DAVID PLUMMER & ASSOCIATES
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Miami Freedom Park & Soccer Village
Traffic Study Summary

The Miami Freedom Park & Soccer Village (Miami Freedom Park) project has undertaken a comprehensive traffic study to ensure that the traffic impacts have been documented and addressed. The traffic study also includes a residential neighborhood analysis, a parking analysis, transit ridership strategies, and a preliminary transportation management plan during game days. Miami Freedom Park and Inter Miami CF are committed to providing their patrons with the best possible game day experience, while carefully protecting the neighborhood communities from undesirable traffic impacts. Key components of the traffic study are summarized in this document.

Existing Conditions

Twenty-seven intersections and 12 ramp roadways within the Miami Freedom Park study area were analyzed for the existing (2018) and future with project (2025) scenario during the following six periods:

- Weekday morning (7am-9am) and afternoon (4pm-6pm) peak periods.
- Weekday game day arrival period (630pm-730pm) and departure period (930pm-1030pm).
- Saturday game day arrival period (630pm-730pm) and departure period (930pm-1030pm).

All of the signalized intersections analyzed meet the City's level of service (LOS) standards and all of the ramp roadways have available capacity.

In addition, volume and speed counts at 20 roadways in the Grapeland Heights Neighborhood (GHN) were collected for a weekday, 24-hour period and were evaluated. Based on Miami-Dade County's (MDC) traffic calming thresholds, 10 of these locations are currently eligible for traffic calming devices based on 2018 conditions. It is important to note that the existing traffic issues in the GHN <u>are not</u> due to Miami Freedom Park. Miami Freedom Park is committed to working with the GHN, the City, and the County to resolve these existing traffic issues.

Traffic Study Components

The major components of the traffic study are as follows:

- Existing conditions (2018) analyses for 27 intersections and 12 ramp roadways within the Miami Freedom Park study area for the six periods described above, as well as 20 roadways in the GHN.
- Future conditions (2025) analyses for 27 intersections and 10 ramp roadways within the Miami Freedom Park study area for the six periods described above.
- Weekday game day and weekend game day shared parking analysis.

According to Major League Soccer data, each team has approximately 17 home games per season. The vast majority of the games kickoff on a Saturday or Sunday evening at 730pm, which is a period when the MDC roadway system has more available capacity compared to the typical weekdays.

The conclusions of the traffic study with the Miami Freedom Park project is that all of the signalized intersections meet the City's level of service (LOS) standards and the ramp roadways have available capacity for the six periods described above. This analysis includes access improvements, intersection improvements, pedestrian improvements, and police control of critical intersections during game days.

There are approximately 5,500 parking spaces planned for the Project with ample queuing and circulation within the site. For the weekend game day scenario, it is estimated that the peak parking demand is approximately 5,400 parking spaces. For the weekday night game day scenario, the estimated peak parking demand is 5,100 parking space. Therefore, there is a sufficient amount of parking spaces planned for the Miami Freedom Park project.

Proposed Improvements to Address Site Access

The Miami Freedom Park project is proposing a comprehensive set of traffic and pedestrian, improvements to meet the needs for non-game days and game days. The improvements proposed for the Miami Freedom Park project are listed below.

Site vehicular access improvements include:

- Constructing a new off ramp from northbound NW 42nd Avenue collector-distributor (c-d) road to the northwest corner of the Project (inbound access only).
- Adding a new signalized full-access driveway on NW 14th Street midway between NW 42nd Avenue and the WB SR 836 off ramp. An exclusive westbound right-turn lane and eastbound left-turn lane into the Project site are also being proposed.

- Constructing a new signalized full-access driveway located at the west leg of the existing NW 37th Avenue / NW 19th Street intersection. An exclusive southbound right-turn lane and northbound left-turn lane into the Project site are being proposed.
- Adjusting signal timing at the intersections of NW 42nd Avenue / NW 14th Street and NW 37th Avenue / NW 14th Street in order to improve the overall intersection operations.

Exhibits 1 and 2 show the proposed ingress and egress plan during non-game day scenario. Exhibits 3 and 4 show the proposed ingress and egress plan during events, including potential locations of police controlled intersections.

Pedestrian mobility improvements include:

- Providing a grade-separated pedestrian crossing over NW 21st Street. This elevated crossing will provide a direct, safe, and convenient way for pedestrians to gain access to / from the site from the MIC's Miami Central Station.
- Enhancing pedestrian improvements such as ADA pedestrian ramps with detectable warning surface, pedestrian push buttons and countdown signals, high-emphasis crosswalks, and an exclusive pedestrian phase during game days (locations include: NW 42nd Avenue / NW 14th Street, NW 37th Avenue / NW 14th Street, NW 37th Avenue / NW 17th Street, NW 37th Avenue / NW 19th Street, and NW 37th Avenue / NW 21st Street). These enhancements are critical for non-game days when there will not be police control of intersections adjacent to the site.
- Installing rapid rectangular flashing beacons, like the ones installed on South Bayshore Drive and Ponce de Leon Boulevard, is also being considered at non-signalized pedestrian crossings on NW 37 Avenue between NW 19th Street and NW 14th Street.

Proposed Improvements to Address Game Day Traffic

Transit ridership will be a key component of the transportation experience on game days. Therefore, in addition to the traffic and pedestrian improvements discussed above, strategies to improve transit ridership during game days have been developed and are listed below.

Public transit accessibility enhancements include:

- Partnering with MDC Transit to provide more Metrorail vehicles to the MIC station with shorter headways for both pre and post-game is critical given the anticipated amount of patrons expected to use other modes of transportation to get to a game.

- Providing incentives to patrons to use the Metrorail. Some of the proposed incentives include:
    - Providing in-game promotional items with proof of Metrorail ridership
    - Offering app-based rewards for using the Metrorail
- Partnering with MDC Transit to enhanced transit service on game days by arranging for City of Miami trolleys to circulate between the MIC and the stadium.

Prior to opening the Inter Miami CF stadium, a comprehensive Transportation Management Plan (TMP) will be developed in coordination with the appropriate agencies. This is standard practice for major stadium / sports facilities. The purpose of the TMP is to address pedestrian and vehicular traffic movements on game days. Both the pre-game (generally two hours before kickoff) and post-game (generally one hour after the conclusion of the game) scenarios will be addressed in the TMP. Components of the TMP will include:

- Coordinating with representatives from public agencies, police agencies, and the City of Miami.
- Modifying streets temporarily (pre and post-game).
- Implementing police control of several intersections.
- Managing access, parking, and pedestrian routes.
- Coordinating shorter headways, additional Metrorail vehicles, and Miami Trolley system vehicles to / from the MIA station on game days.
- Designating valet locations / operations.
- Promoting transit and rideshare incentives.
- Developing plans to minimize traffic impacts to the GHN and creating residents only parking zones.
- Developing a comprehensive rideshare drop-off / pick-up operations plan.
- Assigning bus / limo staging and disabled passenger drop-off / pick-up areas.
- Designating fire-rescue access and circulation.
- Placing permanent and temporary signage (expressway system and surface streets).
- Conducting extensive public information programs.
- Prohibiting vehicular game day traffic from using NW 37th Avenue between NW 14th Street and NW 19th Street, and the like.

Non-Game Days

As there are only 17 home MLS games per season, the site will mainly function without events at the soccer stadium. All of the site vehicular access improvements and pedestrian mobility improvements will be in place for daily use. Because the site has been planned for its more intense period (weekday game nights), there will be more than adequate capacity for queuing and circulation on-site during non-game days.

The conclusions of the traffic study with the Miami Freedom Park project is that all of the signalized intersections meet the City's level of service (LOS) standards and the ramp roadways have available capacity for the typical weekday morning and afternoon peak periods during non-game days. This analysis includes access improvements, intersection improvements, signal timing improvements, pedestrian improvements, and police control of critical intersections during game days.

Regarding parking, the typical weekday non-game day peak parking demand will be significantly less than the game day scenarios. Therefore, the site will be significantly over-parked during the typical weekday non-game day.

Miami Freedom Park will be located within walking distance to the Miami Intermodal Center (MIC). Located within the MIC is the Miami International Airport Metrorail station (MIA station) and the Miami Central Station. The area surrounding the Project is also served by Miami-Dade Transit bus routes and the City of Miami Trolley System. It is expected that transit ridership will be a key transportation component for many employees and visitors during non-game days.

Miami Freedom Park and Inter Miami CF want to provide their patrons with the best possible game day experience, and they are committed to the betterment of their neighboring communities. Miami Freedom Park can achieve this by implementing the recommendations in the traffic study thereby minimizing to impact to current traffic operations. In addition, this comprehensive transportation management plan will enhance pedestrian mobility and facilitate the use of transit to and from the site.

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MIAMI FREEDOM PARK & SOCCER VILLAGE

SITE INGRESS (DAILY NON-EVENT)

NORTH
N.T.S.

EXHIBIT 2

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MIAMI FREEDOM PARK &
SOCCER VILLAGE

SITE EGRESS
(DAILY NON-EVENT)

NORTH
N.T.S.

EXHIBIT
3

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MIAMI FREEDOM PARK & SOCCER VILLAGE

SITE INGRESS (MLS GAME)

NORTH
N.T.S.

EXHIBIT 4

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MIAMI FREEDOM PARK & SOCCER VILLAGE

SITE EGRESS (MLS GAME)

NORTH

N.T.S.

EXHIBIT 5