




MEMORANDUM

To: Otniel Rodriguez, E.I.
City of Miami Beach

Cc: Grant Webster
City of Miami Beach

From: Cory D. Dorman, P.E., PTOE 

Date: August 27, 2025

**Subject: One Island Park (OIP) Terminal Island
Traffic Impact Statement (TRN25-0045)**

Dear Mr. Rodriguez:

The purpose of this memorandum is to summarize the traffic impact statement prepared for the proposed development located at 120 MacArthur Causeway in Miami Beach, Florida. The project currently proposes to maintain the existing nine (9) marina berths and to implement on-site improvements, including modifications to the internal roadway system and additional ancillary structures to support the facility. Note that the proposed site modifications are not expected to change the site's current trip generation potential during the weekday A.M. and P.M. peak hours as the proposed structures are considered ancillary to the marina operations and will not be open to the public. Further note that this site was previously approved with a development program including a 932-employee office building and a 100-seat restaurant. As part of the previously approved *Terminal Island Miami Beach Traffic Study*, May 2022, performed by David Plummer & Associates for this site, the previous project was expected to generate a maximum of 223 A.M. peak hour trips and 274 P.M. peak hour trips. A project location map and site plan are provided in Attachment A.

Kimley-Horn and Associates, Inc. has completed this traffic impact statement consistent with the traffic impact statement methodology and coordination with Transportation Department staff during the pre-application meeting held on July 16, 2025. The approved methodology detailing the traffic impact statement requirements is included in Attachment B. The following sections summarize the trip generation calculations, entry gate queuing analysis, transportation demand management (TDM) strategies, and site maneuverability analysis.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. Trip generation calculations were prepared for the weekday A.M. and P.M. peak hours. The trip generation for the proposed development was determined using ITE Land Use Code (LUC) 420 (Marina).

Multimodal Reduction

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in which the site is located and a multimodal factor of 9.9% percent (9.9%) was calculated. However, to provide a conservative analysis, a multimodal reduction was excluded from the analysis.

Transit Route Information

Four (4) Miami-Dade County Department of Transportation Public Works (DTPW) routes currently operate in close proximity (within ½ mile) to the site during the weekday A.M. and P.M. peak hours. Detailed transit route information is included in Attachment C.

- **MDT Route 14** operates along the MacArthur Causeway in the vicinity of the project site with the nearest stop located east of Bridge Road. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the weekday A.M and P.M. peak hours.
- **MDT Route 20** operates along the MacArthur Causeway in the vicinity of the project site with the nearest stop located east of Bridge Road. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the weekday A.M and P.M. peak hours.
- **MDT Route 100** operates along the MacArthur Causeway in the vicinity of the project site with the nearest stop located east of Bridge Road. This route operates with approximately 9-minute headways in the eastbound and westbound directions during the weekday A.M and P.M. peak hours.
- **MDT Route 101** operates along the MacArthur Causeway in the vicinity of the project site with the nearest stop located east of Bridge Road. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the weekday A.M and P.M. peak hours.

Net New Project Trips

As shown in Table 1, the existing and proposed developments are expected to result in one (1) vehicle trip during the weekday A.M. peak hour and two (2) vehicle trips during the weekday P.M. peak hour. Trip generation calculations are included in Attachment D.

Table 1: Trip Generation Summary				
A.M. Peak Hour (P.M. Peak Hour)				
Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	External Trips
<i>Proposed Development</i>				
Marina (420)	9 berths	0 (1)	1 (1)	1 (2)
Project Trips		0 (1)	1 (1)	1 (2)

ENTRY GATE QUEUING ANALYSIS

A 95th percentile entry gate queuing analysis for the proposed development using the methodology outlined in ITE’s *Transportation and Land Development*, 1988 was performed for the site entry point. The entry gate queuing analysis was prepared for the weekday A.M. and P.M. peak hours.

The proposed entry gate is located approximately 180 feet from the public right-of-way and provides one (1) entry lane and one (1) exit lane for patrons utilizing the gate. Vehicles entering the site were assumed to gain access via a security checkpoint located approximately 79 feet from the property line. It was assumed that the average service rate will be approximately 60 vehicles per hour (60.0 seconds per vehicle or 1.0 minute per vehicle) for patrons. Please note that vehicles can utilize the area in front of the loading/service area to turnaround.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

If the coefficient of utilization (average service rate/service capacity) is greater than one (>1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the entry gate area. The entry gate service capacity is the number of vehicles the entry gate can service in a one-hour period multiplied by the number of entry lanes.

The analysis determined the required queue storage, M , which is exceeded P percent of the time. This analysis seeks to examine if the queue length exceeds the storage provided, at a level of confidence of 95 percent (95%). Approximately 79 feet of storage is provided for the entry lane including the service position, which provides sufficient space to accommodate approximately three (3) vehicles.

As Table 2 indicates, the proposed development is expected to result in a queue of less than one (1) vehicle behind the service position at the entry gate during the A.M. and P.M. peak hours. Detailed entry gate analysis worksheets are included in Attachment E.

Table 2: Peak Hour Entry Gate Queuing Operations			
A.M. Peak Hour (P.M. Peak Hour)			
Entry Lane	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95th Percentile Queue Including Service Position
Existing Project Driveway	0 (1)	1.0	< 1 vehicle (<1 vehicle)

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycle and walking, encourage car/vanpooling, and offer alternatives to the typical workday hours. The applicant will commit to providing the following incentives including:

- Four (4) short-term bicycle parking spaces (bicycle racks)
- 16 secure long-term bicycle parking spaces (bicycle rooms)
- Providing subsidized transit passes for the permanent employees

Note that the site is accessible by water vessel providing an alternative mode of transportation to and from the site.

SPECIAL EVENT TRAFFIC MANAGEMENT

A Special Events Permit will be required for private events meeting the applicable criteria per the City's Special Events Ordinance. As part of the permit, a site operational plan will be provided which will include provisions for traffic management to minimize impacts to the public right-of-way.

MANEUVERABILITY ANALYSIS

A maneuverability analysis was prepared for the site. The analysis was performed using Transoft's *AutoTURN* 11 software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 2018. The analysis was prepared using passenger car (P) design

vehicles for the passenger vehicle circulation areas, SU-30 vehicles for the loading vehicle circulation areas, and refuse vehicles for the trash collection areas.

The analysis determined that passenger vehicles and loading vehicles are expected to be able to ingress, egress, and travel within the vehicle circulation areas without conflicting with oncoming traffic. Maneuverability analysis plots are included in Attachment F.

CONCLUSION

Kimley-Horn and Associates, Inc. has performed a traffic impact statement for the proposed development located at 120 MacArthur Causeway in Miami Beach, Florida. The project currently proposes to maintain the existing nine (9) marina berths and to implement on-site improvements, including modifications to the internal roadway system and additional ancillary structures to support the facility. Note that the proposed site modifications are not expected to change the site's current trip generation potential during the weekday A.M. and P.M. peak hours as the proposed structures are considered ancillary to the marina operations and will not be open to the public. Further note that this site was previously approved with a development program including a 932-employee office building and a 100-seat restaurant. As part of the previously approved *Terminal Island Miami Beach Traffic Study*, May 2022, performed by David Plummer & Associates for this site, the previous project was expected to generate a maximum of 223 A.M. peak hour trips and 274 P.M. peak hour trips. The analysis results indicate that the proposed redevelopment is expected to result in one (1) weekday A.M. peak hour vehicular trip and two (2) weekday P.M. peak hour vehicular trips.

The proposed development is expected to result in a queue of less than one (1) vehicle behind the service position at the entry gate during the A.M. and P.M. peak hours.

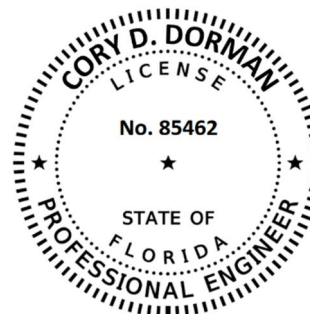
Based on the prepared maneuverability analysis, passenger, loading, and refuse vehicles are expected to be able to ingress, egress, and travel through the site without conflicting with oncoming traffic.

If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Cory D. Dorman, P.E., PTOE



This item has been digitally signed and sealed by Cory D. Dorman, P.E., PTOE on the date adjacent to the seal.



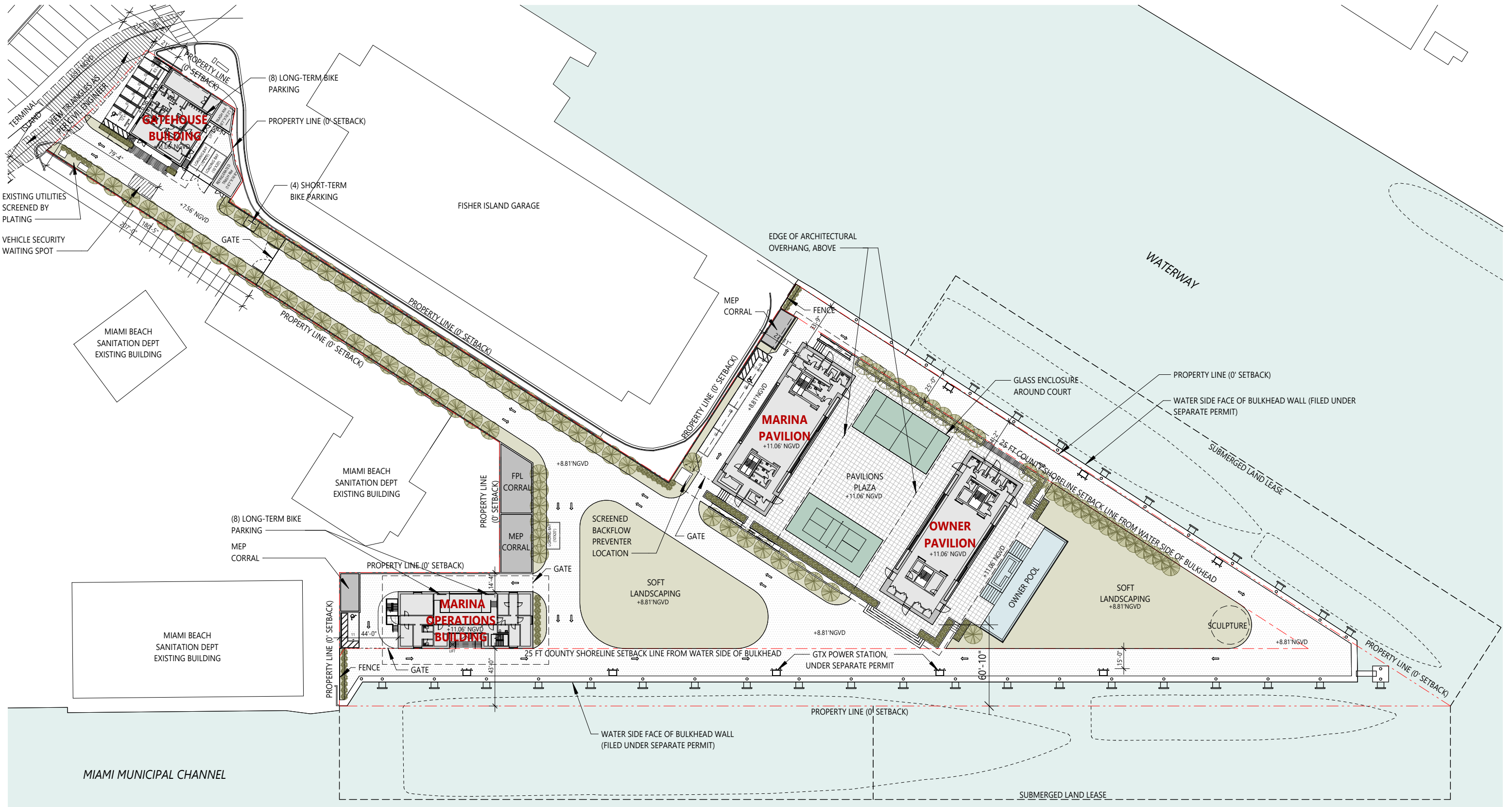
Signature must be verified on any electronic copies.

Cory D. Dorman, P.E., PTOE
Florida Registration Number 85462
Kimley-Horn and Associates, Inc.
2 Alhambra Plaza, Suite 500
Coral Gables, Florida 33134

Attachment A
Location Map and Site Plan



Figure 1
Project Location Map
One Island Park (OIP) Terminal Island
Miami, Florida



BMA Project No. 2025.05.1

ONE ISLAND PARK



MIAMI BEACH, FL



P: 786.409.4462
2200 NW 2nd Ave Miami, FL 33127

Project Management:
Envoie Projects
220 East 42nd Street, Suite 408
New York, NY 10017
P: 646.395.5499

Owner's Representative / PM:
Coastal Group Marinas
Holtec Center, 1001 N. US Hwy One,
Suite 710 Jupiter, FL 33477
P: 561.385.1429

Design Architect:
Winch Design
Parklife House, 133 Deodar Road
London SW15 2NU
P: +44 (0) 20 8392 8400

Structural Engineer:
TYLin Group
32 Old Slip 10th and 17th Floors
New York, NY 10005
P: 212.228.0662

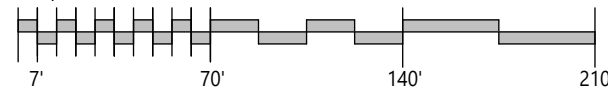
Landscape Design Architect:
Wirtz International Landscape Architects
Botermelkijk 464 2900 Schoten België
P: +32 (0) 3 680 13 22

Landscape Architect of Record:
Christopher Cawley Landscape Architecture
7245 NE 4th Ave, Suite 104
Miami, FL 33138
P: 786.536.2961

MEPS Engineer:
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233 Mount Airy Road, Suite 202
Basking Ridge, NJ 07920
P: 973.691.0602

Civil Engineer:
Kimley Horn
2 Alhambra Plaza, Suite 500
Coral Gables, FL 33134
P: 305.673.2025

Graphic Scale: 1 inch = 70 feet



BISCAYNE BAY SHORELINE DEV. REV. 08/29/2025 MB
No. Issue Date To

Scale
1" = 70'-0"

PROPOSED SITE PLAN

BISCAYNE BAY
SHORELINE DEV. REV.



Drawn By
JK, JG, GS

Dwg. no.

A20

8/27/2025 12:18:47 PM


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Attachment B
Approved Methodology

MEMORANDUM

To: Otniel Rodriguez, E.I.
City of Miami Beach

Cc: Grant Webster
City of Miami Beach

From: Cory D. Dorman, P.E., PTOE 

Date: July 17, 2025

**Re: One Island Park (OIP) Terminal Island
Traffic Impact Statement Methodology (TRN25-0045)**

The purpose of this memorandum is to summarize the traffic impact statement methodology for the proposed development for the site located at 120 MacArthur Causeway in Miami Beach, Florida. The project currently proposes to maintain the existing nine (9) marina berths and to implement on-site improvements, including modifications to the internal roadway system and additional ancillary structures to support the facility. Note that the proposed site modifications are not expected to change the site's current trip generation potential during the weekday A.M. and P.M. peak hours as the proposed structures are considered ancillary to the marina operations and will not be open to the public. Further note that this site was previously approved with a development program including a 932-employee office building and a 100-seat restaurant. As part of the previously approved *Terminal Island Miami Beach Traffic Study*, May 2022, performed by David Plummer & Associates for this site, the previous project was expected to generate a maximum of 223 A.M. peak hour trips and 274 P.M. peak hour trips. A project location map and site plan are provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. Trip generation calculations were prepared for the weekday A.M. and P.M. peak hours. The trip generation for the proposed development was determined using ITE Land Use Code (LUC) 420 (Marina).

Multimodal Reduction

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in which the site is located and a multimodal factor of 9.9% percent (9.9%) was calculated. However, to provide a conservative analysis, a multimodal reduction was excluded from the analysis.

Transit Route Information

One (1) Miami Beach Trolley routes and four (4) Miami-Dade County Department of Transportation Public Works (DTPW) routes currently operate in close proximity (within ½ mile) to the site during the weekday A.M. and P.M. peak hours. Detailed transit route information is included in Attachment B.

- **Miami Beach Trolley South Beach Route** operates along Washington Avenue in the vicinity of the project site with the nearest stop located on 5th Street. This route operates with approximately 20-minute headways in the northbound and southbound directions during the weekday A.M and P.M. peak hours.

- **MDT Route 14** operates along the MacArthur Causeway in the vicinity of the project site with the nearest stop located east of Bridge Road. This route operates with approximately 30-minute headways in the eastbound and westbound directions during the weekday A.M and P.M. peak hours.
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Marina (420)	9 berths	0 (1)	1 (1)	1 (2)
Project Trips		0 (1)	1 (1)	1 (2)

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the project site and loading areas will be performed utilizing Transoft Solutions' *AutoTURN* software. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in the traffic impact statement.

ENTRY GATE QUEUING ANALYSIS

A 95th percentile entry gate queuing analysis will be prepared for the site entry point. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's *Transportation and Land Development*, 1988. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. Proposed TDM strategies will be documented in the traffic impact statement.

DOCUMENTATION

The results of the traffic impact statement will be summarized in a technical letter. The letter will include graphics and tabulations necessary to summarize the assumptions and analysis. An electronic copy of the letter will be provided as part of the submittal package.

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METHODOLOGY

Methodology Attachments removed to eliminate duplicate information.

Attachment C
Transit Route Information

DTPW Routes and Headways

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	5:30 a.m.	7:00 p.m.	30 min
	7:00 p.m.	10:00 p.m.	60 min
SATURDAY SÁBADO SAMDI	6:00 a.m.	7:00 p.m.	30 min
	7:00 p.m.	10:00 p.m.	60 min
SUNDAY DOMINGO DIMANCH	6:00 a.m.	7:00 p.m.	30 min
	7:00 p.m.	10:00 p.m.	60 min

Frequencies are approximate and may vary depending on traffic and road conditions.
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.
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Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidadegov.

Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más información, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidadegov.

Kreyòl Ayisyen: Miami-Dade Transit (MDT) angaje li a bay pasaje ak konsansan limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900. Pou plis enfòmasyon, rele Biwo Dwa Sivik ak Relasyon Travay MDT la nan 786-469-5486.

Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aparèy ak sèvis komunikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòm (tep odyo, Bray oswa disk konpit), sèvis yon entèprèt ki pale lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidadegov.

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MARCH 2025 | MARZO 2025 | MAS 2025

- Local service seven days a week.
 - Travels from Mt. Sinai Medical Center to Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station along Collins Ave, Washington Ave, and the MacArthur Causeway.
-
- Servicio local los siete días de la semana.
 - Va desde Mt. Sinai Medical Center hasta la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover, pasando por Collins Ave, Washington Ave y MacArthur Causeway.
-
- Sèvis lokal sèt jou sou sèt.
 - Vwayaje soti nan Mt. Sinai Medical Center pou rive nan Omni Metrobus Terminal / Adrienne Arsht Center Metromover Station sou Collins Ave, Washington Ave, ak MacArthur Causeway.



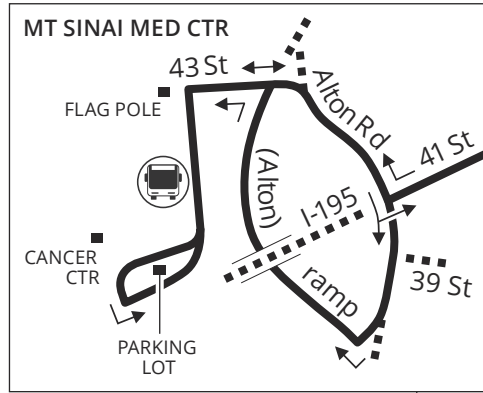
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

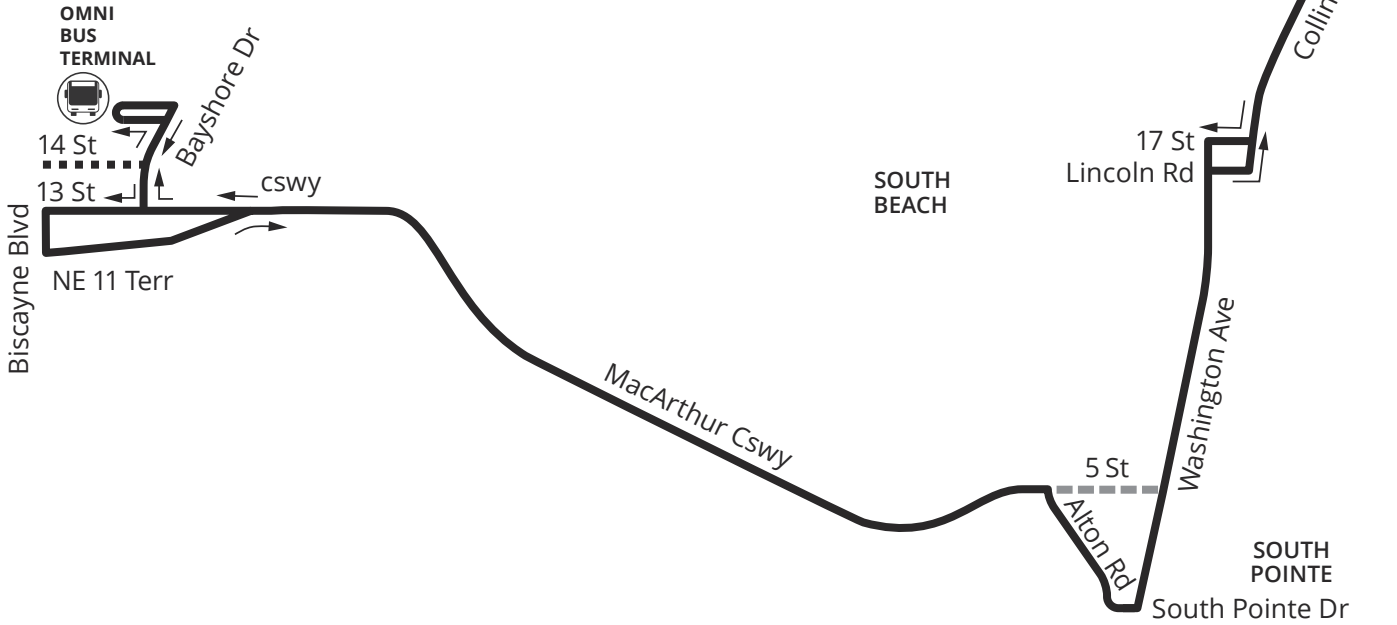
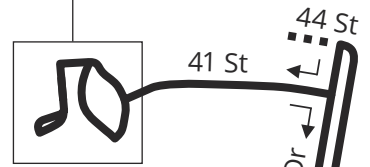
MIAMI-DADE COUNTY



14



MID BEACH



NORTH

11/2023

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	4:00 a.m.	11:30 p.m.	30 min
SATURDAY SÁBADO SAMDI	5:00 a.m.	12:00 a.m.	30 min
SUNDAY DOMINGO DIMANCH	5:00 a.m.	7:00 a.m.	60 min
	7:00 a.m.	8:00 p.m.	40 min
	8:00 p.m.	12:00 a.m.	60 min

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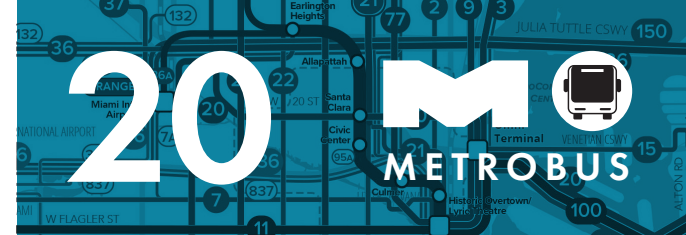
Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aparèy ak sèvis kominikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòm (tep odyo, Bray oswa disk konpit), sèvis yon entèprèt ki pale lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.

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NOVEMBER 2024 | NOVIEMBRE 2024 | NOVANM 2024

- Local service seven days a week.
- Travels from South Beach to Miami International Airport Metrorail Station along Alton Rd, MacArthur Cswy, NW 20 St, and NW 36 St.
- Stops include the Adrienne Arsht Center Metromover Station / Omni Metrobus Terminal.



- Servicio local los siete días de la semana.
- Va desde South Beach hasta la estación del Metrorail del Aeropuerto Internacional de Miami, pasando por Alton Road, MacArthur Cswy., NW 20 St y NW 36 St.
- Con parada en la terminal Omni del Metrobús/estación Adrienne Arsht Center del Metromover.



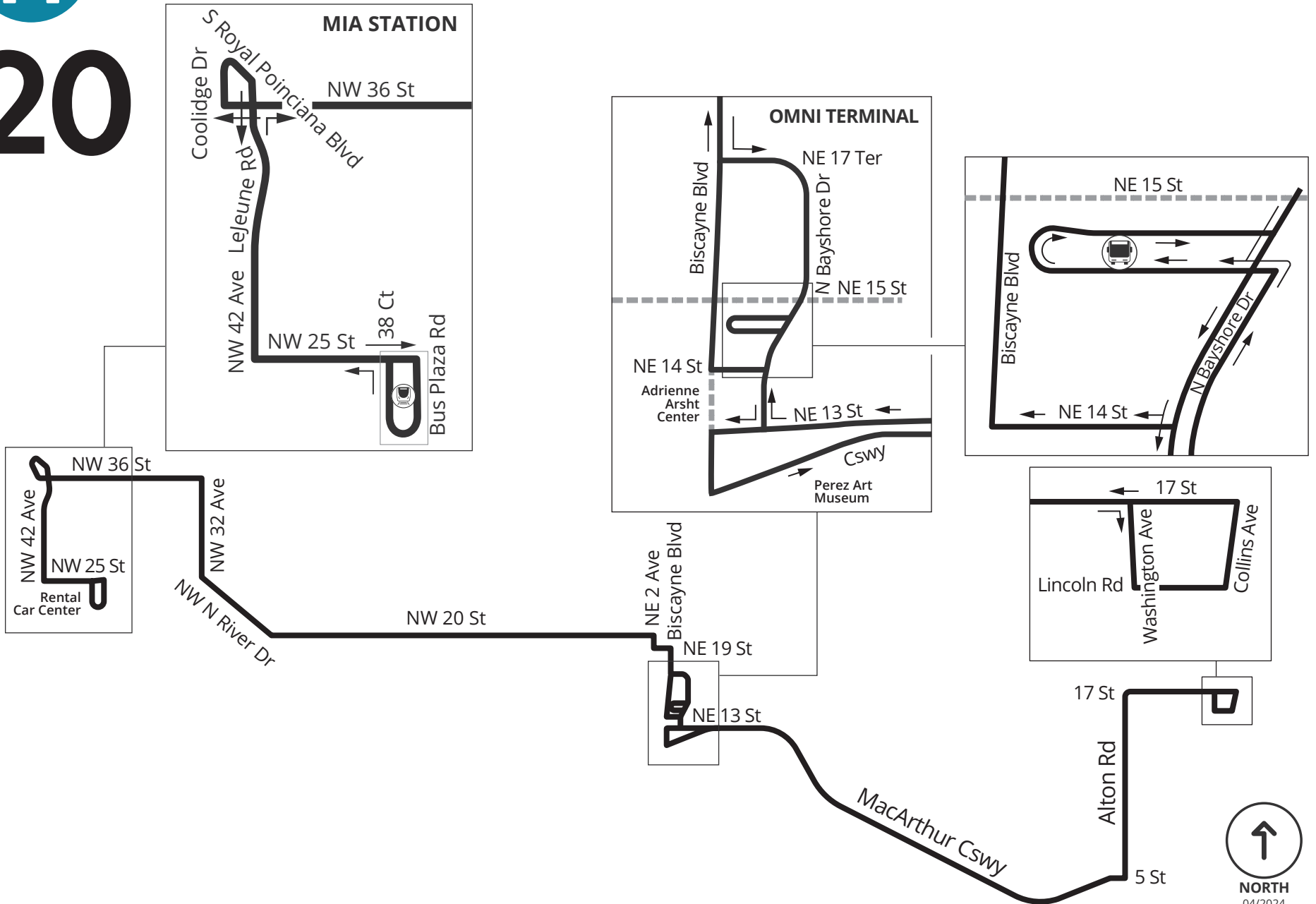
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan South Beach pou rive nan Estasyon Metrorail Ayewopò Entènasyonal Miami an sou Alton Rd, MacArthur Cswy, NW 20 St, ak NW 36 St.
- Arè yo gen ladan Estasyon Metromover Adrienne Arsht Center / Omni Metrobus Terminal.



MORE INFORMATION
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20



NORTH
04/2024

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	12:00 a.m.	4:00 a.m.	60 min
	4:00 a.m.	10:00 p.m.	9 min
	10:00 p.m.	12:00 a.m.	20 min
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min
	5:00 a.m.	7:00 a.m.	15 min
	7:00 a.m.	10:00 p.m.	9 min
SUNDAY DOMINGO DIMANCH	10:00 p.m.	12:00 a.m.	15 min
	12:00 a.m.	5:00 a.m.	60 min
	5:00 a.m.	7:00 a.m.	30 min
	7:00 a.m.	8:30 p.m.	15 min
	8:30 p.m.	12:00 a.m.	30 min

Frequencies are approximate and may vary depending on traffic and road conditions. Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías. Asoye yo apwoksimatif epi yo ka varye selon kondisyon siklasyon sou wout yo.

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SCAN TO DOWNLOAD THE APP OR CALL 786-321-5842

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Language Assistance: Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305- 468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

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MARCH 2025 | MARZO 2025 | MAS 2025

- Local service seven days a week.
- Travels from the Bus Terminal at Aventura Mall to Downtown Miami through Miami Beach.
- Stops include the Government Center Metrorail / Metromover station.



- Servicio local los siete días de la semana.
- Va desde la terminal de autobuses en Aventura Mall hasta el downtown de Miami, pasando por Miami Beach.
- Con parada en la estación Government Center del Metrorail y el Metromover.

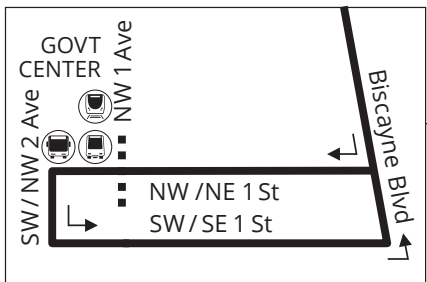
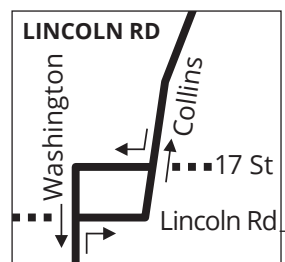
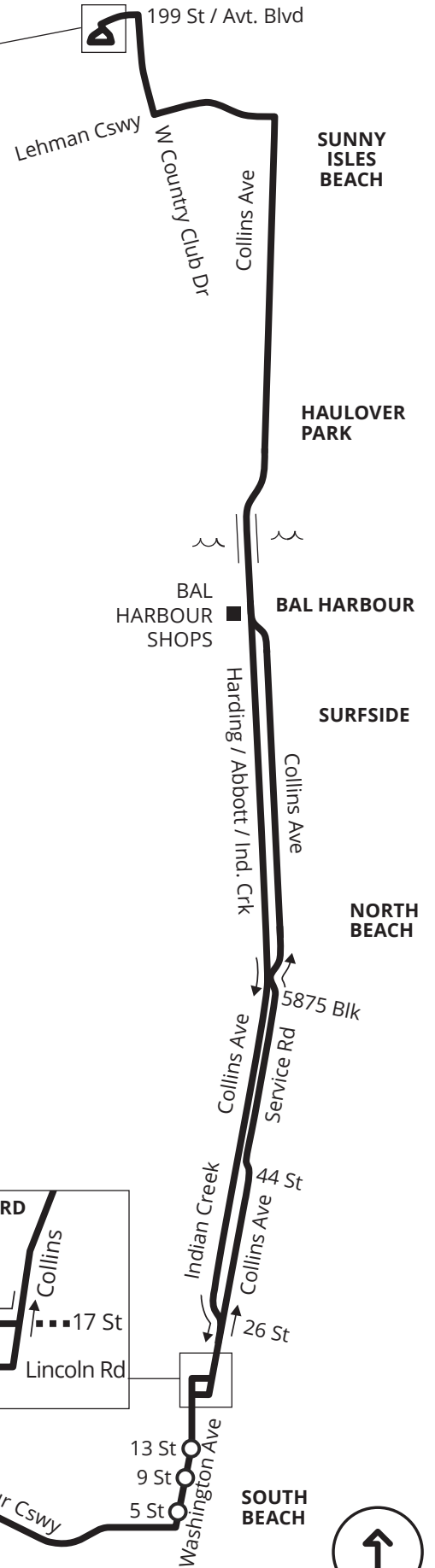
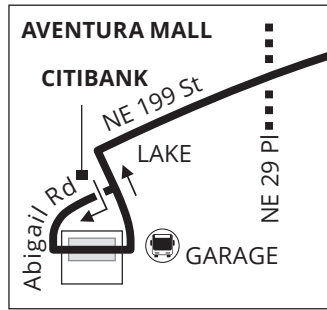
- Sèvis lokal sèt jou psou sèt.
- Vwayaje soti nan Tèminal Otobis la nan Aventura Mall pou rive nan Downtown Miami atravè Miami Beach.
- Arè yo gen ladan estasyon Metrorail / Metromover Government Center.



MORE INFORMATION
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100



LIMITED STOPS
 Between 5 St and Lincoln Rd



DOWNTOWN

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	5:00 a.m.	10:00 p.m.	30 min

Frequencies are approximate and may vary depending on traffic and road conditions
/ Frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías / Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo

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MARCH 2025 | MARZO 2025 | MAS 2025

- Local weekday service.
- Travels from Mt. Sinai Medical Center in Miami Beach to Government Center Metrorail Station in Downtown Miami along Alton Rd, MacArthur Causeway and Biscayne Blvd.



- Servicio local los días laborables.
- Brinda servicio desde Mt. Sinai Medical Center en Miami Beach hasta la estación Government Center del Metrorail en el downtown de Miami, a lo largo de Alton Rd, MacArthur Causeway y Biscayne Blvd.



- Sèvis lokal lasemèn.
- Vwayaje soti nan Mt. Sinai Medical Center nan Miami Beach pou ale nan Estasyon Anba Government Center Metrorail nan Anba Lavil Miami sou Alton Rd, MacArthur Causeway ak Biscayne Blvd.



MORE INFORMATION
MÁS INFORMACIÓN | PLUS ENFÒMASYON

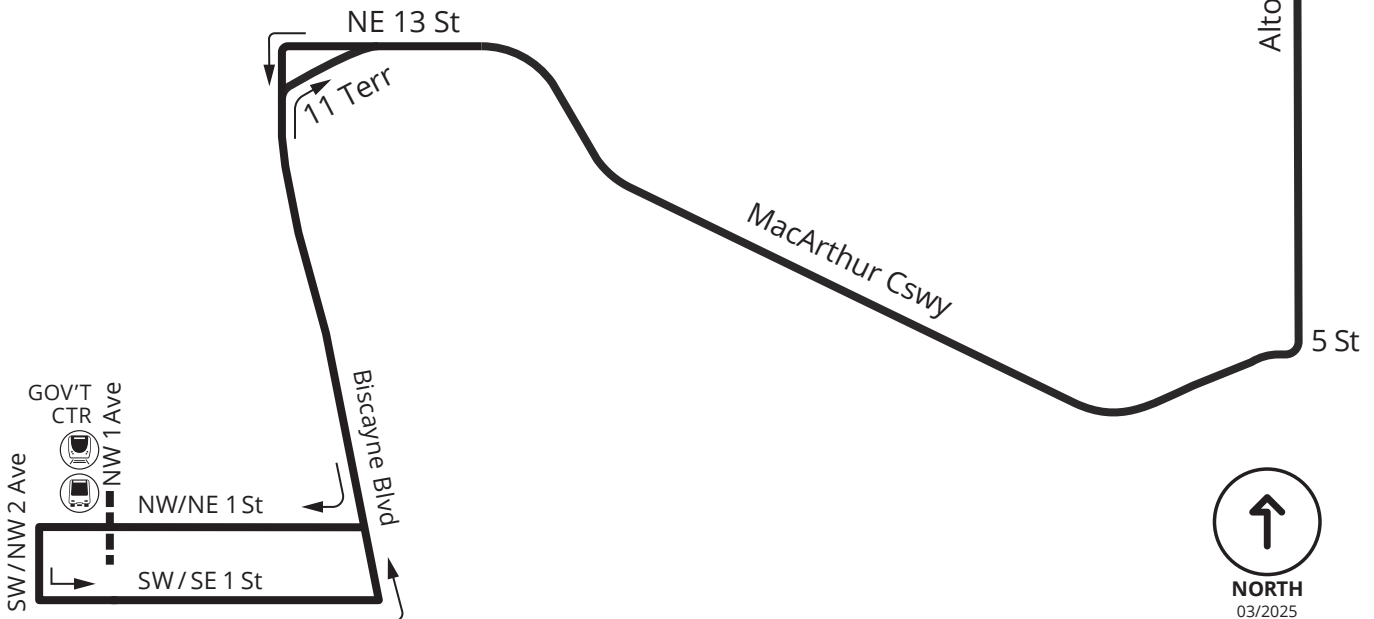
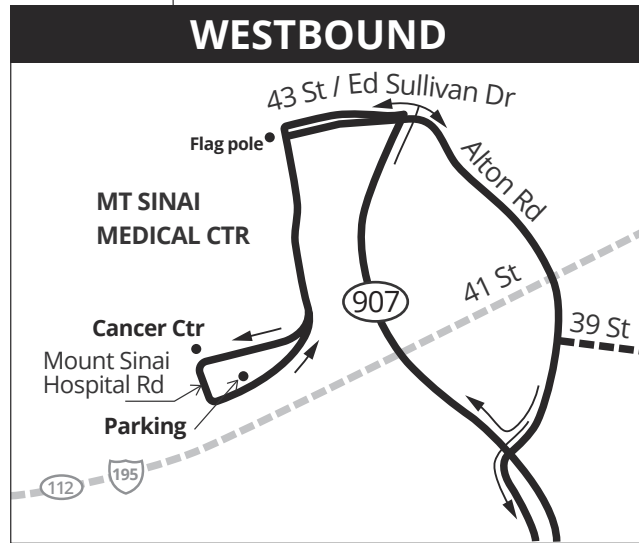
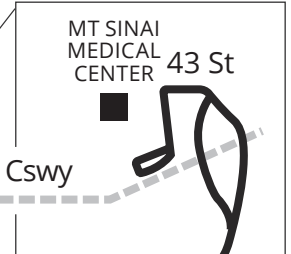
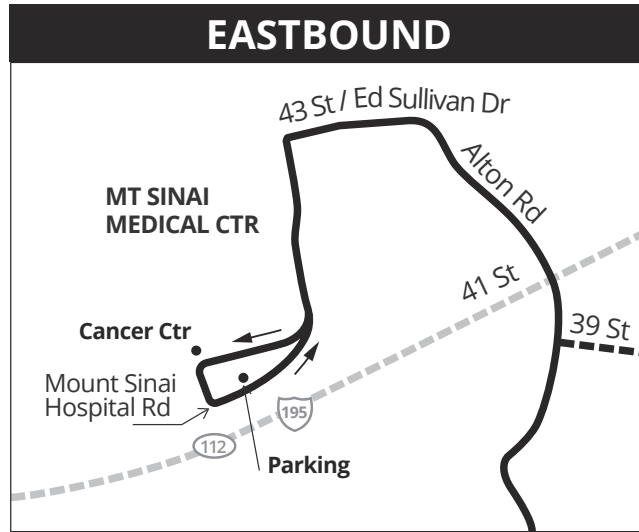
DRIVE LESS. LIVE MORE.™



DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



101



Attachment D

Trip Generation Calculations

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
1	1 Marina	11	420	9	brth	33%	67%	0	1	1	0.0%	0	0	1	1	0.0%	0	0	1	1	0.0%	0	0	1	1	
	2																									
	3																									
	4																									
	5																									
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	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation		Total:		0	1	1	0.0%	0	0	1	1	0.0%	0	0	1	1	0.0%	0	0	1	1			
420		Y=0.07(X)																								

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
						In	Out																				
2	1 Marina	11	420	9	brth	60%	40%	1	1	2	0.0%	0	1	1	2	0.0%	0	1	1	2	0.0%	0	1	1	2		
	2																										
	3																										
	4																										
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	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code		Rate or Equation		Total:		1	1	2	0.0%	0	1	1	2	0.0%	0	1	1	2	0.0%	0	1	1	2				
420		Y=0.21(X)																									

MEANS OF TRANSPORTATION TO WORK

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 41.02, Miami-Dade County, Florida

$$(10 + 58 + 69)/(1,608 - 230) = 9.9\%$$

	Estimate	Margin of Error
▼ Total:	1,608	±222
▼ Car, truck, or van:	1,128	±183
Drove alone	1,070	±179
▼ Carooled:	58	±42
In 2-person carpool	58	±42
In 3-person carpool	0	±14
In 4-person carpool	0	±14
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
▼ Public transportation (excluding taxicab):	10	±16
Bus	0	±14
Subway or elevated rail	0	±14
Long-distance train or commuter rail	10	±16
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	8	±13
Motorcycle	30	±36
Bicycle	58	±57
Walked	69	±62
Other means	75	±55
Worked from home	230	±99

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2019

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "****" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Attachment E
Entry Gate Analysis

Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate

IN
0

 veh/hr

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 3 vehicles
 Total Entering Vehicles(q) = 0 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 400.00 veh/hr/pos
 Average Service Rate (t) = 0.15 mins/veh
 rho (t/Q) = 0.000

Service Rate

IN
1.000

 mins/veh

Control Delay = min
 Service Time = mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.00	
Mean time in the queue	E(w)=	0.00	mins
Mean time in system	E(t)=	0.00	mins

Proportion of customers who wait (P) (E(w) > 0)=	0.00%
Probability of a queue exceeding a length (M) P(x > M)=	5.00%

Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate

IN
1

 veh/hr

Service Rate

IN
1.000

 mins/veh

Control Delay = min
Service Time = mins/veh

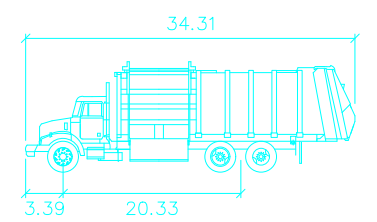
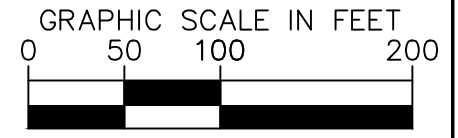
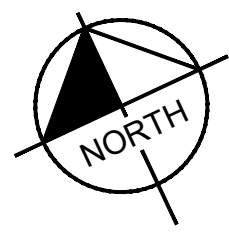
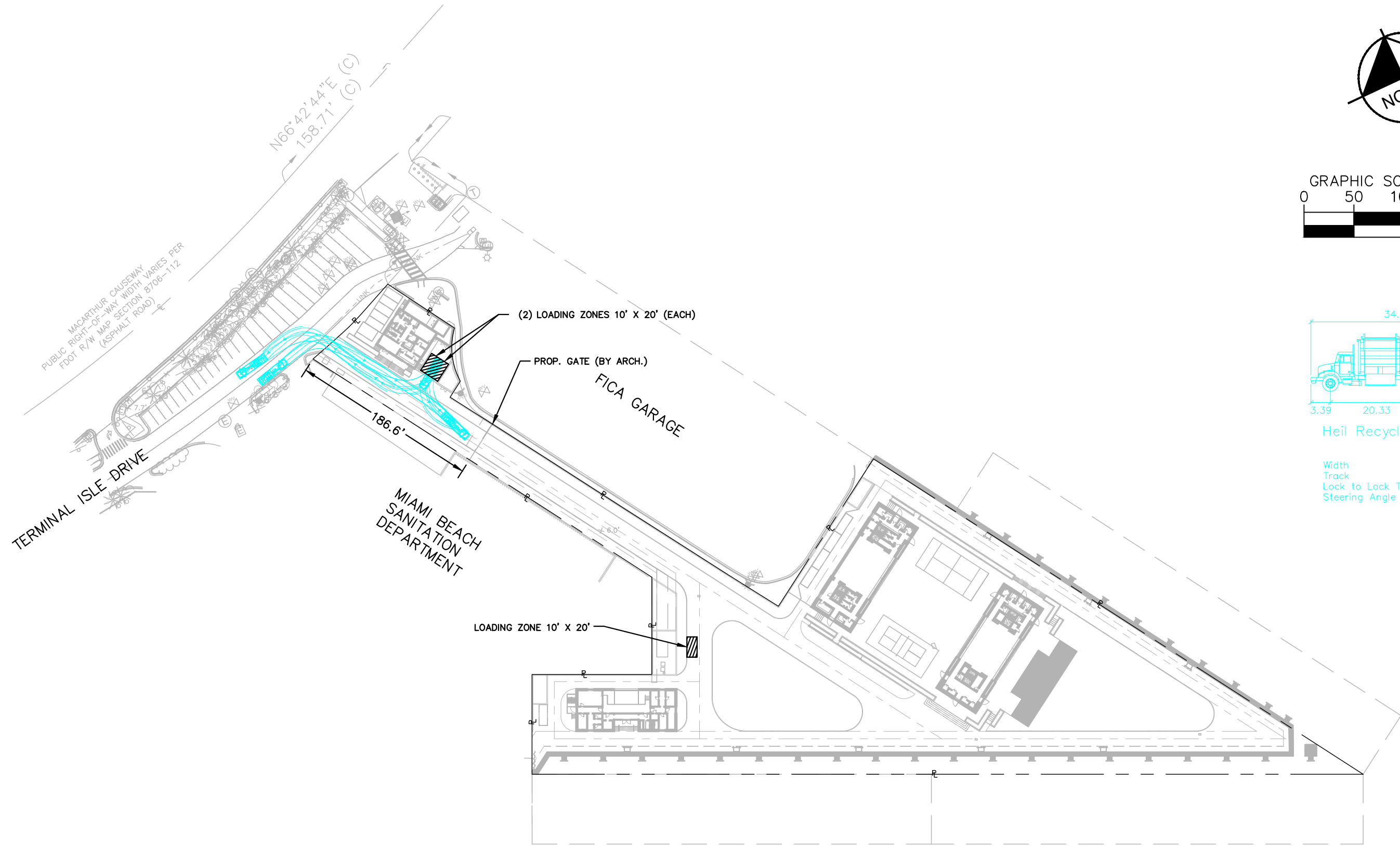
Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 3 vehicles
 Total Entering Vehicles(q) = 1 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 104.35 veh/hr/pos
 Average Service Rate (t) = 0.58 mins/veh
 ρ (t/Q) = 0.010

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.01	
Mean time in the queue	E(w)=	0.01	mins
Mean time in system	E(t)=	0.58	mins

Proportion of customers who wait (P) (E(w) > 0)=	0.96%
Probability of a queue exceeding a length (M) P(x > M)=	5.00%

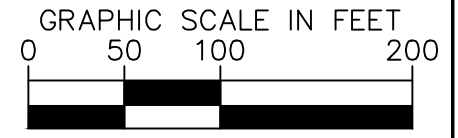
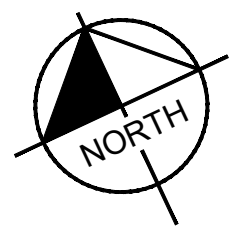
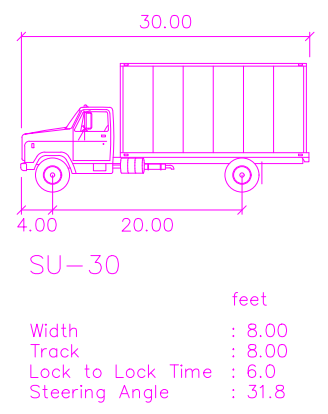
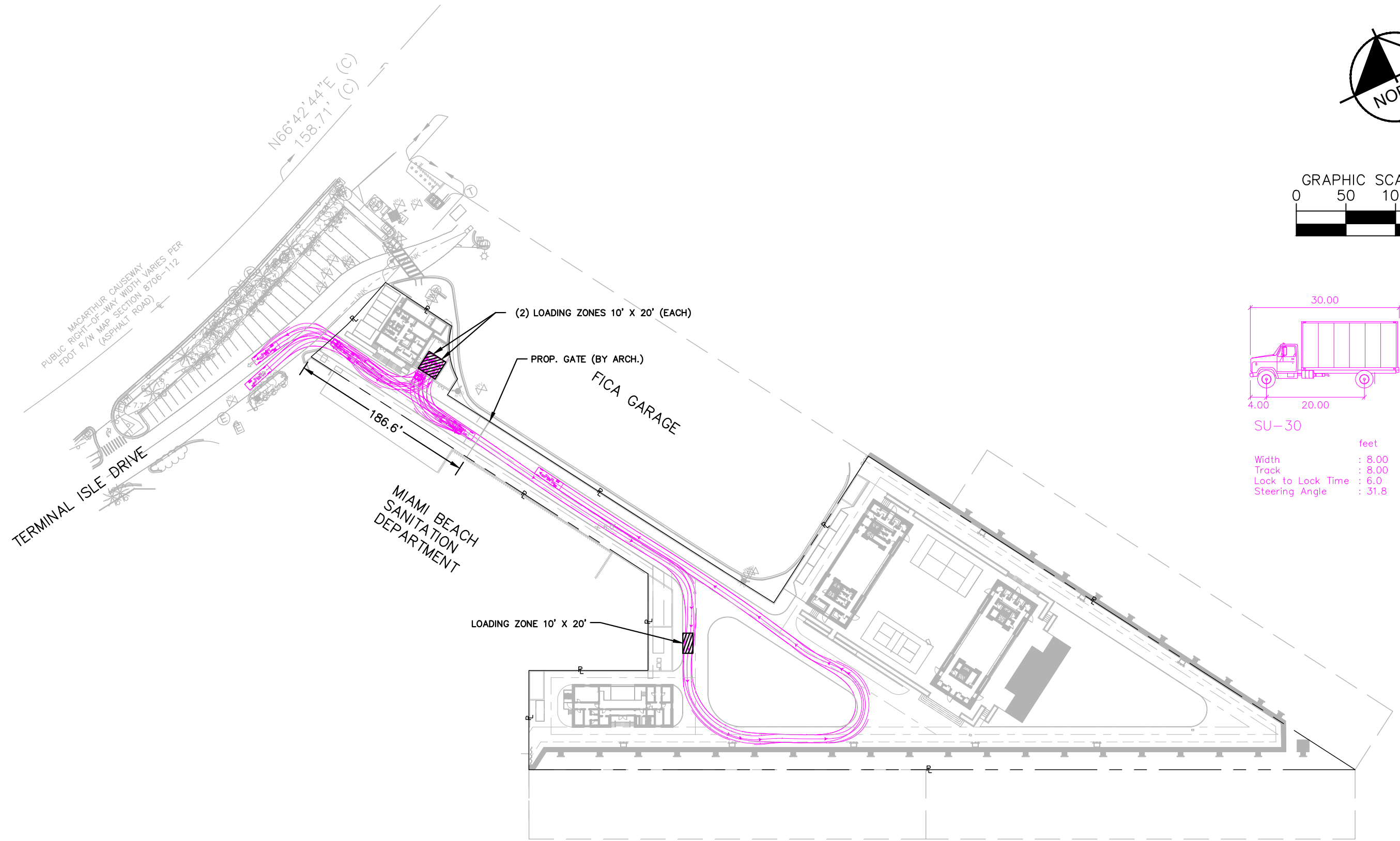
Attachment F
Maneuverability Analysis

Plotted By: Hansen, Andrew Sheet Set: ### Layout: Garbage Truck July 31, 2025 04:17:35pm K:\MIB_Civil\143101003 - OIP Miami Beh Marina\CIVIL\CADD\Exhibits\2025-07-23_Updated Maneuverability Exhibits\2025-07-24_Maneuverat
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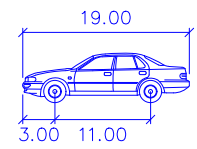
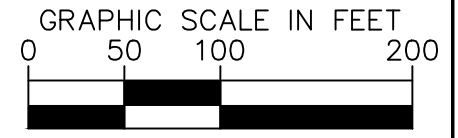
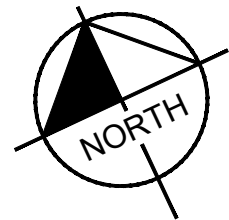
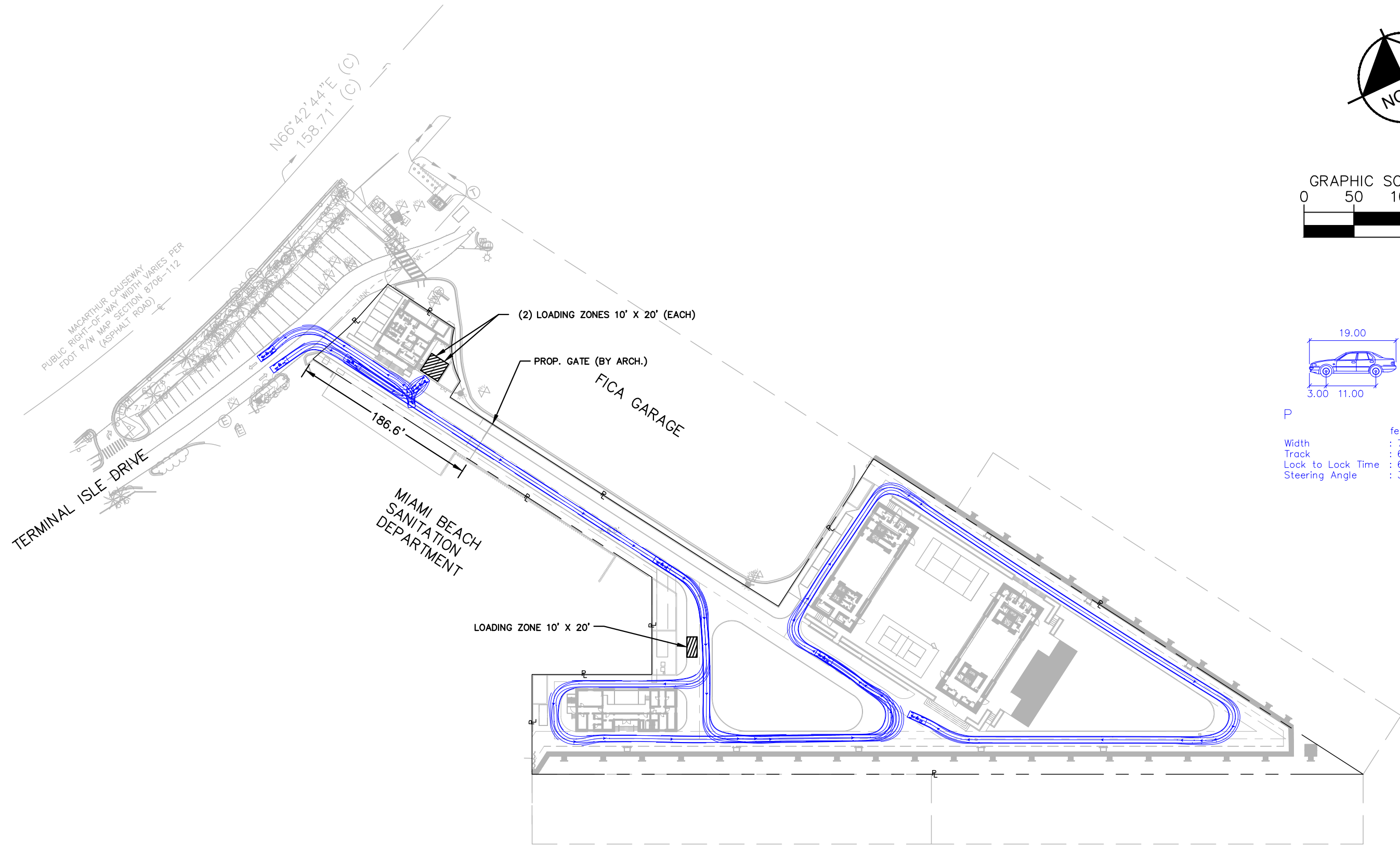


Heil Recycle 2000
 feet
 Width : 8.00
 Track : 8.04
 Lock to Lock Time : 6.0
 Steering Angle : 31.3

Plotted By: Hansen, Andrew Sheet Set: ### Layout: Loading Vehicle July 31, 2025 04:17:38pm K:\MIB_Civil\43101003 - OIP Miami Beh Marina\CADD\Exhibits\2025-07-23_Updated Maneuverability Exhibits\2025-07-24_Manueveric
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Plotted By: Hansen, Andrew Sheet Set: ### Layout: Passenger Vehicle July 31, 2025 04:17:41pm K:\MIB_Civil\143101003 - OIP Miami Beh Marina\CIVIL\CADD\Exhibits\2025-07-23_Updated Maneuverability Exhibits\2025-07-24_Maneu
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P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

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 WWW.KIMLEY-HORN.COM REGISTRY 35106

ONE ISLAND PARK

120 MACARTHUR CAUSEWAY, MIAMI BEACH, FL 33139

**PASSENGER VEHICLE
 MANEUVERABILITY PLAN**

SHEET NUMBER

04