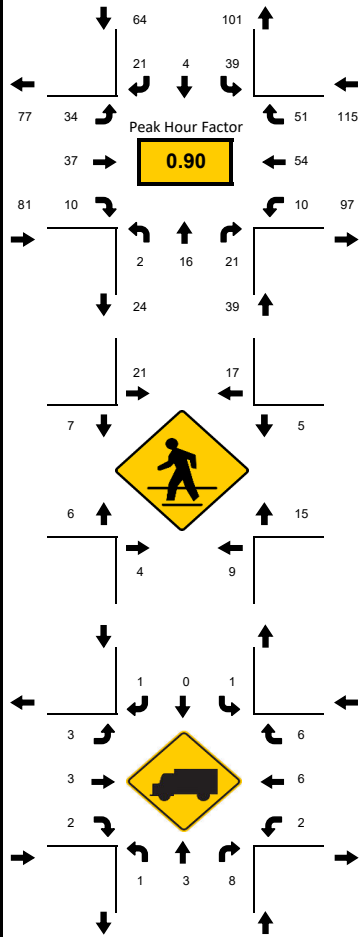
LOCATION: Bay Rd & 18th St  
 CITY/STATE: Miami Beach, FL

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	
All Vehicles	4	24	52	0		52	8	36	0		48	56	16	8		16	72	56	8			
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																						

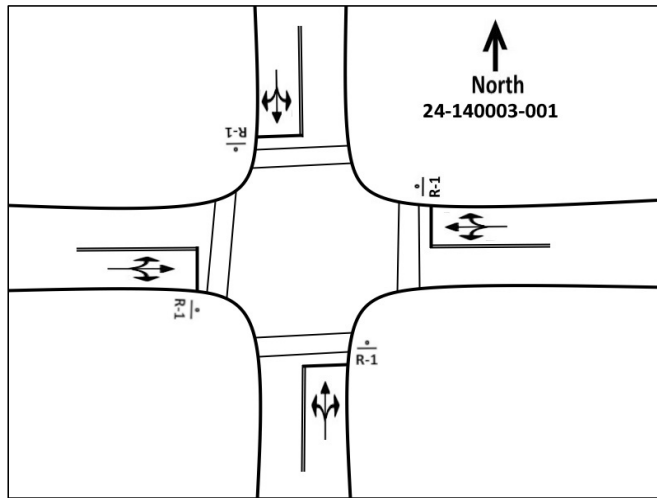
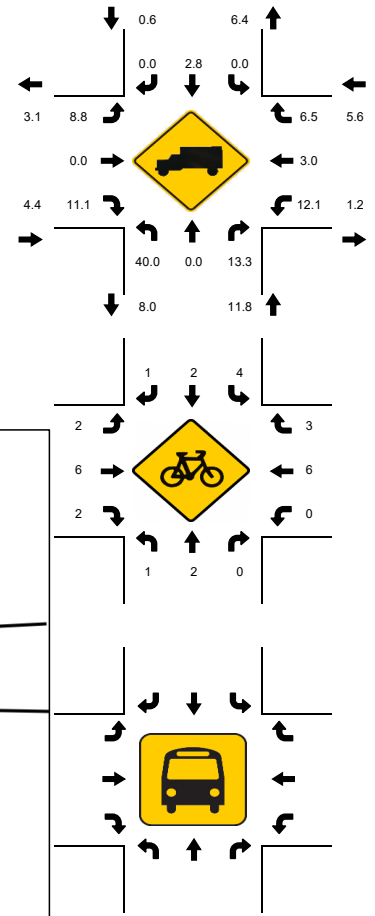
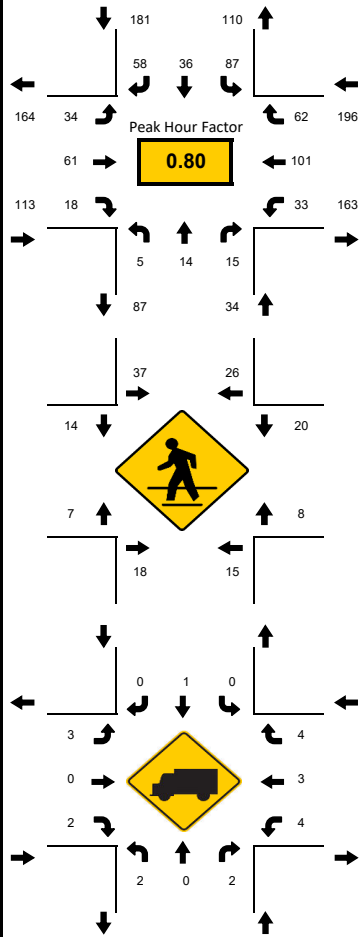
LOCATION: Bay Rd & 18th St  
 CITY/STATE: Miami Beach, FL

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				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
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
<b>TOTAL VOLUMES:</b>	212	0	1	0	0	0	23	1	1	367	379	0	0	391	35	0					1410
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	125	0	1	0	0	0	12	0	1	227	254	0	0	190	21	0					831
<b>PEAK HR FACTOR:</b>	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								

NS/EW Streets:	Bay Rd/17th St				Bay Rd/17th St				Dade Blvd				Dade Blvd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
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
<b>TOTAL VOLUMES:</b>	745	3	0	1	0	2	102	4	1	383	474	0	0	639	16	0					2370
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	403	1	0	1	0	0	53	2	0	206	230	0	0	332	7	0					1235
<b>PEAK HR FACTOR:</b>	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								

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

<b>PEAK HR:</b>	<b>05:00 PM - 06:00 PM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	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				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
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
<b>TOTAL VOLUMES:</b>	49	2	0	0	0	5	1	0	1	14	39	0	0	7	0	0	118
<b>APPROACH %'s:</b>	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%	
<b>PEAK HR:</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	21	0	0	0	0	5	0	0	1	7	20	0	0	4	0	0	58
<b>PEAK HR FACTOR:</b>	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				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
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
<b>TOTAL VOLUMES:</b>	79	5	0	0	3	0	1	0	0	6	91	2	0	18	2	0	207
<b>APPROACH %'s:</b>	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%	
<b>PEAK HR:</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	35	2	0	0	2	0	0	0	0	5	33	0	0	10	1	0	88
<b>PEAK HR FACTOR:</b>	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				

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

<b>PEAK HR:</b>	<b>05:00 PM - 06:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	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				TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
<b>AM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	EB 11	WB 14	EB 2	WB 0	NB 10	SB 2	NB 4	SB 1	NB 9	SB 25	TOTAL 78
<b>APPROACH %'s :</b>	44.00%	56.00%	100.00%	0.00%	83.33%	16.67%	80.00%	20.00%	26.47%	73.53%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM										TOTAL 38
<b>PEAK HR VOL :</b>	7	9	0	0	4	1	4	1	3	9	0.679
<b>PEAK HR FACTOR :</b>	0.583	0.750			0.500	0.250	0.500	0.250	0.375	0.563	
	0.667				0.625		0.625		0.750		

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

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

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

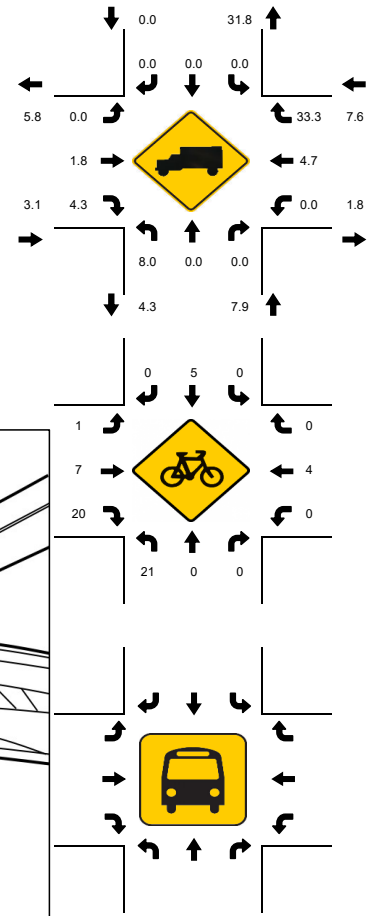
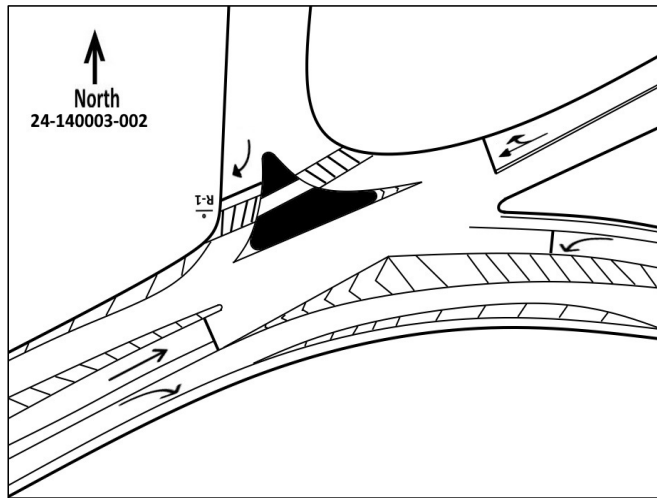
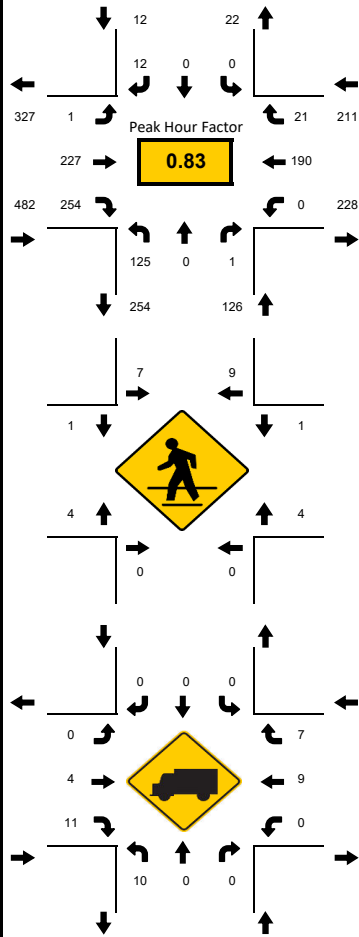
LOCATION: Bay Rd/17th St & Dade Blvd  
 CITY/STATE: Miami Beach, FL

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	0	4	0	0	0	31	24	0	0	0	27	4	0	0	110	579
7:15 AM	28	0	0	0	0	0	0	2	0	0	0	32	23	0	0	0	65	2	0	0	152	673
7:30 AM	16	0	0	0	0	0	0	3	1	0	0	35	35	0	0	0	46	3	0	0	139	692
7:45 AM	23	0	0	0	0	0	0	2	0	0	0	42	43	0	0	0	63	5	0	0	178	758
8:00 AM	28	0	0	0	0	0	0	3	0	0	0	53	61	0	0	0	52	7	0	0	204	831
8:15 AM	28	0	0	0	0	0	0	3	0	0	0	39	53	0	0	0	43	5	0	0	171	627
8:30 AM	36	0	1	0	0	0	0	4	0	0	0	55	59	0	0	0	45	5	0	0	205	456
8:45 AM	33	0	0	0	0	0	0	2	0	0	1	80	81	0	0	0	50	4	0	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	0	16	0	0	4	320	324	0	0	0	208	28	0	0	1048	
Heavy Trucks	20	0	0	0	0	0	0	0	0	0	0	16	12	0	0	0	16	12	0	0	76	
Pedestrians	0						24					8					8				40	
Bicycles	40	0	0	0	0	0	16	0	0	0	4	12	20	0	0	0	12	0	0	0	104	
Buses																						
Stopped Buses																						

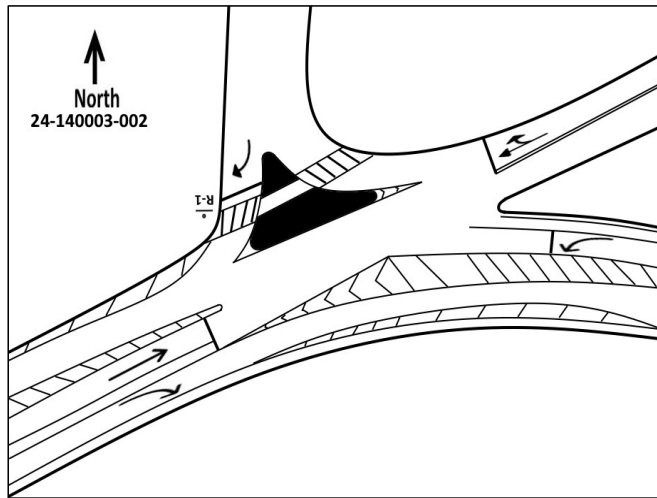
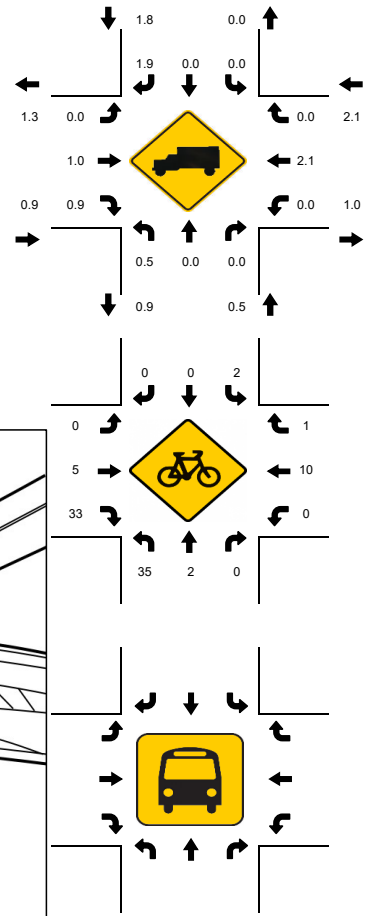
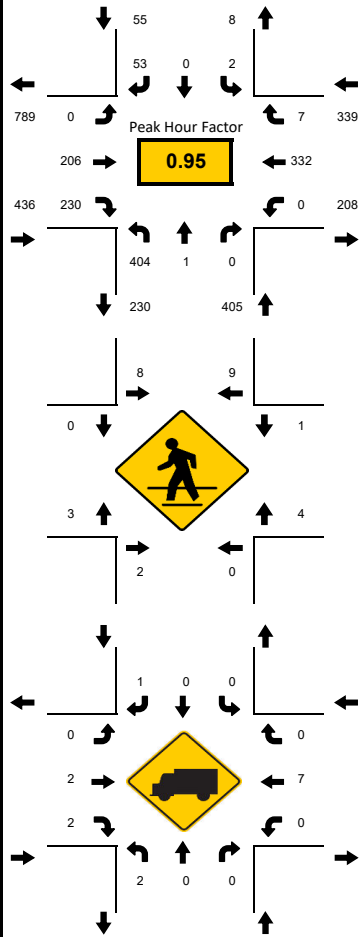
LOCATION: Bay Rd/17th St & Dade Blvd  
 CITY/STATE: Miami Beach, FL

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	0	5	0	0	1	44	52	0	0	0	76	3	0	0	264	1181
4:15 PM	97	0	0	0	0	0	0	15	0	0	0	43	71	0	0	0	84	1	0	0	311	1221
4:30 PM	92	0	0	0	0	0	0	13	0	0	0	55	65	0	0	0	66	2	0	0	293	1235
4:45 PM	121	0	0	0	0	0	0	11	0	0	0	36	64	0	0	0	80	1	0	0	313	1208
5:00 PM	91	0	0	0	0	0	0	13	1	0	0	56	40	0	0	0	102	1	0	0	304	1189
5:15 PM	99	1	0	1	0	0	0	16	1	0	0	59	61	0	0	0	84	3	0	0	325	885
5:30 PM	90	0	0	0	0	0	0	14	1	0	0	40	47	0	0	0	71	3	0	0	266	560
5:45 PM	73	1	0	0	0	0	2	15	1	0	0	50	74	0	0	0	76	2	0	0	294	294
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	484	4	0	4	0	0	0	64	4	0	0	236	260	0	0	0	408	12	0	0	1476	
Heavy Trucks	4	0	0	0	0	0	0	4	0	0	0	4	4	0	0	0	16	0	0	0	32	
Pedestrians	4					24					8					12					48	
Bicycles	60	4	0	0	0	8	0	0	0	0	0	16	52	0	0	0	16	4	0	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				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	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					
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
<b>TOTAL VOLUMES:</b>	116	215	13	1	6	75	29	0	33	11	125	1	6	39	23	0					693
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	73	135	8	1	4	44	20	0	24	7	70	1	4	26	17	0					434
<b>PEAK HR FACTOR:</b>	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								

NS/EW Streets:	West Ave				West Ave				18th St				18th St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	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					
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
<b>TOTAL VOLUMES:</b>	226	538	41	2	13	196	97	2	91	24	191	4	24	56	71	0					1576
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	<b>05:00 PM - 06:00 PM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	120	282	24	0	6	103	54	1	55	11	100	3	9	26	31	0					825
<b>PEAK HR FACTOR:</b>	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								

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

<b>PEAK HR:</b>	<b>05:00 PM - 06:00 PM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	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				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
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	0	1	0	0	0	0	7
8:00 AM	4	4	0	0	0	0	0	0	0	0	0	1	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	0	1	0	1	0	0	6
8:45 AM	2	4	1	0	0	4	0	0	0	1	0	0	0	0	0	0	12
<b>TOTAL VOLUMES:</b>	11	21	2	0	2	9	1	0	1	0	4	0	1	0	2	0	54
<b>APPROACH %'s:</b>	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%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	7	12	1	0	1	6	0	0	1	0	2	0	1	0	0	0	31
<b>PEAK HR FACTOR:</b>	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				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
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
<b>TOTAL VOLUMES:</b>	12	19	0	0	2	21	2	0	4	3	18	0	2	6	4	0	93
<b>APPROACH %'s:</b>	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%	
<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	7	10	0	0	0	13	2	0	4	2	5	0	0	1	1	0	45
<b>PEAK HR FACTOR:</b>	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				

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

<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	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		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	9	19	7	8	16	11	25	22	117
<b>APPROACH %'s :</b>	32.14%	67.86%	46.67%	53.33%	59.26%	40.74%	53.19%	46.81%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	7	8	7	8	7	8	15	13	73
<b>PEAK HR FACTOR :</b>	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		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	36	66	25	25	39	23	83	90	387
<b>APPROACH %'s :</b>	35.29%	64.71%	50.00%	50.00%	62.90%	37.10%	47.98%	52.02%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	20	28	10	16	17	16	43	48	198
<b>PEAK HR FACTOR :</b>	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		

<b>PEAK HR :</b>	8:00 AM - 9:00 AM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	7	8	7	8	7	8	15	13	73

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

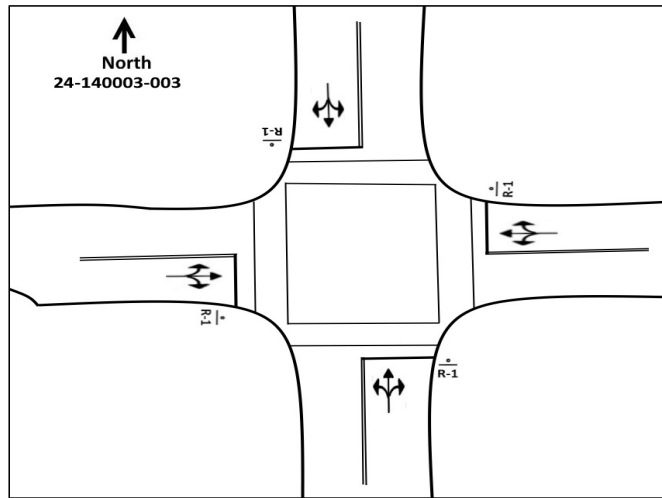
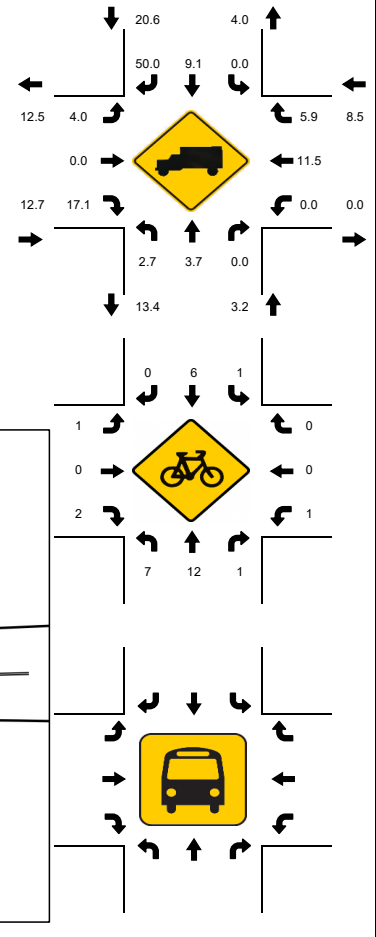
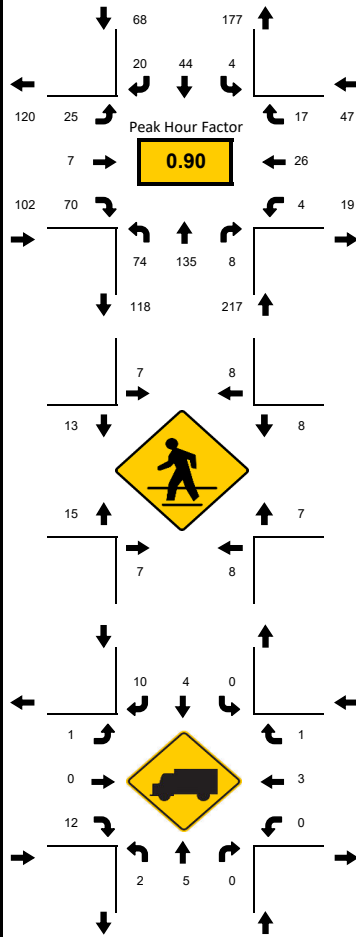
LOCATION: West Ave & 18th St  
 CITY/STATE: Miami Beach, FL

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																						



# 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				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
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
<b>TOTAL VOLUMES:</b>	0	193	262	0	59	142	10	0	33	334	1	0	120	416	133	0					1703
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	0	120	165	0	35	87	4	0	21	207	0	0	65	207	82	0					993
<b>PEAK HR FACTOR:</b>	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								

NS/EW Streets:	West Ave				West Ave				Dade Blvd				Dade Blvd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
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
<b>TOTAL VOLUMES:</b>	2	430	199	0	85	309	32	0	65	317	2	0	204	621	330	0					2596
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	2	217	107	0	44	163	13	0	34	169	1	0	105	317	184	0					1356
<b>PEAK HR FACTOR:</b>	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								

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

<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	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				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
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
<b>TOTAL VOLUMES:</b>	0	29	3	0	0	13	0	0	2	12	0	0	1	7	2	0	69
<b>APPROACH %'s:</b>	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%	
<b>PEAK HR:</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	17	1	0	0	8	0	0	1	6	0	0	1	4	2	0	40
<b>PEAK HR FACTOR:</b>	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				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
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
<b>TOTAL VOLUMES:</b>	3	29	6	0	2	41	5	0	2	6	0	0	3	13	5	0	115
<b>APPROACH %'s:</b>	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%	
<b>PEAK HR:</b>	<b>05:00 PM - 06:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	3	15	4	0	2	20	4	0	1	1	0	0	2	6	3	0	61
<b>PEAK HR FACTOR:</b>	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				

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

<b>PEAK HR:</b>	<b>05:00 PM - 06:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	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		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	EB 6	WB 8	EB 7	WB 2	NB 17	SB 12	NB 23	SB 24	TOTAL 99
<b>APPROACH %'s :</b>	42.86%	57.14%	77.78%	22.22%	58.62%	41.38%	48.94%	51.06%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	1	5	3	0	6	8	12	12	47
<b>PEAK HR FACTOR :</b>	0.250	0.417	0.375	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		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	EB 22	WB 19	EB 10	WB 11	NB 60	SB 30	NB 76	SB 78	TOTAL 306
<b>APPROACH %'s :</b>	53.66%	46.34%	47.62%	52.38%	66.67%	33.33%	49.35%	50.65%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM								TOTAL
<b>PEAK HR VOL :</b>	11	10	3	6	27	17	44	43	161
<b>PEAK HR FACTOR :</b>	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		

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

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

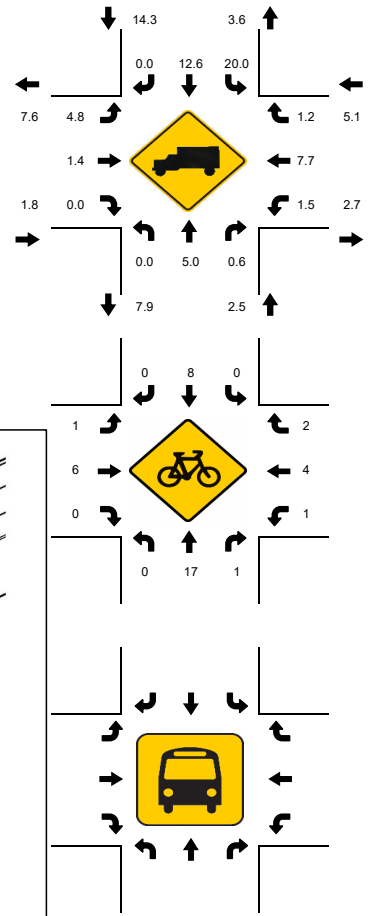
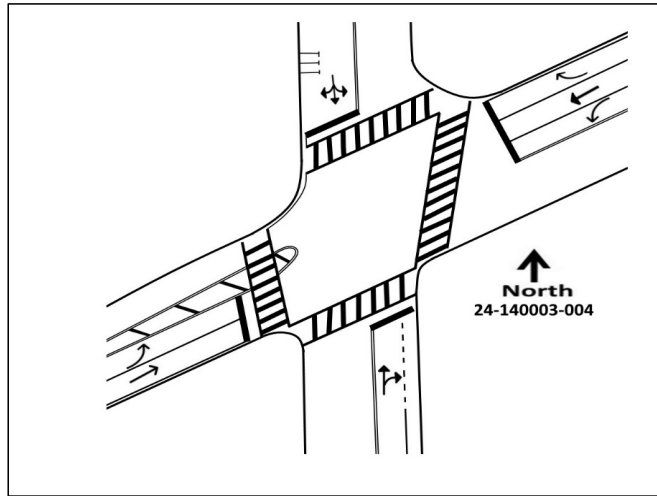
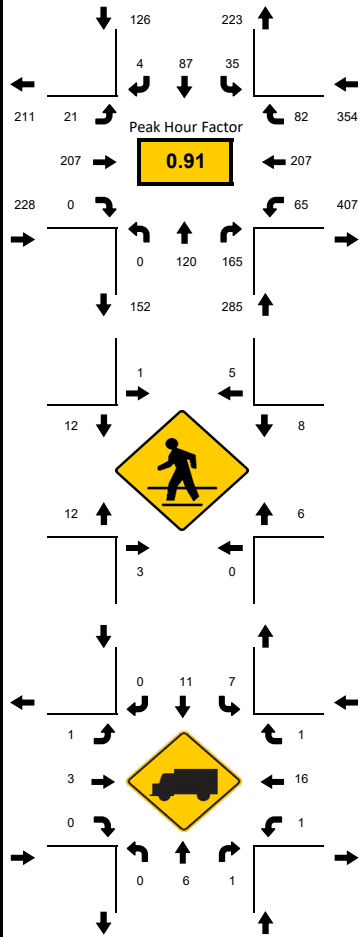
LOCATION: West Ave & Dade Blvd  
 CITY/STATE: Miami Beach, FL

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																						



# 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				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
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
<b>TOTAL VOLUMES:</b>	114	404	112	0	30	231	1	0	2	192	184	0	71	97	50	0					1488
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	70	250	71	0	20	131	0	0	1	122	128	0	46	56	32	0					927
<b>PEAK HR FACTOR:</b>	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								

NS/EW Streets:	West Ave				West Ave				17th St				17th St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
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
<b>TOTAL VOLUMES:</b>	422	554	132	0	97	413	3	0	1	243	233	0	67	324	75	1					2565
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	04:45 PM - 05:45 PM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	223	281	73	0	44	207	1	0	1	113	98	0	35	178	38	1					1293
<b>PEAK HR FACTOR:</b>	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								

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

<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	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				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	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					
7:00 AM	4	4	2	0	0	1	0	0	0	2	4	0	0	2	0	0	0	0	0	0	19
7:15 AM	2	3	0	0	0	1	0	0	0	1	4	0	0	3	1	0	0	0	0	0	15
7:30 AM	4	1	1	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	12
7:45 AM	11	4	0	0	1	1	0	0	0	2	2	0	0	3	1	0	0	0	0	0	25
8:00 AM	2	6	0	1	0	2	0	0	0	3	3	0	0	1	1	0	0	0	0	0	19
8:15 AM	2	2	0	0	0	1	0	0	0	1	8	0	1	2	1	0	0	0	0	0	18
8:30 AM	8	2	0	0	0	3	0	0	0	2	3	0	0	2	0	0	0	0	0	0	20
8:45 AM	5	6	3	0	0	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	22
<b>TOTAL VOLUMES:</b>	38	28	6	1	1	13	0	0	0	16	28	0	1	14	4	0					150
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	17	16	3	1	0	9	0	0	0	7	18	0	1	5	2	0					79
<b>PEAK HR FACTOR:</b>	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								

NS/EW Streets:	West Ave				West Ave				17th St				17th St				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	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					
4:00 PM	9	4	1	0	1	5	0	0	0	5	9	0	0	13	0	0	0	0	0	0	47
4:15 PM	6	0	1	0	3	3	0	0	0	3	14	0	0	6	2	0	0	0	0	0	38
4:30 PM	8	4	0	0	1	3	0	0	0	6	4	0	0	4	3	0	0	0	0	0	33
4:45 PM	1	4	1	0	1	5	0	0	0	10	2	0	0	6	0	0	0	0	0	0	30
5:00 PM	5	5	3	0	2	7	0	0	0	1	3	0	5	0	0	0	0	0	0	0	31
5:15 PM	5	3	0	0	2	2	0	0	0	0	7	0	1	4	2	0	0	0	0	0	26
5:30 PM	3	5	2	0	0	4	0	0	0	5	9	0	1	4	1	0	0	0	0	0	34
5:45 PM	4	5	1	0	2	3	0	0	0	3	11	0	0	1	0	0	0	0	0	0	30
<b>TOTAL VOLUMES:</b>	41	30	9	0	12	32	0	0	0	33	59	0	7	38	8	0					269
<b>APPROACH %'s:</b>	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%					
<b>PEAK HR:</b>	04:45 PM - 05:45 PM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	14	17	6	0	5	18	0	0	0	16	21	0	7	14	3	0					121
<b>PEAK HR FACTOR:</b>	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								

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

<b>PEAK HR:</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>				
<b>PEAK HR VOL:</b>	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		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	EB 6	WB 18	EB 47	WB 29	NB 27	SB 19	NB 27	SB 25	TOTAL 198
<b>APPROACH %'s :</b>	25.00%	75.00%	61.84%	38.16%	58.70%	41.30%	51.92%	48.08%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	3	7	30	15	15	11	15	13	109
<b>PEAK HR FACTOR :</b>	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		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
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
<b>TOTAL VOLUMES :</b>	EB 31	WB 40	EB 81	WB 88	NB 104	SB 64	NB 83	SB 54	TOTAL 545
<b>APPROACH %'s :</b>	43.66%	56.34%	47.93%	52.07%	61.90%	38.10%	60.58%	39.42%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM								TOTAL
<b>PEAK HR VOL :</b>	12	23	44	36	53	29	36	18	251
<b>PEAK HR FACTOR :</b>	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		

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

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

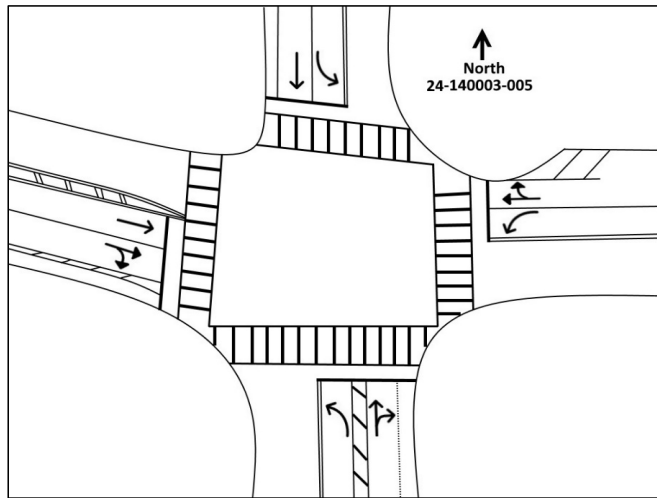
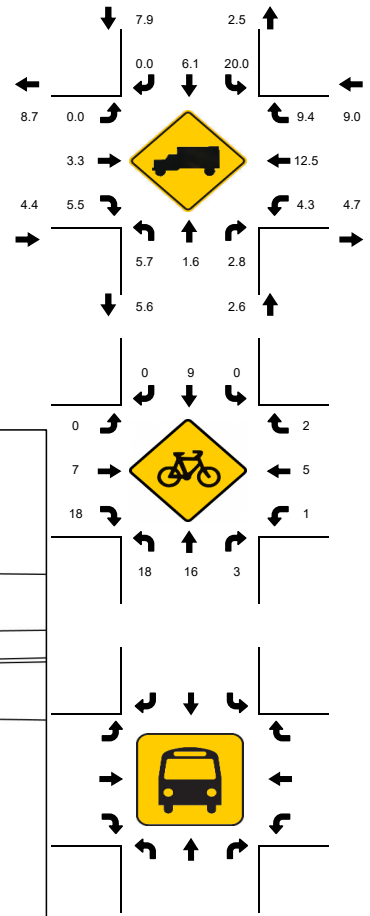
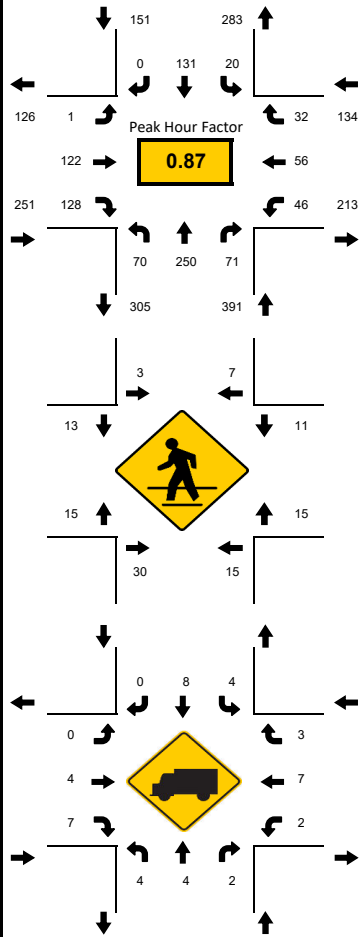
LOCATION: West Ave & 17th St  
 CITY/STATE: Miami Beach, FL

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																						



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

23-FEB-2023 09:11:23

830UPD

6\_8700\_PKSEASON.TXT

**GROWTH RATE CALCULATION  
1333 DADE BOULEVARD**

<b>Roadway</b>	<b>FDOT Site</b>	<b>5 Year Linear Trend</b>	<b>5 Year Exponential Trend</b>	<b>5 Year Decaying Trend</b>
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%
<b>Average Annual Growth Rate</b>		<b>-1.24%</b>	<b>-1.14%</b>	<b>-1.74%</b>

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

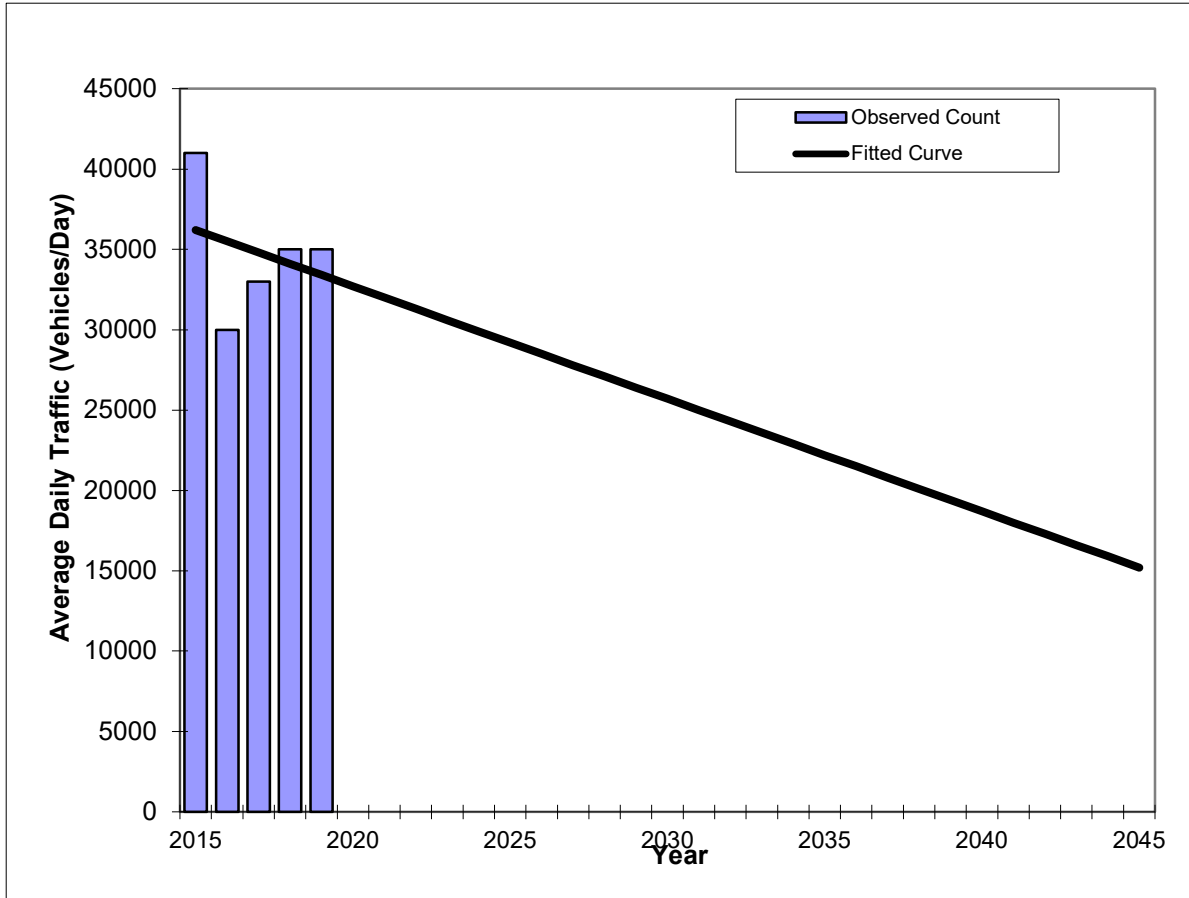
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# 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
<b>2027 Opening Year Trend</b>		
2027	N/A	27800
<b>2035 Mid-Year Trend</b>		
2035	N/A	22200
<b>2045 Design Year Trend</b>		
2045	N/A	15200
<b>TRANPLAN Forecasts/Trends</b>		

** 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
<b>Straight Line Growth Option</b>	

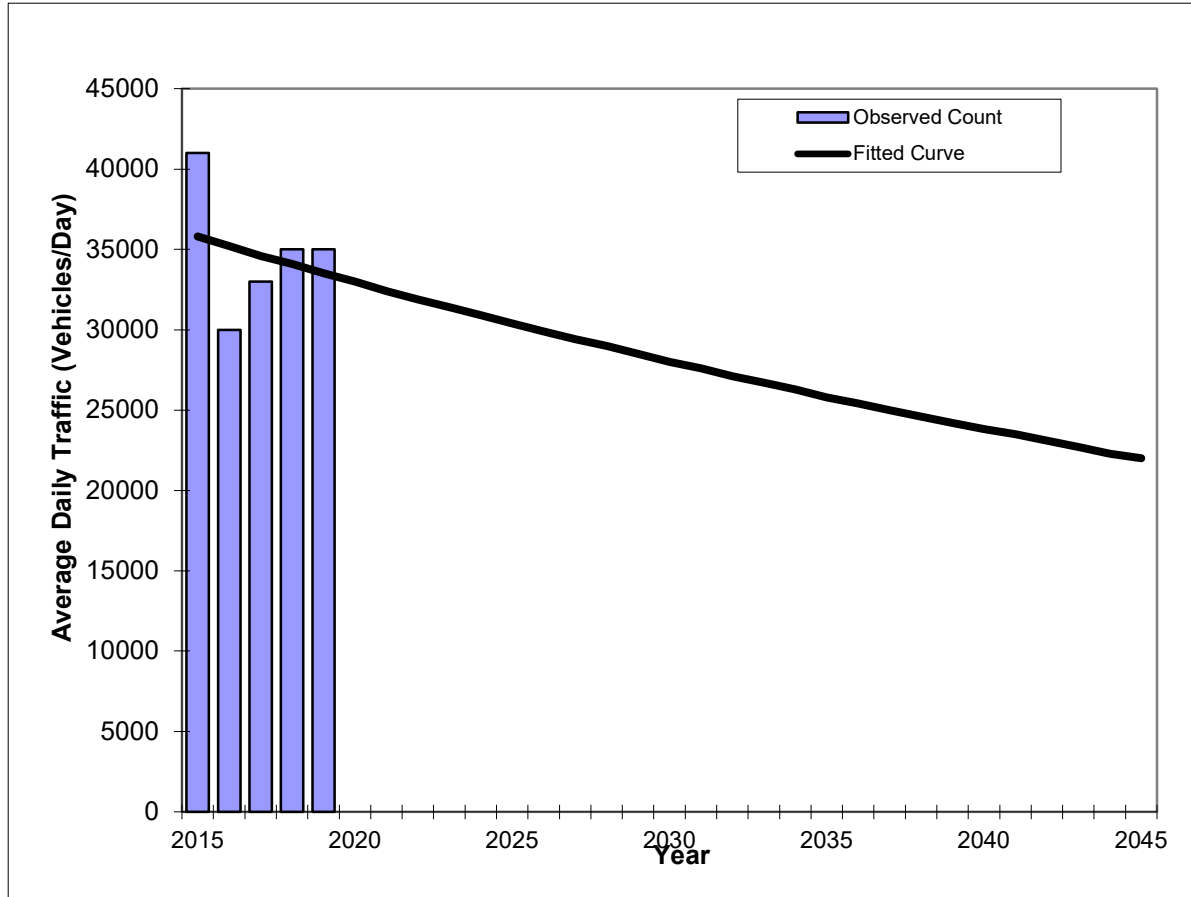
\*Axle-Adjusted

## 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
<b>2027 Opening Year Trend</b>		
2027	N/A	29400
<b>2035 Mid-Year Trend</b>		
2035	N/A	25800
<b>2045 Design Year Trend</b>		
2045	N/A	22000
<b>TRANPLAN Forecasts/Trends</b>		

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
<b>Exponential Growth Option</b>	

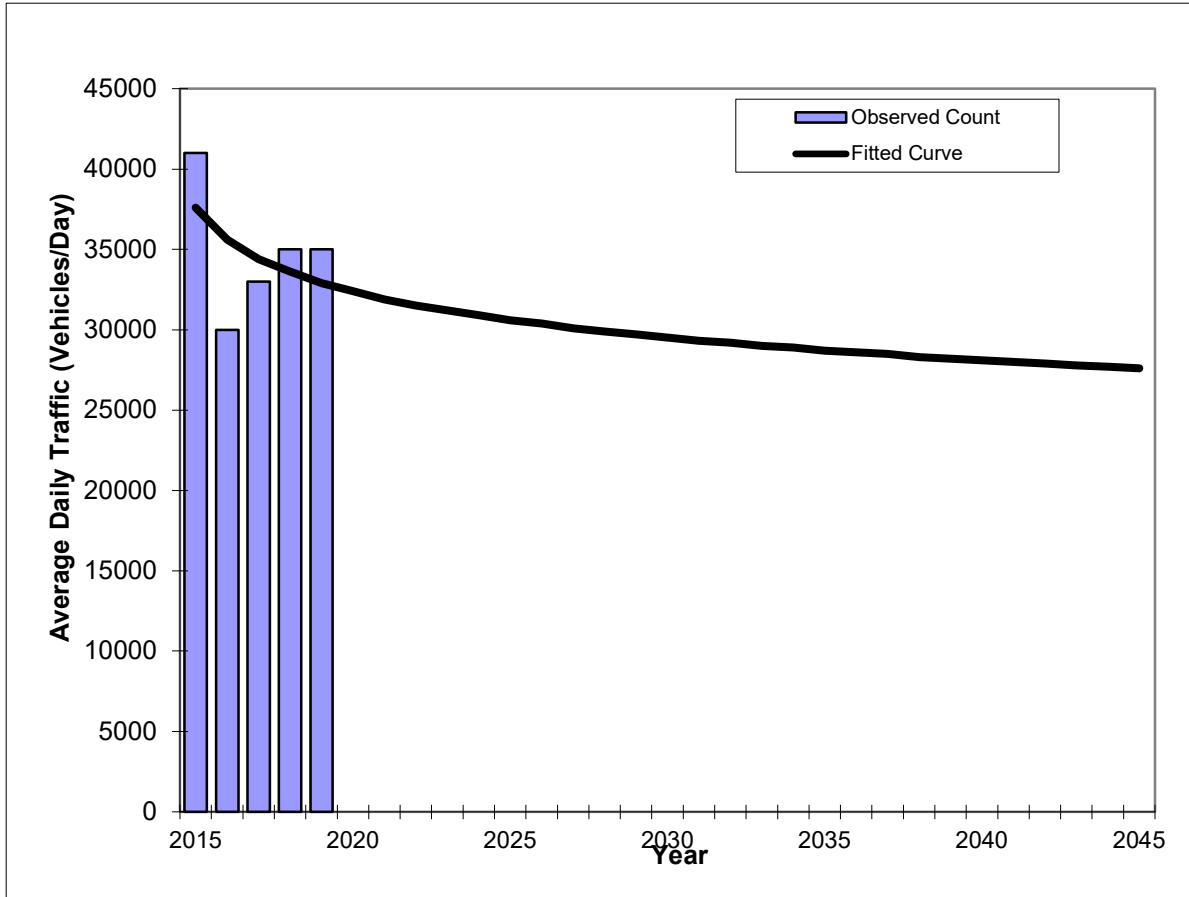
\*Axle-Adjusted

# 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
<b>2027 Opening Year Trend</b>		
2027	N/A	30100
<b>2035 Mid-Year Trend</b>		
2035	N/A	28700
<b>2045 Design Year Trend</b>		
2045	N/A	27600
<b>TRANPLAN Forecasts/Trends</b>		

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
<b>Decaying Exponential Growth Option</b>	

\*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

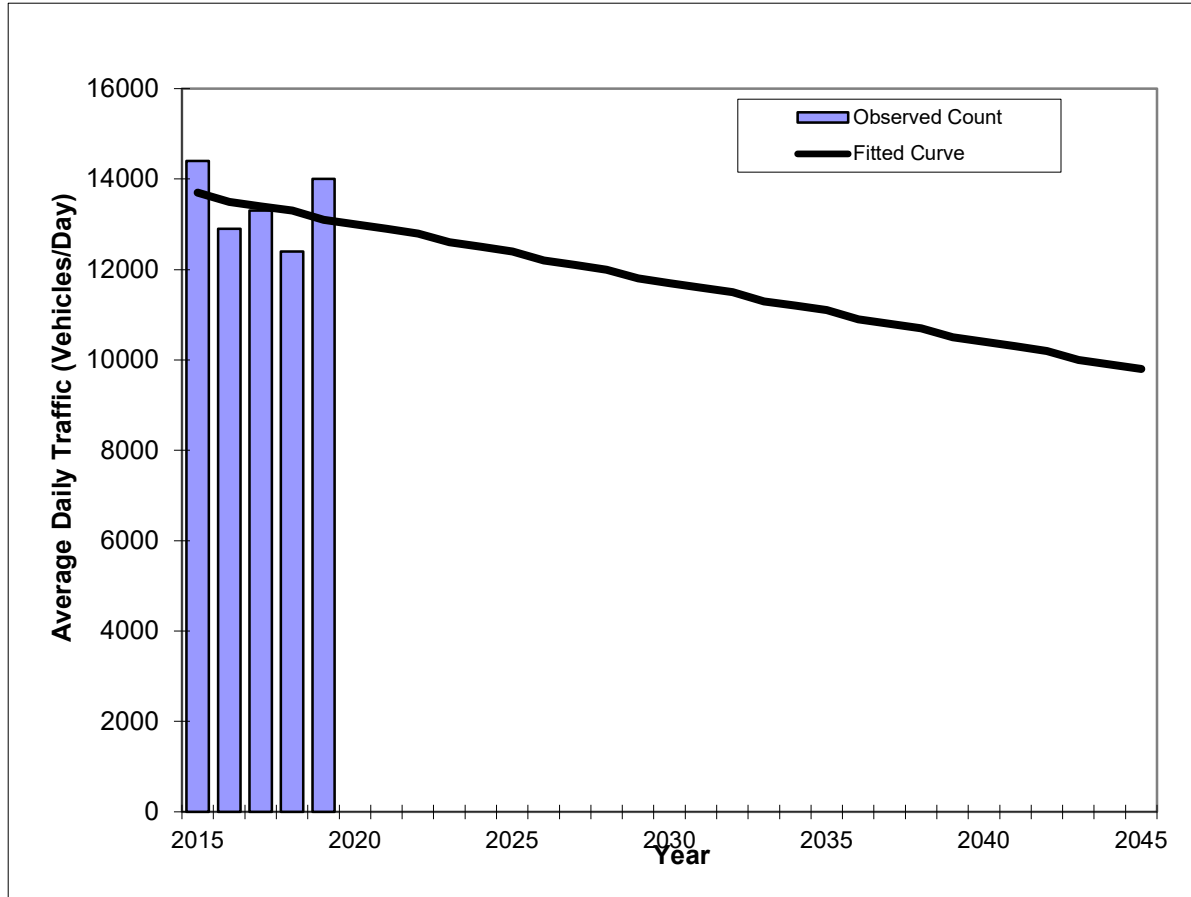
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 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## 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
<b>2027 Opening Year Trend</b>		
2027	N/A	12100
<b>2035 Mid-Year Trend</b>		
2035	N/A	11100
<b>2045 Design Year Trend</b>		
2045	N/A	9800
<b>TRANPLAN Forecasts/Trends</b>		

** 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
<b>Straight Line Growth Option</b>	

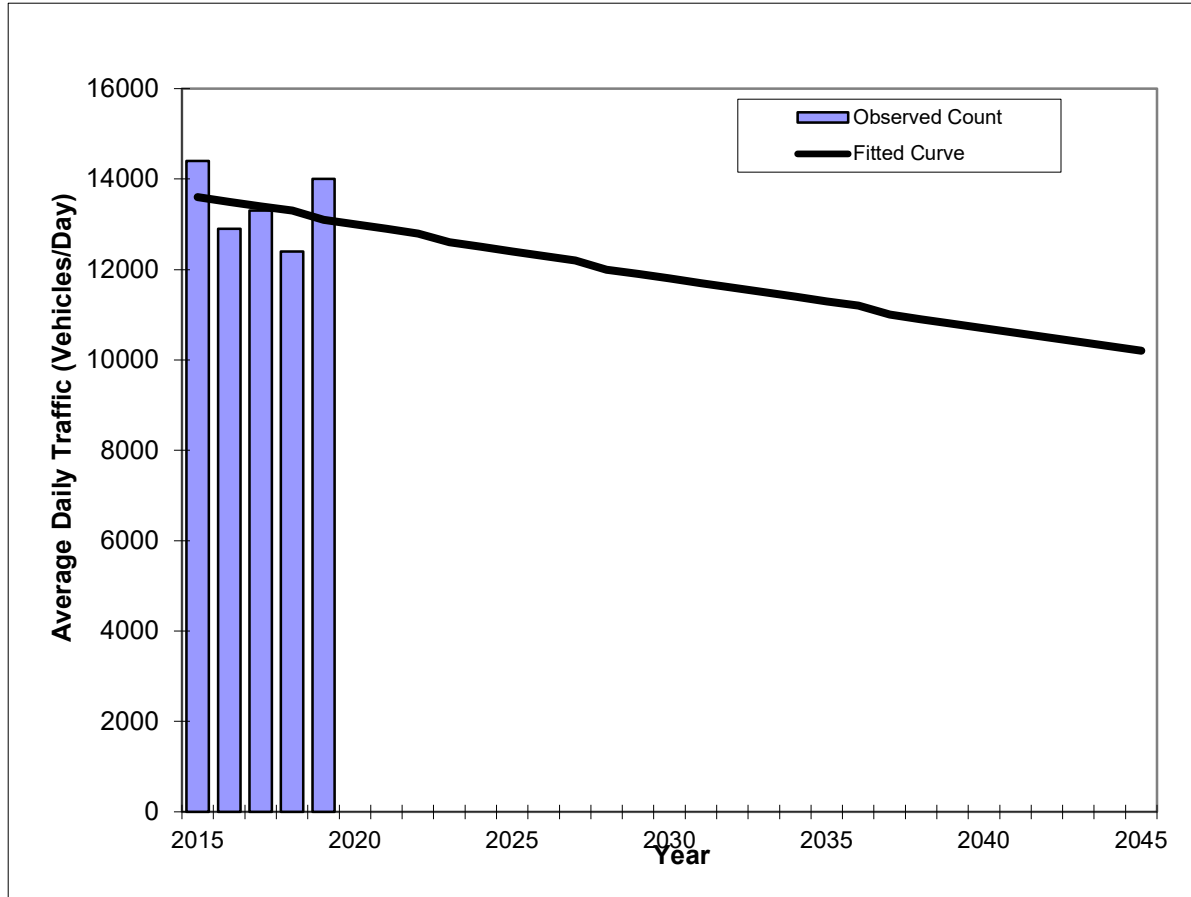
\*Axle-Adjusted

# 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
<b>2027 Opening Year Trend</b>		
2027	N/A	12200
<b>2035 Mid-Year Trend</b>		
2035	N/A	11300
<b>2045 Design Year Trend</b>		
2045	N/A	10200
<b>TRANPLAN Forecasts/Trends</b>		

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
<b>Exponential Growth Option</b>	

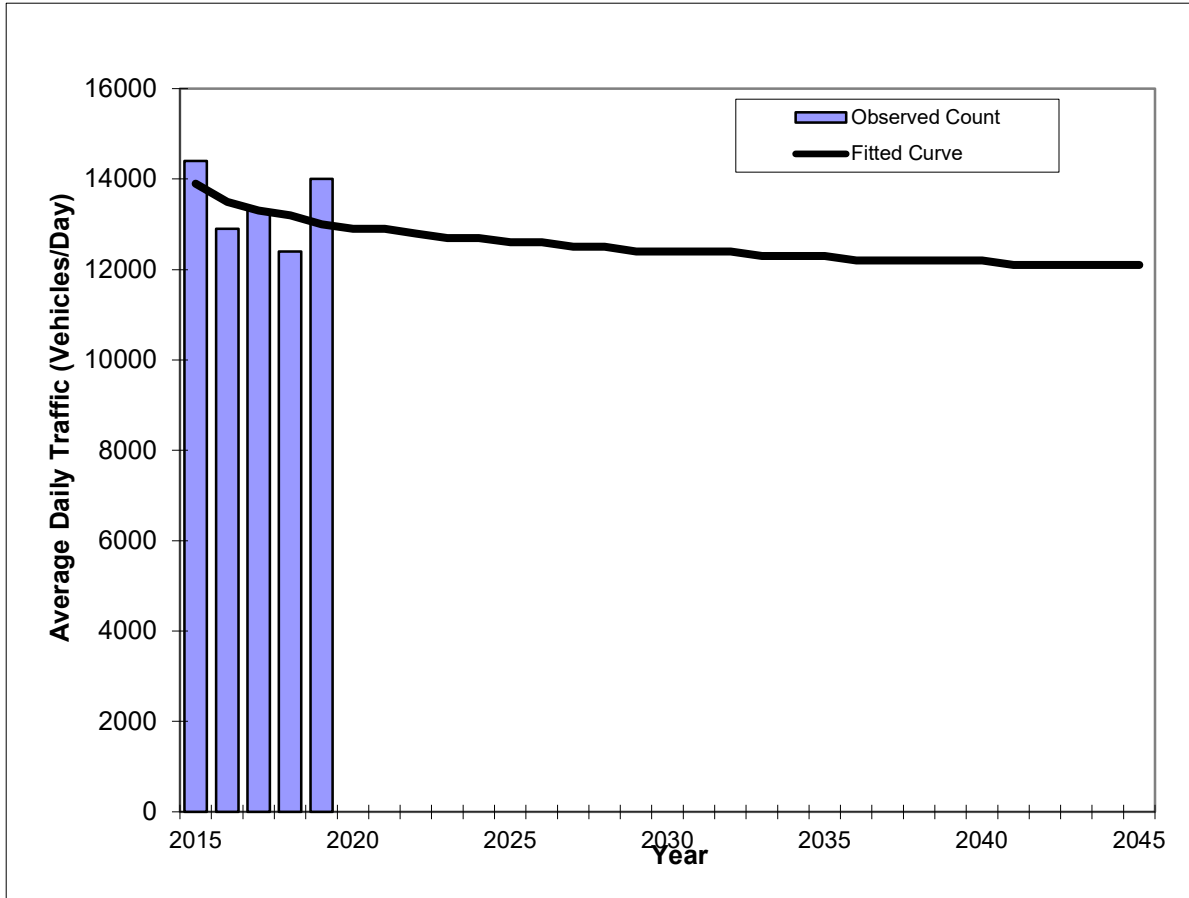
\*Axle-Adjusted

## 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
<b>2027 Opening Year Trend</b>		
2027	N/A	12500
<b>2035 Mid-Year Trend</b>		
2035	N/A	12300
<b>2045 Design Year Trend</b>		
2045	N/A	12100
<b>TRANPLAN Forecasts/Trends</b>		

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
<b>Decaying Exponential Growth Option</b>	

\*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

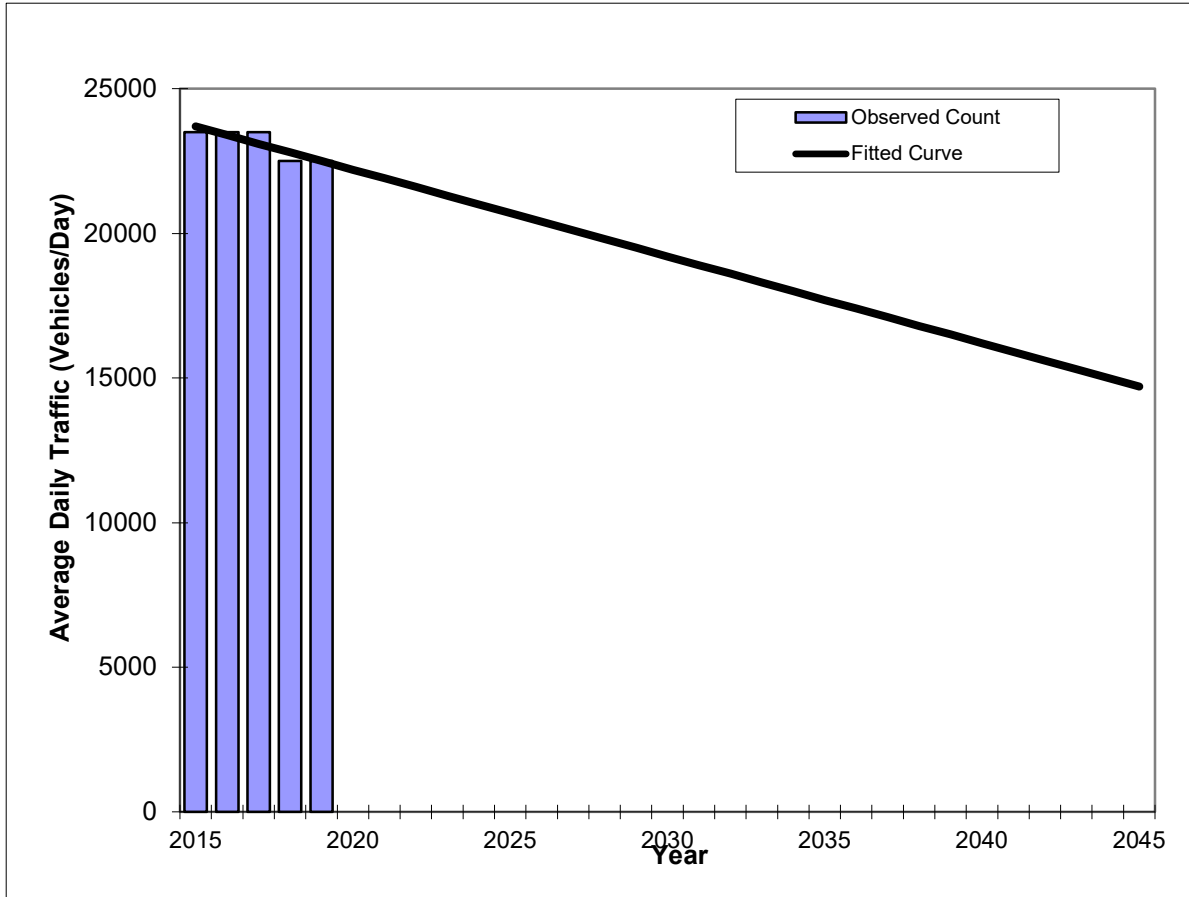
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 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## 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
<b>2027 Opening Year Trend</b>		
2027	N/A	20100
<b>2035 Mid-Year Trend</b>		
2035	N/A	17700
<b>2045 Design Year Trend</b>		
2045	N/A	14700
<b>TRANPLAN Forecasts/Trends</b>		

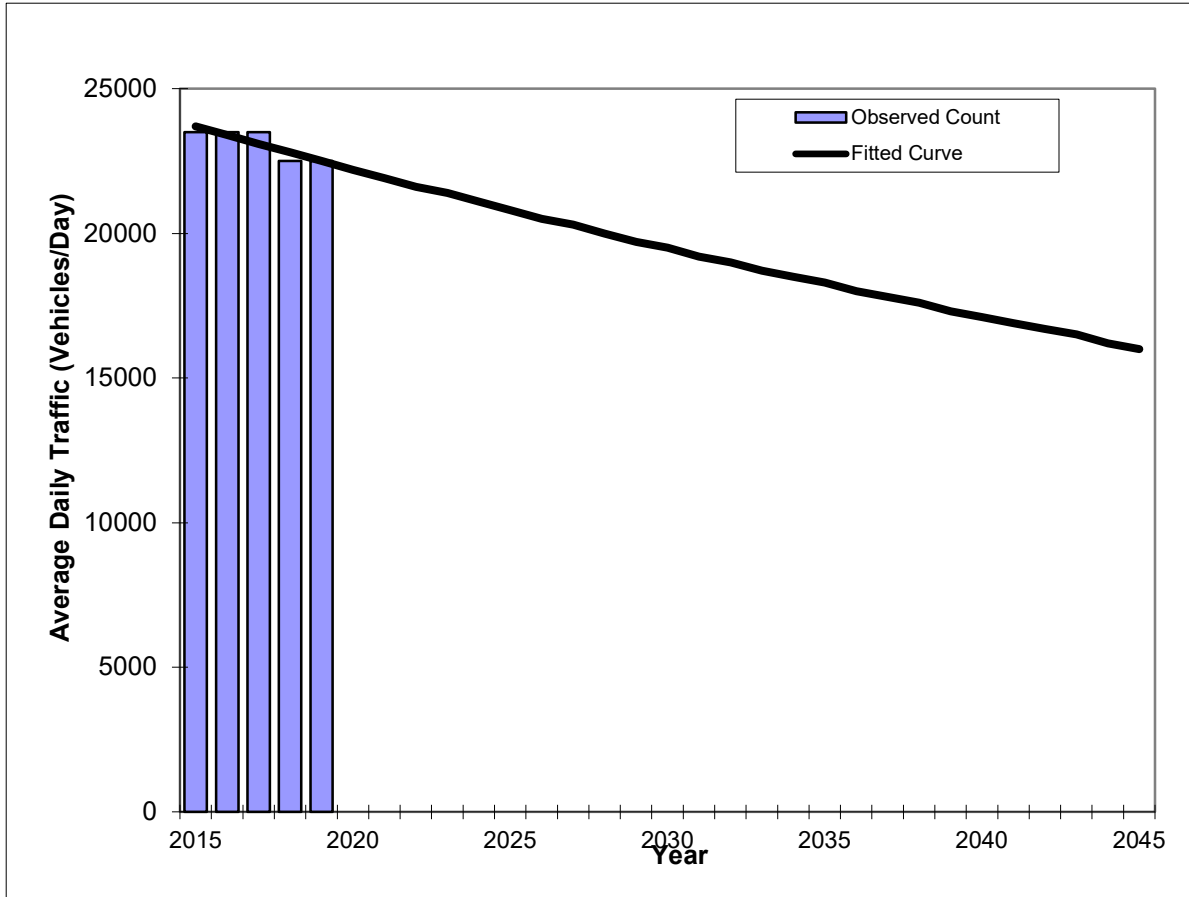
** Annual Trend Increase:	-300
Trend R-squared:	75.00%
Trend Annual Historic Growth Rate:	-1.27%
Trend Growth Rate (2019 to Design Year):	-1.33%
Printed:	29-Dec-23
<b>Straight Line Growth Option</b>	

\*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
<b>2027 Opening Year Trend</b>		
2027	N/A	20300
<b>2035 Mid-Year Trend</b>		
2035	N/A	18300
<b>2045 Design Year Trend</b>		
2045	N/A	16000
<b>TRANPLAN Forecasts/Trends</b>		

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
<b>Exponential Growth Option</b>	

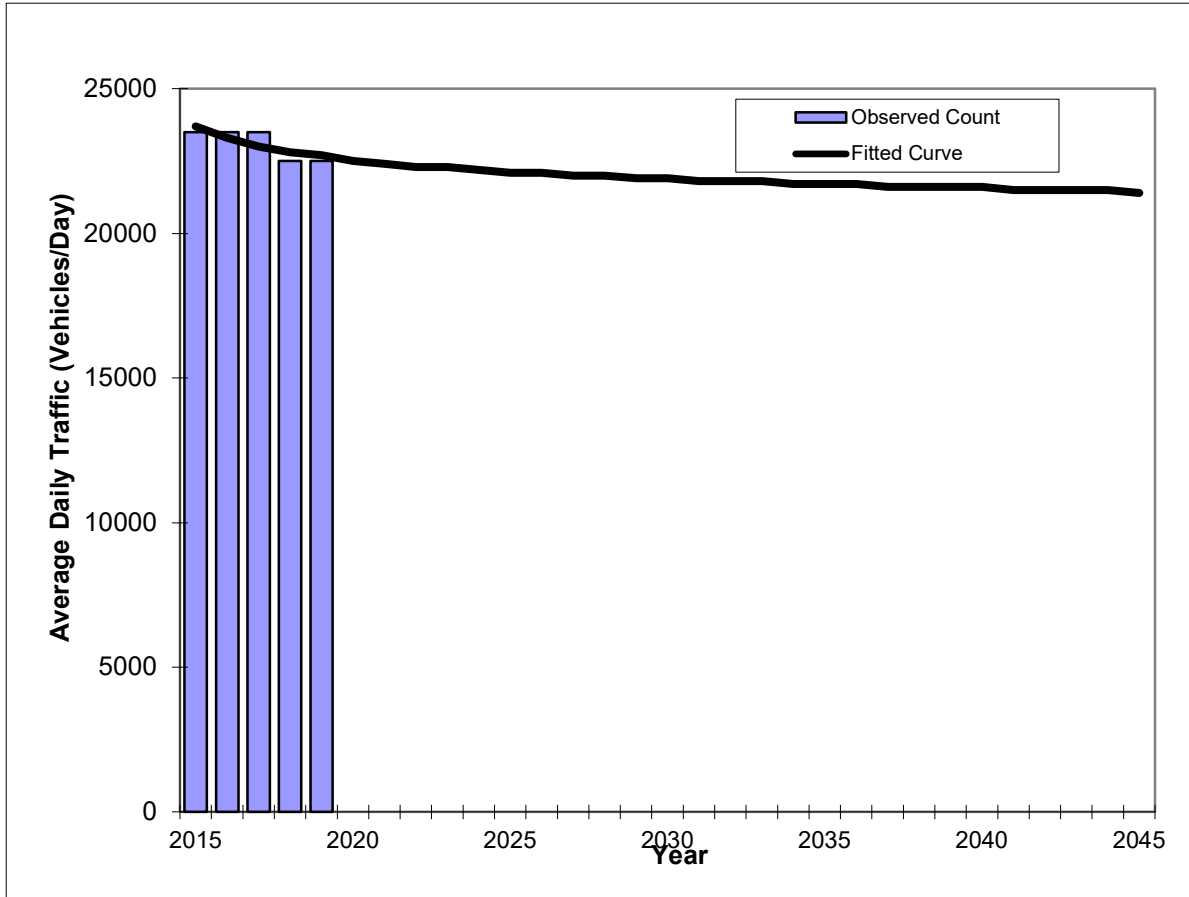
\*Axle-Adjusted

## 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
<b>2027 Opening Year Trend</b>		
2027	N/A	22000
<b>2035 Mid-Year Trend</b>		
2035	N/A	21700
<b>2045 Design Year Trend</b>		
2045	N/A	21400
<b>TRANPLAN Forecasts/Trends</b>		

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
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8531 - 17TH ST, 200' EAST OF MERIDIAN 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

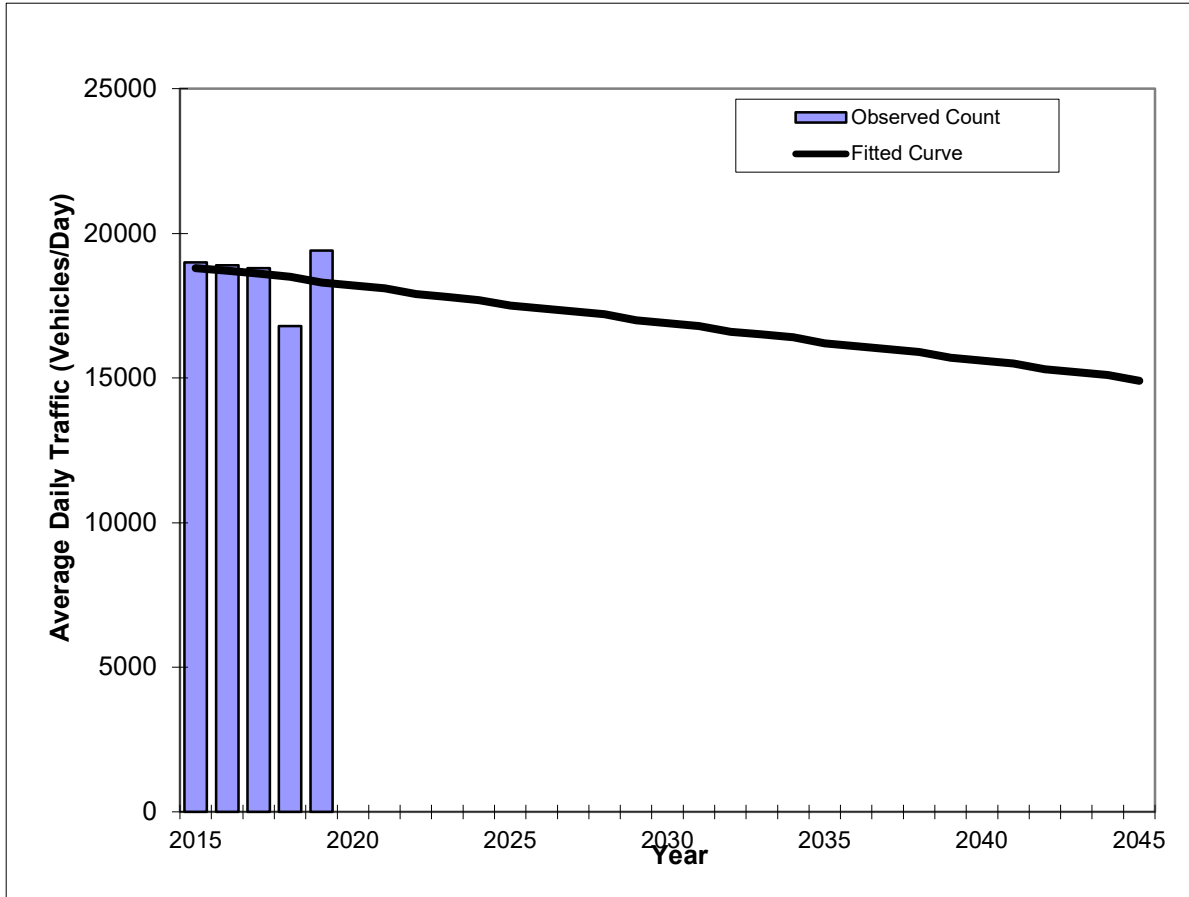
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## 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
<b>2027 Opening Year Trend</b>		
2027	N/A	17300
<b>2035 Mid-Year Trend</b>		
2035	N/A	16200
<b>2045 Design Year Trend</b>		
2045	N/A	14900
<b>TRANPLAN Forecasts/Trends</b>		

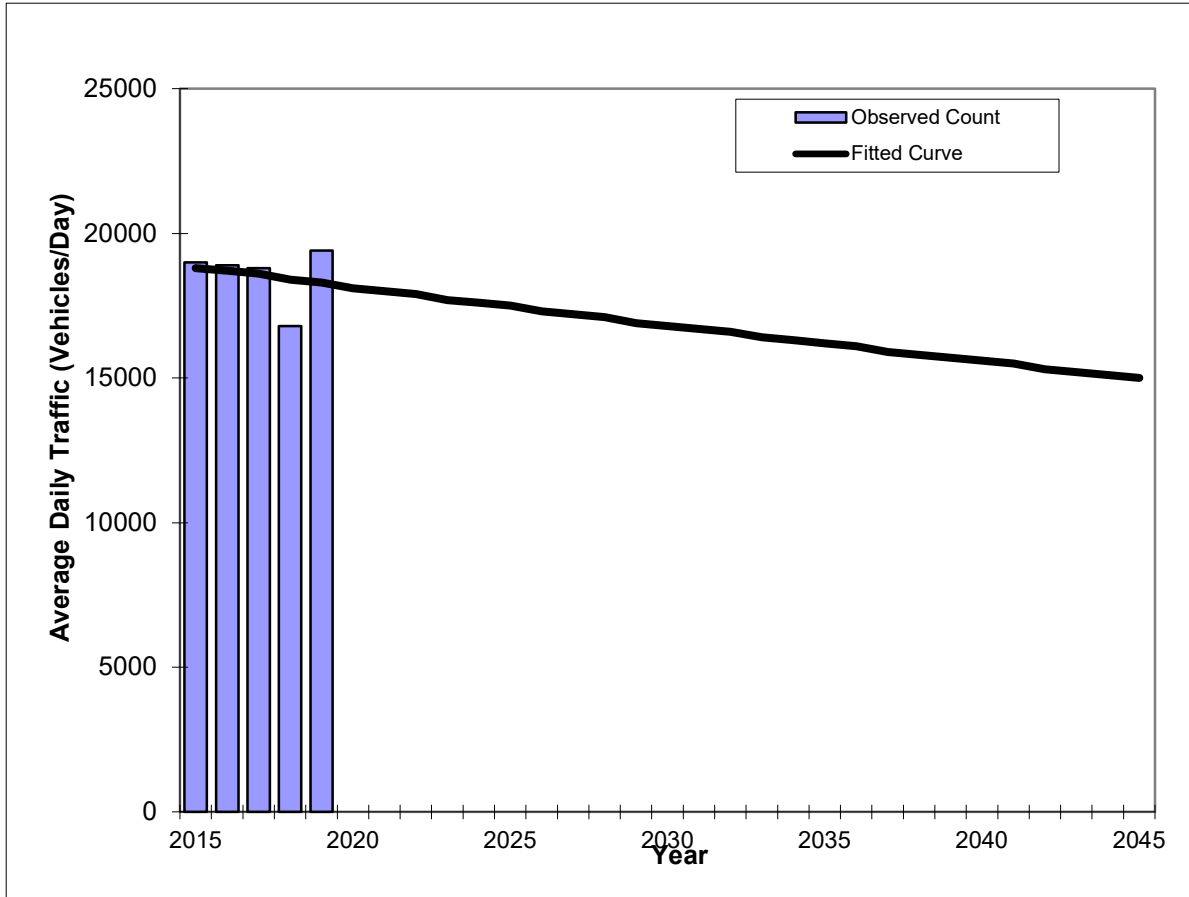
** Annual Trend Increase:	-130
Trend R-squared:	4.05%
Trend Annual Historic Growth Rate:	-0.66%
Trend Growth Rate (2019 to Design Year):	-0.71%
Printed:	29-Dec-23
<b>Straight Line Growth Option</b>	

\*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
<b>2027 Opening Year Trend</b>		
2027	N/A	17200
<b>2035 Mid-Year Trend</b>		
2035	N/A	16200
<b>2045 Design Year Trend</b>		
2045	N/A	15000
<b>TRANPLAN Forecasts/Trends</b>		

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
<b>Exponential Growth Option</b>	

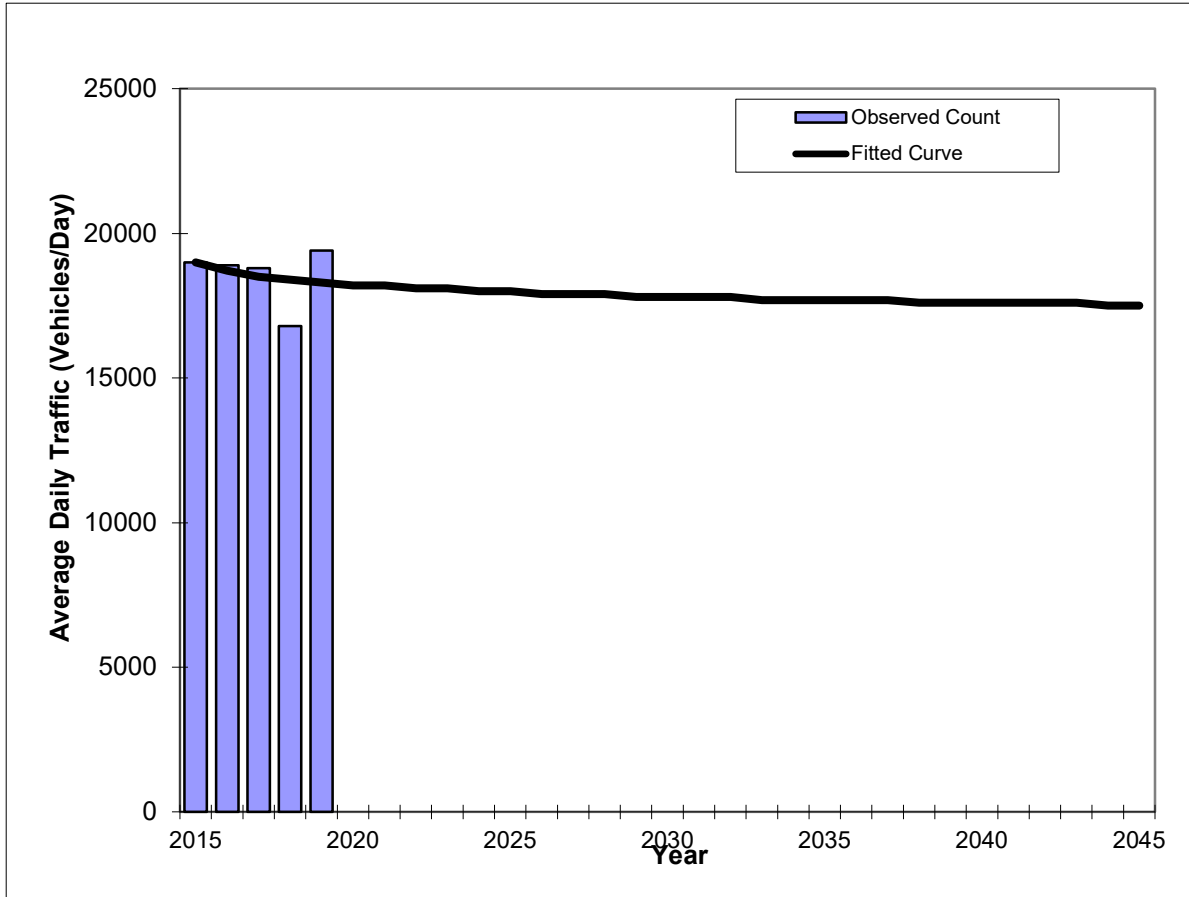
\*Axle-Adjusted

## 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
<b>2027 Opening Year Trend</b>		
2027	N/A	17900
<b>2035 Mid-Year Trend</b>		
2035	N/A	17700
<b>2045 Design Year Trend</b>		
2045	N/A	17500
<b>TRANPLAN Forecasts/Trends</b>		

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
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

## TOD Schedule Report

for 4131: Bay Rd&Dade Blvd&17 St

Print Date:  
10/4/2021

Print Time:  
5:57 PM

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

### Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SWT	-	WBT	-	NET	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
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

<b>Permitted Phases</b>	
	<b>12345678</b>
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								Ring Offset	Offset
			1 -	2 SWT	3 -	4 WBT	5 -	6 NET	7 -	8 -		
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

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

**Splits**

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

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
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

<b>Permitted Phases</b>	
	<b>12345678</b>
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								Ring Offset	Offset
			1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT		
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

**TOD Schedule Report**  
**for 6995: Dade Blvd&West Av**

Print Date:  
**10/4/2021**

Print Time:  
**10:12 PM**

***No Calendar Defined/Enabled***


**TOD Schedule Report**  
for 4130: West Av&17 St

Print Date:  
10/4/2021

Print Time:  
5:56 PM

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

**Splits**

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

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
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

<b>Permitted Phases</b>	
	<b>12345678</b>
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								Ring Offset	Offset
			1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
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

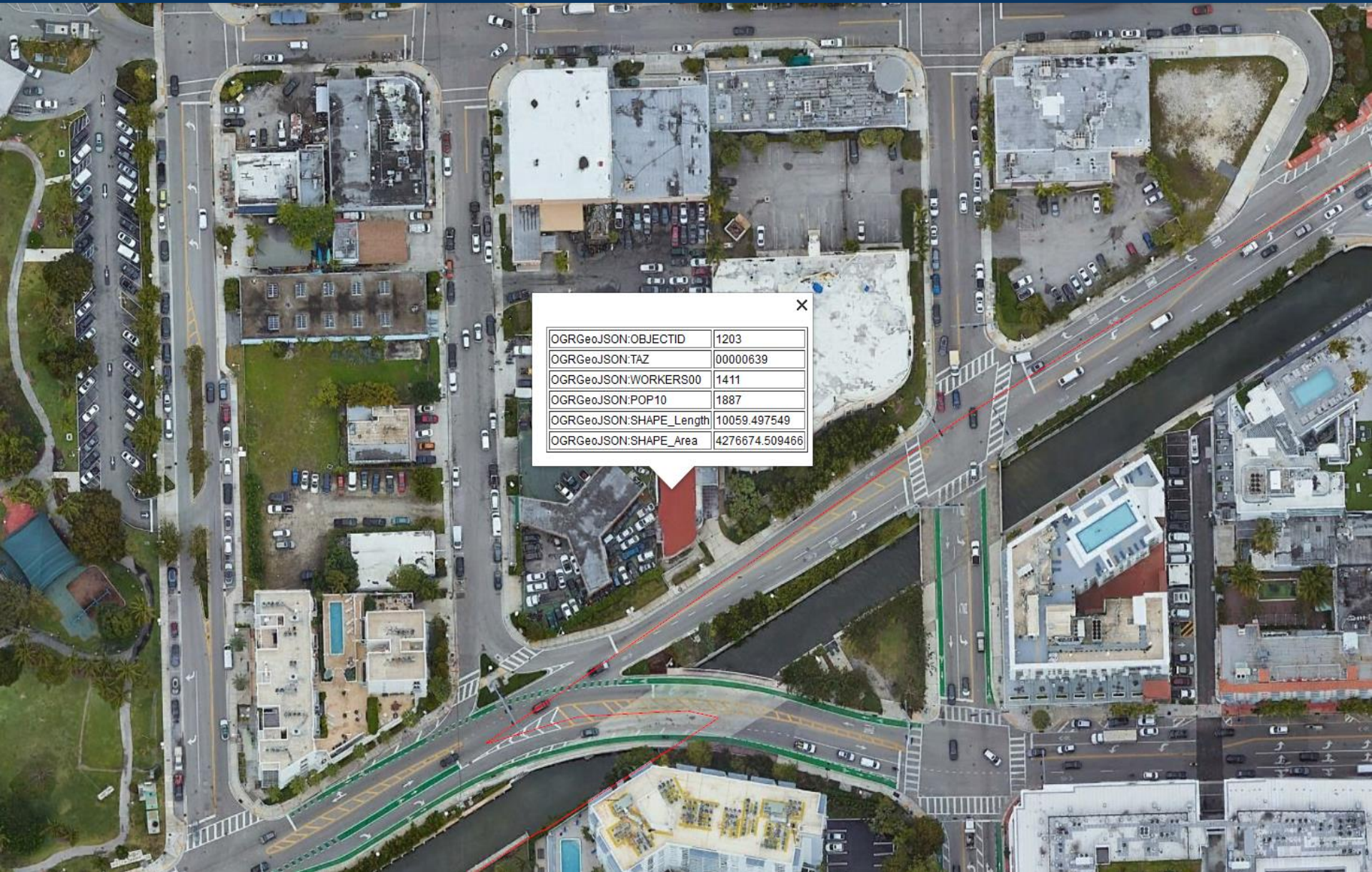
**TOD Schedule Report**  
**for 4130: West Av&17 St**

Print Date:  
**10/4/2021**

Print Time:  
**5:56 PM**

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***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](#)

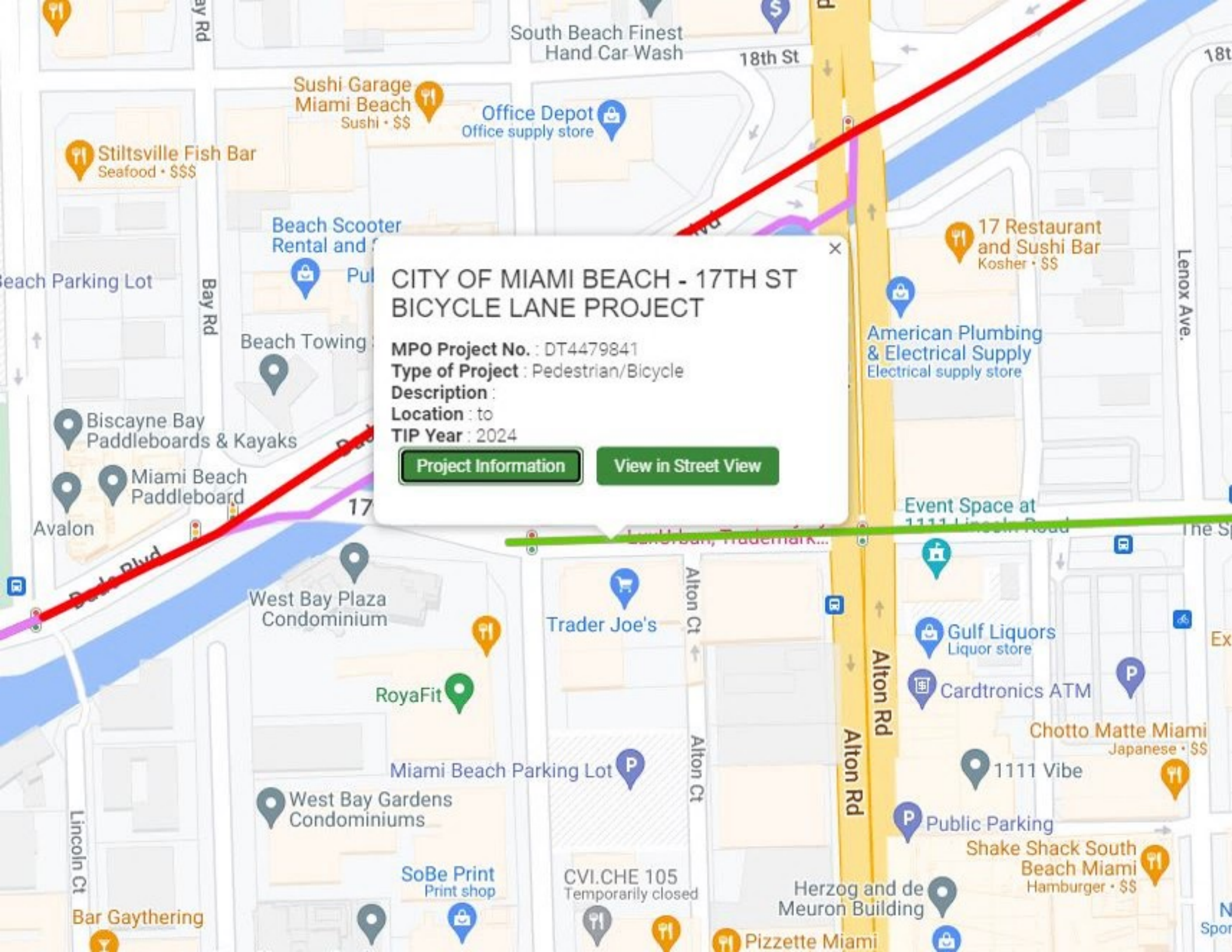
[View in Street View](#)

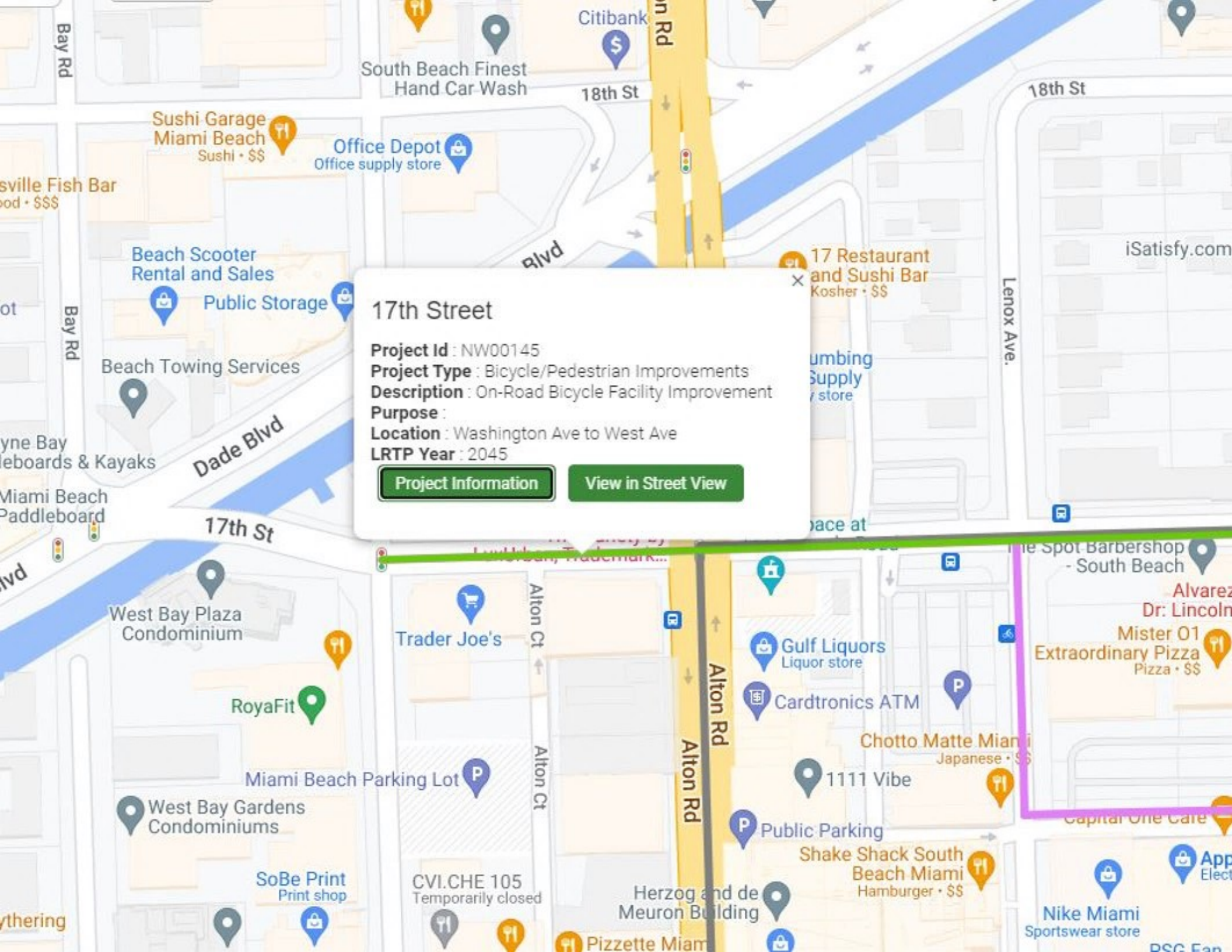
## CITY OF MIAMI BEACH - 17TH ST BICYCLE LANE PROJECT

**MPO Project No. :** DT4479841  
**Type of Project :** Pedestrian/Bicycle  
**Description :**  
**Location :** to  
**TIP Year :** 2024

[Project Information](#)

[View in Street View](#)





### 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

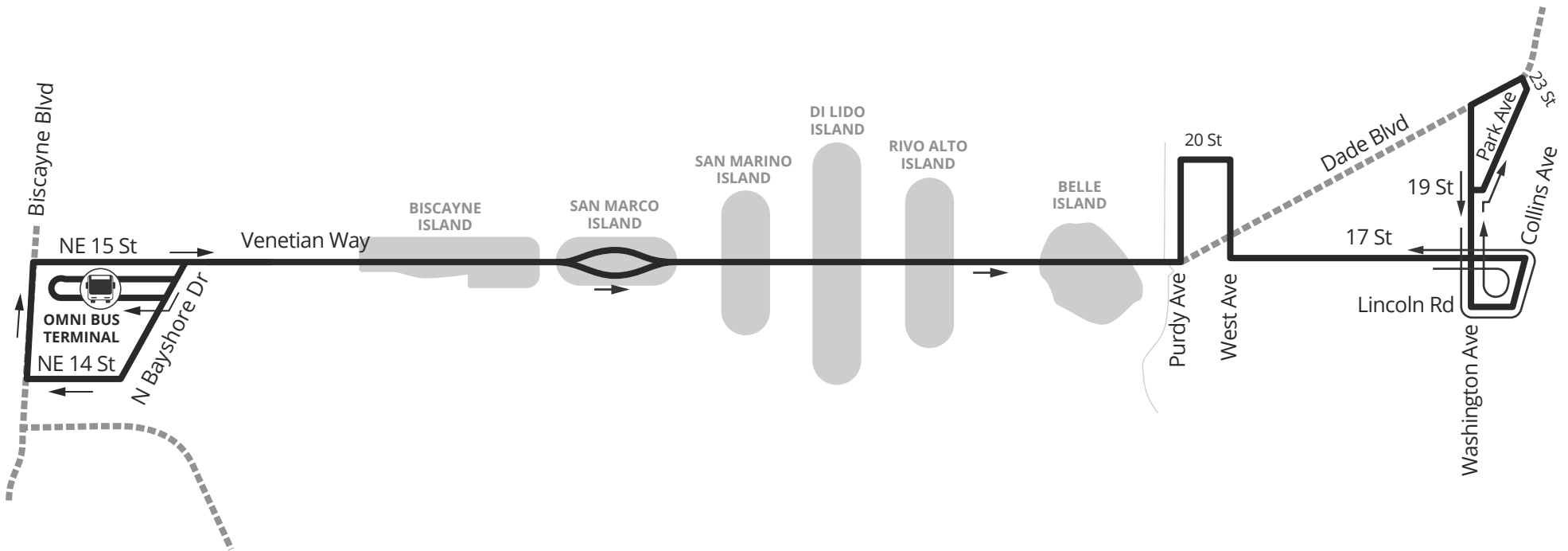
[Project Information](#)

[View in Street View](#)

**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			Saturday			Sunday		
FROM	TO	EVERY	FROM	TO	EVERY	FROM	TO	EVERY
06:00	19:00	30 min	06:00	07:00	30 min	06:00	07:00	60 min
19:00	24:00	60 min	07:00	22:00	30 min	07:00	20:00	30 min
			22:00	24:00	60 min	20:00	22:00	60 min



MAP NOT TO SCALE