

May 11, 2016

Xavier R. Falconi, P.E.,
City of Miami Beach
1700 Convention Center Drive
Miami Beach, Florida 33139

**Re: 1212 Lincoln Road Traffic Impact Study - Response to Peer Review 1
(May 6, 2016)**

Dear Mr. Falconi:

We received traffic-related comments prepared by FTE (comment letter dated May 6, 2016) in connection with the 1212 Lincoln Road project. The responses to the traffic-related comments are provided below:

Comment 1: Lane Geometry - The intersection of Alton Road and 17th Street was analyzed using the temporary (during construction) lane geometry. Please analyze all future conditions using the proposed geometry.

Response 1: The intersection lane geometry was revised where necessary for all future condition analyses. Please note that the eastbound approach was the only approach that needed to be updated.

Comment 2: Trip Generation – Please revised the calculations shown in Table 1 for Land Use 826. The best fit formula was used to calculate the daily trips. However, the R2 is low. Please use the average rate.

Response 2: The Average rate was used to calculate the daily trips for Land Use 826 as suggested by the reviewer.

Comment 3: Trip Distribution – No trips were assigned to 17th Street or 15th street. However, a total of 10% of the trips were assigned to come from the west via 16th Street and Lincoln Road.

Response 3: The trip distribution was revised. The following traffic assignment was assumed for the proposed retail development:

- o 35% to/from the north via Alton Road
- o 40% to/from the south via Alton Road
- o 5% to/from the east via 15th Street

- o 5% to/from the east via 16th Street
- o 5% to/from the east via 17^h Street
- o 5% to/from the west via 16th Street
- o 5% to/from the west via Lincoln Road

Comment 4: Trip Assignment –

a. The site currently has multiple driveways. The existing volumes (trips generated by the existing site) need to be redistributed to the proposed driveway.

b. The analysis of the proposed driveways must include the volume for all trips generated, not only the net new trips

c. Why is it assumed that patrons will use the alley to access the property instead of West Avenue?

d. Are there valet trips using West Avenue? Please provide the proposed valet route?

e. The assigned valet trips along Alton Road and 16th Street do not match.

f. The valet trip calculations should be based on the total number of trips for the site not on the net new trips.

Response 4:

Bullet a): The proposed driveway volume was revised accordingly. Please refer to Figure 4.

Bullet b): The proposed driveway volume was revised accordingly.

Bullet c): It was revised. Patrons will not use the alley to access the site.

Bullet d): The proposed valet route is provided in Appendix G.

Bullet e): Valet trips were revised.

Bullet f): The valet trip calculation was revised. It was assumed that 20% of the trips entering the site will use valet parking. 20% of 140 = 28 Trips.

Comment 5: Future turning Volume worksheets indicate that a seasonal factor of 3.0 was used for Lincoln Road. Please correct

Response 5: The factor was revised to 1.0.

Comment 6: Committed Trips –The 1824 Alton Road project need to be accounted as part of the committed trips.

Response 6: Committed trips from the 1824 Alton Road project (also known as 1800 Alton) were added.

Comment 7: Intersection Capacity Analysis – Please review the Synchro files as follows:

- a. Lane geometry for the intersection of Alton Road and West Avenue.**
- b. Mark the area as a CBD.**
- c. Mark where there is adjacent parking.**
- d. Input pedestrian and bike volumes.**
- e. Please provide a comparison of the expected queues and the existing storage for all turning movements.**

Response 7:

Bullet a): The intersection lane geometry was revised where necessary for all future condition analyses. Please note that the eastbound approach was the only approach that needed to be updated.

Bullet b): The study area was marked as CBD as the reviewer suggested.

Bullet c): Adjacent parking was added. Note that it was used the default parking maneuver rate from the 2010 HCM.

Bullet d): Pedestrian and bicycle volumes were added.

Bullet e): The Queuing reports for all intersections are provided in appendix G.

Comment 8: Service Rate – Please indicate how the four-minute service rate was developed.

Response 8: Appendix G contains details on how the service time was calculated, please refer to first page of the appendix.

Comment 9: Parking Facility – It is unclear what type of parking is being provided. Will it include self-parking? Does it include tandem or mechanical parking? Will there be any ticketing gate at the entrance? Please include in the appendix the plan for each floor.

Response 9: The parking structure will allow for self-parking. No tandem or mechanical parking is proposed. The additional garage floors are contained in the updated traffic study.

Comment 10: The report assumes that 20% of the vehicles generated will use the valet service. Please justify your assumption. Depending on the answer to Comment 7, the assumption may be low.

Response 10: Since the project is a mixed-use development including retail use, most of the valet trips are anticipated to be used by hotel patrons. The hotel trips are much lower than the retail trips. Hence, 20% valet use for this project seems reasonable.

Comment 11: Valet Service – The proposed location for the valet service impacts the existing on-street parking, please coordinate with the City's parking department.

Response 11: Coordination with the City's parking department will be held regarding the loss of on-street parking.

Comment 12: TDM – No TDM was provided. the TDM section needs to describe the following:

- **The number of employees expected to work at the site**
- **It must include the contact information of the person assigned to administer the TDM program. The City will be coordinating with the assigned individual.**
- **The TDM should include incentives to encourage employees to use alternatives modes of transportation. The proposed incentives should consider the expected number of employees and the size of the proposed development.**
- **Include specific goals for each of the incentives.**

Response 12: Approximately fifty (50) employees will be employed by the hotel. It is anticipated that up to 150 employees will be employed by the remaining uses in the

project.

The coordinator/administrator will be Ms. Marisa Galbut, 2200 Biscayne Boulevard, Miami Florida 33129.

Mass Transit – Regular bus routes are an effective way for traversing Miami Beach along its length from the north and reaching the city from the mainland. Miami Dade Transit and the SB Local provide access to and from most of the City and conveniently pass the 1212 Lincoln development. These will provide an ideal transit option for employees, many of who are likely to live within the loop. The owner will provide a subsidy to employees to make this option attractive. The proportion of this incentive will be evaluated based on its demand.

Bicycle Parking and Subsidy – The submitted plans set aside several areas for customer and employee bicycle parking, with employee racks being located on the southeast corner of the building providing for thirty (30) bike spaces. The owner has further committed to providing a financial subsidy in order to defray the cost of bicycles for those employees who will commit to biking to work.

Comment 13: Additional analysis - The TIS needs to address the following items:

- **Internal Circulation**
- **Proposed signs**
- **Driveway operations**
- **Loading and trash operations. Please provide Auto turns as needed.**

Response 13: The internal circulation consists of clockwise movements within the parking garage entering the parking facility and counter-clockwise direction to exit. A stop sign and stop bar shall be placed at the exit lane from the parking garage (at 6th Street). Table 4 on the traffic study presents the level of service results of the driveway operation (LOS “B”). Loading and trash operation will continue along the alley. Since the alley will not change, no maneuverability analysis was deemed necessary.

Comment 14: Site Plan

- a. **The site plan indicates that Bike racks will be provided for short and long term. Please define the purpose of long term vs Short term and indicate how many racks will be provided.**
- b. **Please verify that the existing bus stops on Alton Road and 16th**

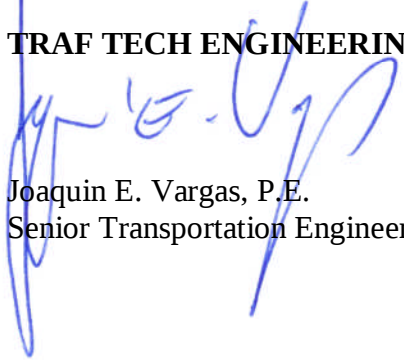
Street as well as the existing on-street parking are not impacted by the proposed entrances and or driveways.

Response 14: a) The short term will be for customers and the long-term for employees. The plans currently call for 20 short-term bicycle racks and 10 long-term bicycle racks.

b) The project entrance/exit driveway on 6th Street will be approximately 6 feet wider than the existing driveway which will affect the motorcycle parking. The bus stop post may need to be relocated several feet to the east.

Please call me if you have any questions.

TRAF TECH ENGINEERING, INC.



Joaquin E. Vargas, P.E.
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