Kimley»Horn

November 26, 2025

Mr. Grant Webster
City of Miami Beach Transportation and Mobility Department
1700 Convention Center Drive
Miami Beach, Florida 33139

Re: 6945 Abbott Avenue Redevelopment
Traffic Impact Statement
Planning Board Application DRB25-1088
Traffic Application No. TRN25-0035

Dear Mr. Webster:

Kimley-Horn and Associates, Inc. has prepared a traffic impact statement for the redevelopment located at 6945 Abbott Avenue in Miami Beach, Florida. Currently, the site proposed for redevelopment is occupied by an 11-room hotel. The proposed redevelopment consists of a 48-room hotel and 722 square feet of retail space. A location map and conceptual site plan are provided in Attachment A. The following sections summarize the trip generation calculations, project access, transportation demand management (TDM) strategies, loading/refuse operations, and passenger loading queuing analysis.

This traffic impact statement's methodology is consistent with the requirements of the City of Miami Beach. The approved methodology correspondence detailing the traffic impact statement requirements is included in Attachment B.

TRIP GENERATION

Trip generation calculations for the existing development and proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 310 (Hotel). The trip generation for the proposed redevelopment was determined using ITE LUC 310 (Hotel) and ITE LUC 822 (Strip Retail Plaza).

A multimodal (public transit, bicycle, and pedestrian) factor based on US *Census Means of Transportation to Work* data was reviewed for the census tract in which the development is located. A multimodal factor of 22.6 percent (22.6%) was determined for the proposed redevelopment. However, to provide a conservative analysis, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations instead. It is expected that a portion of guests and employees will choose to walk, bike, or use public transit to and from the proposed redevelopment.

Three (3) Miami-Dade County Department of Transportation and Public Works (DTPW) routes and three (3) City of Miami Beach Trolley routes currently operate in close proximity to the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Attachment C.

- **DTPW Route 79** operates along Abbott Avenue in the vicinity of the project site with the nearest stop located just north of 69 Street. This route operates with 15-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.
- **DTPW Route 100** operates along Abbott Avenue in the vicinity of the project site with the nearest stop located just north of 69 Street. This route operates with 8-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.

- **DTPW Route 279/79 Street MAX** operates along 71 Street in the vicinity of the project site with the nearest stop located just west of Carlyle Avenue. This route operates with 24-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours.
- **City of Miami Beach Trolley Collins Express Route** operates along Abbott Avenue in the vicinity of the project site with the nearest stop located just south of 72 Street. This route operates with 15-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.
- **City of Miami Beach Trolley North Beach Route** operates along Abbott Avenue in the vicinity of the project site with the nearest stop located just south of 72 Street. This route operates with 20-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.
- **City of Miami Beach Trolley Mount Sinai Link Route** operates along Abbott Avenue in the vicinity of the project site with the nearest stop located just south of 72 Street. This route operates with 60 to 70-minute headways in the northbound and southbound directions during the A.M and P.M. peak hours.

The proposed redevelopment is expected to generate 15 net new vehicle trips during the weekday A.M. peak hour and 21 net new vehicle trips during the weekday P.M. peak hour. Trip generation calculations are included as Attachment D.

PROJECT ACCESS

On-site parking and valet will not be provided. It is expected that all vehicular traffic generated by the proposed redevelopment will utilize rideshare or self-park in off-site public parking areas. Note that the project's loading area will be used by hotel patrons. The loading area is located on the east side of Abbott Avenue, fronting the project site. The loading area is approximately 20 feet in length and will be able to accommodate one (1) passenger car.

Figure 2 in Attachment E was prepared to identify the locations of off-site public parking areas in the vicinity of the project. There are three (3) public parking lots with approximately 112 parking spaces within a block of the project and five (5) public parking lots with approximately 176 parking spaces in the vicinity of the project. On-street parking on the adjacent street is also available. Figure 3 in Attachment E illustrates the vehicle routes from the parking lots to the project. Figure 4 in Attachment E presents the vehicle routes from the project to the public parking lots. Figure 5 in Attachment E illustrates the pedestrian routes between the project and the parking lots.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Secure bicycle parking and subsidized transit/bikeshare passes for employees (one [1] pass per 10 employees) will be provided as Transportation Demand Management (TDM) strategies to encourage transit and bicycle mobility and reduce the impacts of project traffic on the surrounding roadway network. The applicant will provide 14 typical bicycle racks and 16 vertical bike hangers within a 293-square-foot bike room. Please refer to the site plan in Attachment A.

DELIVERY AND REFUSE OPERATIONS NARRATIVE

Delivery and refuse operations will occur within public on-street loading areas within the vicinity of the site. The nearest public on-street loading area is located along 71 Street east of Harding Avenue. Additional public on-street loading areas are located along Collins Avenue north of 69 Street and along 72 Street east of Abbott Avenue.

PASSENGER LOADING QUEUING ANALYSIS

A 95th percentile queuing analysis was preparing for the proposed redevelopment's passenger loading area using the methodology outlined in ITE's *Transportation and Land Development*, 1988. The loading area is approximately 20 feet in length and will be able to accommodate one (1) passenger car. To provide a conservative analysis, it was assumed that all vehicular trips will utilize the passenger loading area. Therefore, a total of 19 A.M. peak hour vehicular trips and 26 P.M. peak hour vehicular trips will utilize this area. Additionally, it was assumed that the average service rate will be 45 seconds per vehicle.

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/passenger loading service capacity) is greater than one (>1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the loading area. The loading area service capacity is the number of vehicles loading area can service in a one-hour period multiplied by the number of loading positions. 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%).

As Table 1 indicates, the proposed redevelopment is expected to result in a queue of less than one (1) vehicle during the A.M. and P.M. peak hours. Therefore, vehicle queues are expected to be accommodated on-site without extending onto public-right-of-way. Detailed passenger loading area queue calculations are included in Attachment F.

Table 1: Peak Hour Passenger Loading Queuing Analysis

A.M. Peak Hour (P.M. Peak Hour)

Loading Area	Entering Volumes (vph)	Service Rate (minutes/vehicle)	95th Percentile Queue Behind Service Position
On-Street Passenger Loading Area	19 (26)	0.75	< 1 vehicle (< 1 vehicle)

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

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Adrian K. Dabkowski, P.E., PTOE
Vice President

ADRIAN K. DABKOWSKI LICENSE No 78828 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on the date adjacent to the seal.

Adrian K Dabkowski Digitally signed by Adrian K Dabkowski DN: CN=Adrian K Dabkowski, OU=PE, E=ADABKOWSKI@KIMLEY-HORN.COM, O=KIMLEY-HORN AND ASSOCIATES INC, C=US Date: 2025.11.26 08:57:53-05'00'

Signature must be verified on any electronic copies.

Adrian K. Dabkowski, P.E., PTOE
Florida Registration Number 78828
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, Florida 33324

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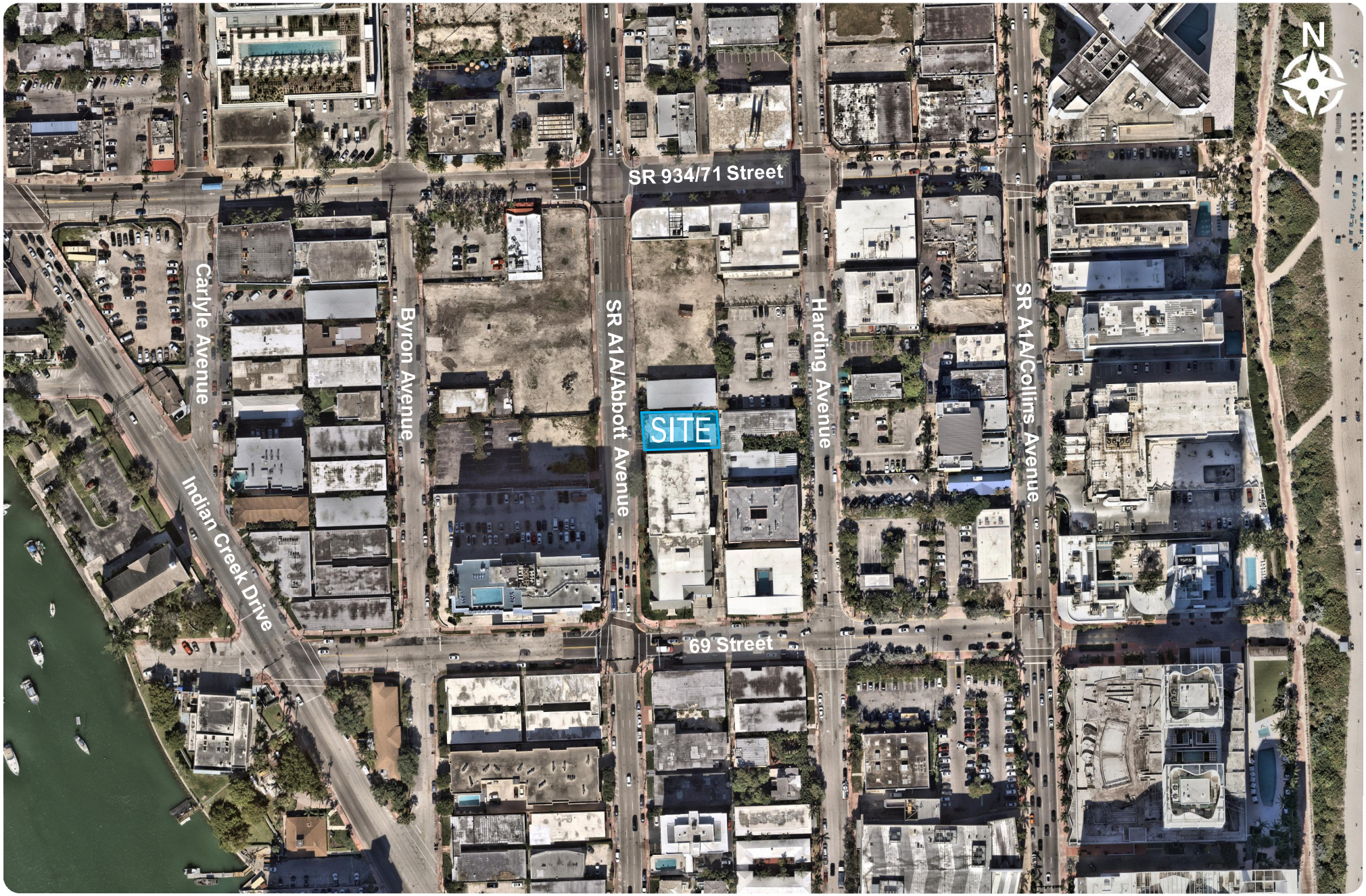
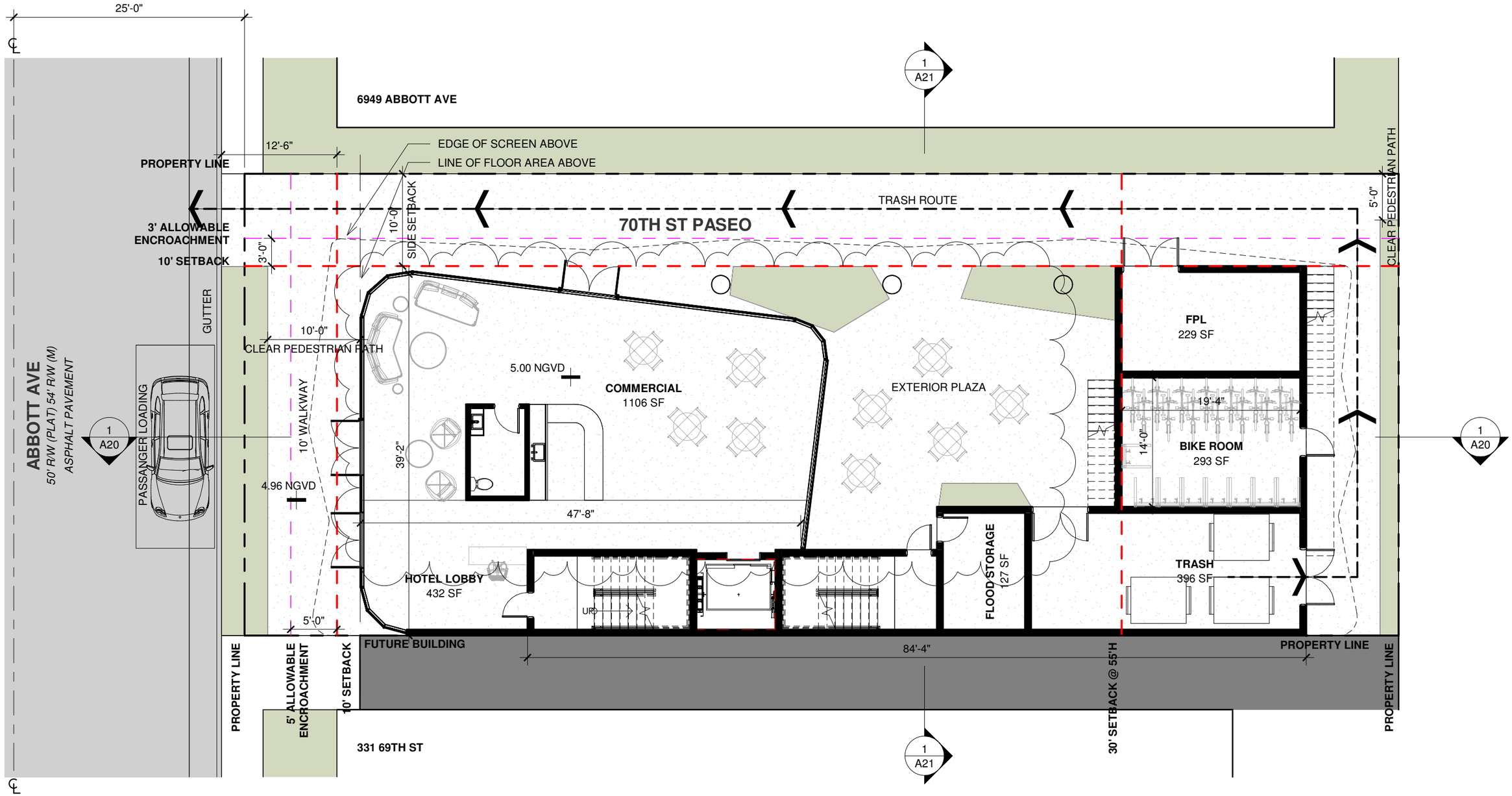
Attachment A

Location Map and Conceptual Site Plan



Kimley»Horn

Figure 1
Location Map
6945 Abbott Avenue
Miami Beach, Florida



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STATE OF FLORIDA
SYLVIA PAWLOWSKI
AR 100925
REGISTERED ARCHITECT

ARCHITECT	CONSULTANT	OWNER	PROJECT	DRAWING TITLE	DRAWING #
M77R 7290 NW 1ST COURT | MIAMI FL | 33150 www.ma77er.com		**ABBOTT M 6945 LLC** 6945 ABBOTT AVE | MIAMI BEACH | FL | 33141	**6945 ABBOTT AVE**	**LEVEL 1 PLAN** 2025.11.07 3/32" = 1'-0" 2407	A10

Attachment B

Approved Methodology

Plan Number: TRN25-0035

Type: Transportation - Traffic Study

Status: Under Review
IVR Number: 332135
Expiration Date:
Assigned To:
Square Feet: 0.00

Project Name:
Applied Date: 03/07/2025
District: TC-C
Completion Date: 07/10/2025
Valuation: $0.00

Description:
DRB PreApp for 6945 Abbott Avenue

Summary Locations Fees Reviews Attachments Contacts

Sub-Records

Methodology Review

Submittal Status	Received Date	Due Date
Pass	04/24/2025	05/05/2025

Completed Date

Transportation - LUB Peer Review • Pass • Muthyalagari Govardhan • Completed : 05/03/2025

Due Date	Completed Date
05/01/2025	05/03/2025

Corrections (4)

Correction Type ~~General Correction~~ **Category** ~~General Correction~~ **Corrective Action**

Comment
~~Please updated the methodology along with any changes to the proposed 52-room hotel based on the design comments from the methodology meeting.~~
~~General Correction~~

Correction Type ~~General Correction~~ **Category** ~~General Correction~~ **Corrective Action**

Comment
~~Please update the loading and refuse operations regarding vehicle access and location of loading areas based on the design changes discussed during the methodology meeting.~~

~~Follow-up Comment: Even though the site plan is updated, it doesn't show how hotel patrons, deliveries, and refuse pick-up are able to enter the site. The designated loading area located on the east side of~~
~~Abbott Avenue, fronting the project site appears very narrow. In addition, the site plan shows a Commercial area of 1,217 sq ft and is not accounted for in the trip generation. Please clarify and update.~~
~~General Correction~~

Correction Type ~~General Correction~~ **Category** ~~General Correction~~ **Corrective Action**

Comment
~~As discussed during the methodology meeting, please also consider providing free transit passes along with the bicycle parking spaces to hotel employees as part of the TDM strategies.~~
~~General Correction~~

Correction Type ~~General Correction~~ **Category** ~~General Correction~~ **Corrective Action**

Comment
~~Although on-site parking is not required for this project, please provide an adequately designated passenger loading zone along Abbott Avenue, fronting the project based on the updated design discussed during the methodology meeting.~~
~~Follow-up Comment: Even though the site plan is updated, it doesn't show how hotel patrons, deliveries, and refuse pick-up are able to enter the site. The designated loading area located on the east side of Abbott Avenue, fronting the project site appears very narrow. In addition, the site plan shows a Commercial area of 1,217 sq ft and is not accounted for in the trip generation. Please clarify and update.~~
~~General Correction~~

Transportation - LUB Admin Review • Pass • Webster Grant Harrison • Completed : 05/05/2025

Methodology Review

Submittal Status	Received Date	Due Date
Fail	04/04/2025	04/15/2025

Completed Date
04/16/2025

Methodology Review

Submittal Status	Received Date	Due Date
Fail	03/14/2025	03/25/2025

Completed Date

Kimley»Horn

MEMORANDUM

To: Grant Webster
City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE

Date: April 23, 2025

Subject: 6945 Abbott Avenue Redevelopment
Traffic Impact Statement Methodology
Planning Board Application DRB25-1088
Traffic Application No. TRN25-0035

The purpose of this memorandum is to summarize the traffic impact statement methodology for the proposed redevelopment of the property located at 6945 Abbott Avenue in Miami Beach, Florida. Currently, the site proposed for redevelopment is occupied by an 11-room hotel. The proposed redevelopment consists of a 48-room hotel and 722 square feet of retail space. Note that the proposed redevelopment will not provide on-site parking and will not provide valet service. It is expected that all traffic generated by the proposed redevelopment will utilize rideshare or self-park in off-site public parking lots or garages. As the proposed redevelopment does not generate specific vehicular site trips to a designated parking area, as no on-site parking or valet is provided, analysis of external intersections is not proposed.

A project location map and a conceptual site plan are provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the existing development and the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 310 (Hotel). The trip generation for the proposed redevelopment was determined using ITE LUC 310 (Hotel) and ITE LUC 822 (Strip Retail Plaza).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. The US Census data indicated that there is a 22.6% percent (22.6%) multimodal factor within the vicinity of the redevelopment. However, to provide a conservative analysis and to be consistent with guidance from the City of Miami Beach, a multimodal factor of 20.0 percent (20.0%) was applied to the trip generation calculations instead. It is expected that a portion of employees and visitors will choose to walk, bike, or use public transit to and from the proposed redevelopment. Transit route information will be documented in the report.

The proposed redevelopment is expected to generate 15 net new vehicle trips during the weekday A.M. peak hour and 21 net new vehicle trips during the weekday P.M. peak hour. Trip generation calculations and US Census *Means of Transportation to Work* data are included as Attachment B.

As the proposed redevelopment does not generate specific vehicular site trips to a designated parking area, as no on-site parking or valet is provided, analysis of external intersections is not proposed.

DELIVERY AND REFUSE OPERATIONS NARRATIVE

Delivery and refuse operations will occur within the designated loading area located on the east side of Abbott Avenue, fronting the project site. The loading area is approximately 50 feet in length and will be able to accommodate two (2) passenger cars or one (1) loading vehicle and one (1) passenger car simultaneously. Delivery and refuse vehicles will be able to perform loading and refuse operations within the designated loading and refuse area without reversing into public right-of-way or blocking the oncoming traffic on Abbott Avenue.

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.

Additionally, the project currently provides 14 typical bicycle racks and 16 vertical bike hangers within a 293 square-foot bike room. Please refer to the site plan in Attachment A.

PROJECT ACCESS

The project is not required to provide on-site parking and it will not be provided. Additionally, valet service will also not be provided. It is expected that all vehicular traffic generated by the proposed redevelopment will utilize rideshare or self-park in off-site public parking areas. Note that the project's loading area will be used by hotel patrons, deliveries, and refuse pick-up. The loading area is located on the east side of Abbott Avenue, fronting the project site. The loading area is approximately 50 feet in length and will be able to accommodate two (2) passenger cars or one (1) loading vehicle and one (1) passenger car simultaneously.

DOCUMENTATION

The results of the traffic impact statement will be summarized in a technical letter. The document will also include text and graphics necessary to summarize the assumptions and analysis.

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Attachments were removed to avoid duplication.

Attachment C

Transit Route Information

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 (Northside-M Beach)
	4:00 a.m.	6:00 a.m.	30 min (Hialeah-M Beach)
	6:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00a.m.	30 min (Hialeah-M Beach)
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	7:00 a.m.	30 min (Hialeah-M Beach)
	7:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00 a.m.	30 min (Hialeah-M Beach)
SUNDAY DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	8:00 a.m.	30 min (Hialeah-M Beach)
	8:00 a.m.	8:00 p.m.	20 min (Hialeah-M Beach)
	8:00 p.m.	12:00 a.m.	60 min (Hialeah-M Beach)

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.
Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

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.

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 informacion, 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@miamidade.gov.

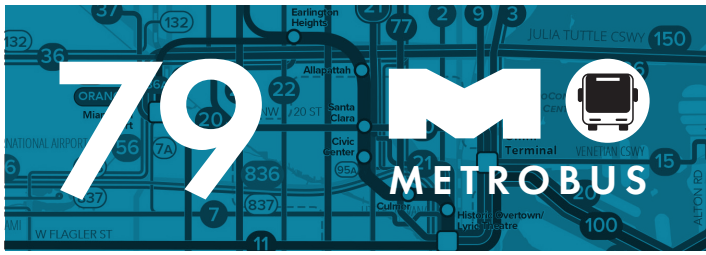
Kreyòl Ayisyen: Miami-Dade Transit (MDT) angaje li a bay pasaje ak konesans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900. 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 kominikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòma (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.

miamidade.gov/transportation

Information • Información • Enfòmasyon
311 (305.468.5900) TTY/Florida Relay: **711**

@GoMiamiDade **GO Miami-Dade Transit**



APRIL 2024 ABRIL 2024 | AVRIL 2024

- Local service seven days a week.
- Travels from Hialeah Metrorail Station to South Beach along NW/ NE 79 St, the 79th Street Causeway and Collins Ave
- Overnight trips travel from Northside Metrorail Station

- Servicio local los siete días de la semana.
- Va desde la estación de Hialeah del Metrorail hasta South Beach, pasando por NW/NE 79 St, 79th Street Causeway y Collins Ave.
- En el horario nocturno el recorrido comienza en la estación Northside del Metrorail.

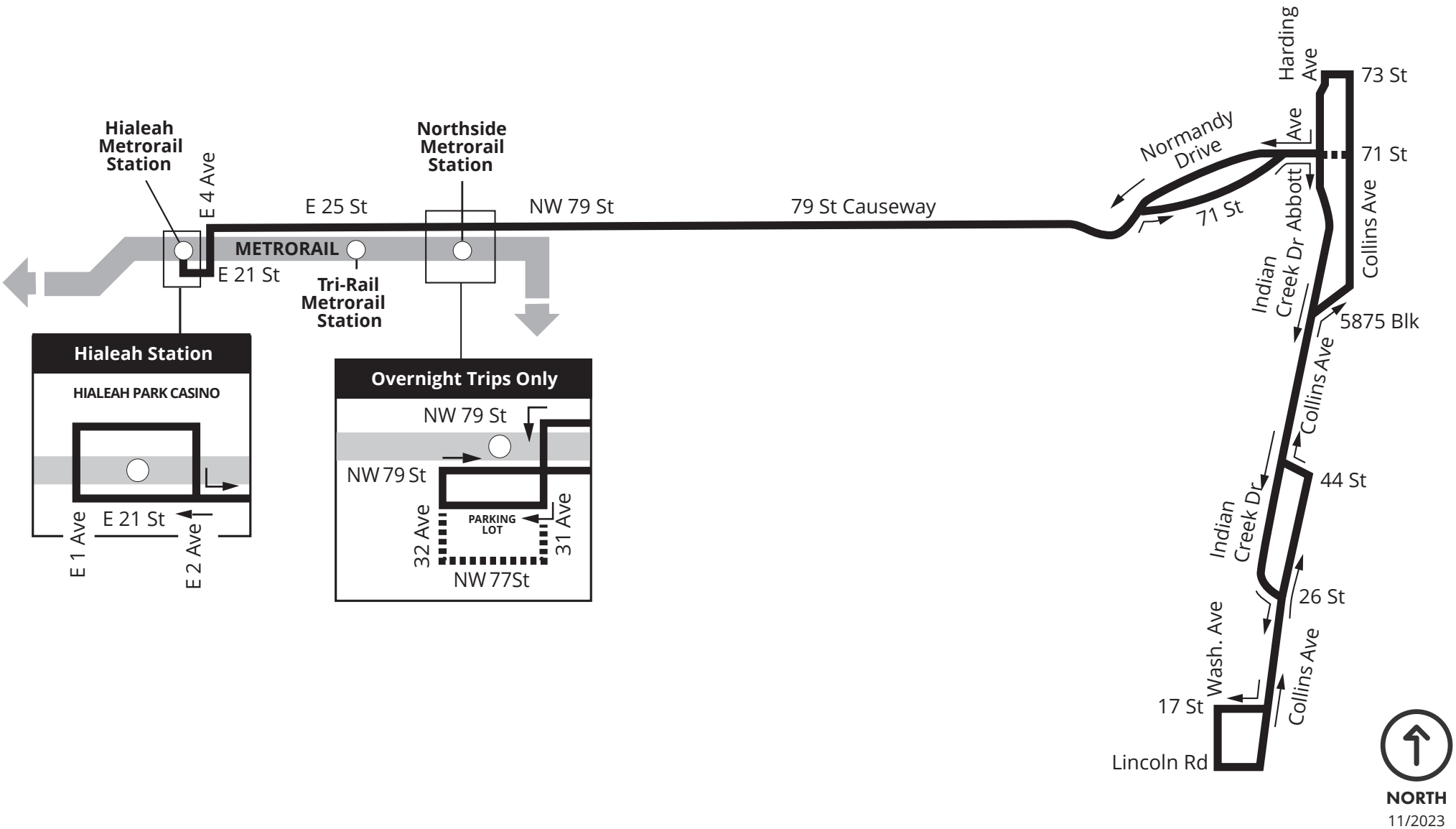
- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan estasyon Hialeah Metrorail pou rive nan South Beach sou NW/NE 79 St, 79th Street Causeway ak Collins Ave.
- Vwayaj lannwit yo fèt soti nan estasyon Northside Metrorail.

MORE INFORMATION
MÁS INFORMACIÓN | PLIS ENFÒMASYON

MIAMI-DADE COUNTY

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

79


Hialeah Metrorail Station
E 4 Ave
E 25 St
Northside Metrorail Station
NW 79 St
79 St Causeway
METRORAIL
E 21 St
Tri-Rail Metrorail Station
Hialeah Station
HIALEAH PARK CASINO
E 1 Ave
E 21 St
E 2 Ave
Overnight Trips Only
NW 79 St
NW 79 St
32 Ave
PARKING LOT
31 Ave
NW 77St
Normandy Drive
71 St
Harding Ave
73 St
71 St
Abbott
Collins Ave
Indian Creek Dr
5875 Blk
Collins Ave
44 St
Indian Creek Dr
26 St
Wash. Ave
17 St
Collins Ave
Lincoln Rd
NORTH

11/2023

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 (Aventura-Downtown)
	4:00 a.m.	6:30 p.m.	8 min (Haulover-Downtown) 10 min (Aventura-Haulover)
	6:30 p.m.	10:00 p.m.	10 min (Aventura-Downtown)
	10:00 p.m.	12:00 a.m.	20 min (Aventura-Downtown)
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min (Aventura-Downtown)
	5:00 a.m.	7:00 a.m.	15 min (Haulover-Downtown) 30 min (Aventura-Haulover)
	7:00 a.m.	10:00 p.m.	7.5 min (Haulover-Downtown) 15 min (Aventura-Haulover)
	10:00 p.m.	12:00 a.m.	15 min (Haulover-Downtown) 30 min (Aventura-Haulover)
SUNDAY DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min (Aventura-Downtown)
	5:00 a.m.	7:00 a.m.	30 min (Aventura-Downtown)
	7:00 a.m.	7:00 p.m.	15 min (Haulover-Downtown) 30 min (Aventura-Haulover)
	7:00 p.m.	12:00 a.m.	30 min (Haulover-Downtown) 60 min (Aventura-Haulover)

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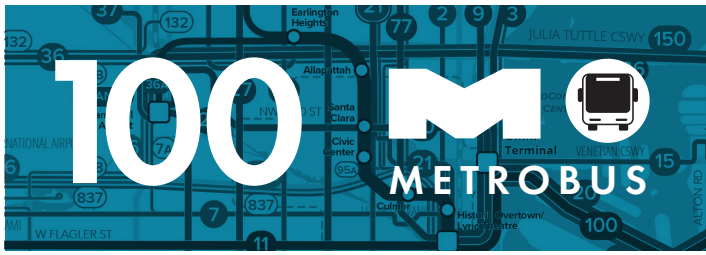


NOVEMBER 2024 NOVIEMBRE 2024 | NOVANM 2024

- 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.

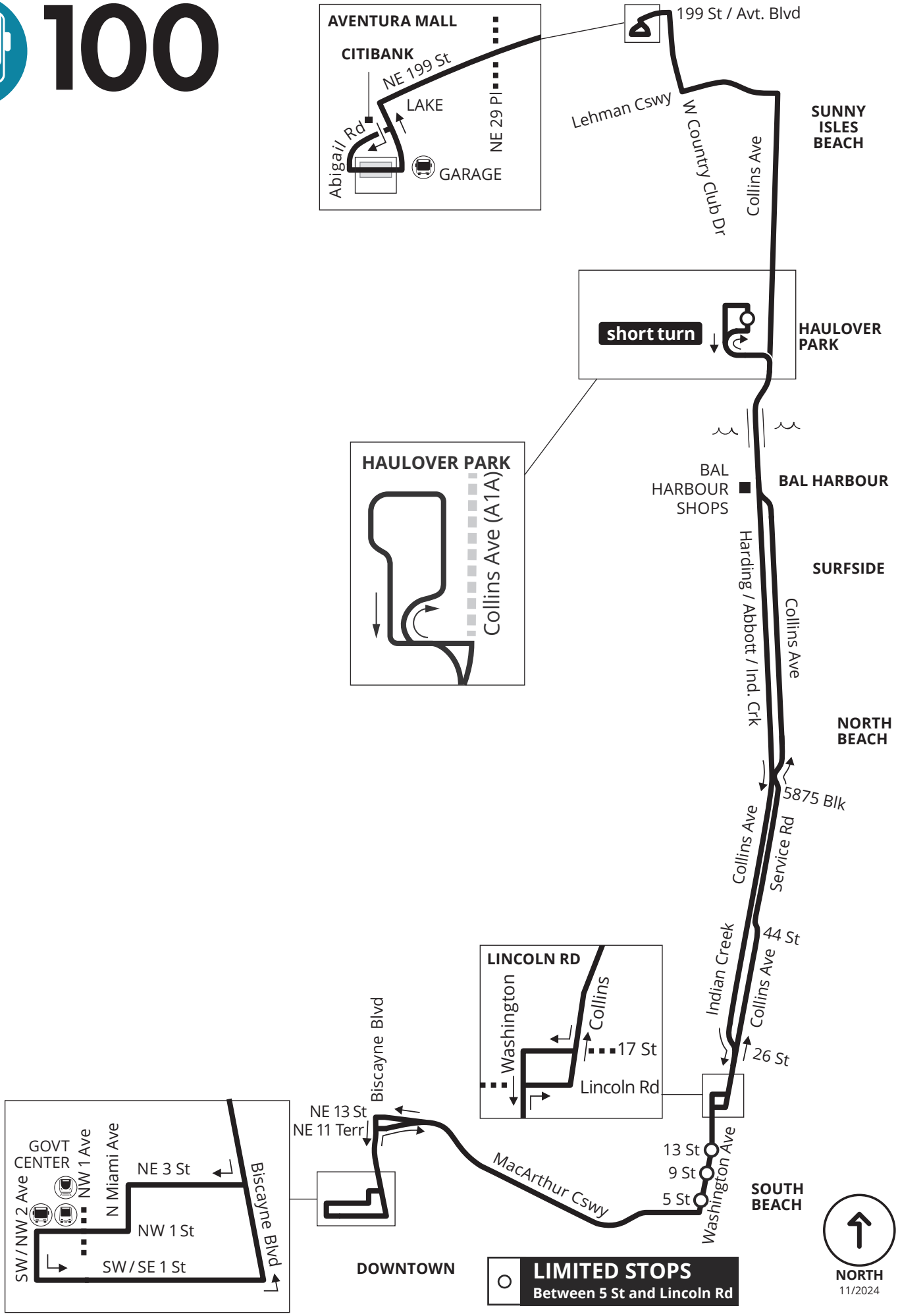
- Sèvis lokal sèt jou psou sèt.
- Vwayaje soti nan Tèminal Otobis la nan Aventura Mall pou rive nan Downtown Miami atravè Miami Beach.
- Arè yo gen ladan estasyon Metrorail / Metromover Government Center.

MORE INFORMATION
MÁS INFORMACIÓN | PLIS ENFÒMASYON

MIAMI-DADE COUNTY

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

100


AVENTURA MALL
CITIBANK
NE 199 St
LAKE
NE 29 Pl
Abigail Rd
GARAGE
199 St / Avt. Blvd
Lehman Cswy
W Country Club Dr
Collins Ave
SUNNY ISLES BEACH
short turn
HAULOVER PARK
HAULOVER PARK
Collins Ave (A1A)
BAL HARBOUR SHOPS
BAL HARBOUR
Harding / Abbott / Ind. Crk
SURFSIDE
Collins Ave
NORTH BEACH
5875 Blk
Collins Ave
Service Rd
44 St
Indian Creek
Collins Ave
26 St
LINCOLN RD
Washington
Collins
17 St
Lincoln Rd
Biscayne Blvd
NE 13 St
NE 11 Terr
MacArthur Cswy
13 St
9 St
5 St
Washington Ave
SOUTH BEACH
GOVT CENTER
NW 1 Ave
N Miami Ave
NE 3 St
Biscayne Blvd
SW / NW 2 Ave
NW 1 St
SW / SE 1 St
DOWNTOWN
LIMITED STOPS
Between 5 St and Lincoln Rd
NORTH
11/2024

SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	**5:45 a.m.**	**8:15 a.m.**	**24 min**
	4:00 p.m.	**6:00 p.m.**	**24 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.
Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

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.

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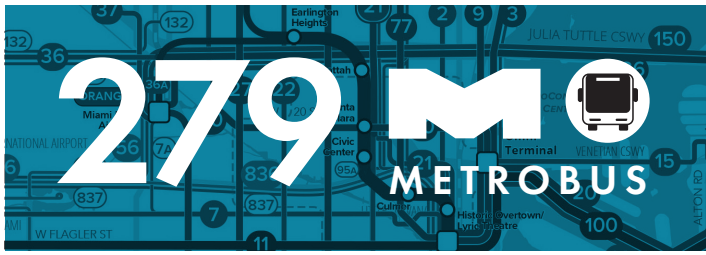

MARCH 2024 MARZO 2024 | MAS 2024

79 STREET MAX

- Limited-stop weekday morning and afternoon service.
- Travels from Northside Metrorail station to 73 St & Collins Ave on Miami Beach along NW/NE 79 St and the 79th Street Causeway.

- Servicio con paradas limitadas en las mañanas y las tardes de los días laborables.
- Va desde la estación Northside del Metrorail hasta 73 St y Collins Ave en Miami Beach, pasando por NW/NE 79 St y 79th Street Causeway.

- Sèvis arè limite nan maten ak apremidi nan lasemèn.
- Vwayaje soti nan estasyon Northside Metrorail pou rive nan 73 St & Collins Ave sou Miami Beach sou NW/NE 79 St ak 79th Street Causeway.

MORE INFORMATION
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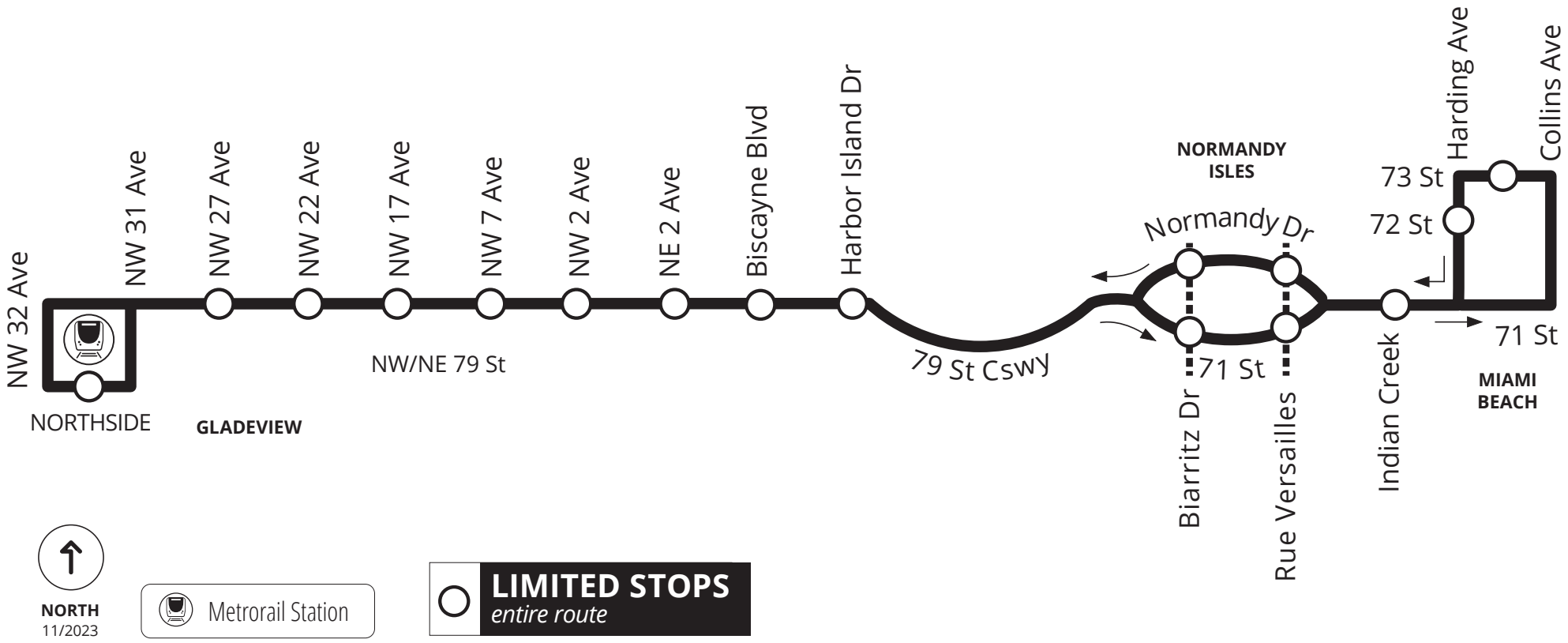
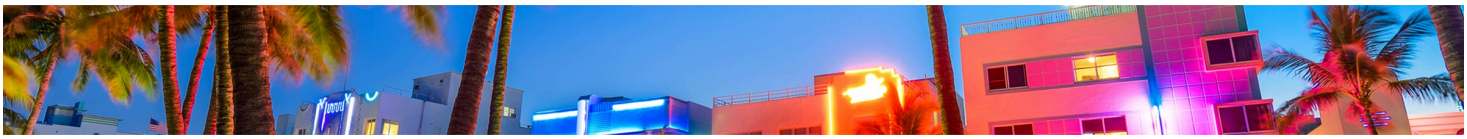
DRIVE LESS. LIVE MORE.™
MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

279

79 STREET MAX



COLLINS EXPRESS



Navigate to...

Collins Express

Contact Us

Customer Rights

Middle Beach Loop

Mount Sinai Link

North Beach Loop

South Beach Trolley

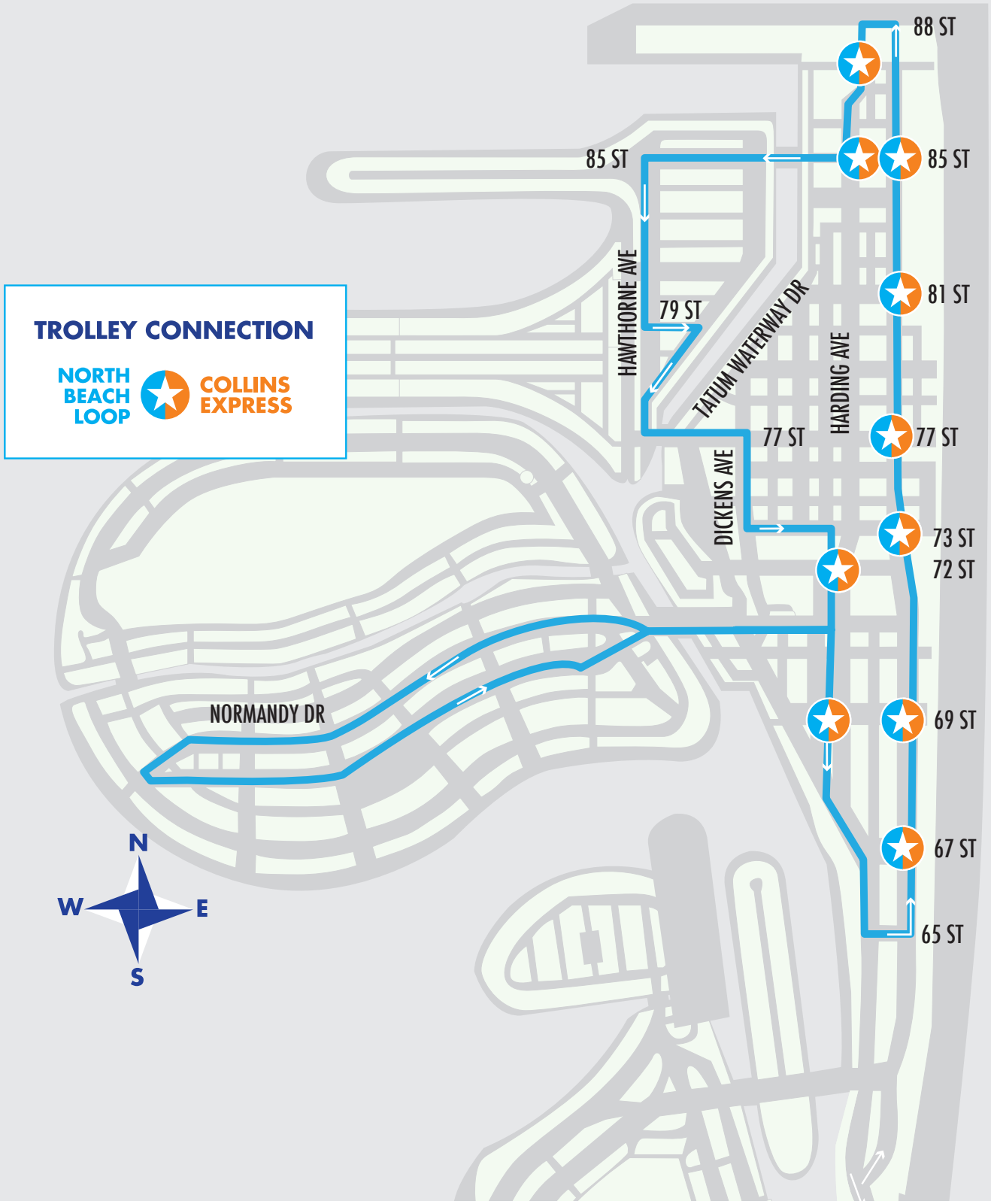
Trolley Tracker Apps

COLLINS EXPRESS

Collins Express operates 7 days a week, 15 hours a day from 8 a.m. - 11 p.m. at service frequency of approximately 15 minutes.

Collins Express trolley service was launched as Collins Link in November of 2016. To improve the efficiency of the City's Trolley service and enhance passengers' transit experience, effective November 1, 2017, the City replaced Collins Link trolley service by the limited stop Collins Express trolley service. Collins Express limited stop service reduces the number of transfers required to travel between North Beach, Middle Beach, and South Beach, and reduces travel times, thereby results in a quicker and more attractive and efficient intercity trolley service. The service operates between Washington Avenue and Lincoln Road on the south side and 88 Street on the north end.

NORTH BEACH LOOP



Navigate to...

Collins Express
Contact Us
Customer Rights
Middle Beach Loop
Mount Sinai Link
North Beach Loop
South Beach Trolley
Trolley Tracker Apps

NORTH BEACH LOOP

North Beach Loop operates 7 days a week, 15 hours a day from 8 a.m. - 11 p.m. at service frequency of approximately 20 minutes.

The North Beach Loop was launched in October 2014 and it provides a reliable and frequent connection between Allison Park, Publix on 69 Street, North Shore Open Space Park, Stillwater Park, North Shore Branch Library, Crespi Park, North Shore Youth Center, Normandy Isle Park and Pool, and other destinations.

LEGEND
NORTH BEACH LOOP
COLLINS EXPRESS
MIDDLE BEACH LOOP
SOUTH BEACH LOOP
FREE RIDE
TRACK THE TROLLEY LIVE
7 DAYS A WEEK
7 días a la semana
Hours of operation: 8 a.m. to 11 p.m.
Horario de atención: 8 a.m. a 11 p.m.
Customer Support: 305.673.7117
Servicio al cliente: 305.673.7117
Email: trolley@miamibeachfl.gov
WWW.MIAMIBEACHTROLLEY.COM
LEGEND
MOUNT SINAI LINK
7 DAYS A WEEK
7 días a la semana
Hours of operation: 7:30 a.m. to 7:30 p.m.
Horario de atención: 7::30 a.m. a 7:30 p.m.
TRANSFER POINT
T
88 ST
85 ST
81 ST
79 ST
77 ST
74 ST
73 ST
72 ST
69 ST
67 ST
65 ST
NORMANDY DR
71 ST
44 ST
43 ST
42 ST
41 ST
40 ST
38 ST
37 ST
ALTON RD
INDIAN CREEK DR
31 ST
29 ST
27 ST
COLLINS AVE
24 ST
23 ST
22 ST
21 ST
20 ST
DADE BLVD
PARK AVE
18 ST
17 ST
LINCOLN RD
ISLAND AVE
VENETIAN CSWY
PURDY AVE
16 ST
15 TERRACE
14 TERRACE
15 ST
14 ST
13 ST
12 ST
11 ST
10 ST
9 ST
8 ST
6 ST
5 ST
WEST AVE
MERIDIAN AVE
CONVENTION CENTER DR
WASHINGTON AVE
LENOX AVE
SOUTH POINTE DR

Navigate to...

Collins Express
Contact Us
Customer Rights
Middle Beach Loop
Mount Sinai Link
North Beach Loop
South Beach Trolley
Trolley Tracker Apps

MOUNT SINAI LINK

Mount Sinai Link operates 7 days a week, 13 hours a day from 7 a.m. – 8 p.m. at service frequency of approximately 60-70 minutes.

The Mount Sinai Link was launched in October 2024 and it provides a reliable and consistent connection between North Beach and Mid Beach as well as a direct connection to Mount Sinai Medical Center.

Attachment D

Trip Generation Calculations

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Hotel	11	310	11	room	56%	44%	3	2	5	20.0%	1	2	2	4	0.0%	0	2	2	4	0.0%	0	2	2	4
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	3	2	5	20.0%	1	2	2	4	0.0%	0	2	2	4	0.0%	0	2	2	4
		310		Y=0.46(X)																						

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Hotel	11	310	48	room	56%	44%	12	10	22	20.0%	5	9	8	17	0.0%	0	9	8	17	0.0%	0	9	8	17
	2	Strip Retail Plaza	11	822	0.722	ksf	60%	40%	1	1	2	20.0%	0	1	1	2	0.0%	0	1	1	2	0.0%	0	1	1	2
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	13	11	24	20.0%	5	10	9	19	0.0%	0	10	9	19	0.0%	0	10	9	19
		310		Y=0.46(X)																						
		822		Y=2.36(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	8	7	15

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		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	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Hotel	11	310	11	room	51%	49%	3	3	6	20.0%	1	3	2	5	0.0%	0	3	2	5	0.0%	0	3	2	5
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		3	3	6	20.0%	1	3	2	5	0.0%	0	3	2	5	0.0%	0	3	2	5
		310		Y=0.59(X)																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		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	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Hotel	11	310	48	room	51%	49%	14	14	28	20.0%	6	11	11	22	0.0%	0	11	11	22	0.0%	0	11	11	22
	2	Strip Retail Plaza	11	822	0.722	ksf	50%	50%	3	2	5	20.0%	1	2	2	4	0.0%	0	2	2	4	0.0%	0	2	2	4
	3																									
	4																									
	5																									
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	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		17	16	33	20.0%	7	13	13	26	0.0%	0	13	13	26	0.0%	0	13	13	26
		310		Y=0.59(X)																						
		822		Y=6.59(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	10	11	21

Means of Transportation to Work

United States® Census Bureau

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.

Label	(204+79+51)/(1,939-460)=22.6%	Census Tract 39.14; Miami-Dade County; Florida	
		Estimate	Margin of Error
Total:		1,939	±397
Car, truck, or van:		1,024	±330
Drove alone		867	±300
Carpooled:		157	±144
In 2-person carpool		157	±144
In 3-person carpool		0	±15
In 4-person carpool		0	±15
In 5- or 6-person carpool		0	±15
In 7-or-more-person carpool		0	±15
Public transportation (excluding taxicab):		204	±187
Bus		204	±187
Subway or elevated rail		0	±15
Long-distance train or commuter rail		0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)		0	±15
Ferryboat		0	±15
Taxicab		22	±32
Motorcycle		0	±15
Bicycle		79	±77
Walked		51	±53
Other means		99	±92
Worked from home		460	±157

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2023

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official sourc of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and dissemina the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

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, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geograp Boundaries by Year.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represent through the 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.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing AC data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data.

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

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census 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:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of th median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associate with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

***

Attachment E

Parking Figures

Kimley»Horn

Figure 2
Parking Location Map
6945 Abbott Avenue
Miami Beach, Florida

Kimley»Horn

Figure 3
Vehicular Routing Map
6945 Abbott Avenue
Miami Beach, Florida

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Figure 4
Vehicular Routing Map
6945 Abbott Avenue
Miami Beach, Florida

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Figure 5
Pedestrian Routing Map
6945 Abbott Avenue
Miami Beach, Florida

Attachment F

Passenger Loading Queuing Analysis Worksheets

Passenger Loading Area Queuing Analysis (A.M. Peak Hour)

Arrival Rate

IN	OUT	
10	9	veh/hr

Service Rate

IN	OUT	
0.750	0.750	mins/veh

Control Delay = min

Service Time = 0.75 mins/veh

Number of Service Positions (N) =	1	
Level of Confidence =	0.95	
Storage Provided On-Site =	1	vehicles
Total Entering and Exiting Vehicles(q) =	19	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	80.00	veh/hr/pos
Average Service Rate (t) =	0.75	mins/veh
rho (t/Q) =	0.238	

Expected (avg.) number of vehicles in the system	E(m)=	0.07	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.31	
Mean time in the queue	E(w)=	0.23	mins
Mean time in system	E(t)=	0.98	mins

Proportion of customers who wait (P)	(E(w) > 0)=	23.75%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.

Passenger Loading Area Queuing Analysis (P.M. Peak Hour)

Arrival Rate

IN	OUT	
13	13	veh/hr

Service Rate

IN	OUT	
0.750	0.750	mins/veh

Control Delay = min

Service Time = 0.75 mins/veh

Number of Service Positions (N) =	1	
Level of Confidence =	0.95	
Storage Provided On-Site =	1	vehicles
Total Entering and Exiting Vehicles(q) =	26	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	80.00	veh/hr/pos
Average Service Rate (t) =	0.75	mins/veh
rho (t/Q) =	0.325	

Expected (avg.) number of vehicles in the system	E(m)=	0.16	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.48	
Mean time in the queue	E(w)=	0.36	mins
Mean time in system	E(t)=	1.11	mins

Proportion of customers who wait (P) (E(w) > 0)=		32.50%
Probability of a queue exceeding a length (M) P(x > M)=		5.00%

Queue length which is exceeded 5.00% of the time is equal to less than one (1) vehicle.