



May 27, 2022

City of North Miami Beach
Public Works Administration
17050 NE 19th Avenue
North Miami Beach, FL 33162

RE: *Washington Park*
Traffic Impact Analysis
North Miami Beach
Kimley-Horn #043371016

Kimley-Horn and Associates, Inc. has been retained to perform a traffic impact evaluation for the Washington Park site located at 15290 NE 15th Ct in North Miami Beach, FL (see Figure 1). The site currently contains a 5,978 square foot Recreational Community Center along with basketball courts, a baseball field, and swimming pool. The site is proposed to be redeveloped with a larger 12,890 square foot Recreational Community Center, and will still include the courts, field, and swimming pool. Additional on-street parking is proposed along NE 14th Court, NE 152nd Terrace, and NE 15th Court. Included in this redevelopment, the right of way along NE 153rd Terrace between NE 14th Court and NE 15th Court is proposed to be abandoned. The folio numbers for the project site are as follows:

- 07-2217-018-1410
- 07-2217-018-0920
- 07-2217-018-1000
- 07-2217-018-1010
- 07-2217-018-1020
- 07-2217-018-1050

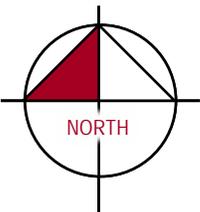
This traffic study quantifies the net trip generation expected for the proposed redevelopment and includes volume diversions for the closure of NE 153rd Terrace between NE 14th Court and NE 15th Court.

TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed development. Rates and equations published by the Institute of Traffic Engineers (ITE) in the *Trip Generation Manual, 11th Edition* for Recreational Community Center (ITE 495) were used for the trip generation calculations for the existing and proposed site. Table 1 on the following page summarizes the trip generation calculations for the existing and proposed uses on site. As shown in Table 1, the proposed redevelopment of the site results in an increase of 199 net new external daily trips, an increase of 14 net new external AM peak hour trips (+10 inbound, +4 outbound), and an increase of 17 net new external PM peak hour trips (+8 inbound, +9 outbound).

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
Existing Scenario >5 Years									
Recreational Community Center	5.978 KSF	172	11	7	4	15	7	8	
	<i>Subtotal</i>	172	11	7	4	15	7	8	
Pass-By Capture									
Recreational Community Center	0.0%	0	0	0	0	0	0	0	
	<i>Subtotal</i>	0	0	0	0	0	0	0	
Driveway Volumes		172	11	7	4	15	7	8	
Net New External Trips		172	11	7	4	15	7	8	
Proposed Scenario									
Recreational Community Center	12.890 KSF	371	25	17	8	32	15	17	
	<i>Subtotal</i>	371	25	17	8	32	15	17	
Pass-By Capture									
Recreational Community Center	0.0%	0	0	0	0	0	0	0	
	<i>Subtotal</i>	0	0	0	0	0	0	0	
Driveway Volumes		371	25	17	8	32	15	17	
Net New External Trips		371	25	17	8	32	15	17	
Proposed Net External Trips-Existing Net New External Trips		199	14	10	4	17	8	9	
<u>Land Use</u>	<u>Daily</u>		<u>AM Peak Hour</u>			<u>PM Peak Hour</u>			<u>Pass By</u>
Recreational Community Center	28.82 trips/1,000 sf		1.91 trips/1,000 sf (66% in, 44% out)			2.5 trips/1,000 sf (47% in, 53% out)			0.0%



LEGEND

 Project Location

FIGURE 1
Washington Park
KH #043371016
Site Location

TRAFFIC IMPACT ANALYSIS

To develop a baseline for the traffic analysis, existing volume data was collected on Tuesday May 3, 2022 on roadway links within the vicinity of the site. 24 hour link count data was collected on NE 154th Street, 153rd Terrace, and NE 152nd Street between NE 14th Court and NE 15th Court. Figure 2 illustrates the existing volumes collected. Since the project proposes closing NE 153rd Terrace between NE 14th Court and NE 15th Court, it was necessary to redistribute existing traffic north and south to NE 154th Street and NE 152nd Street. In addition to existing traffic diversions, the net new traffic generated by the proposed park was distributed on the remaining roadway links within the vicinity of the site. Figure 3 illustrates the proposed volumes expected on the surrounding roadway links.

The existing and proposed scenario capacity analyses are summarized in Table 2, Table 3, and Table 4 for the Daily, AM peak hour, and PM peak hours, respectively. FDOT QLOS tables were used to determine the LOS C capacity for each of the analyzed scenarios and are included in the appendix, for reference.

Table 2: Daily Capacity Analysis

Road	Laneage	LOS C Daily Capacity (veh)	Ex. Daily Volume (veh)	v/c	Traffic Diversion (veh)	Project Traffic (veh)	Prop. Daily Volume (veh)	v/c
NE 154th Street	2L	5110	187	0.04	116	50	303	0.06
NE 153rd Terrace	2L	5110	232	0.05	-232	0	0	0.00
NE 152nd Street	2L	5110	232	0.05	116	50	348	0.07

Table 3: AM Peak Hour Capacity Analysis

Road	Laneage	LOS C Peak Hour Capacity (veh)	Ex. AM Peak Hour Volume (veh)	v/c	Traffic Diversion (veh)	Project Traffic (veh)	Prop. AM Peak Hour Volume (veh)	v/c
NE 154th Street	2L	462	19	0.04	7	4	26	0.06
NE 153rd Terrace	2L	462	14	0.03	-14	0	0	0.00
NE 152nd Street	2L	462	14	0.03	7	4	21	0.05

Table 4: PM Peak Hour Capacity Analysis

Road	Laneage	LOS C Peak Hour Capacity (veh)	Ex. PM Peak Hour Volume (veh)	v/c	Traffic Diversion (veh)	Project Traffic (veh)	Prop. PM Peak Hour Volume (veh)	v/c
NE 154th Street	2L	462	27	0.06	14	4	41	0.09
NE 153rd Terrace	2L	462	28	0.06	-28	0	0	0.00
NE 152nd Street	2L	462	31	0.07	14	4	45	0.10

As shown in the tables with the proposed development plan, the roadways analyzed are expected to still operate at ten percent or less of their respective LOS C volumes, and it would be expected that no major impacts are to be expected from the proposed project.

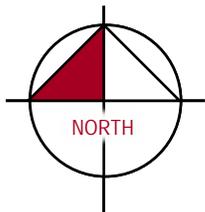


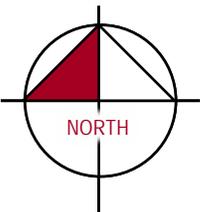
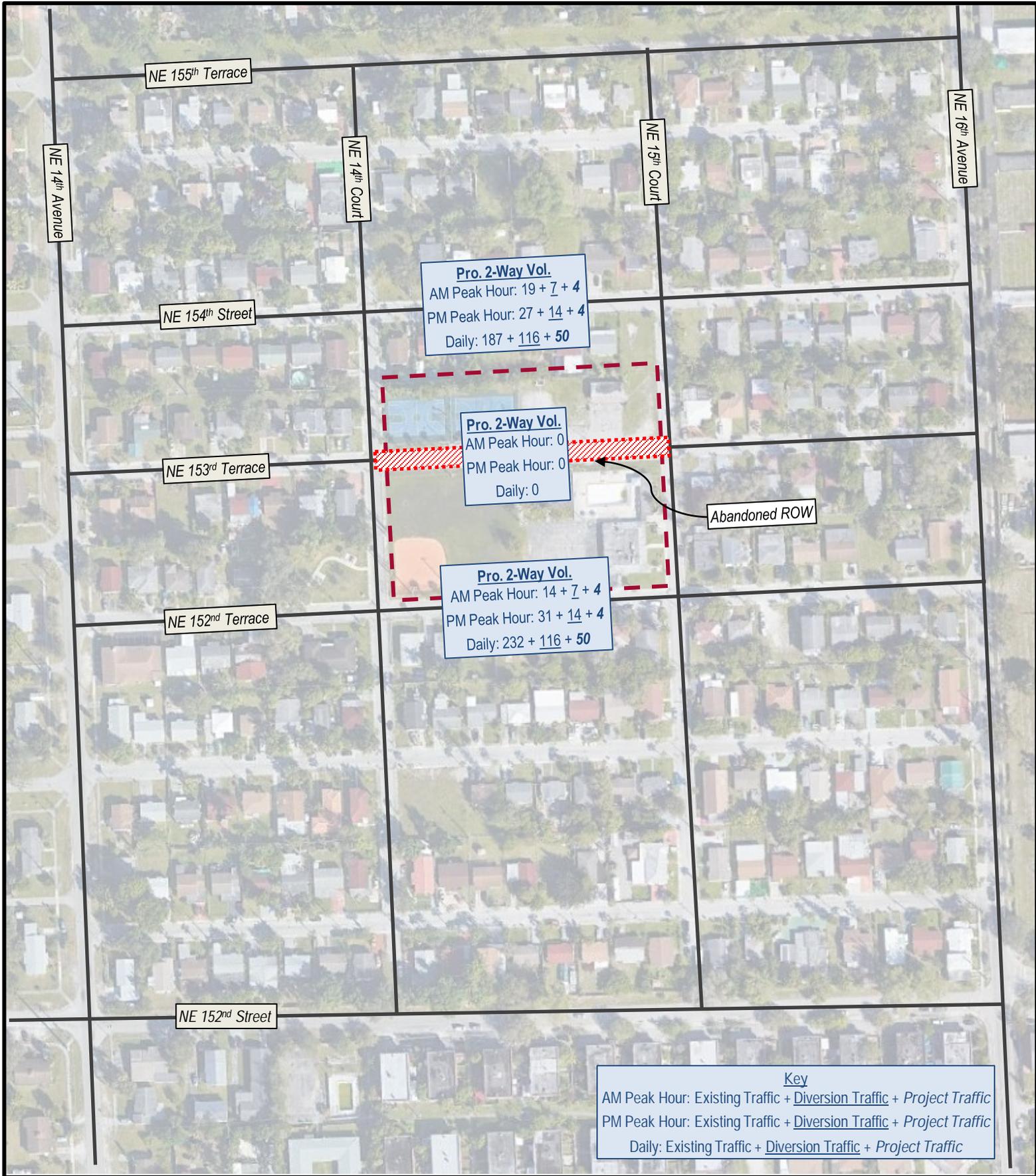
LEGEND

 Project Location

FIGURE 2

Washington Park
KH #043371016
Existing Traffic Volumes





LEGEND

 Project Location

FIGURE 3

Washington Park
 KH #043371016

Proposed Traffic Volumes

DRIVEWAY CLASSIFICATION

Access to the site is proposed to be maintained via on street parking along NE 14th Court, NE 152nd Terrace, and NE 15th Court in addition to a driveway connection to NE 15th Court. Project driveway volumes calculated from Table 1 were distributed across the available parking spaces and project driveway to determine if any additional driveway improvements are required. As illustrated in Figure 4 the proposed driveway connection on NE 15th Court services relatively low peak hour demand and therefore does not require further improvements from the proposed plan.

CONCLUSION

Kimley-Horn and Associates, Inc. has prepared a traffic study to evaluate the potential impact for the Washington Park site located at 15290 NE 15th Ct in North Miami Beach, FL. The site currently contains a 5,978 square foot Recreational Community Center along with basketball courts, a baseball field, and swimming pool. The site is proposed to be redeveloped with a larger 12,890 square foot Recreational Community Center, and will still include the courts, field, and swimming pool.

As shown in the analysis, there will be no significant impacts on the surrounding roadway networks and no turn lanes are required or recommended at the site driveways.

Please contact me via telephone at (561) 840-0874 or via e-mail at adam.kerr@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adam B. Kerr, P.E.
Transportation Engineer

Florida Registration
Number 64773
Registry No. 35106



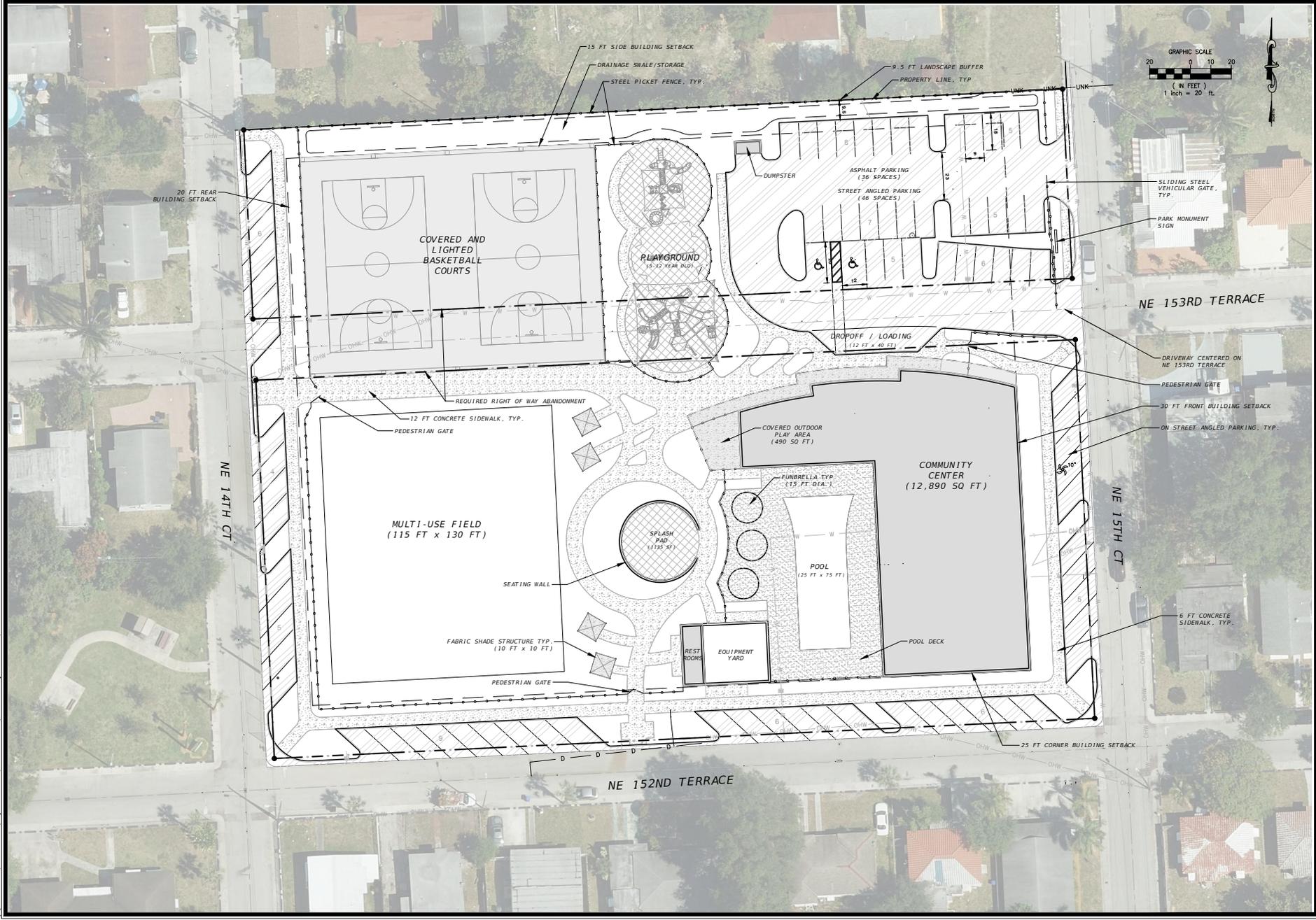
LEGEND

-  Site Location
- XX (XX) AM (PM) Peak Hour Trips
-  /  Inbound / Outbound

FIGURE 4
 Washington Park
 KH #043371016
 Driveway Volumes

APPENDIX

6/5/2020 2:27 PM: Scale: 1:25000; Layout: Tab: SP-01; Plot: Table: -----; Plot Created by: TOSCO MOHLER;



**ENGINEERS | PLANNERS | SCIENTISTS
CONSTRUCTION MANAGERS**
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954.776.1634 • www.kci.com

KCI CERTIFICATE OF AUTHORIZATION NO. 4908

REV	DATE	DESCRIPTION

DATE	9/5/2020
SCALE	1" = 20'
DESIGNED BY	SG/TM
DRAWN BY	SD
CHECKED BY	TM

WASHINGTON PARK
NORTH MIAMI BEACH
FLORIDA

**CONCEPTUAL
SITE PLAN**

SHEET NO.	SP-01
PROJECT NO.	481903840.00

DATE:	
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Land Use: 495

Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickle ball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971, 1055

Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

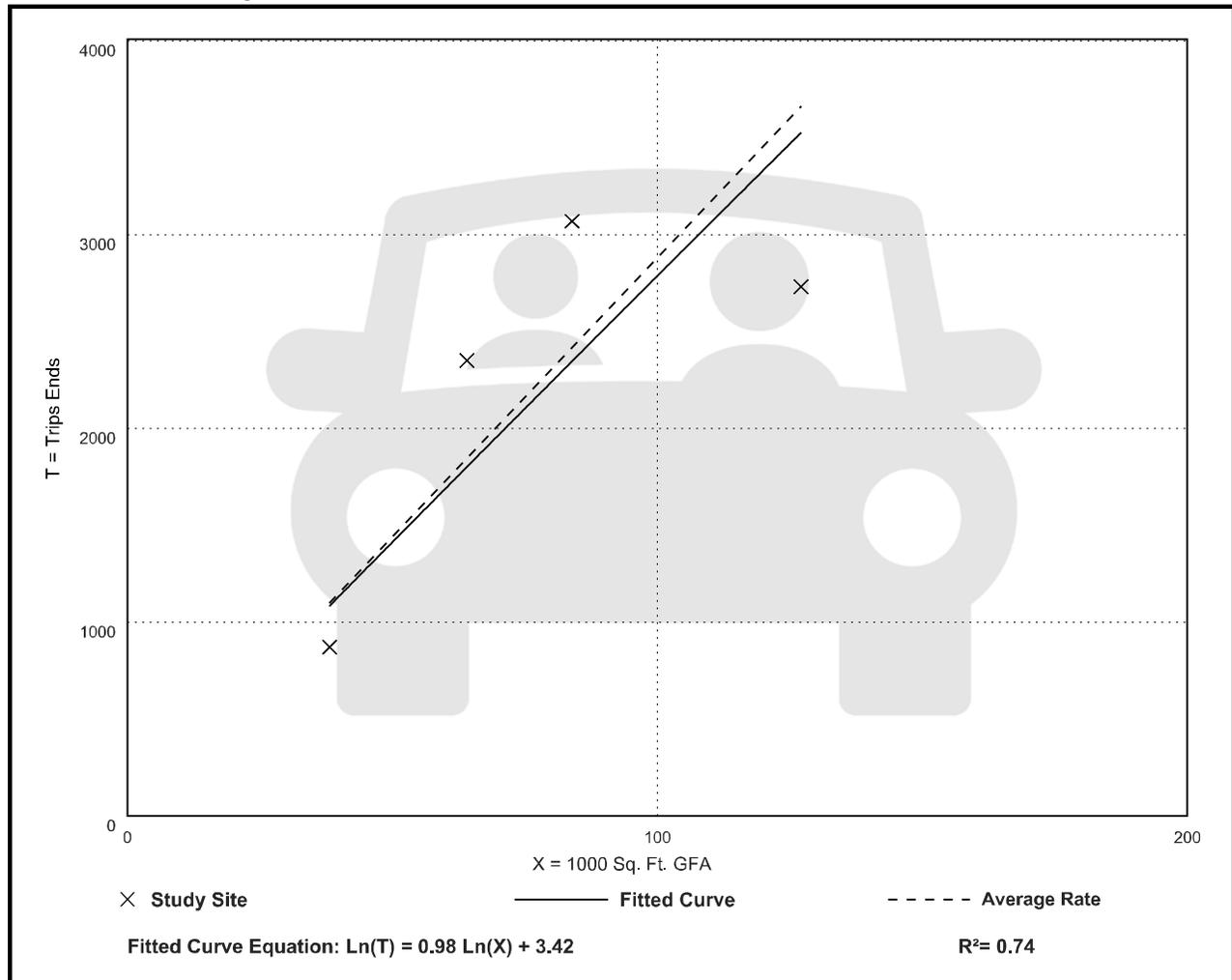
Avg. 1000 Sq. Ft. GFA: 78

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

Avg. 1000 Sq. Ft. GFA: 124

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.50	1.05 - 5.37	1.28

Data Plot and Equation

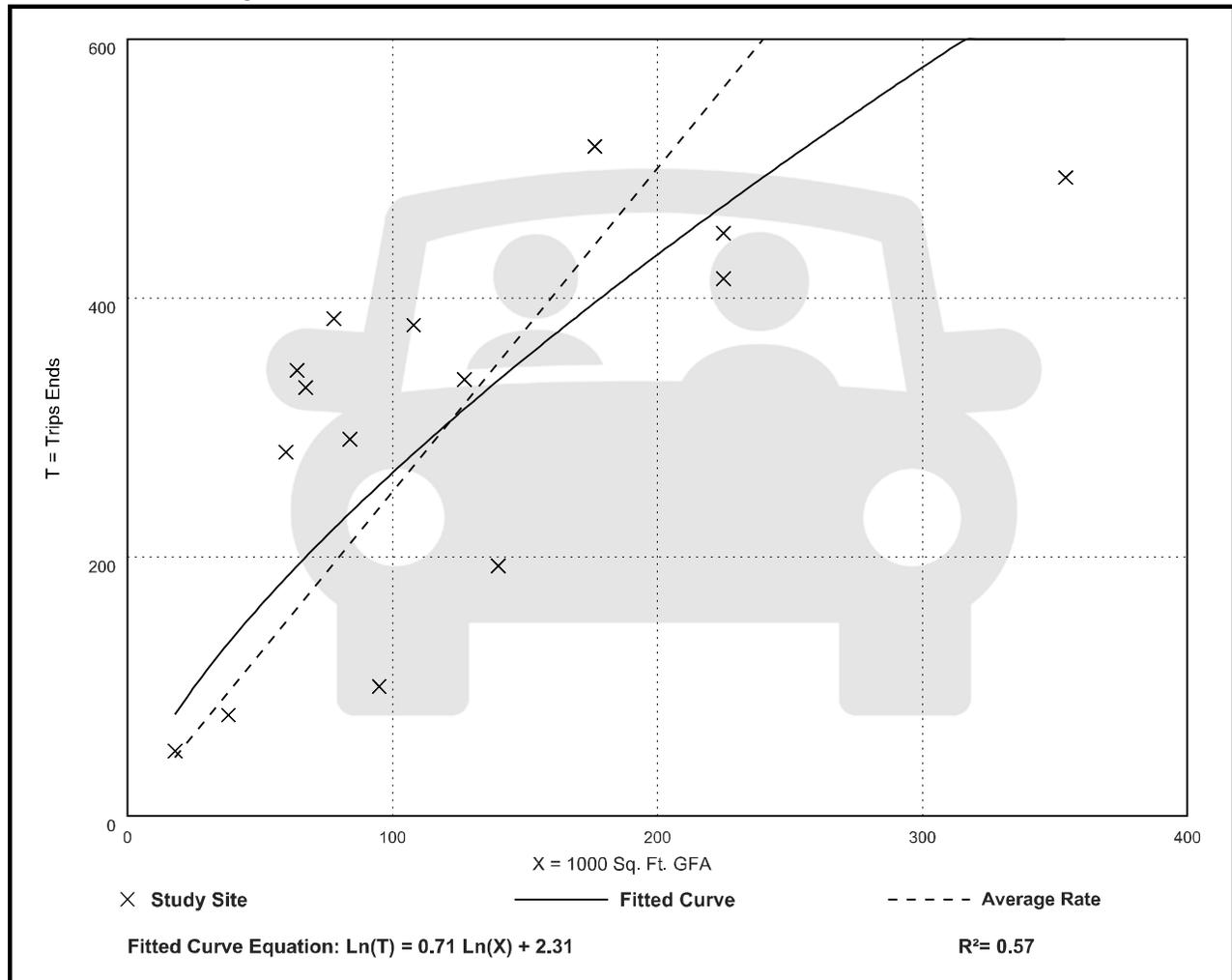


TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES																							
STATE SIGNALIZED ARTERIALS						FREEWAYS																							
Class I (40 mph or higher posted speed limit)						Core Urbanized																							
Lanes	Median	B	C	D	E	Lanes	B	C	D	E																			
2	Undivided	*	16,800	17,700	**	4	47,600	66,400	83,200	87,300																			
4	Divided	*	37,900	39,800	**	6	70,100	97,800	123,600	131,200																			
6	Divided	*	58,400	59,900	**	8	92,200	128,900	164,200	174,700																			
8	Divided	*	78,800	80,100	**	10	115,300	158,900	203,600	218,600																			
						12	136,500	192,400	246,200	272,900																			
Class II (35 mph or slower posted speed limit)						Urbanized																							
Lanes	Median	B	C	D	E	Lanes	B	C	D	E																			
2	Undivided	*	7,300	14,800	15,600	4	45,900	62,700	75,600	85,400																			
4	Divided	*	14,500	32,400	33,800	6	68,900	93,900	113,600	128,100																			
6	Divided	*	23,300	50,000	50,900	8	91,900	125,200	151,300	170,900																			
8	Divided	*	32,000	67,300	68,100	10	115,000	156,800	189,300	213,600																			
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments																							
Non-State Signalized Roadways - 10%						<table border="0"> <tr> <td colspan="3">Auxiliary Lanes</td> <td colspan="3">Ramp Metering</td> </tr> <tr> <td colspan="3">Present in Both Directions</td> <td colspan="3">+ 5%</td> </tr> <tr> <td colspan="3">+ 20,000</td> <td colspan="3"></td> </tr> </table>						Auxiliary Lanes			Ramp Metering			Present in Both Directions			+ 5%			+ 20,000					
Auxiliary Lanes			Ramp Metering																										
Present in Both Directions			+ 5%																										
+ 20,000																													
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS																							
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E																		
2	Divided	Yes	No	+5%		2	Undivided	11,700	18,000	24,200	32,600																		
2	Undivided	No	No	-20%		4	Divided	36,300	52,600	66,200	75,300																		
Multi	Undivided	Yes	No	-5%		6	Divided	54,600	78,800	99,400	113,100																		
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments																							
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors																				
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%																				
						Multi	Undivided	Yes	-5%																				
						Multi	Undivided	No	-25%																				
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.																							
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.																							
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.																							
0-49%		*	2,900	7,600	19,700	* Cannot be achieved using table input value defaults.																							
50-84%		2,100	6,700	19,700	>19,700	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.																							
85-100%		9,300	19,700	>19,700	**	<i>Source:</i> Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/																							
PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)																													
Sidewalk Coverage		B	C	D	E																								
0-49%		*	*	2,800	9,500																								
50-84%		*	1,600	8,700	15,800																								
85-100%		3,800	10,700	17,400	>19,700																								
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)																													
Sidewalk Coverage		B	C	D	E																								
0-84%		> 5	≥ 4	≥ 3	≥ 2																								
85-100%		> 4	≥ 3	≥ 2	≥ 1																								

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,510	1,600	**	4	4,050	5,640	6,800	7,420	
4	Divided	*	3,420	3,580	**	6	5,960	8,310	10,220	11,150	
6	Divided	*	5,250	5,390	**	8	7,840	10,960	13,620	14,850	
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580	
						12	11,600	16,350	20,930	23,200	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800 Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	1,050	1,620	2,180	2,930
2	Undivided	No	No	-20%		4	Divided	3,270	4,730	5,960	6,780
Multi	Undivided	Yes	No	-5%		6	Divided	4,910	7,090	8,950	10,180
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Multi	Undivided	Yes	-5%		
Paved						Multi	Undivided	No	-25%		
Shoulder/Bicycle						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
Lane Coverage	B	C	D	E		² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
0-49%	*	260	680	1,770		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
50-84%	190	600	1,770	>1,770		* Cannot be achieved using table input value defaults.					
85-100%	830	1,700	>1,770	**		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<i>Source:</i> Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	250	850							
50-84%	*	150	780	1,420							
85-100%	340	960	1,560	>1,770							
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

Traffic Survey Specialists, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID:

Location: NE 152nd Terrace Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	0	0	0
00:15 - 00:29	2	1	3
00:30 - 00:44	0	1	1
00:45 - 00:59	0	0	0
01:00 - 01:14	0	1	1
01:15 - 01:29	1	1	2
01:30 - 01:44	2	0	2
01:45 - 01:59	0	0	0
02:00 - 02:14	0	1	1
02:15 - 02:29	0	0	0
02:30 - 02:44	0	0	0
02:45 - 02:59	0	1	1
03:00 - 03:14	0	0	0
03:15 - 03:29	0	0	0
03:30 - 03:44	0	0	0
03:45 - 03:59	0	0	0
04:00 - 04:14	0	0	0
04:15 - 04:29	0	1	1
04:30 - 04:44	0	0	0
04:45 - 04:59	0	1	1
05:00 - 05:14	0	0	0
05:15 - 05:29	0	0	0
05:30 - 05:44	0	0	0
05:45 - 05:59	0	0	0
06:00 - 06:14	0	2	2
06:15 - 06:29	0	1	1
06:30 - 06:44	1	0	1
06:45 - 06:59	1	1	2
07:00 - 07:14	0	0	0
07:15 - 07:29	1	0	1
07:30 - 07:44	2	1	3
07:45 - 07:59	2	3	5
08:00 - 08:14	2	0	2
08:15 - 08:29	0	1	1
08:30 - 08:44	4	1	5
08:45 - 08:59	0	2	2
09:00 - 09:14	0	0	0
09:15 - 09:29	1	0	1
09:30 - 09:44	1	3	4
09:45 - 09:59	1	1	2
10:00 - 10:14	3	0	3
10:15 - 10:29	1	2	3
10:30 - 10:44	0	0	0
10:45 - 10:59	2	1	3
11:00 - 11:14	2	0	2
11:15 - 11:29	1	3	4
11:30 - 11:44	0	0	0
11:45 - 11:59	1	1	2
12:00 - 12:14	0	1	1
12:15 - 12:29	3	0	3
12:30 - 12:44	0	2	2
12:45 - 12:59	0	4	4

Traffic Survey Specialists, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID:

Location: NE 152nd Terrace Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	4	0	4
13:15 - 13:29	3	1	4
13:30 - 13:44	2	4	6
13:45 - 13:59	2	0	2
14:00 - 14:14	0	3	3
14:15 - 14:29	0	4	4
14:30 - 14:44	0	0	0
14:45 - 14:59	0	1	1
15:00 - 15:14	2	1	3
15:15 - 15:29	4	7	11
15:30 - 15:44	2	1	3
15:45 - 15:59	4	5	9
16:00 - 16:14	2	3	5
16:15 - 16:29	3	3	6
16:30 - 16:44	4	4	8
16:45 - 16:59	3	1	4
17:00 - 17:14	1	2	3
17:15 - 17:29	5	6	11
17:30 - 17:44	1	5	6
17:45 - 17:59	3	2	5
18:00 - 18:14	3	6	9
18:15 - 18:29	1	1	2
18:30 - 18:44	0	1	1
18:45 - 18:59	0	1	1
19:00 - 19:14	0	3	3
19:15 - 19:29	1	5	6
19:30 - 19:44	3	5	8
19:45 - 19:59	0	2	2
20:00 - 20:14	1	0	1
20:15 - 20:29	1	2	3
20:30 - 20:44	1	2	3
20:45 - 20:59	3	2	5
21:00 - 21:14	3	0	3
21:15 - 21:29	1	3	4
21:30 - 21:44	1	0	1
21:45 - 21:59	2	0	2
22:00 - 22:14	0	0	0
22:15 - 22:29	0	0	0
22:30 - 22:44	2	0	2
22:45 - 22:59	1	0	1
23:00 - 23:14	1	0	1
23:15 - 23:29	0	0	0
23:30 - 23:44	0	2	2
23:45 - 23:59	1	1	2
Totals	105	127	232
AM Peak Time	07:41 - 08:40	07:50 - 08:49	07:43 - 08:42
AM Peak Volume	9	6	14
PM Peak Time	15:57 - 16:56	17:10 - 18:09	17:10 - 18:09
PM Peak Volume	14	19	31

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID:

Location: NE 152nd Terrace Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida

Traffic Survey Specialists, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID:

Location: NE 153rd Terrace Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	0	0	0
00:15 - 00:29	0	0	0
00:30 - 00:44	0	0	0
00:45 - 00:59	1	1	2
01:00 - 01:14	0	0	0
01:15 - 01:29	0	0	0
01:30 - 01:44	0	1	1
01:45 - 01:59	0	0	0
02:00 - 02:14	1	0	1
02:15 - 02:29	0	0	0
02:30 - 02:44	1	2	3
02:45 - 02:59	0	0	0
03:00 - 03:14	0	1	1
03:15 - 03:29	0	0	0
03:30 - 03:44	0	0	0
03:45 - 03:59	0	0	0
04:00 - 04:14	0	0	0
04:15 - 04:29	0	0	0
04:30 - 04:44	0	0	0
04:45 - 04:59	0	0	0
05:00 - 05:14	0	0	0
05:15 - 05:29	1	0	1
05:30 - 05:44	0	0	0
05:45 - 05:59	0	1	1
06:00 - 06:14	0	0	0
06:15 - 06:29	0	0	0
06:30 - 06:44	0	1	1
06:45 - 06:59	1	1	2
07:00 - 07:14	1	0	1
07:15 - 07:29	1	2	3
07:30 - 07:44	2	2	4
07:45 - 07:59	1	0	1
08:00 - 08:14	2	0	2
08:15 - 08:29	2	2	4
08:30 - 08:44	2	1	3
08:45 - 08:59	1	1	2
09:00 - 09:14	4	0	4
09:15 - 09:29	1	0	1
09:30 - 09:44	3	2	5
09:45 - 09:59	0	1	1
10:00 - 10:14	3	1	4
10:15 - 10:29	1	0	1
10:30 - 10:44	0	2	2
10:45 - 10:59	1	1	2
11:00 - 11:14	1	0	1
11:15 - 11:29	0	3	3
11:30 - 11:44	2	1	3
11:45 - 11:59	1	2	3
12:00 - 12:14	0	0	0
12:15 - 12:29	1	1	2
12:30 - 12:44	2	2	4
12:45 - 12:59	1	3	4

Traffic Survey Specialists, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID:

Location: NE 153rd Terrace Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	3	2	5
13:15 - 13:29	1	3	4
13:30 - 13:44	0	3	3
13:45 - 13:59	2	2	4
14:00 - 14:14	2	1	3
14:15 - 14:29	2	3	5
14:30 - 14:44	2	0	2
14:45 - 14:59	3	0	3
15:00 - 15:14	5	6	11
15:15 - 15:29	3	1	4
15:30 - 15:44	1	1	2
15:45 - 15:59	3	3	6
16:00 - 16:14	2	4	6
16:15 - 16:29	2	6	8
16:30 - 16:44	5	2	7
16:45 - 16:59	0	3	3
17:00 - 17:14	4	1	5
17:15 - 17:29	3	3	6
17:30 - 17:44	2	0	2
17:45 - 17:59	1	1	2
18:00 - 18:14	4	4	8
18:15 - 18:29	3	4	7
18:30 - 18:44	2	3	5
18:45 - 18:59	3	1	4
19:00 - 19:14	1	1	2
19:15 - 19:29	2	4	6
19:30 - 19:44	3	1	4
19:45 - 19:59	1	1	2
20:00 - 20:14	1	2	3
20:15 - 20:29	2	4	6
20:30 - 20:44	1	0	1
20:45 - 20:59	1	2	3
21:00 - 21:14	0	0	0
21:15 - 21:29	1	0	1
21:30 - 21:44	1	0	1
21:45 - 21:59	0	2	2
22:00 - 22:14	1	2	3
22:15 - 22:29	4	1	5
22:30 - 22:44	0	3	3
22:45 - 22:59	0	1	1
23:00 - 23:14	0	0	0
23:15 - 23:29	1	0	1
23:30 - 23:44	0	0	0
23:45 - 23:59	0	0	0
Totals	116	116	232
AM Peak Time	08:08 - 09:07	10:32 - 11:31	08:08 - 09:07
AM Peak Volume	10	7	14
PM Peak Time	14:20 - 15:19	15:26 - 16:25	15:42 - 16:41
PM Peak Volume	15	15	28

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID:

Location: NE 153rd Terrace Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida

Traffic Survey Specialists, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID: TSS

Location: NE 154th Street Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	0	0	0
00:15 - 00:29	0	0	0
00:30 - 00:44	0	0	0
00:45 - 00:59	0	0	0
01:00 - 01:14	0	1	1
01:15 - 01:29	0	0	0
01:30 - 01:44	0	0	0
01:45 - 01:59	0	0	0
02:00 - 02:14	0	0	0
02:15 - 02:29	0	0	0
02:30 - 02:44	0	0	0
02:45 - 02:59	0	0	0
03:00 - 03:14	0	0	0
03:15 - 03:29	0	0	0
03:30 - 03:44	0	0	0
03:45 - 03:59	0	0	0
04:00 - 04:14	0	0	0
04:15 - 04:29	0	0	0
04:30 - 04:44	1	0	1
04:45 - 04:59	0	1	1
05:00 - 05:14	0	0	0
05:15 - 05:29	0	0	0
05:30 - 05:44	0	1	1
05:45 - 05:59	0	1	1
06:00 - 06:14	1	0	1
06:15 - 06:29	0	0	0
06:30 - 06:44	2	0	2
06:45 - 06:59	0	1	1
07:00 - 07:14	3	2	5
07:15 - 07:29	0	0	0
07:30 - 07:44	1	2	3
07:45 - 07:59	1	0	1
08:00 - 08:14	0	2	2
08:15 - 08:29	2	0	2
08:30 - 08:44	1	3	4
08:45 - 08:59	3	2	5
09:00 - 09:14	2	1	3
09:15 - 09:29	2	1	3
09:30 - 09:44	6	0	6
09:45 - 09:59	2	1	3
10:00 - 10:14	1	3	4
10:15 - 10:29	0	2	2
10:30 - 10:44	0	1	1
10:45 - 10:59	2	2	4
11:00 - 11:14	1	0	1
11:15 - 11:29	2	2	4
11:30 - 11:44	1	0	1
11:45 - 11:59	2	0	2
12:00 - 12:14	0	3	3
12:15 - 12:29	0	0	0
12:30 - 12:44	2	1	3
12:45 - 12:59	1	0	1

Traffic Survey Specialists, Inc. Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID: TSS

Location: NE 154th Street Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	1	2	3
13:15 - 13:29	0	1	1
13:30 - 13:44	0	4	4
13:45 - 13:59	1	3	4
14:00 - 14:14	2	1	3
14:15 - 14:29	0	1	1
14:30 - 14:44	5	1	6
14:45 - 14:59	4	2	6
15:00 - 15:14	1	3	4
15:15 - 15:29	1	4	5
15:30 - 15:44	1	0	1
15:45 - 15:59	1	3	4
16:00 - 16:14	0	1	1
16:15 - 16:29	3	0	3
16:30 - 16:44	0	2	2
16:45 - 16:59	1	0	1
17:00 - 17:14	2	4	6
17:15 - 17:29	1	4	5
17:30 - 17:44	5	1	6
17:45 - 17:59	1	1	2
18:00 - 18:14	1	2	3
18:15 - 18:29	0	0	0
18:30 - 18:44	2	2	4
18:45 - 18:59	1	1	2
19:00 - 19:14	3	1	4
19:15 - 19:29	0	1	1
19:30 - 19:44	1	2	3
19:45 - 19:59	1	2	3
20:00 - 20:14	1	0	1
20:15 - 20:29	1	0	1
20:30 - 20:44	3	1	4
20:45 - 20:59	1	0	1
21:00 - 21:14	2	2	4
21:15 - 21:29	0	2	2
21:30 - 21:44	1	0	1
21:45 - 21:59	0	0	0
22:00 - 22:14	0	1	1
22:15 - 22:29	3	0	3
22:30 - 22:44	1	1	2
22:45 - 22:59	3	1	4
23:00 - 23:14	1	1	2
23:15 - 23:29	0	0	0
23:30 - 23:44	1	0	1
23:45 - 23:59	0	0	0
Totals	96	91	187
AM Peak Time	08:40 - 09:39	09:51 - 10:50	08:40 - 09:39
AM Peak Volume	14	9	19
PM Peak Time	13:51 - 14:50	13:04 - 14:03	14:28 - 15:27
PM Peak Volume	12	11	22

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 05/03/2022

Unit ID: TSS

Location: NE 154th Street Between NE 14th Ct & NE 15th Ct

Comments: North Miami Beach, Florida