

2201 Collins Ave, Miami Beach Traffic Review

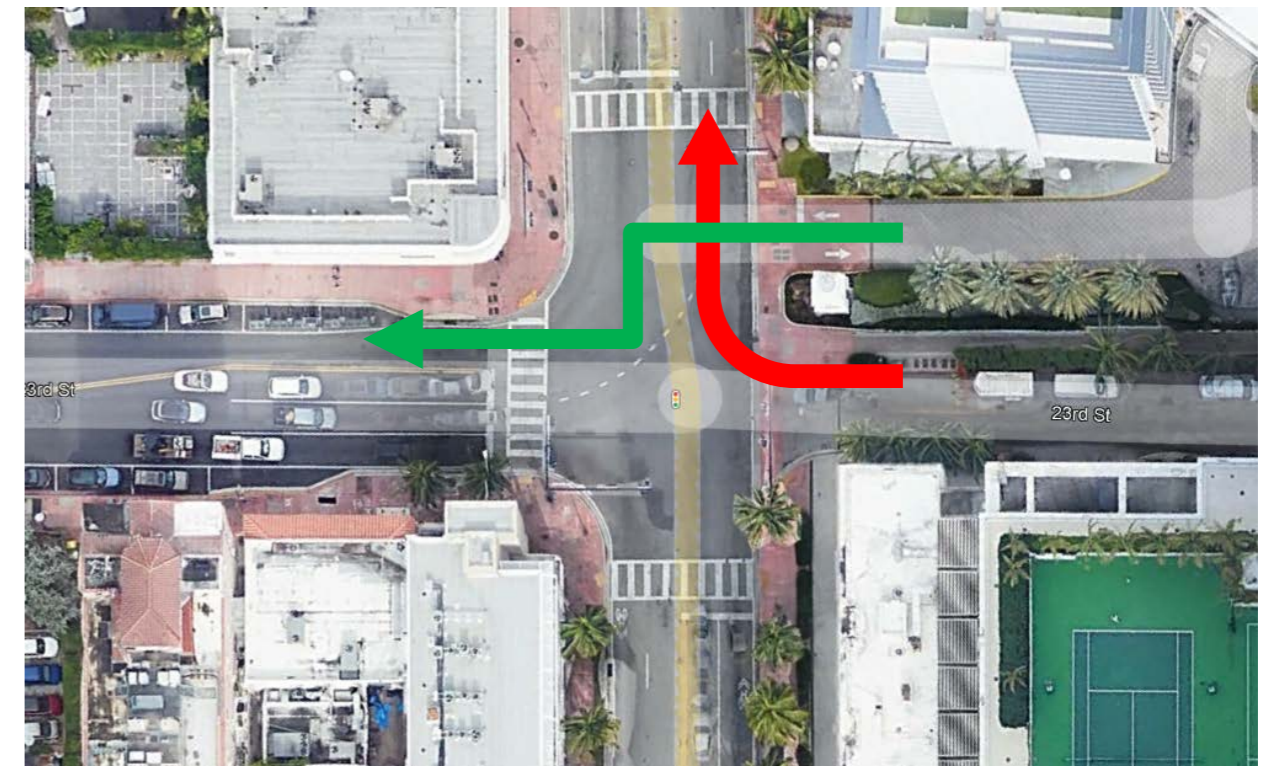
March 13, 2026



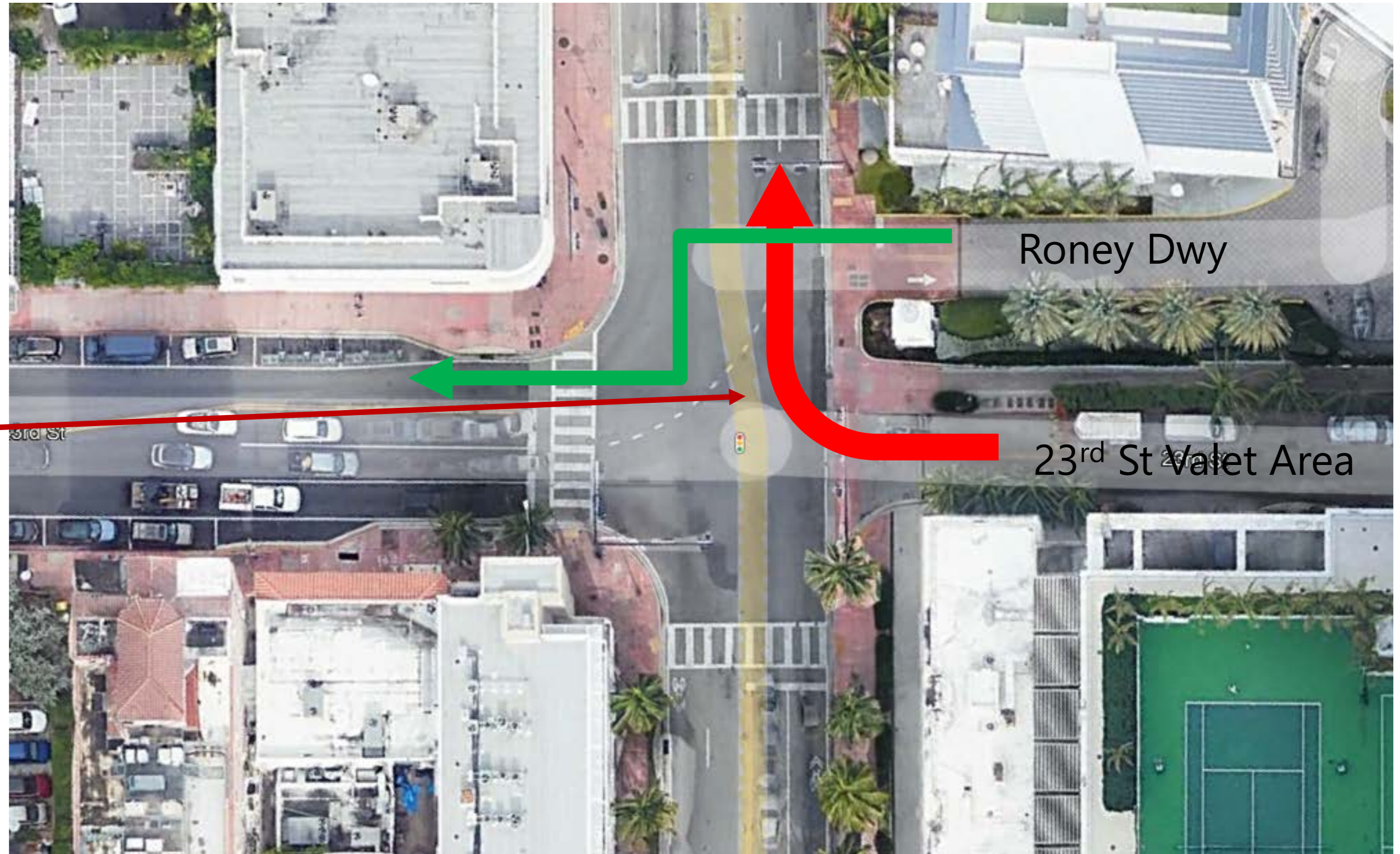
MAPS
MOBILITY & PARKING SERVICES

Collins Ave and 23rd St Intersection is Dangerous

- 23rd Street Driveway was originally intended only as a service drive for valet parking and delivery and loading area (back of house).
- Two parallel driveways one for the W Hotel back of house area and the other for the Roney Condo at a signalized intersection with separate signals is atypical and potentially dangerous.
- Dangerous situation where passenger vehicles exiting from new nightclub drop-off area could unknowingly make a right and get T-boned.



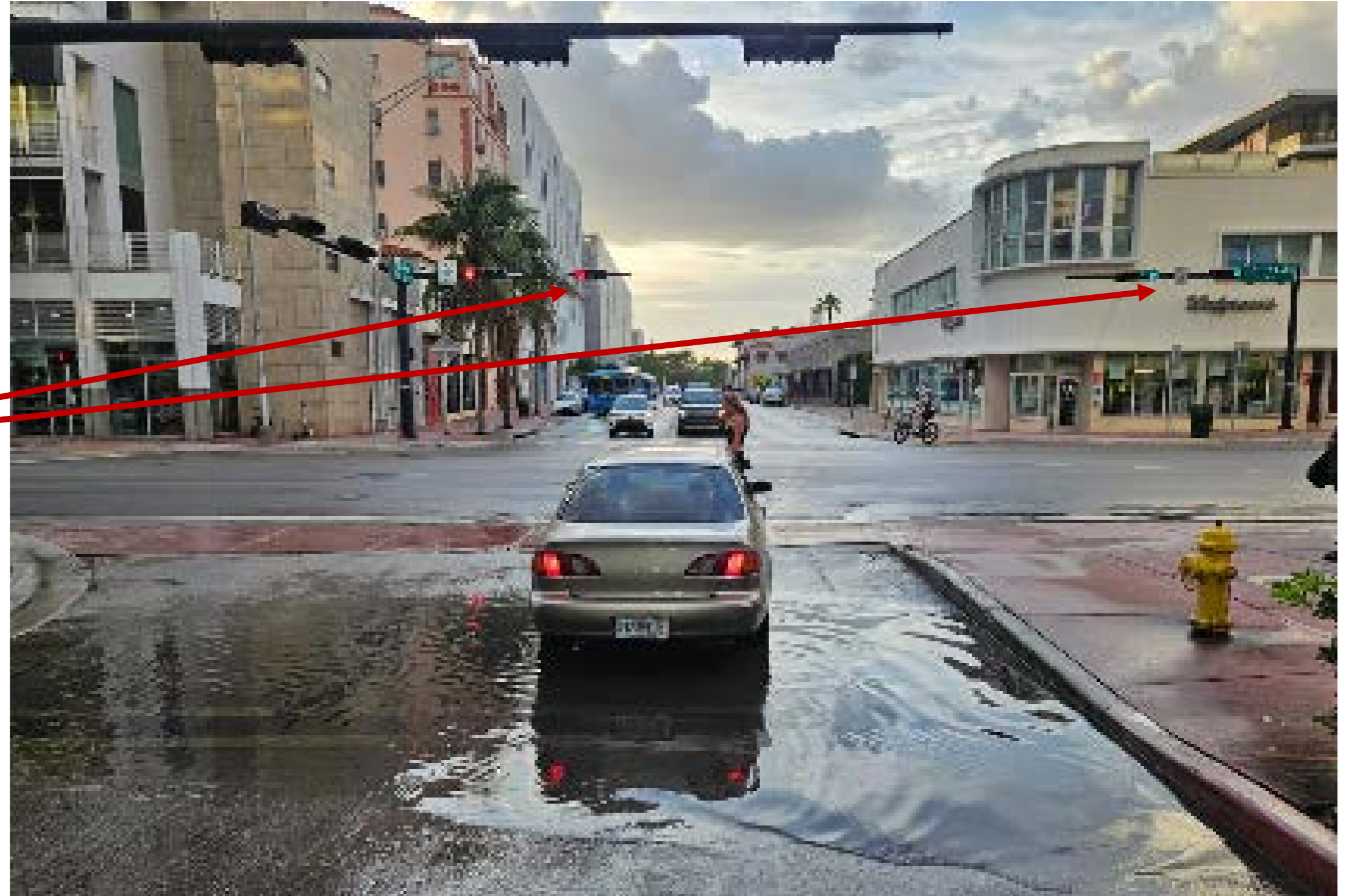
Collins Ave and 23rd St Intersection is Dangerous



Potential for crash from vehicles exiting both W Hotel 23rd St Dwy and Roney Dwy

Collins Ave and 23rd St Intersection is Dangerous

Confusion for driver which light to obey upon exiting 23rd St valet area could lead to dangerous conflict with Roney driveway

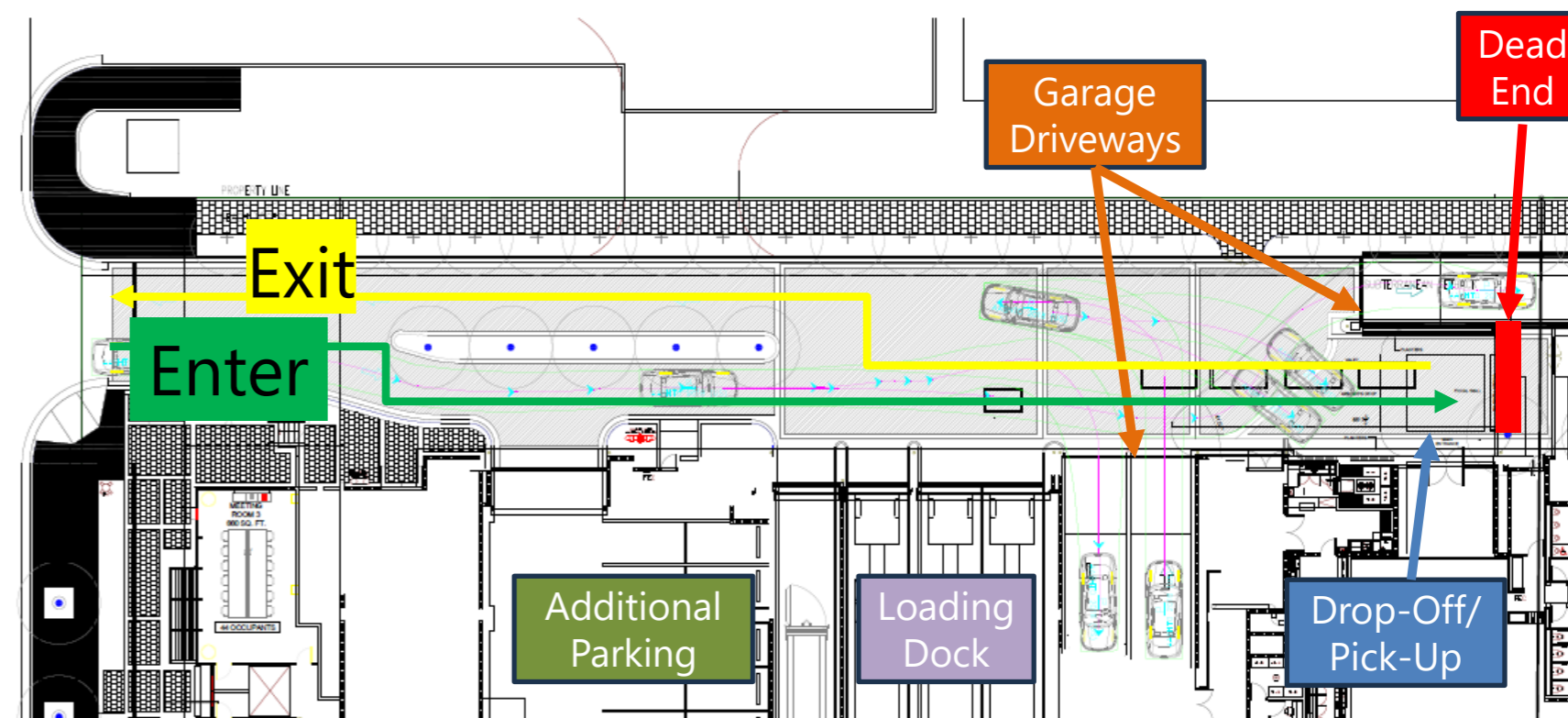


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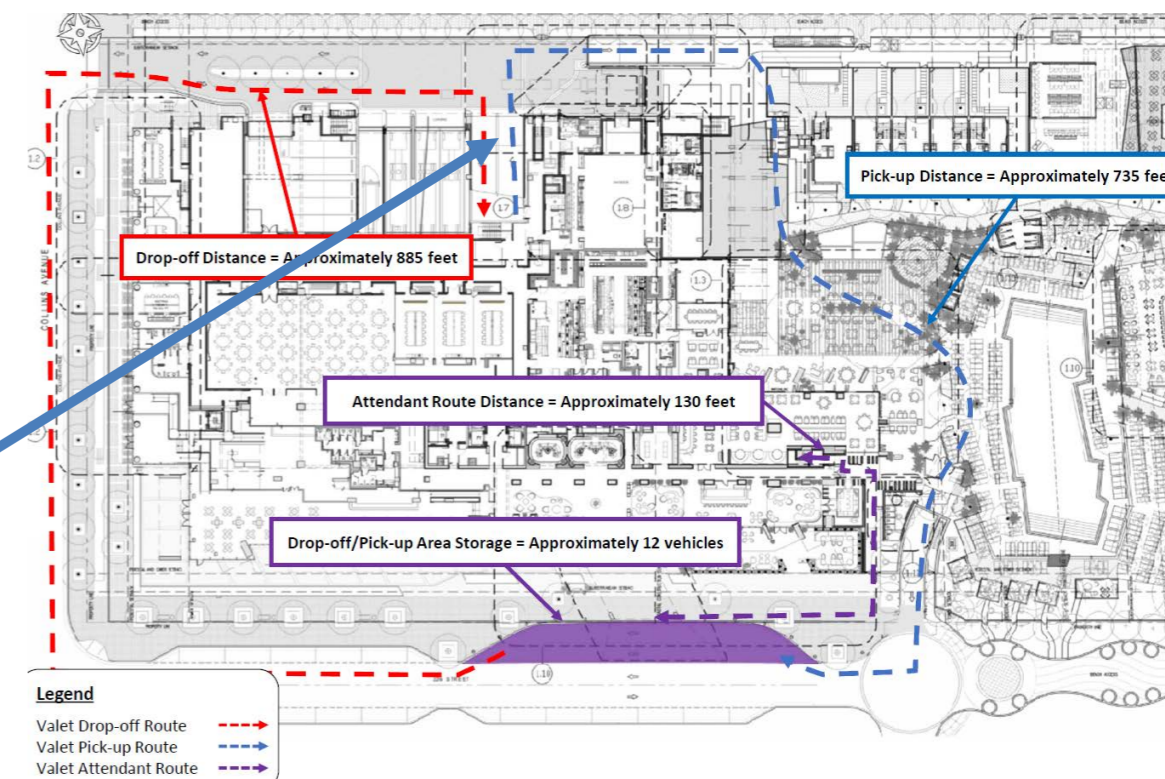
Congestion on 23rd Street from service vehicles inhibits valet operation and creates confusion for private vehicles



- Valet operation on 23rd St is dangerous:
 - Vehicles back up in front of garage driveway and loading docks
 - Drop-off/Pick-up area dead ends without circulation
 - Not originally designed to support valet oper.
- Valet operation on 22nd St is at capacity:
 - 26 valet attendants required at the 22nd St valet stand, which is impractical
 - Assumed valet area can store 12 vehicles, but realistically 10 is the max
- Assumes 64% of traffic will use rideshare

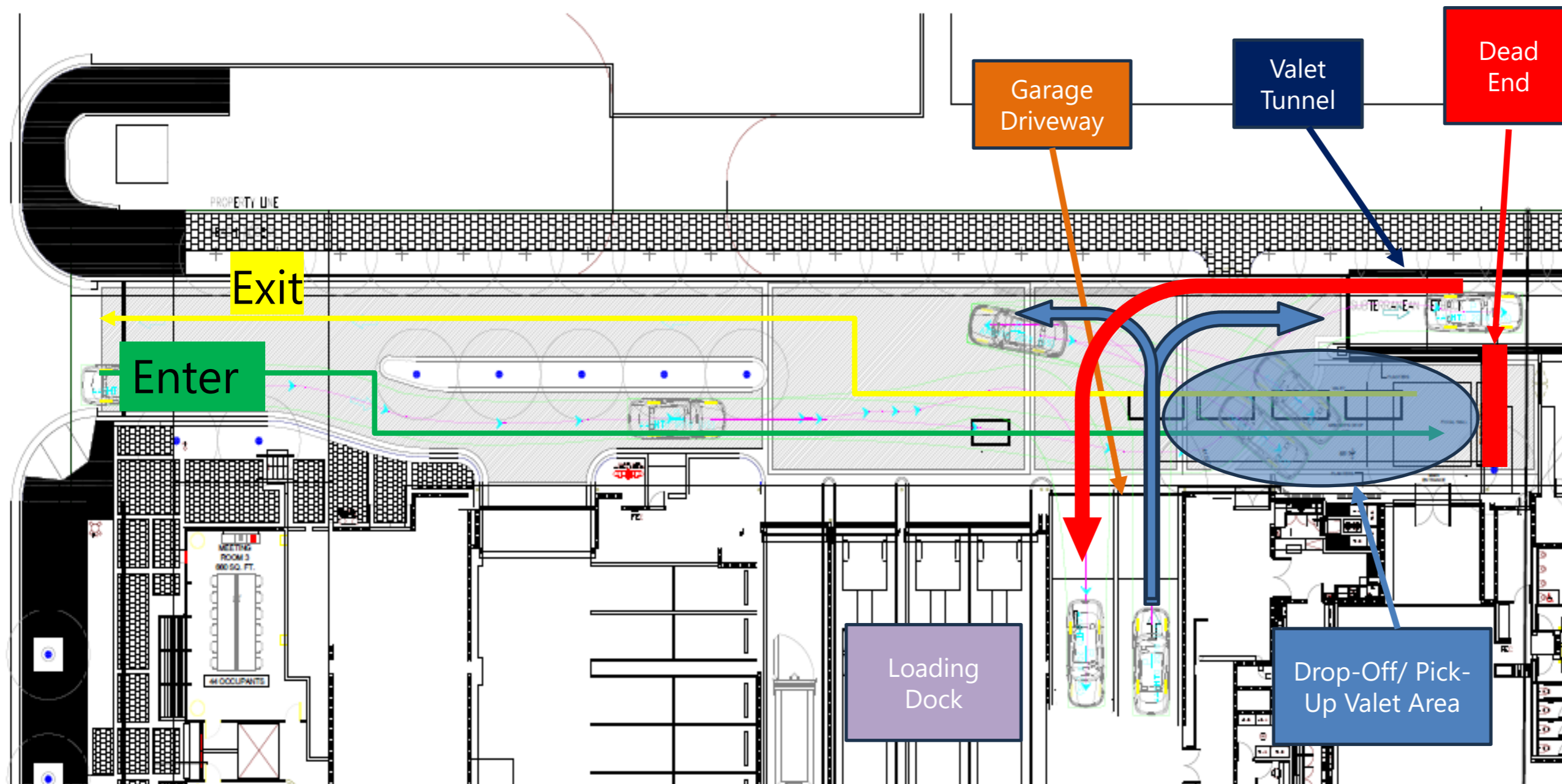


All Valet Traffic Uses Garage Driveways for Both Valet Stands

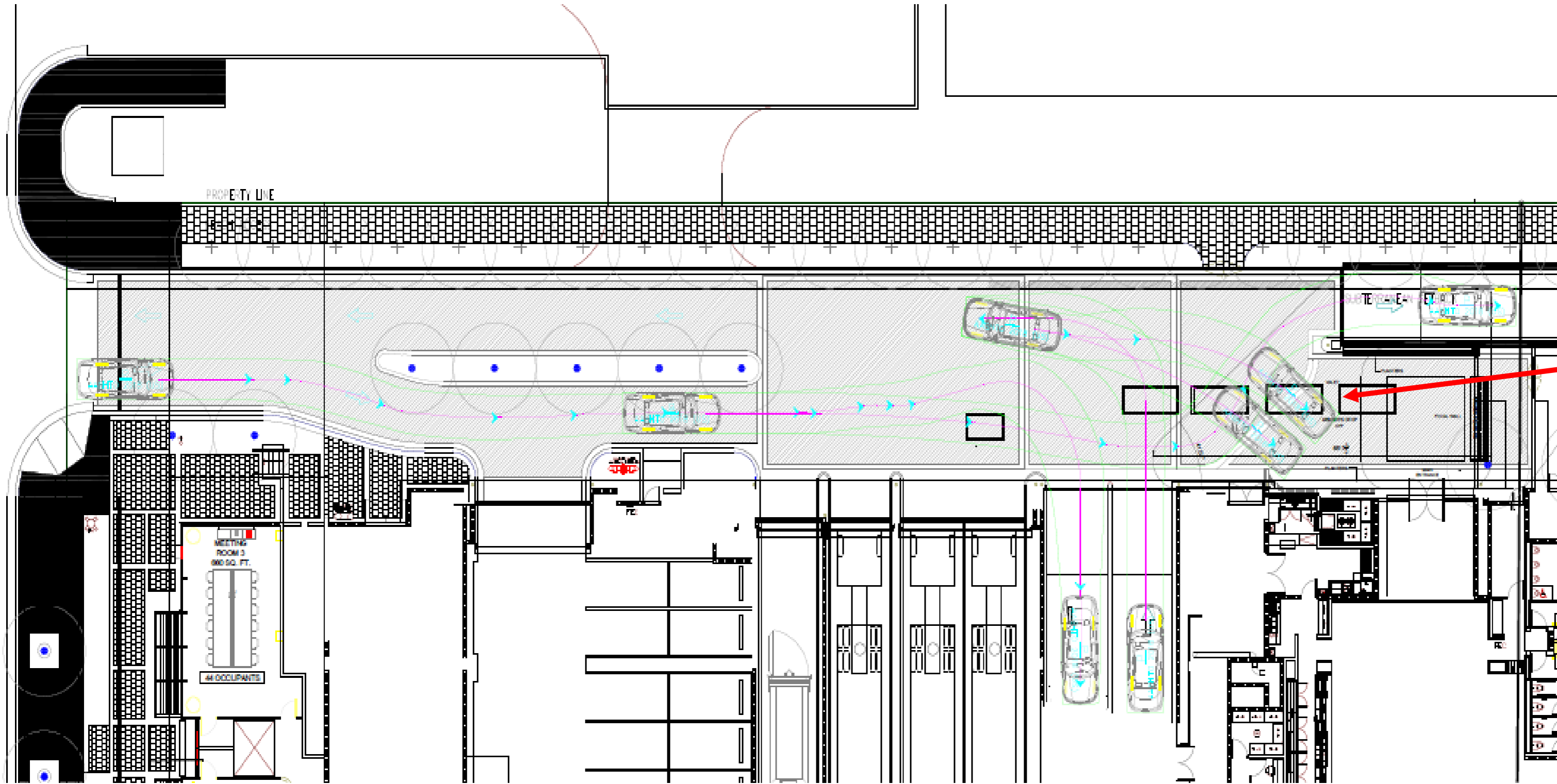


Proposed Valet Operation on 23rd St is Dangerous

- Vehicles back up in front of garage driveway and loading docks
- Drop-off/Pick-up area dead ends without circulation
- Not originally designed to support valet drop-off activity
- Garage being used by employees as self-park, and not valet



Proposed Valet Operation on 23rd St is Dangerous



Valet vehicles need to back up at entry and exit, which is not practical and is dangerous.

Competing with traffic from:
Garage Dwy
Loading Dock
Valet Tunnel
Entering Veh

Valet Operation is Congested and Dangerous

Observed valet traffic going both ways through valet tunnel

Pick-up Distance = Approximately 735 feet




Drop-off Distance = Approximately 865 feet

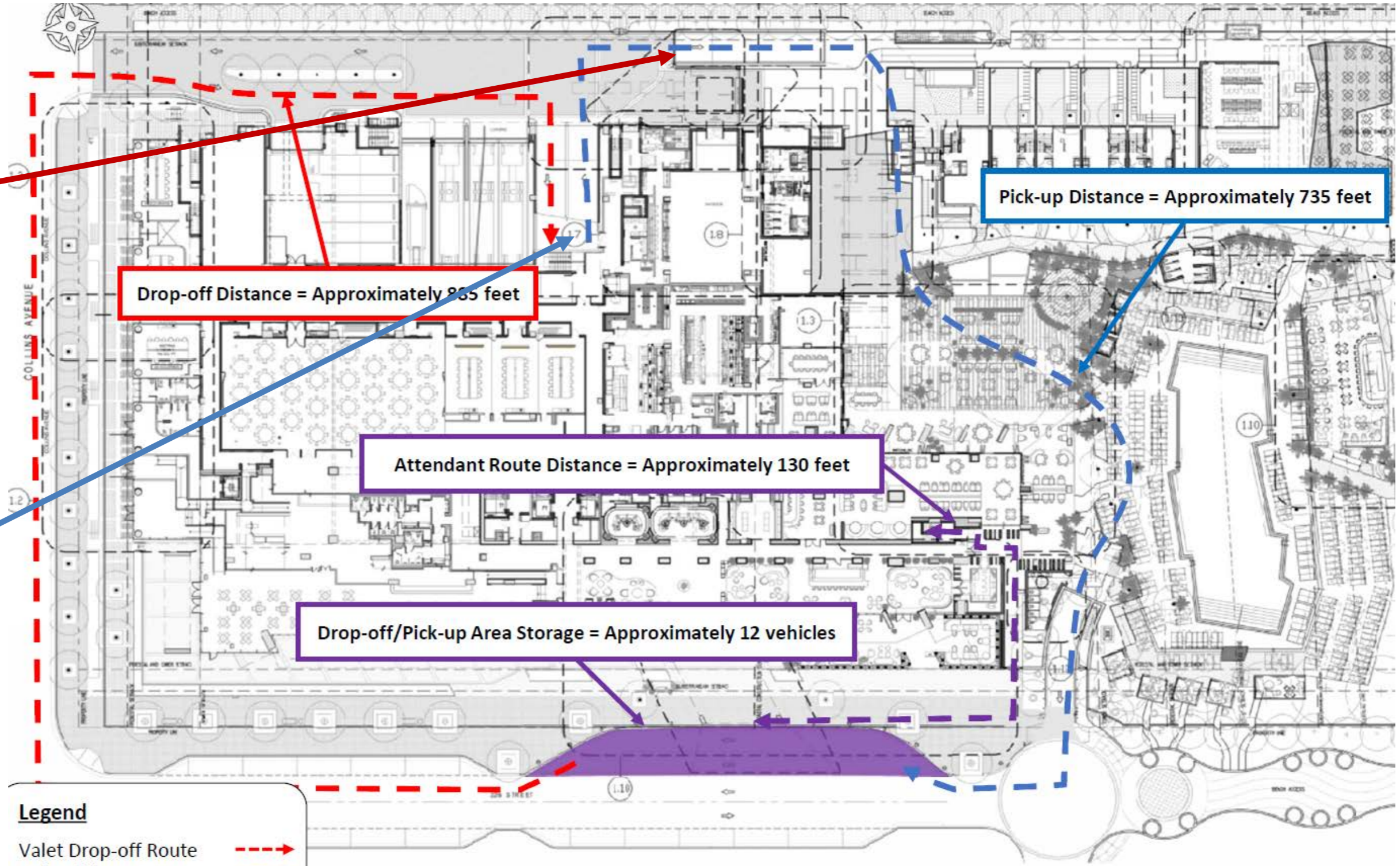
All traffic uses garage driveway for both valet stands

Attendant Route Distance = Approximately 130 feet

Drop-off/Pick-up Area Storage = Approximately 12 vehicles

Legend

- Valet Drop-off Route 
- Valet Pick-up Route 
- Valet Attendant Route 



- Traffic counts not conducted during the peak season (conducted in September)
 - Only apply a 6% seasonality factor
- Analysis assumes all valet activity, but there are self-park by employees
- Analysis does not consider peak weekend evening activity when there is extensive queuing on 22nd Street from Miami Beach parking lot
- Background traffic growth was projected to 2027, but the site is planned to open in 2029
- A 15.92% multimodal reduction was applied based on commuter US Census data in Miami Beach – Should only apply to employees and not guests, visitors, and residents
- A pass-by capture rate of 44% was applied for Fine Dining Restaurants, which equates to a reduction of 97 PM Peak Hour trips, but no documentation provided of this assumption